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4 APRIL 2023
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INTRODUCTION

'In war, administration is as much a matter of hard work and improvisation as of skill, whereas to fight a successful land battle against a formidable enemy is, I believe, the most difficult of all skilled achievements. What does the civilian historian really know about it?'

Strong words indeed from a man who knew a fair amount about fighting; his laurels only confirm that. They came from Lieutenant-General Sir Francis 'Gertie' Toker, K.C.I.E., C.B., D.S.O., O.B.E., whose finest command was perhaps of the 4th Indian Division during campaigns in Africa and Italy during the Second World War.

His comments struck a chord when preparing this latest offering, reflecting that Department held their first Auction in December 1983. It appears to be the thirty-fifth Auction this 'civilian historian' has shared in (how time flies!) and in the four decades since Spink offered Medals for Sale at Auction, it is seen all of the changing tides of this timeless hobby.

That most recent evolution has perhaps encouraged the cataloguer to leave the battlefield drenched in ink; can you blame us? The tales of derring-do in the annals of the previous few centuries of military history are nothing short of remarkable. It can be no surprise that certain Battles, Regiments or theatres of war continue to captivate. That might be the First Day of the Battle of the Somme (Lots 349 & 357), the Battle of Trafalgar (Lots 3 & 4) or even the Defence of Legations (Lot 49). You are captivated by these epics and so are we!

Our own specialty in this Department, however, seems to have been in offering that first-hand, the unpublished or little-known account of something less feted but no less worthy of coverage. Sometimes that may be in an image presented in the public domain for the first time that says a thousand words, a first-hand account (often requiring the deciphering of a hand-written diary of quite significantly more than a thousand words! – Lot 385) or some remarkable quip at an opportune moment. These, for me anyway, make every day special and makes every Lot offered in the coming pages worthy of consideration.

Please do not hesitate to reach out to myself, Harry, Robert or John to assist you: we are here to help.

Do enjoy!

Marcus

March 2023

Order of Sale

Single Campaign Medals Lots 1-63

Campaign Groups and Pairs Lots 64-211

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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.

SINGLE CAMPAIGN MEDALS

- 1 Naval General Service 1793-1840, 1 clasp, Java (W. T. Riches, Midshipman.), *polished, suspension slightly slack and a little edge bruising, very fine* £1,400-1,800

PROVENANCE:

Glendining's, August 1902 & February 1936

Watson Thomas Riches, a unique name on the published Roll, is confirmed with this single-clasp Medal for Java. He also appears to have been entitled to the clasp 'Gluckstadt 5 Jany 1814', but did not submit a claim for such and it was therefore never issued to him.



Seeing a great deal of service during his career, Riches is first noted as a Midshipman aboard the 98-gun H.M.S. *Windsor Castle* at the Battle of Cape Finisterre (22 July 1805) - an inconclusive precursor to the Battle of Trafalgar after which the British commander, Admiral Sir Robert Calder, was court-martialled and severely reprimanded for failing to decisively defeat the combined (and numerically superior) Franco-Spanish fleet under admirals Villeneuve and Gravina. *Windsor Castle* was much in the thick of this confused action, and indeed suffered the most casualties of any British vessel that day with 10 killed, 35 wounded, and significant damage to her masts and spars. Riches was still aboard this ship when she was present (but did not play an active part in) the Action of 25 September 1806, when a British blockading squadron of six ships of the line and a brig under the command of Commodore Sir Samuel Hood captured four newly-built and large French frigates in a short but fierce engagement.

Reassigned from European to Mediterranean waters, *Windsor Castle* (with Midshipman Riches aboard) was part of Vice-Admiral Sir John Duckworth's fleet during the Dardanelles operation of 19 February 1807, a failed assault by the Royal Navy against the coastal fortifications of Constantinople. At the forcing of the Dardanelles passage, *Windsor Castle* suffered some seven men wounded and upon the final withdrawal she had the misfortune to be hit by a gigantic 800-pound stone shot (fired by the 'Dardanelles Gun') which with a single round caused her mainmast to collapse and killed and wounded 24 men - undoubtedly a terrifying experience for the men on board, who would never have previously encountered a gun of this size and power.

In 1810 Riches was present aboard the 38-gun frigate H.M.S. *Clorinde* for the Invasion of Isle de France (Mauritius; 29 November - 3 December) and the following year found him at the Invasion of Java, still as a Midshipman, with the 74-gun H.M.S. *Illustrious*, commanded by Captain Robert Festing. In due course returned to European waters, with Napoleon's empire beginning to crumble and the allied nations closing in for the kill, Riches had the unusual distinction of commanding a gun-boat on the river Elbe during the reduction of Cuxhaven and Gluckstadt, north-west of Hamburg. The blockading squadron consisted of six smaller warships and eight gunboats, tasked with providing any and all assistance possible to the army of the Crown Prince of Sweden - previously known as Jean Bernadotte, Marshal of France.

Promoted Lieutenant on 22 January 1814 (perhaps as reward for his services on the Elbe, at the conclusion of the Napoleonic Wars Riches appears to have been placed on Half-Pay and is next noted, from January 1839, as commander of a station of the Coast Guard. He died ten years later, on 5 December 1849.



The Dardanelles Gun

- 2 **A good Naval General Service Medal awarded to Private T. Ellis, Royal Marines, who saw much active service afloat in the suppression of the Slave Trade before participating - as a member of the landing parties - in the abortive and mis-managed siege of Petropavlovsk during the Crimean War**

Naval General Service 1793-1840, 1 clasp, Syria (Thomas Ellis.), *good very fine*

£700-900

Five men of this name upon the published roll, three of whom with entitlement to single-clasp medals; of those three two are noted as Private, Royal Marines although this is the only 'Syria' clasp amongst them.

Thomas Ellis was born on 20 August 1811, joining the Royal Marines in 1835 at the age of 24; interestingly his attestation papers note his place of birth as Portugal, where his father was serving with the 4th (King's Own) Regiment of Foot. Posted to the 84-gun H.M.S. *Asia* in March 1836, he was still on her books four years later when she was deployed for the Syria campaign against Mehemet Ali in the Eastern Mediterranean (Medal and Clasp).

Upon *Asia's* return to England, Ellis was next embarked upon another 84-gun vessel, H.M.S. *Formidable* - which had the misfortune to run badly aground off Barcelona in November 1842. Ellis is next noted serving, briefly, aboard the 28-gun frigate *Crocodile*, before removing on 29 December 1847 to the 10-gun brig sloop H.M.S. *Sealark* for active service with the Africa Squadron.

Suppression of the Slave Trade

Sealark formed part of a significant squadron of smaller Royal Navy warships tasked with putting a final end to the West African slave-trade; under the command of Commander William Backhouse Money Penny she personally captured or shared in the capture of a number of slavers. The campaign was conducted with much vigour and despite the 'pestilential' nature of the climate British activities were not restricted to actions afloat: indeed in February 1849 Commodore Sir Charles Hotham landed a force of 300 seamen and marines from his ships, including *Sealark*, to attack and destroy the slavers' 'factories' and release any prisoners they found. The attack was a complete success with no casualties sustained on the British side.

Pacific Service at Petropavlovsk

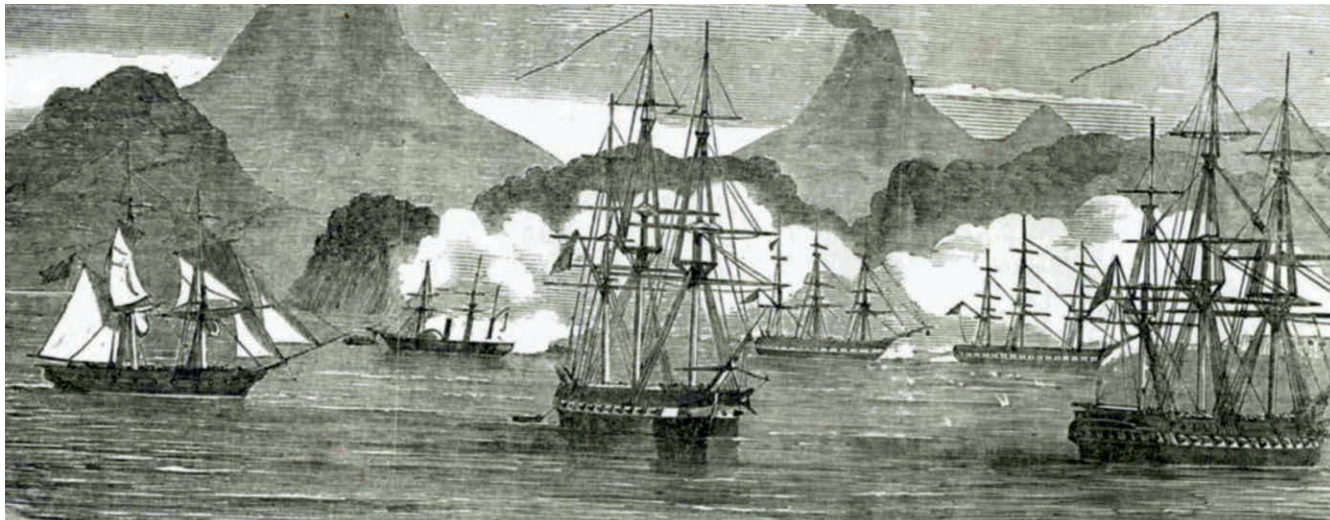
Disembarking from *Sealark* in May 1850, Ellis is next noted as joining the 58-gun frigate H.M.S. *President* on 14 August 1853; she was an exact copy of U.S.S. *President*, captured by H.M.S. *Endymion* in January 1815. The new *President* was assigned as flagship for Rear-Admiral David Powell Price, Commander-in-Chief Pacific and head of a small squadron tasked with combating and overcoming Russian naval interests in that ocean during the Crimean War. Price was, unfortunately, hampered by poor military intelligence and vague instructions from his superiors as to how he should proceed - the decision was therefore taken to assault and capture the main Russian naval base at Petropavlovsk.

Working in conjunction with an equally small squadron of French warships and after a reconnaissance of the harbour by the steam sloop H.M.S. *Virago*, it was determined the best course of action was an artillery bombardment and landing (by marines and sailors in the ships' boats) to attack the defences and seize the town. Sadly - and in an incident which has never been conclusively explained - Admiral Price then shot himself in his cabin aboard *President*, dying some five hours later from his wound. One can only imagine Ellis being caught up in the shock when this terrible incident unfolded.

Nevertheless after some delay the attacks went ahead and eventually comprised some 700 men - including 100 members of the Royal Marines, of which Ellis's record notes he was one with the 'Remarks' column stating: '*On Shore at Petropavlovsk*'. The attacking force, divided into four columns, initially met with much success in driving the Russians out of the town and spiking their artillery pieces - however, the commander of the French portion of the assault encountered unexpectedly difficult terrain when attempting to seize a vital hill; whilst his forces halted, the British continued but by this point Russian forces had had time to reorganise. Launching a fierce counterattack, the outnumbered marines (with all their officers killed or wounded) were forced to retreat back to the boats: this retreat led to a rout, which included the embarrassing loss of their Queen's Colour - later recovered, washed up on the beach, by the Russians. Private Ellis was lucky to survive such a confusing and deadly encounter.



HMS President



After this disaster and the death of their commander, the Allied fleet withdrew Vancouver Island before returning to Petropavlovsk in the spring of 1855 to find their foe had withdrawn further inland. Ellis, meanwhile, was transferred to the 46-gun H.M.S. *Amphitrite* in August 1855 for the journey home; his papers note that, after 21 years, two months and one day of service, Private Thomas Ellis was discharged at his own request with a character assessed as 'Very Good' and being in possession of no less than four good-conduct badges.

Sold with a good comprehensive archive of *copied* research, including campaign histories, eye-witness accounts and copied pages relating to the recipient from The National Archives.

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WHERE HISTORY IS VALUED

- 3 The rare Naval General Service Medal awarded to Lieutenant W. Pilch Royal Navy, a native of Norfolk and friend of the Nelson family, who fought at Trafalgar aboard the “Billy Ruffian” before seeing further action with H.M.S. *Northumberland* upon the occasion when she defeated three French vessels returning from a commerce-raiding cruise in the Atlantic; in later life Pilch was appointed a Naval Knight of Windsor



Naval General Service 1793-1840, 2 clasps, Trafalgar, Northumberland 22 May 1812 (William Pilch, Volr. 1st Class.), with original riband and its original card box of issue, the outer inscribed ‘List 1 - Part 2 1534 - Wm. Pilch Volr. 1st Class’ and the inner named ‘Lieutt. Pilch RN.’, *extremely fine* £12,000-15,000

Purchased via an agent from the family in Norfolk, in June 1995, thus offered to the open market for the first occasion



William Pilch is confirmed upon the Roll with entitlement to this medal and clasps - a unique combination to a naval veteran of the Napoleonic Wars.

Early Life & Family Connections

William Pilch was born on 21 April 1794 to William and Margaret Pilch of Burnham Market, Norfolk. Baptised six days later, most interestingly the rector of the parish was The Reverend Edmund Nelson, father of none other than Horatio Nelson, who at that time was making a name for himself at the Invasion of Corsica. By family repute, the friendship between the families of Nelson and Pilch led to young William entering the Royal Navy on 4 October 1804 - at the tender age of 10 - as a First Class Volunteer aboard H.M.S. *Bellerophon*, a 74-gun ship-of-the-line affectionately known in the service as the "*Billy Ruffian*". She served with much distinction in three major fleet actions (the Glorious First of June; the Nile; and Trafalgar) in addition to a host of smaller engagements throughout her 50-year career, but it is of course on that fateful day of 21 October 1805 that she played a prominent part in one of history's most famous battles - along with the 11-year-old William Pilch.

"To be in a general engagement with Nelson would crown all my military ambition"

Under the command of Captain John Cooke (a long-serving and well-respected officer), *Bellerophon* was fifth in Vice-Admiral Collingwood's lee column (astern of *Tonnant* and ahead of *Achille* and *Colossus*) and therefore one of the first ships into action with the combined Franco-Spanish fleet. As a junior member of the Midshipman's Berth, Pilch would likely have had a small supervisory role during the battle, perhaps overseeing a section of cannon on one of the gundecks or acting as Aide-de-Camp to a more senior officer; by coincidence, another young member of the ships' company at this time was the Signal Midshipman, John Franklin - the very same man who later made his name as an explorer and lost his life on the Northwest Passage expedition of 1845. Undoubtedly Pilch and Franklin would have known each other and perhaps they exchanged a few words together when Franklin noted Nelson's famous signal: "*England Expects That Every Man Will Do His Duty*".

At 12.30pm *Bellerophon* cut through the enemy line, firing two broadsides in quick succession into the Spanish 74-gun *Monarca* - effectively taking her out of the enemy line, such was the devastation caused by Cooke's well-trained crew. However, a dangerous situation developed when *Bellerophon* next collided with the French 74-gun *Aigle* - their yards became entangled, locking them together in a one-on-one duel which swiftly became extremely deadly: *Aigle* was well-commanded and the soldiers & marines on her upper deck and tops began a well-directed fire on their British opponent, concentrating especially on *Bellerophon's* quarterdeck. Cooke's first lieutenant, William Pryce Cumby, suggested to his captain that he should remove his epaulettes to make him less conspicuous a target (much like Hardy said to Nelson) but Cooke replied:

"It is too late to take them off. I see my situation, but I will die like a man".

As the duel raged, and with the British vessel also coming under fire from further French and Spanish

ships, the captain of the *Aigle* ordered his men to board the *Bellerophon* and attempt to capture her: Cooke sent Cumby below to ensure her heavy guns kept firing, then personally led a counter-attack to repel the French boarders which resulted in a fierce hand-to-hand fight. At 1.11pm Cooke fell, mortally wounded, with an eyewitness statement from one of his officers providing further detail:

“He had discharged his pistols very frequently at the enemy, who as often attempted to board, and he had killed a French officer on his own quarterdeck. He was in the act of reloading his pistols ... when he received two musket-balls in the breast. He immediately fell, and upon the quartermaster going up and asking him if he should take him down below, his answer was “No, let me lie quietly one minute. Tell Lieutenant Cumby never to strike”.



One can only imagine what William Pilch - a mere 11 years old - was thinking and feeling at this terrifying time.

The fighting between the two ships raged for another half-hour before, finally, *Aigle* sheered away and attempted to flee - the “Billy Ruffian” had emerged victorious. Now under the command of Lieutenant Cumby, his exhausted crew started making repairs whilst also sending a prize crew to take possession of the *Monarca*, which had surrendered in the meantime; the same fate befell the 74-gun *Bahama*. The ‘Butcher’s Bill’ aboard *Bellerophon* was terrible: in addition to Captain Cooke she suffered 26 killed and 123 wounded - 30% of the ships’ company and the second-highest casualty list of the whole Lee Division: Pilch was lucky to come through completely unscathed.

Though many were honoured for the part they played that historic day, young Pilch had to wait a little longer - in a Royal Navy where patronage still meant a great deal, the death of Admiral Lord Nelson likely didn’t do his career any favours. He is next noted, still as a Volunteer 1st Class, aboard H.M.S. *Glory* until July 1806, when he was appointed in swift succession to the 64-gun ships *Sampson* and *Diadem*; in the latter he saw further active service in the controversial campaign to capture Monte Video, and whilst aboard her was finally promoted Midshipman. Upon his return from South America Pilch was appointed to the 74-gun H.M.S. *Defiance*, another Lee-column veteran of Trafalgar and saw action in her at the Battle of Les Sables-d’Olonne (23 February 1809), which took place off the town of the same name on the Biscay coast. During this engagement *Defiance*, under the command of Captain Henry Hotham, was first in line to attack three French 40-gun frigates anchored under protection of shore-based artillery batteries; due to her unusually shallow draught, *Defiance* was able to sail closer inshore than the remainder of the British squadron and fought alone for twenty minutes against the French vessels and gun batteries until the remaining British ships could support her. Hugely outnumbered in men and guns all three French frigates became so badly damaged that, unmanageable, they drifted ashore and became wrecked. *Defiance* had suffered casualties of two killed and 25 wounded: a small price to pay, perhaps, but the most of any ship in the British squadron.



The Action of 22 May 1812

September 1810 found Pilch appointed - still as Midshipman - to H.M.S. *Northumberland*, another 74-gun ship-of-the-line in service in home waters. After an uneventful few years, on 22 May 1812 *Northumberland* was on patrol when she sighted a small French squadron of two 40-gun frigates and a 16-gun brig returning home from a raiding cruise in the Atlantic; though technically superior in numbers and guns, the French vessels opted to avoid confrontation and to reach shelter by means of a shallower stretch of coastline where the smaller ships could go but the larger & heavier battleship could not. Unfortunately for the French, the only officer in the squadron who knew the area well enough to be certain of navigating the shoals was killed in one of *Northumberland*'s first broadsides; the inevitable happened and all three either hit reefs or grounded on sandbanks - the guns of *Northumberland* bombarded their enemy from a suitable distance, with both frigates eventually catching fire and exploding, only the brig *Mameluck* being refloated and saved the following day. The battle had not been an entirely one-sided affair however, with casualties aboard *Northumberland* being some 33 killed and wounded and damage to her masts & rigging.

Next appointed to H.M.S. *Valiant*, another 74-gun ship, Pilch found himself heading further afield for the first time in several years - specifically to the North American station, where a much-enlarged naval presence was required to combat their new foe in the War of 1812. Intriguingly, having served with Captain Henry Hotham aboard *Northumberland* for the engagement in May 1812, Pilch's 'Memorandum of Services' notes that every subsequent ship he was appointed to (*San Domingo*, *Asia*, *Tonnant*, *Forth* and *Superb*) was either directly or indirectly commanded by Hotham: did Pilch make such a good impression upon his senior that he secured some patronage and active employment in these later years? The 80-gun *Tonnant* acted as flagship for the Chesapeake and New Orleans campaigns and the 74-gun *Superb* participated in the attack upon Wareham in Massachusetts, and whilst on this station (24 September 1814) Pilch was finally - and most deservedly - promoted Lieutenant.



A Naval Knight of Windsor

'Turned ashore' at the conclusion of the Napoleonic Wars, Pilch is next noted as entering the Coastguard Service on 28 February 1827 - regular employment must have been keenly appreciated after many years on a Lieutenant's half-pay salary. By 1841 the census of that year describes him as

‘Lieutenant RN’ and resident of the Coast Station in the parish of St. Peter’s, Broadstairs, Kent and six years later he is further noted as the ‘Chief Officer’. After 20 years with the Coastguard Pilch was appointed a Naval Knight of Windsor - a rare honour indeed which brought with it an annual salary of £100-6-0 per annum. Unlike the Military Knights of Windsor (which exist to this day) the Naval Knights are a little-known body of men which only existed officially from 1797 - 1892 and during that time only 59 were ever appointed. Their qualifications for the position included having to be a Lieutenant upon retirement from the Navy, to be single without children, and of good & sober repute. In a further difference from the Military Knights, their Senior Service colleagues didn’t have accommodation within the walls of Windsor Castle itself, rather inhabiting a purpose-built property in the town comprising houses and a mess-room, joined by a colonnade and topped with a clocktower & cupola. The duties of a Naval Knight were not onerous, appearing to mostly consist of wearing their Full-Dress uniforms and regularly attending services at St. George’s Chapel, whilst being *“inclined to lead a virtuous, studious and devout life”*. It is perhaps whilst at Windsor that Pilch applied for, and received, his Naval General Service Medal bearing two clasps as record of an adventurous life at sea. After 15 years’ as a Naval Knight, William Pilch died - aged 70 - at Broadstairs, and is buried at the church of St. Peter-in-Thamet in the centre of the town. A life-long bachelor, Pilch’s Grant of Probate left his effects (totalling just under £600) to a sister, Susan Youngs of Titchwell, Norfolk - a village not far from where he and his siblings were born.

Postscript

By a strange quirk of fate - and though Pilch himself was aboard neither vessel at the time - both *Bellerophon* and *Northumberland* had the honour of receiving the ex-Emperor Napoleon Bonaparte upon his surrender in July 1815.

In addition to the *original* box of issue for Pilch’s medal and the original Grant of Probate, this Lot is accompanied by a large and comprehensive file of *copied* research, including photographs, muster rolls and excerpts from published secondary sources. An original portrait of the recipient is also known to be extant - wearing Naval Officers’ uniform c. 1830 - a large colour photograph of which is included in the Lot.

- 4 **The superb three-clasp Naval General Service Medal awarded to Private T. Durnell, Royal Marines, who went into action at Trafalgar aboard the famous ‘Fighting Temeraire’ before seeing further service at the Battle of Basque Roads in 1809 and the invasion of Java in 1811**



Naval General Service 1793-1840, 3 clasps, Trafalgar, Basque Roads 1809, Java (Thomas Durnell.), *a few minor scratches, very fine*

£8,000-10,000

PROVENANCE:
Debenham Collection, August 1899.
Spink, February 1974.

Thomas Durnell, a unique name on the published Roll, is confirmed with correct entitlement to this Medal & 3 clasps. Some 54 members of the Royal Marines claimed three-clasp medals but Durnell's combination of clasps appears to be unique to the Corps.

Born in Somerset in 1778, Durnell joined *Temeraire* in June 1805 from the Portsmouth Division; she was shortly afterwards ordered to join the Cadiz blockade and consequently played a central part in one of history's most famous engagements - the Battle of Trafalgar.



Opening Moves

On 21 October 1805 *Temeraire*, commanded by Captain Eliab Harvey, was second in Admiral Horatio Nelson's own Weather Column: the original plan had been for Harvey and *Temeraire* to lead the advance, but on the day Nelson in H.M.S. *Victory* assumed pole position. This led to a personal exchange between the great admiral and Harvey: after initially signalling for *Temeraire* to pass *Victory*, as they drew level the former called to the latter: "I'll thank you, Captain Harvey, to keep your proper station, which is *astern* of *Victory*!" A formal signal followed and Harvey reluctantly slowed *Temeraire* to allow Nelson's flagship to resume her prominent place in the attack on the Franco-Spanish line.

Battle Commences

Following close at the heels of *Victory*, Harvey in *Temeraire* crossed the bows of the 86-gun French flagship *Bucentaure*, giving her a broadside before making for the Spanish *Santisima Trinidad*, a behemoth 140-gun four-decker and the largest ship in the world at that time. Undaunted, *Temeraire* engaged this Spanish vessel for twenty minutes whilst also taking fire from the French *Neptune* and *Redoutable*. Sheering off from *Santisima Trinidad*, the two French ships were quickly developing into deadly foes: a broadside from *Redoutable* and another from *Neptune* brought down *Temeraire's* mizzen topmast, fore-yard and main topmast respectively. The fight was becoming a desperate affair, and was to become more desperate still.

Temeraire saves Victory

The expertly-fought *Redoutable* had now ranged up alongside Nelson's own *Victory*, sweeping her decks with musket fire and primitive grenades and her commander, Captain Lucas, had amassed a large party of men ready to board the British flagship. It was around this point that Admiral Nelson was hit by that fatal musket ball, leading to his death in the moment of triumph. Meanwhile Harvey, realising despite the chaos of battle what was happening, brought *Temeraire* round and with perfect timing raked *Redoutable* from stern to stem with a double-shotted broadside. The resulting slaughter was horrendous, as Lucas (who miraculously survived the battle) later stated:

'...the three-decker [*Temeraire*] – who had doubtless perceived that the *Victory* had ceased fire and would inevitably be taken – ran foul of the *Redoutable* to starboard and overwhelmed us with the point-blank fire of all her guns. It would be impossible to describe the horrible carnage produced by the murderous broadside of this ship. More than two hundred of our brave lads were killed or wounded by it.'

However, the danger to *Victory* wasn't over yet; next *Temeraire* rammed *Redoutable*, dismounting a number of the Frenchman's guns with Harvey's crew then lashing the two ships together before commencing to pound the *Redoutable* with broadside after broadside of deadly fire at point-blank range. The Franco-Spanish ships were still giving as good as they got, with the *Santa Ana* and

Fougueux then ranging up on *Temeraire's* un-engaged starboard side. The 74-gun *Fougueux* got too close to the British ship (possibly believing her to be too damaged to put up much more resistance) and Harvey, as ever in the thick of the fighting, ordered his men to hold their fire until 100 yards' range, when *Temeraire* unleashed yet another deadly broadside. This caused *Fougueux* to become temporarily out of control, and she lurched into *Temeraire's* side - where Harvey's men lashed her, too, to the valiant British vessel.

Crisis Point

Harvey and *Temeraire* were now sandwiched between two French 74's and therefore surrounded on all sides - after the battle Harvey wrote to his wife: "Perhaps never was a ship so circumstanced as mine, to have for more than three hours two of the enemy's line of battle ships lashed to her." He was in a perilous situation, which became more perilous still when men from the upper yards and fighting tops of *Redoutable* started lobbing grenades down onto *Temeraire's* upper deck: some of these caused small fires (deadly for a wooden ship) and one came dangerously close to igniting the after-magazine, which would have caused a terrible explosion and resulted in the destruction of *Temeraire* and those vessels around her. Happily however, the quick-thinking Master-at-Arms doused the flames just in time; it is highly likely *Temeraire's* complement of Royal Marines on the upper deck, yards and fighting tops were trying to 'pot' as many of their opponents as quickly as possible.

Final Moves

After twenty minutes of fighting two three-deckers, *Redoutable* surrendered and Captain Lucas called out for quarter; Harvey sent men across from *Temeraire* to take possession of his prize. Her battle was not yet over, however, as *Fougueux* was still fighting and Harvey assembled a boarding party to capture the French ship; with the cry of "Boarders Away!" the British, under First Lieutenant Kennedy, entered through the *Fougueux's* main-deck ports and steadily drove their enemy back - Commander Bazin, of the French vessel, surrendered shortly afterwards. With the Royal Marines specifically raised for such occasions as this, it is perfectly possible that Durnell participated in this boarding action.

Harvey and his men had now defeated and captured two French ships of the line and had saved *Victory* from capture, but at terrible cost to themselves: 47 members of the ship's company had been killed and 76 wounded, all her sails, yards, and upper masts had been destroyed, and there was a gaping hole of no less than eight feet in her starboard hull. Realising they were in no fit state to continue fighting, Harvey signalled the frigate H.M.S. *Sirius* to tow *Temeraire* out of the line to effect repairs - but a close shave occurred when the battered battleship was nearly attacked by a number of fresh Franco-Spanish ships. However, fresh British vessels came up just in time to save her from a difficult situation. Harvey, and the men of *Temeraire*, had truly done their bit.

Conclusion and Immortality

In the great storm which followed the battle, unfortunately both *Temeraire's* prizes foundered and sank in the heavy waves: 47 of her men, serving as prize crews, were also lost at this time. Riding out the storm, Harvey then made a personal report to Admiral Collingwood (the only captain to do so before Collingwood's victory despatch was written) which resulted in *Temeraire* being the only British ship mentioned by name for her heroic conduct.

Being so mentioned, Harvey and his ship became tremendously famous upon their return to Britain - not just with the general public, but with the upper echelons of society too: when the House of Commons passed a vote of thanks to the men who fought on that bloody day, only Nelson, Collingwood and - significantly - Harvey were mentioned by name. Artists too, keen to take advantage of this great victory, got involved - not just the well-known naval artist Nicholas Pocock, but none other than J.M.W. Turner. *Temeraire's* career came to an end in August 1838, when she was sold by the Admiralty and taken to Rotherhithe for breaking-up. It was during her journey up the Thames that Turner created his painting "The Fighting *Temeraire* tugged to her last Berth to be broken up, 1838" - an enormously evocative image of the transition between sail and steam which has subsequently been voted Britain's favourite painting (2005) and now graces, along with a portrait of Turner, the reverse of the current £20-note. Her lasting legacy is certainly an honourable one for Captain Harvey and the men of H.M.S. *Temeraire* - not forgetting, of course, Private Thomas Durnell of the Royal Marines.

Further Service Afloat

After Trafalgar, Durnell was discharged to the 74-gun H.M.S. *Illustrious* in December 1805; it was whilst on her books that he participated in the inconclusive Battle of Basque Roads (*Illustrious* being part of Admiral Lord Gambier's main fleet) and the Invasion of Java (August - September 1811), during which time *Illustrious* was commanded by Captain Robert Festing and acted as Flagship for Commodore William Broughton, commander of the naval force for the invasion. In old age, Durnell entered Greenwich Hospital on 2 December 1852 and died there on 7 May 1853.

5

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

£700-900

PROVENANCE:

Spink, November 1896.

Glendinning's, February 1963.

Spink, July 2017

James Barns (also encountered as 'Barnes') was born on 10 July 1772 at Gatcomb, Isle of Wight and enlisted with the Royal Artillery in 1792. Initially posted to Captain Borthwick's 5th Company, he later transferred to Captain John Lemoine's 7th Company - both of the same 1st Battalion R.A.; with the latter he served during the Egypt Campaign which culminated in the Battle of Alexandria on 21 March 1801.

With the objective of finally expelling the French from Egypt and Syria, a British force - some 15,000 strong - under the command of the highly-respected Lieutenant-General Sir Ralph Abercromby arrived off Marmorice Bay courtesy of the Royal Navy. Abercromby's artillery, commanded by Colonel Lawson, comprised approximately 543 officers and men.

The British landing at Marmorice is comparatively little-known today but is an exceptional example of inter-service co-operation and military planning; senior officers worked hard to ensure men and equipment could be landed as swiftly and smoothly as possible and a memorandum published on 10 January 1801 included such points as:

- *As the passage of the fleet to Egypt may probably be short, it is humbly proposed to have the light field-pieces of the first division of troops conveyed from hence on the decks of the ships of war, so as to be at once lowered down altogether into the boats, having their Artillery detachments along with them, without the necessity of any other preparation after coming to anchor*
- *One thousand seamen, provided with drag-ropes or harness, will be required to assist in landing and drawing up the heavy ordnance and stores*
- *The mode of advancing into the country will depend upon the means of draught found there; but, at all events, if a strong detachment of seamen can be procured to remain with the Artillery, it will be highly beneficial to the service.*

Although the shoreline at Aboukir Bay was actively defended by French forces, on the morning of 8 March a landing was effected in the face of heavy resistance and not insignificant loss. However, the assault was a success and the advance to Alexandria culminated in a set-piece battle on 21 March which resulted in a British victory; the men of the Royal Artillery had played a full and active part,

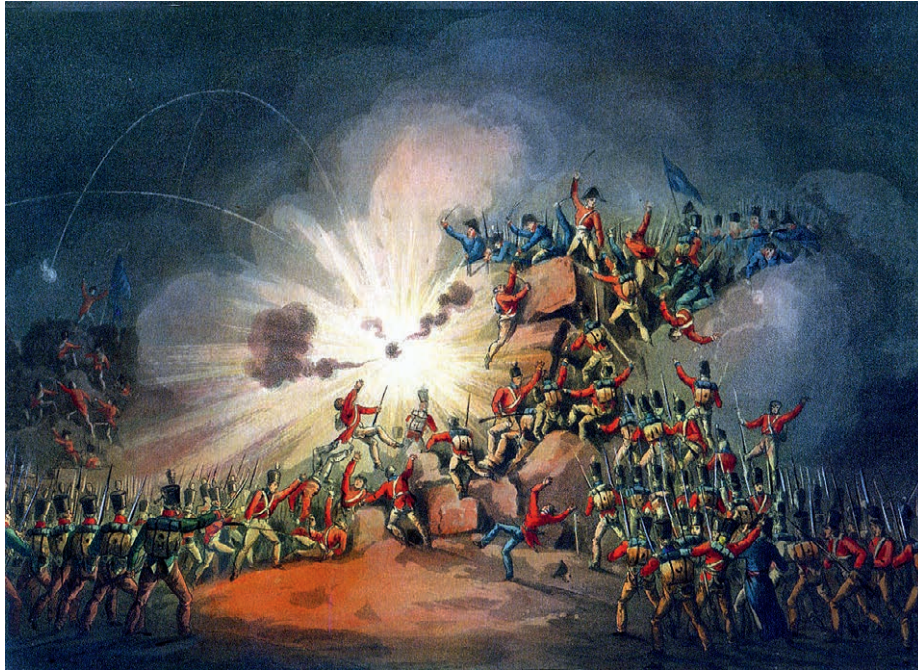


with the batteries on the right flank having exhausted all their ammunition by the end of the day.

Post-Egypt, Barns continued to serve in the Royal Artillery, on garrison duties both at home and abroad; his discharge papers note over seven years of service in the West Indies. Returning to Europe in 1814, Barns was discharged on 31 March 1818 to pension due to the effects of rheumatism having served a total of 32 years 220 days.

Sold with a well-presented file of copied research.

- x6 Military General Service 1793-1814, 1 clasp, Busaco (**A. Hobbs, 9th Foot.**), with top riband bar, *very fine* £600-800
- PROVENANCE:
Glendinning's, September 1928 & May 1965.
Spink, November 2005.



- 7 Military General Service 1793-1814, 2 clasps, Ciudad Rodrigo, Badajoz (**Jas Fitzgerald, Lieut 77th Foot.**), *good very fine* £1,000-1,500
- PROVENANCE:
Glendinning's, October 1952.

James Fitzgerald is confirmed upon the Roll with entitlement to these two clasps for his service as a junior officer in the 77th (East Middlesex) Regiment of Foot during the Peninsular War. In addition to their gallant conduct at the Battle of El Bodon (25 September 1811) the regiment played an active part in the siege operations and subsequent stormings of both Ciudad Rodrigo and Badajoz, and it appears that Fitzgerald - then Ensign - was wounded on the former occasion (*Notes on Wellington's Peninsular Regiments: 77th Regiment of Foot (East Middlesex)*, refers).

- 8 Military General Service 1793-1814, 2 clasps, Nivelles, Nive (**Joseph Wilkinson, 84th Foot.**), *very fine* £600-800

Joseph Wilkinson served with the 2nd Battalion, 84th (York and Lancaster) Regiment of Foot. His battalion had been raised in Lancaster in May 1808 and would participate in the disastrous Walcheren Campaign in the autumn of 1809. They latterly went to Portugal and were part of Wellington's army which chased their foe back into France, seeing action at the battles of the Bidassoa, Nive and Nivelles.

- 9 Military General Service 1793-1814, 6 clasps, Vittoria, Pyrenees, Nivelles, Nive, Orthes, Toulouse (**Wm Hutchinson, 50th Foot**), highlights polished and minor edge knocks, *about very fine* £1,200-1,500

PROVENANCE:
Spink, January 1952.

William Hutchinson is confirmed upon the Roll with entitlement to this medal and clasps, one of seven Other Ranks of the regiment with this number and combination. The 50th (Queen's Own) Regiment of Foot saw a great deal of service during the Peninsular War, commencing with the battle of Rolica in 1808, to Corunna in 1809 (where their commanding officer, Major Charles James Napier made a name for himself) and many other battles through to Toulouse - the last action of the war - in April 1814.

- 10 The Waterloo Medal awarded to Private J. Bruce, 2nd or Royal North British Dragoons (Scots Greys), who was wounded by a sabre cut on that famous day



Waterloo 1815 (James Bruce, 2nd or R.N. Brit. Reg. Drag.), *nearly extremely fine*

£5,000-7,000

PROVENANCE:

Gaskell Collection, May 1911.

Christie's, March 1965.

James Bruce was born in 1789 and was a native of Bathgate, Linlithgow, Scotland. He joined the 2nd Dragoons at Glasgow on 21 April 1812 and served in Captain Poole's Troop at Waterloo.

On that day, Bruce was in the thick of the action, as his Medical Discharge records:

'Sabre cut of left Elbow joint received 18th June 1815 at Waterloo in action with the enemy.'

Little more need be said of the part played by the Scots Greys at Waterloo; a French officer with the 3rd Division gave his account of their famed attack:

'Just as I was pushing one of our men back into the ranks I saw him fall at my feet from a sabre slash. I turned round instantly – to see English cavalry forcing their way into our midst and hacking us to pieces. Just as it is difficult, if not impossible, for the best cavalry to break into infantry who are formed into squares and who defend themselves with coolness and daring, so it is true that once the ranks have been penetrated, then resistance is useless and nothing remains for the cavalry to do but to slaughter at almost no risk to themselves. This is what happened, in vain our poor fellows stood up and stretched out their arms; they could not reach far enough to bayonet these cavalymen mounted on powerful horses, and the few shots fired in chaotic melee were just as fatal to our own men as to the English. And so we found ourselves defenceless against a relentless enemy who, in the intoxication of battle, sabred even our drummers and fifers without mercy.'

An officer of the 92nd Highlanders gave his own abridged version:

'The Scots Greys actually walked over this column.'

Finally, Napoleon himself was said to have commented:

'Ah, ces terribles chevaux gris (Those terrible grey horses).'

Stephen Wood, in his *Illustrated History* of the Regiment took those words as his title whilst in 1881 Lady Butler's epic oil *Scotland Forever!* captured the sheer intensity of the action in fine style; that painting is housed at the Leeds Art Gallery.

Treated on the continent, Bruce was evacuated to England and was discharged, with two years' additional service for Waterloo, on 8 October 1815; sold together with copied research and extracts.

- | | | |
|----|--|--------------|
| 11 | Waterloo 1815 (Thomas Elliott, Royal Waggon Train.), fitted with replacement silver straight-bar suspension, <i>lightly polished, good fine and better</i> | £800-1,000 |
| | <p>Thomas Elliott is confirmed upon the Medal Roll as present with the Royal Waggon Train at Waterloo, on 18 June 1815. The Train, comprising some 11 officers and 265 other ranks, played an important part in the battle by delivering supplies of ammunition to the hard-pressed frontline troops. Indeed, the actions of one member of the corps - Corporal Brewster - have gone down in history for single-handedly resupplying the garrison of the surrounded chateau of Hougoumont at a critical moment.</p> | |
| 12 | Honourable East India Company Medal for Egypt 1801, silver, fitted with a silver loop for suspension, <i>about good very fine</i> | £700-900 |
| 13 | Honourable East India Company Medal for the Capture of Rodrigues, Isle of Bourbon & Isle of France 1809-10, silver, with loop suspension, <i>good very fine</i> | £1,000-1,400 |
| 14 | Honourable East India Company Medal for Java 1811, silver, unnamed, fitted with a ring for suspension, with a length of cord, a later striking with die crack to obverse, <i>good very fine</i> | £400-600 |
| 15 | Honourable East India Company Medal for Nepaul 1814-16, silver, fitted with a silver loop for suspension, a later striking from rusted dies, <i>good very fine</i> | £400-500 |
| 16 | Honourable East India Company Medal for the Coorg Rebellion 1837, silver, fitted with a silver loop for suspension, later striking, <i>good very fine</i> | £300-400 |
| 17 | <p>The Arctic Medal awarded to Dr R. King, who served in Captain George Back's 1833-35 Land Expedition and was a forward-thinking Surgeon who promoted the merits of the native peoples of the Arctic regions</p> <p>Arctic 1818-55 (Dr. Richd. King. M.D.), naming engraved in capitals, <i>very fine</i></p> | £1,400-1,800 |

PROVENANCE:

Ex-Payne Collection.

Spink, September 1987.

Morton & Eden, October 2003.

Richard King was born in 1810 and qualified at Guy's Hospital in 1832 and obtained M.D. in New York in 1833. His entry in *Dictionary of Canadian Biography* offers the following:

'In 1820 Richard King entered St Paul's School in London; in 1824 he began a seven-year apprenticeship with an apothecary. The Society of Apothecaries granted him their licence in 1832. His medical degree is believed to have been granted by the University of St Andrews in Fife, Scotland; however, their records for that period are defective and the supposition cannot be proved. It was as a surgeon and naturalist that King set out in 1833 with Captain George Back's Arctic land expedition in search of Captain John Ross, then four years absent on a search for a northwest passage.

King, although Second-in-command, was in large part responsible for the success of the expedition. The two men evidently worked well enough together in the field, even though Back created unnecessary difficulties in King's task of collecting natural history specimens. On the outward journey to the northwest, King had charge of the main party and the heavy supplies, while Back hurried ahead in a light canoe to prepare for the exploration of the Great Fish River (Back River). After his return, Back set out as early as possible for England again leaving King in charge of the main party with instructions that were all but impossible to carry out.

Back, of course, wrote the official narrative of the expedition, to which King contributed botanical and meteorological appendices. In addition, King published his own account which is, in many respects, the better book. King showed a deeper understanding of the Indians and, although his share of the work had been far more arduous than Back's, he did not exaggerate, as Back did, the hardships of the journey. He differed from Back on some material geographical points and he made it clear that he thought the expedition might have been better managed and might have accomplished much more – so much more that he had decided, 'while yet tented on the shores of the Polar Sea, to form the project of returning to resume the search at the point where Captain Back had terminated his labours' For 22 years King attempted unsuccessfully to secure support for this project: principally because of Back's persuasive and unfriendly influence in higher places than those to which King had access, he always failed.

King considered the completion of the survey of the northern coast of North America to be the great geographical problem of the time, one that would help to settle the practicability of a northwest passage. In 1836 he proposed to solve the problem of Boothia Isthmus, a feature placed by John

Ross on his map of the area on the basis of Eskimo report only. If the isthmus existed, then King thought – rightly, as it turned out – that the land north of it, named North Somerset (now Somerset Island) by Ross, was a part of the northern coast, and that Boothia Peninsula, rather than Melville Peninsula, was the most northeastern point of the continent.

When the colonial secretary refused his proposal, King opened a public subscription for the £1,000 he needed. Response was favourable until the Admiralty decided to send Back in Terror to the northwest coast of Hudson Bay with orders to cross overland to the Gulf of Boothia and explore the unknown territory by boat. At the same time the Hudson's Bay Company refused to support King but sent, instead, their own men, Peter Warren Dease* and Thomas Simpson, to explore the other two unknown sections of the northern coast, one in Alaska, the other between Coronation Gulf and the Back River. King believed that his own initiative had stimulated both expeditions.

Back's expedition was a failure and he turned home after a winter beset in Hudson Bay. Dease and Simpson, using small parties of the kind King had advocated and with some of the same men he had wished to take, were entirely successful.

In 1842 King again submitted his proposal, still insisting on the importance of the coast between the Back River and Melville Peninsula. With a small expedition in canoes, he planned to work northward from Back River along the east coast of Chantrey Inlet. If Boothia proved to be an island, they would soon reach Fury and Hecla Strait and, by passing through it, quickly complete the northern configuration of the continent. But if the isthmus did exist, he planned to follow the land to its northern limit, to see how it connected with land to the eastward, and, if he found it separated by a sufficient width, to solve at last 'the grand problem of a practicable passage from the Atlantic to the Pacific . . .'. Once again, his proposal was refused.

When, in 1845, King first heard of the expedition planned by Sir John Franklin, he strongly urged that a land party be sent in support of it. And when, in 1847, no word had been received from Franklin, King was one of the first to raise alarm for the expedition's safety. Although his understanding of Franklin's orders was at that time imperfect (they had not yet been made public), he declared without hesitation that Franklin's expedition would be found on 'the Western land of North Somerset.' He reached the right conclusion, according to the historian R. J. Cyriax, from extremely questionable premises. As better information became available, he argued the same points more firmly, insisting with his own peculiar vehemence that the only efficient means of reaching the lost expedition was by way of Back River. In 1847 he offered to lead an expedition there and to guide Franklin's men to depots of food that he wanted laid down in 1848. He was refused. In 1848 Admiralty sent out three relief expeditions, and many others followed in succeeding years, until nearly the whole Arctic – except where King said the expedition was to be found – had been combed. Among all the Arctic experts, only Sir Edward Belcher, Frederick William Beechey, and Lady Franklin (Jane Griffin) supported King's views in any way. In 1850 Lady Franklin sent William Kennedy in her ship *Prince Albert* to search near the mouth of the Back River, but he did not fully carry out his orders and the object of his voyage remained unattained. Finally, in 1854, John Rae unexpectedly learned from Eskimos in Pelly Bay of the death of a large number of white men not far to the west, near the mouth of the Back River.

All this time, King had persistently and noisily urged, as a matter of logic as well as of life and death, the necessity of a search exactly where the tragedy took place. Although the authorities rejected his opinions and proposals, the journals of the day took them up with enthusiastic sympathy. His appeal to the public – a thoroughly ungentlemanly thing to do – increased the animosity felt toward him by officers of the Admiralty, the Royal Geographical Society, and the HBC. In 1855 King reviewed his unwavering position in a book, *The Franklin expedition from first to last*, and, with a sarcastic wit that was frequently unpleasant, he spared none of his opponents. In 1856 he offered for the fifth time to descend the Back River, this time to search for Franklin's records, and, later in the year, he renewed the offer in a joint plan with Bedford Pim. It was, however, only in 1859 that Sir Francis Leopold McClintock, sent by Lady Franklin at her own expense on a final search, examined the right place, and it was he who brought home the single record found, together with other evidences of the expedition's final distress. If any of King's many offers had been taken up, it is possible that more records might have been found. However, even if the Admiralty had acted on his first proposal in 1847, it is doubtful whether any of Franklin's men could have been saved. It has even been suggested that it may have been, in part, King's very insistence that discouraged the authorities from looking where he said to search.

The nearest to official acknowledgement that King had for his efforts and for the correctness of his views is an obscure reference in the revised third edition of McClintock's *The fate of Sir John Franklin: the voyage of the 'Fox'* (1869; first ed., 1859). Sir Roderick Murchison, president of the

Royal Geographical Society, observed in a footnote to his preface, ‘Amidst the various recent publications, it is but rendering justice to Dr. King...to state that he suggested and always maintained the necessity of a search for the missing navigators at or near the mouth of the Back River.’

Although King is chiefly remembered for his share in Back’s land expedition, 1833-35, and for his polemical role in the Franklin search, he led an active and useful life in medicine and learned pursuits. In 1842 he issued a prospectus that resulted in the formation of the Ethnological Society of London, of which he was the first secretary. In 1871 the society amalgamated with the Anthropological Society to form what is today the Royal Anthropological Society of Great Britain and Ireland; King remained on the council. He wrote many ethnological and medical papers of considerable value. His two small books on cholera and on the cause of death in still-born infants were important in their time, and he received a number of medical appointments and honours.’

Sold together with original copy of *The Industrial Arts of the Esquimaux*, running to 8 pages, a copy of *The Navy, The Company and Richard King* and copied research.

Morton & Eden in October 2003 stated that in December 1970 John Hayward listed another Medal named to ‘Dr. King, M.O.’; this may well have been one and the same Medal.

- 18 Maharajpooor Star 1843 (**Private John Leafe H.M. 40th Regt.**), fitted with contemporary silver straight-bar suspension bearing a ‘clasped hand’ style, typical for this Regiment, *good very fine* £300-400
- The 40th (2nd Somersetshire) Regiment of Foot saw very heavy fighting at the Battle of Maharajpooor on 29th December 1843 when, as the principal infantry battalion in the central column for the attack on the Maratha artillery positions, advanced under very heavy fire from both artillery and infantry before engaging in hand-to-hand combat and eventually overcoming their foe.
- This Medal accompanied the awards of Major-General C. A. Barwell C.B. (see Lot 336) and it is therefore possible Leafe was known to the General in some capacity.
- 19 Sutlej 1845-46, for Sobraon, no clasp (**Thos Davis 10th Regt**), *sometime brooch mounted, suspension re-fitted, nearly very fine* £80-120
- 20 Punjab 1848-49, 1 clasp, Chilianwala (**J. Atcheson, 24th Foot.**), *good very fine* £300-400
- Purchased Spink, January 1994.
- John Atcheson** died on 18 July 1849.
- 21 Punjab 1848-49, 2 clasps, Goojerat, Mooltan (**Lieut C. R. B. Calcott. 10th Foot**), mounted on a silver riband buckle for wear, contained within an attractive and contemporary velvet-lined brown leather case, the lid inscribed: ‘Lieut. C. R. Berkeley Calcott. 10th. Regt.’ in block gilt lettering; the underside with a piece of paper pasted upon it, with a hand-written ink inscription: ‘*My medal of the Campaign in the Punjaub is to be given to the eldest surviving son of my late brother George Wallis of Oundle - C. Berkeley Calcott, Sept. 1907*’, last three letters of ‘Foot’ re-engraved, highlights polished, scratches and minor pitting, otherwise *good fine and better* £400-500
- Charles Rowland Berkeley Calcott** was born in Caynham, Shropshire, on 14 December 1827 and appointed Ensign without Purchase in the 10th (North Lincoln) Regiment of Foot in October 1845 at the tender age of 18. The regiment having been in India since 1842, Calcott travelled ‘out East’ to join them in time for the Siege of Mooltan (April 1848 - January 1849) and Battle of Goojerat (February 1849); promoted Lieutenant (again without Purchase) in December 1848, his ‘Statement of Services’ also confirms his participation in those engagements with his regiment.
- Transferring to the 26th (Cameronian) Regiment of Foot in 1852, he purchased a Captaincy in the same unit in 1855, at which time the 26th were serving on garrison duty in Bermuda. Calcott appears to have seen some further active service, being noted: ‘Served as a Staff Officer under Major General Storks, commanding the Bosphorus during the Russian war in 1855-56’ (*War Services of Lieutenant Colonels Retired by Sale, &c.*, p.1118, Hart’s Annual Army List, 1908, refers) and retired as a Lieutenant-Colonel in the 28th Foot on 1 April 1870.
- Colonel Calcott lived to the grand old age of 94, dying at Cheltenham in 1921, and was therefore possibly the last surviving officer of the Punjab campaign. It is also worthy of note that the young Lieutenant Calcott kept a diary during his time in India: dated 18 August 1848 - 7 April 1849, it is held by the National Army Museum in Chelsea, London, Accession Number 2001-09-318.
- x22 Punjab 1848-49, 3 clasps, Goojerat, Mooltan, Chilianwala, gilt and in glazed lunettes, *nearly extremely fine* £300-400

23 **The Crimea Medal awarded to Lieutenant-General Sir J. Clerk-Ratray, K.C.B., 90th (Perthshire Light Infantry) Regiment of Foot, an old boy of Rugby, who was severely wounded in the Final Attack on the Redan and was later twice 'mentioned' in the Defence of Lucknow**

Crimea 1854-56, 1 clasp, Sebastopol (Lieutt I. C. Rattary. 90th Regt.), note incorrect initial, regimentally impressed naming *heavy edge wear, nearly very fine* £140-180

[K.C.B.] *London Gazette* 14 March 1898.

James Clerk-Ratray was born on 31 October 1832, the son of Robert and Jane Clerk-Ratray; his father was laird of Craighall-Ratray, a title he inherited after his brother David Clerk-Ratray died in the burning of H.M.S. *Ajax* in 1807. The younger Clerk-Ratray was educated at Rugby and commissioned Ensign on 17 January 1851. Advanced Lieutenant just prior to the Crimean War on 11 August 1854 he sailed with his unit to take part in this conflict, arriving in time to participate in the Siege of Sebastopol.

Clerk-Ratray was part of the force which took part in the final attack upon the Redan Bastion on 8 September 1856. The attack was a bloodbath in which the British managed to take the Bastion but



were unable to hold it against determined counter-attacks. One member of the Regiment, Private John Alexander, won the Victoria Cross for rescuing wounded men before the Russian trenches under heavy fire. 11 officers of the 90th Regiment were severely wounded in the fighting including Clerk-Ratray - although notably he was promoted Captain the next day (9 September) suggesting that the Regiment was confident in his survival.

Recovering, Clerk-Ratray joined his unit in India where they were stationed on the outbreak of the Indian Mutiny - posted to General Havelock's Column he was present for the first relief and subsequent second Defence of Lucknow. Twice mentioned in despatches as a result of his bravery here, Clerk-Ratray joined General Sir James Outram's defenders at the Alumbagh after the rest of the garrison was evacuated.

He continued to serve, being promoted Major on 14 January 1862 and Lieutenant-Colonel on 3 June 1864. Clerk-Ratray finally advanced to command the Regiment as Colonel on 3 June 1869, later holding the same rank with the Scottish Rifles. He served as a Justice of the Peace for Perthshire and held the office of Deputy Lieutenant for the same county. Further advanced Major-General, upon his retirement he was given the honorary rank of Lieutenant-General and succeeded his father to the lairdship of Craighall-Ratray; sold together with typed research and copied research including medal rolls, casualty rolls and an 1872 Army List along with a list of the commanders of the 90th Regiment

Further entitled to the Indian Mutiny Medal, a K.C.B. set of Insignia and Turkish Crimea Medal.

24 **New Zealand 1854-66, undated reverse (2158 Pte. J. W. Wilson. 65/Foot.), officially impressed naming, a late issue, *good very fine*** £200-240

J. William Wilson served in New Zealand with the 65th (2nd Yorkshire, North Riding) Regiment of Foot. Most of the Regiment embarked from Woolwich on the *Java* for New South Wales on 18 May 1846 and Wilson thence served in New Zealand from November 1846-30 September 1850. His Medal was noted as having been returned, with Wilson at the rank of Drummer - perhaps because he may have settled in New Zealand (*Discharged in New Zealand* by Hugh & Lyn Hughes would confirm) - with the Medal finally being claimed in April 1911.

- 25 A rare New Zealand Medal awarded to Private D. McDonald, Armed Constabulary, Waikato Regiment and Bay of Plenty Cavalry Volunteers, who was killed in action on 6 June 1869 when carrying despatches



New Zealand 1845-66, undated reverse (Pt. Donald McDonald. A.C.), engraved naming, *good very fine*

£1,000-1,200

Donald McDonald was killed in action whilst carrying despatches on 6 June 1869. As recalled in the *New Zealand Railway Magazine* of 1937:

‘It was probably the intercepting of despatches from Fort Galatea that first put Te Kooti on the track of the troopers at Opepe. Very soon after Colonel St. John’s party had left Galatea for Taupo, information was brought in to the redoubt by Mair’s scouts that Te Kooti was at Heruwi waiting to descend on the plains and make for Taupo, and as it was feared that St. John’s small detachment would be attacked and cut up: despatches were written by Mair and others and sent on to overtake him. The bearer of the letters was Trooper Donald McDonald, who was accompanied by Trooper Alexander Black. The two troopers, when near the Tieke clump of bush, on the east side of the Rangitaiki (following the Runanga track) were seen from the hills by some of Te Kooti’s mounted men, who hurried to intercept them.

Peita Kotuku and another Hauhau, Makarini, were the two who actually cut the troopers off. Peita shot McDonald, and the other man, coming up as he lay on the ground with a gunshot in his hip, cut off his head with a butcher’s knife. Makarini was actuated by the spirit of revenge; he took utu for the killing of his brother in the retreat from Ngatapa in January, 1869. Black abandoned his horse and carbine and rushed down towards the Wheao River, and after hiding in the fern escaped to Fort Galatea. Peita took the letters which he found on McDonald to Te Kooti, who, after having them translated to him, hurried off his men on the trail of St. John’s troopers.’

His widow applied for the Medal on behalf of their infant son on 10 November 1869; sold together with research and Medal application from the New Zealand Archives.

- 26 India General Service 1854-95, 1 clasp, Perak (W. Parker. A.B. H.M.S. “Ringdove.”), *very fine*
106 ‘Perak’ clasps to *Ringdove*.

£200-240

27

The India General Service Medal awarded to Lieutenant-Colonel D. C. Phillott, who served as Deputy Assistant Quartermaster-General with the Hazara Field Force, served under the famous Percy Sykes in Perisa, later himself becoming British Consul to Persia and a respected Asiatic scholar

India General Service 1854-95, 1 clasp, Hazara 1891 (Capt. D. C. Phillott S.C.), *edge bruise, very fine*

£180-220



Douglas Craven Phillott was born in India on 28 June 1860, the son of Lilius and Lieutenant-Colonel Henry Phillott of 2 Golden Manor, Hanwell. His father served with the Indian Army and the younger Phillott followed in his footsteps: having been educated at Felsted School, Essex he went on to study at the Royal Military Academy, Sandhurst.

Commissioned 2nd Lieutenant with the 40th Foot on 14 January 1880 he was promoted Lieutenant with the South Lancashire Regiment the next year, on 1 July 1881. Posted to the Bengal Staff Corps on 8 July 1885 he served attached to the 28th (Punjab) Bengal Native Infantry as Wing Officer and Officiating Quartermaster at Headquarters Jullander. With this unit he served with the Draband Column and later the Zhob Valley Field Force in 1890. Promoted Captain on 14 January 1891 while stationed with the 3rd Punjab Cavalry as a Squadron Officer at Kohat.

At this time a British Force, named the Hazara Field Force, under the command of Major-General W. Ellis launched the Black Mountain Expedition. Phillott was appointed Deputy Assistant Quartermaster-General with this force, serving throughout the expedition with the Staff Corps. The Field Force was extremely successful despite the fierce resistance and difficult conditions of the North-West Frontier.

Phillott saw further service there on the Samana and Tirah expeditions between 1897-8 (Medal and two clasps). Promoted Major on 14 January 1900; his time on the North-West Frontier and in India more broadly had given him an important grounding in eastern cultures, experience that would prove important in his next posting to the British Consulate in Persia.

Here he served under the famous Consul Percy Sykes, mainstay of the British presence in the region and later founder of the South Persia Rifles. Sykes left his position to travel in 1900 with Phillott, as the next most senior officer, taking his place as Consul for the next two years. Sykes's return ended Phillott's tenure, a return filled with an exuberance typical of the man, *Persia in the Great Game* by Antony Wynn refers:

'On 4th January 1902 they were met outside Kerman by Major Phillott of the 1st Punjab Cavalry, who had been acting as Consul during Sykes's two-year absence, and by two of Sykes's Persian friends who had braved the bitter cold to ride out of town to greet him with proper Persian ceremony. They entered Kerman in English-built landaus with the coach springs lashed down with cords to stop the passengers being bounced right out of them; there was no road and they flew in to the Consulate at a terrifying gallop over ditches, streams and irrigation channels, ridges, furrows and pot-holes that would have astounded any English coachman.'

Not long after this Phillott was posted to the 23rd Cavalry (Frontier Force), being promoted Lieutenant-Colonel with this unit on 14 January 1906. By the outbreak of the Great War he was working for the India Office and with the opening of hostilities took on the role of Chief Censor, Prisoner of War Central Bureau, Cairo. Thought it is possible that by the end of the war he also saw some service in the Russian theatre - given his Persian connections it is not hard to imagine a need for his services here.

Retiring from Public service after the war Phillott went on to put his knowledge to good use, translating a number of texts from Persian to English and writing in several journals on a range of topics from history and linguistics to falconry - the latter a sport he had developed a taste for in Persia. He held various academic positions including lecturer in Hindustani at Cambridge University, Persian Lecturer at Calcutta University, Trustee and Treasurer of the Indian Museum and General Secretary of the Asiatic Society of Bengal. With that last organisation he twice won gold medals for linguistic achievement, once for Persian and once for Urdu.

Phillott lived the final years of his life near his old school at Felsted, Bury, Essex. He died on 11 September 1930 and is buried at Felstead Church, Essex; sold together typed and handwritten notes as well as copied research comprising *London Gazette* entries, two *Who Was Who* entries, a copy of from *Sepoy to Subadar* edited by the recipient, an obituary and extracts from Army Lists, an *M.I.C.*, Medal rolls and biographical information.

28 South Africa 1877-79, 1 clasp, 1877-8 (Lieut. T. Curtes, Kaffrarian Vols.), *good very fine* £800-1,200

T. Curtes was appointed on 8 April 1876 and was Second-in-Command of No. 3 Company by 31 December 1878.

Sold by Order of a Direct Descendant

x29 ‘About six o’clock we came back towards the Camp and it was dark, so we had to take the Camp ground at any price, but the rascals fled when they heard the main body coming; so we slept that night amongst the dead bodies (black and white), so you might know what it was; and, in the morning, to look at the Camp, what a state! 1,000 white men, and 5,000 black men killed! Waggons broke! Bullocks killed! Tents all gone!

It was the most horrid sight that was ever seen by a soldier, dear brother. We were all jovial in Camp together before this sad affair. It was enough to make your blood run cold to see the white men cut open, worst than ever was done in the Indian Mutiny.’

So wrote Private Farrell, who entered the scene of the Battle at the same moment as Private Baker

The rare and well-documented Zulu War Medal awarded to Private G. Baker, 2nd Battalion, 24th (2nd Warwickshire) Regiment of Foot, who was posted with ‘H’ Company on the day of the day of the Battle of Isandhlwana - by a stroke of sheer luck he escaped almost certain death but would have been first on the scene to the massacre, bringing home a grisly memento of that occasion



South Africa 1877-79, 1 clasp, 1877-8-9 (2416. Pte. G. Baker. 2/24th Foot.), *edge bruise, good very fine*

£5,000-7,000



George Albert Baker was born on 9 July 1854 at Ticehurst, Sussex, the illegitimate son of Mary Baker. By 1861 he was living with his mother at Bonnicks Cottage, Burwash, Sussex, where she was housekeeper to John Relf. By 1871 he was a labourer, boarding with William Garton and his family at Chipstead, Surrey.

On 14 May 1872, he enlisted in the 24th Regiment of Foot at Reigate - he was to be with his unit during their famed campaign in South Africa.

When the British force under the command of Lord Chelmsford reached Isandlwana on 19 January 1879 they camped, and in the early hours of the 22 January a substantial force left the camp to seek out the Zulu Army and bring them to battle. Baker and three colleagues from 'G' Company went with this force from 'H' Company, leaving the remainder of the Company on guard. After hearing of the Zulu attack, they returned to the camp and found the scene of a massacre. Little more needs to be said of the events of that day but of the 1,800 or so on the British side, over 1,300 did not survive the day. Baker and his three comrades could surely count themselves lucky, but would live with what they had seen for the rest of their days.

In *The Red Soldier*, Frank Emery quoted Sergeant W. Morley of 'H' Company, penned on 1 February 1879:

'After we arrived at the place where the enemy were supposed to be, there was nothing to be seen. We continued our march in search of them, when our camp was attacked by the [Zulus] in large force, and after four or five hours our force left in camp was cut off and our camp taken, ammunition, stores, tents and everything in the possession of our column, and not a single man of the 2/24th was left to tell the tale. G Company was on out-post duty, left in camp and all were killed except Colour-Sergeant Ross, Privates Jones, Baker, and Etbridge who were out with us.'

Baker served for seven years and 116 days and was thence transferred to the Reserve. He was discharged at Dover on 13 May 1884. He died on 1 March 1920 and is buried at St Thomas a Beckett Church, Brighton.

Sold together with the following original archive:

(i)

A full-length photograph of the recipient in uniform, 565mm x 565mm, framed and glazed, somewhat enhanced, likely by the photographer's studio, of almost exactly the same style as the image of Private O. Hughes of the same Battalion, who was killed on that day (Medal & archive sold in these Rooms in December 2022 - £16,000 Hammer).



(ii)

Zulu assegai head, broken from the shaft, by family repute a relic taken from the field on the day of the Battle, 330mm x 48mm, *a truly remarkable object in its own right.*

(iii)

Parchment Discharge Certificate.

(iv)

24th Regiment Memorial Card to those who fell at Rorke's Drift.

(v)

Zulu War booklet, published in 1978 to commemorate the 100th Anniversary, together with an article on the life and times of Baker by renowned Zulu War historian Ian Knight.

x30 Afghanistan 1878-80, no clasp (**Sergt. N. C. Reader. R.E.**), *good very fine* £80-120

31 **The East and West Africa Medal awarded to Private P. Coombes, Royal Marines, who was severely wounded and Recommended for a gallantry award in the action at Pumwani on 7 August 1893**

East and West Africa 1887-1900, 1 clasp, Witu August 1893 (P. Coombes, Pte. R.M., H.M.S. *Blanche.*), *very fine*

£400-500

239 Medals with this clasp issued to the Royal Navy.

Patrick Coombes was born on 28 July 1856 at Poltimore, Exeter and was a labourer upon his joining the Royal Marines at Exeter on 28 September 1874. He saw active service in Egypt from 10 February-31 July 1884 (Medal, Khedive's Star) and was invalided home.

Coombes latterly was landed with the Naval Brigade under Captain Lindley from *Blanche* to serve on the expedition against the Sultan Fumo Omari of Witu. Coombes was one of three Marines wounded in the action, having his upper left arm fractured by a bullet in the action at Pumwani. He was also Recommended for a gallantry award for that action, which was put in on 2 September 1893. Treated for his wounds at the French Hospital on Zanzibar, Coombes was invalided from the service on 15 December 1893; sold together with copied research and extracts from *Globe and Laurel*.

- 32 The East and West Africa Medal awarded to Private G. Sparrowhawk, Royal Marines, who was wounded in the action at Pumwani on 7 August 1893
- East and West Africa 1887-1900, 1 clasp, Witu August 1893 (G. Sparrowhawk, Pte. R.M. H.M.S. Swallow.), *good very fine* £400-500

239 Medals with this clasp issued to the Royal Navy.

George Sparrowhawk was born on 31 March 1874 in Stratford and was a coffee seller upon his joining the Royal Marines on 31 August 1891. After serving aboard *Northampton* from October 1892-February 1893, he joined *Swallow* in April 1893.

Sparrowhawk was landed with the Naval Brigade under Captain Lindley from *Swallow* to serve on the expedition against the Sultan Fumo Omari of Witu. He was one of three Marines wounded in the action, having taken a wound through the thigh in the action at Pumwani. He was treated for his wounds at the French Hospital on Zanzibar and was discharged on 11 April 1894.

Re-enlisting in the Army on 6 August 1914 but was sent to civilian employment until 1916, as he worked in a steel works in Motherwell. In April 1917 he served again, giving his trade as Blacksmith (British War and Victory Medal Pair) and was discharged in January 1919.

- 33 East and West Africa 1887-1900, 1 clasp, Brass River 1895 (J. H. Acheson, Surgn. R.N., H.M.S. St. George.), *nearly extremely fine* £500-600



Johnston Hamilton Acheson was born on 18 August 1864, the son of The Reverend J. H. Acheson, Canon Rector of St. Peters, Chester and was educated at Rossal School (where he made the First XI) and the University of Edinburgh. Young Acheson joined the Royal Navy on 22 October 1888 and served on the Brass River in 1895, the *Pall Mall Gazette* records him as being in Medical Charge. He also continued to serve the following year and was so entitled to have edge of his Medal engraved for 'M'Wele 1895-6', but as confirmed on the roll, he never returned it for engraving to take place. It is worthwhile noting his entry in the *Naval Who's Who* has him as having been 'mentioned' for M'Wele.

He passed as Staff Surgeon on 17 July 1896 and was promoted Fleet Surgeon on 22 February 1904, being retired on 22 July 1908. Appointed Surgeon & Agent at Dover in October 1912, he served there during the Great War. He died at the Arthington Nursing Home, Barton Road, Torquay on 13 May 1941; sold together with copied research.

- 34 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (544, Pte. W. Neylan, 2/D of C. L. I.), *official correction to end of surname, otherwise good very fine* £180-220

- x35 Northwest Canada 1885, 1 clasp, Saskatchewan (**Pte. J. Hunter. 10th Batt. R.G.**), locally engraved naming, *very fine* £600-800
John Hunter confirmed as having served as a Private in the Ambulance of the 10th Battalion, Royal Grenadiers.
- 36 British South Africa Company Medal 1890-97, reverse Rhodesia 1896, no clasp (**A. E. Holloway. Post and Telegraph Staff.**), *very fine and rare* £400-500
 Just 12 Medals issued to the unit.
Albert Ernest Holloway was born at Alresford, Hampshire in 1870, the son of William Holloway, a Farm Bailiff of Coombe Farm, Old Alresford, Hampshire. By 1891 he was employed as a Post Office Clerk at 4 Mitre Street, Cheltenham. Having served in Rhodesia in 1896 (Medal), by 1901 he was a Post Office Sorting Clerk and Telegraphist, now with his wife and son, living at 3 Mossleigh Terrace, St Marys, Cheltenham. He died on 1 April 1910 at his home at 4 Denmark Terrace, Gloucester Road, Cheltenham and is buried at the Cheltenham St Mary Churchyard.
- 37 Khedive's Sudan 1896-1908, no clasp, bronze issue (**202 Dooly Bearer Moonola Fetloo Moonobo...**), *naming continues under claw, small correction, very fine* £80-120
- 38 India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (**4254 Pte. R. Woolgar 2d Bn. Ryl. Suss. Regt.**), *very fine* £140-180
Reuben Woolgar was born at Bramber, Sussex in December 1874 and was a groom by trade upon his joining the Royal Sussex Regiment in January 1893. He served in India with the 2nd Battalion from 9 December 1894-8 February 1905 (Medal & 2 clasps) and qualified as a Mounted Infantryman on 8 September 1899. Discharged in February 1905, he returned to work on a farm in Sussex and died at Cuckfield in 1960, whilst his wife lived until 1990.
- x39 India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (**11156 Condr. W. C. Reader. Q.O. Madras S&M.**), *good very fine* £100-140
- 40 Queen's South Africa 1899-1902, no clasp (**W. G. M. Richards, A.B., H.M.S Magpie**), *nearly extremely fine* £80-120
 Ex-Anglo-Boer War Anniversary 1899-1999 Auction, Spink.
 89 Medals issued to the *Magpie*.
William Gilbert Matthews Richards was born in Brixham on 19 March 1880 and was a mason's labourer upon his joining the Royal Navy in August 1896. Having served off South Africa aboard the *Magpie*, he transferred to the Regulating Branch as Ship's Corporal 1st Class in May 1907. Richards died of tuberculosis at the Royal Naval Hospital at Plymouth on 3 August 1911.
- 41 Queen's South Africa 1899-1902, no clasp (**Lieut. R. Wallace. Beaufort W. T.G.**), *solder repair to suspension, very fine* £140-180
- 42 Queen's South Africa 1899-1902, no clasp (**83 Pte. R. Craies. Willomore R.C.**), *good very fine* £100-140
- 43 Queen's South Africa 1899-1902, 2 clasps, Natal, Cape Colony (**5824 Pte. A. Dark. RI: Welsh Fus:**), *unofficial rivets, second clasp a tailor's copy, nearly very fine* £80-120
Arthur Samuel Dark was born in 1883 at Pembroke Dock and enlisted in the Army as a Boy on 29 August 1898. Having served in South Africa, he was promoted Corporal in 1902 and made Sergeant in 1905. He served at home from 1910-14 and thence in Egypt from September 1914 and in France from June 1915. Egypt in 1914 until March 1915. Commissioned 2nd Lieutenant in April 1915, he was invalided from France in July 1915. Serving as a Lieutenant with the 15th Acceptance Park, he was transferred to the Royal Air Force in August 1918 and ultimately served in their Paris Office as a Captain. Dark was retired in November 1919 and was removed from the Reserve of Officers in 1921 due to ill health and was in receipt of a disability pension. He requested permission to live in Italy from 17 November 1924-1 May 1925; sold together with copied research which confirms his entitlement to the first clasp only and a 1914-15 Star Trio.

- 43A **The Queen's South Africa Medal awarded to Private C. Foreman, Devonshire Regiment, who has previously seen action on the North-West Frontier and at Elandslaagte, only to be killed in action on 6 January 1900**
 Queen's South Africa 1899-1902, 2 clasps, Elandslaagte, Defence of Ladysmith (4250 Pte. C. Foreman, Devon: Regt.), *good very fine* £300-400
- Charles Foreman** served with the 1st Battalion, Devonshire Regiment on the North-West Frontier of India (Medal & 2 clasps) before joining them in the concentration of forces in South Africa prior to the outbreak of the Second Anglo-Boer War. The 1st Battalion played a vital part in the fierce battle at Elandslaagte where a British Column was able to overrun a Boer Commando with the Devons playing a crucial role, launching a fierce bayonet charge directly into the heart of the Boer Camp. Despite the victory the rapid Boer advance forced them back to Ladysmith which was soon brought under siege.
- During this the Devonshire Regiment manned a number of outposts around the British positions, under constant threat from snipers and artillery. They were heavily involved in the action on 6 January 1900, with one detachment fighting off a diversionary assault on Observation Hill. The rest of the unit then launched a counter attack against the captured British outpost of Wagon Hill, driving the victorious Boers from the summit and re-establishing the defensive line. Tragically Foreman was killed in action during the fighting that day; sold together with copied medal rolls and casualty rolls.
- Sold by Order of a Direct Descendant*
- 44 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**25245 Tpr: T. Pulvermacher. C. in C. Bdy: Gd:**), *cleaned, good very fine* £60-80
 For the awards of his grandson, please see Lot 385.
- 45 Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901 (**7560 Pte. J. Beswick. North'd Fus:**), mounted as worn, *good very fine* £80-120
James Beswick was born at Hebron, Morpeth, Northumberland and was a compositor with the Militia upon his joining the Volunteer Service Company at Hexham on 29 January 1900. He served in South Africa from 24 February 1900-19 May 1901 and was discharged back to England.
- 46 China 1900, no clasp (**E. Quance. 2nd S.B.S., H.M.S. Centurion.**), *nearly extremely fine* £400-500
Edwin Quance was born on 31 December 1872 at Devonport and was a butcher by trade upon his joining the Royal Navy, becoming a Probationary Sick Berth Assistant on 26 December 1895. Posted to Haslar Hospital in January 1896, he spent the next 4 years between *Vivid I* and Haslar Hospital.
- With the Boxer Rebellion in China, Quance was posted to *Tamar* as they made the journey to China on 30 October 1899, arriving at Hong Kong Hospital on 5 December 1899. He saw the following service through the campaign:
- Tamar*, 20 October 1899-4 December 1899.
 Hong Kong Hospital, 5 December 1899-11 May 1900.
 Yokohama Hospital, 12 May 1900-9 December 1900, being promoted 2nd Sick Berth Steward on 1 August 1900.
 Hong Kong Hospital, 10 December 1900-8 March 1901.
Tamar, 9 March 1901-25 June 1901.
Pigmy, 26 June-17 September 1901.
- Quance died of enteric fever on 17 September 1901 at Hong Kong Hospital and was discharged dead, being buried in Hong Kong Cemetery. The crew of *Pigmy* ensured he would be remembered by erecting a fine gravestone which reads:
- 'In loving memory of Edwin Quance, 2nd Sick Berth Stewart, who died in R N Hospital Hong Kong, 17th September 1901, aged 29. This stone was erected by Officers and Men of HMS *Pigmy* and friends.'
- 47 China 1900, no clasp (**A. J. Surridge. A.B., H.M.S. Dido**), *heavy contact marks, nearly very fine* £140-180
Albert John Surridge was born at East Stonehouse, Devon on 12 May 1874 and was a seaman by trade upon joining the Royal Navy on 12 May 1892. Having served aboard *Dido* during the China operations in 1900, he served at *Wildfire* during the Great War and was demobilised in April 1919.

48 China 1900, 1 clasp, Relief of Peking (4661 Pte. P. Jones. 2nd Rl. Welsh Fus.), *good very fine* £600-800

Philip Jones was mortally wounded in action during the cordite explosion on 14 September 1900 and died the following day at Tungchow. He appears as deceased upon the June 1902 Medal Roll compiled in Hong Kong by Lieutenant-Colonel Bertie; sold together with typed research annotated by hand.

49 The fine ‘Defence of Legations’ China Medal awarded to Mr J. H. Smyth, Chinese Imperial Maritime Customs, who found himself in Peking as a result of having been detached as Professor of English at the Imperial University

Despite being struck down with illness at the outbreak of the famed Defence, he made up for lost time and having recovered, was ‘mentioned’ for his exceptional services in answering the Call of Duty by Sir Claude MacDonald



China 1900, 1 clasp, Defence of Legations (J. H. Smyth. Chinese Customs), mounted as worn with silver top bar, *nearly extremely fine* £8,000-10,000

PROVENANCE:

Fitzpatrick Collection.

Sotheby's, November 1981, Lot 174 ('...very rare').

Glendining's, March 1987, Lot 88, when sold as part of a Collection of Medals for the great Defences.

M.I.D. as per the Report by Sir Claude MacDonald, dated 26 December 1900, sent to the Marquess of Lansdowne, as part of the 'List of Members of the Imperial Maritime Customs recommended':

'Mr Smyth, too ill at the commencement for work, took his duty at the very earliest opportunity, and was always only too eager to supplement his own watches by relieving those who were worn out by the extreme length of the watches towards the end of the Siege.

His health suffered severely under the strain of his self-denying good nature, resulting in an attack of typhoid after the Relief.'

James Hunter Smyth was born on 2 September 1874 at Londonderry, Northern Ireland, the second son of Robert and Sarah, his father being the Postmaster of the City. Young Smyth was educated at Foyle College and Trinity College, Dublin, where he passed out in 1895.

His first appointment to the Chinese Maritime Customs Service came on 1 September 1898, being made Fourth Assistant (B) at Kowloon. Detached from the Revenue Department, he was appointed for duty with the Educational Department and in December 1898 went to become Professor of English at the T'ung Wen Kwan, the Imperial University of Peking. The University had been established on 3 July 1898 when the Emperor approved the Royal Charter, written by Liang Qichao. This thus found him in Peking at the start of 1900, a year which would see the Boxer Rebellion and place him at the centre of one of the most unusual 'great Defences' in the long and storied history of this island nation.

News of massacres of missionaries and their converts in the nearby province of Shandong combined with equivocation by the Chinese government soon led to a request, on 28 May 1900, for additional guards to be sent from the various foreign fleets stationed at the coast. The first contingents arrived from Tientsin on 31 May to bolster and protect those who remained. Francis Poole, another Defender, noted in his diary:

‘Everybody went down to meet the guards late in the afternoon. French, American, Russian, Japanese, Italian, and British. Ours and the Americans were Marines, the remainder Bluejackets, in all about 300, ours naturally the smartest.’

By 13 June the situation had deteriorated, Poole again recording:

‘Fires in all quarters of the city, mission compounds being burnt, shots fired down Legation Street...I think the row has begun...Everywhere Christians are being murdered by the Boxers.’

So it was that four days later events took another turn for the worse when Chinese Imperial Troops also began to open fire on the Legations’ defensive pickets. Naturally, when an ultimatum was issued by the Chinese Government, ordering that all diplomatic bodies in Peking would have to leave for Tientsin within 24 hours, under escort, it was treated with scepticism and those who remained feared a repeat of a similar instance of treachery - namely the ghastly Cawnpore Massacre under the Nana Sahib. Surely some of those who were present had relatives who had been slain on that occasion.

On 20 June, the murder by the Chinese of the German Minister, Baron von Ketteler, prompted a decision for all foreign women and children to be given shelter in the British Legation. Claude MacDonald, the British Minister, was in command of the Defence and their historic 55-day siege officially began in earnest. As the opening shots occurred, Smyth was struck down and he would have found himself in the sick bay:

‘The international hospital was housed in the chancery of the British Legation. Through it in the course of the Siege passed 125 severely wounded men (of whom seventeen died), one severely wounded woman and forty cases of sickness - mostly enteric and dysentery - of whom two died. It was a grim place. Fortunately Dr Velde, a German surgeon and Dr Poole, the British Legation’s resident physician, were skilful as well as devoted. They were ably seconded by a sick-bay attendant from H.M.S. *Orlando* and an amateur nursing staff, to which the handsome Madame de Giers was an unexpectedly valuable recruit; Madame Pichon, on the other hand, Dr Poole found ‘a great nuisance.’

Their resources were pitifully inadequate: the hospital had only four small iron bedsteads and seven camp-beds and most of the patients, whose numbers after the first two or three weeks never fell below sixty, lay on the floor, on mattresses stuffed with the straw in which wine-bottles had been packed. Antiseptics were scarce, there were hardly any anaesthetics and no X-ray apparatus. In the end, only one thermometer (it belonged to the widowed Baroness von Ketteler) was left unbroken. Bags of sawdust and powdered peat were used as dressings. The windows were sandbagged, and as the sun beat down on the low, overcrowded building the wounded suffered severely from the heat. There were no proper mosquito nets and the flies were a torment. They were bolder and more ubiquitous (it struck one patient) than the flies round a sweetmeat stall in an Indian bazaar, and every time a heavy gun was fired at night they rose from their roosting-places with so deafening a buzz that it woke the patients. The diet of pony-meat, varied with scraggy mutton until the sheep ran out, was monotonous and unsuitable for sick men; but the Chinese cooks showed as much versatility as their materials allowed, and ‘game’, which consisted of magpies and sparrows, was esteemed a special delicacy.’ (*The Siege at Peking* by Peter Fleming refers).

Another account by an American missionary-nurse who was eyewitness to events recalled her endless days and nights in the hospital, which another besieged individual, Bertram Lenox Simpson, termed the ‘chamber of horrors’:

‘The supply of everything was short ... The patients were all wounded men, the supply of absorbent dressings was very small, of rubber protectives there were almost none. When the mattresses and pillows were blood-soaked, there was nothing to do but wash them off as well as possible and use

them again. The supply of proper sheets and pillowcases being inadequate, they were made up hastily out of any material that could be spared from the sandbags. Coarse, thin Chinese cotton covered one patient while his neighbour looked down on an expanse of slippery shining damask. As one patient remarked, 'in this hospital it is every man for his own tablecloth.' Two napkins made a cover for a feather pillow. A beautiful embroidered linen pillowcase did duty on a pillow made of the straw bottle covers (the straw came from champagne bottles which, ironically, were in better supply than medicines)... At first the most approved surgical dressings were to be had, then bags of peat and finally, bags of sawdust served as dressings. At first bandages were used with a lavish hand, but before the close of the siege they had to be washed and do duty more than once. The small supply of the drugs most useful became pitifully small. The last bottle of chloroform was opened. No one can be impressed with the perishable nature of the hypodermic needle until he is obliged to use it many times every day with the knowledge that the last needle that can be procured from anywhere is in his hand.'

Thankfully Smyth came through and was able to put his full weight behind the Defence, manning the barricades and making up for lost time. When the Siege was finally broken on 14 August, that gallant band were fêted across the globe. His work had also taken the eye of the Commander and Smyth found himself 'mentioned'.

The year would also see Smyth qualify with his Masters from Trinity, before being made Assistant to the Customs Stations around Hong Kong in 1902. He was advanced Third Assistant at Nanking in January 1903 and Second Assistant at that same place in May 1904.

In early 1906, Smyth had earned himself a period of two years' leave, which he had intended to take at home in Northern Ireland. It was not meant to be, as announced in the *Derry Journal* of 6 April 1906:

'The deepest sympathy of the Citizens of Derry every degree will be extended to Mr. R. S. Smyth, Former Postmaster in the City Chief Office, over the sad intelligence which Saturday reached him, namely, the death of his distinguished son, James Hunter Smyth, whilst his home-coming to spend a well-earned holiday with his father in his native city.

The deceased young gentleman, who some years ago went to fill an important official post in China, rapidly rose to eminence in his Department, and early made his mark as a person of talent and capacity. It is very sad now to know when at the height of his career, and when a welcome to his home was being prepared for him, that death has intervened and left irretrievable blank in the heart of his household.

Shortly after his embarkation, which took place the 31st on the S.S. *Empress of China* at Shanghai, the deceased gentleman was stricken down with attack of malarial fever to which he succumbed on the 4th inst. at Kobe, one of the ports of call for the steamer. In August, 1898, the late Mr. Smyth joined the Imperial Customs Service in China, of which Sir Robert Harte is the head, having been educated at Foyle College and afterwards at Trinity College, Dublin, acquitting himself with scholastic distinction in both colleges. He was through the Siege of the Legations at Peking in 1900, and for the part he took in the defence of these European State residences was awarded a medal and was mentioned in Sir Claude M'Donald's despatches. His passage was from Shanghai to Vancouver, across the Canadian Pacific Railway, and thence home to this city, where intended spend the remainder of his two years' leave with his father, but unhappily his hopes were never realised.'

Smyth is buried in the Kobe Foreigners Cemetery, Futatabi Park, Japan and further commemorated upon a family memorial at the Derry City Cemetery, Northern Ireland; sold together with copied research including his Will.

50	Tibet 1903-04, no clasp, bronze issue (265 Cooly Dhan Raj Sunen S. & T. Corps.), <i>good very fine</i>	£140-180
51	Natal 1906, 1 clasp, 1906 (Tpr: J. Ackerman, Zululand Mtd. Rifles), <i>very fine</i>	£140-180
52	Khedive's Sudan 1910-21, no clasp, bronze issue, unnamed as issued, <i>rod replaced with wire, very fine</i>	£50-70

- 53 **The important British War Medal awarded to Lieutenant J. Maxwell V.C., M.C. and Bar, D.C.M., 18th Infantry Battalion, Australian Imperial Force**

British War Medal 1914-20 (Lieut. J. Maxwell. A.I.F.), struck on thin flan as a later issue, *very fine* £1,600-2,000

V.C. *London Gazette* 6 January 1919:

'For most conspicuous bravery and leadership in attack on the Beaufort-Fonsomme line near Estrees, North of St. Quentin, on the 3 October 1918.

His company commander was severely wounded early in the advance, and Lieutenant Maxwell at once took charge. The enemy wire when reached under intense fire was found to be exceptionally strong and closely supported by machine guns, whereupon Lieutenant Maxwell pushed forward single-handed through the wire and captured the most dangerous gun, killing three and capturing four enemy. He thus enabled his company to penetrate the wire and reach the objective. Later, he again dashed forward and silenced, single-handed, a gun which was holding up a flank company. Subsequently, when with two men only he attempted to capture a strong party of the enemy, he handled a most involved situation very skilfully, and it was due to his resource that he and his comrades escaped.

Throughout the day Lieutenant Maxwell set a high example of personal bravery, coupled with excellent judgement and quick decision.'

M.C. *London Gazette* 13 May 1918:

'For conspicuous gallantry and devotion to duty. While in command of a patrol he observed a party of about fifty of the enemy entering a disused trench. He attacked them with bombs and rifle fire, and then assaulted the position and captured a prisoner. He showed splendid initiative and determination.'

M.C. Second Award Bar *London Gazette* 3 June 1919:

'For conspicuous gallantry and devotion to duty in the advance at Raincourt on 9th August 1918. Within thirty minutes of zero he was the only officer left with his company, but kept his men well in hand, notwithstanding machine gun fire, besides fire from an anti-tank gun and a battery of 77 mm. He was close to a tank which was struck by a shell and set on fire, and, though shaken by the explosion, he rushed to the doors and opened them in time for the crew to escape. He showed a fine example of courage and presence of mind.'

D.C.M. *London Gazette* 27 June 1918:

'For conspicuous gallantry and devotion to duty. This warrant officer took command of a platoon, and led it forward with great dash. On one of our strong points being heavily barraged, he went forward on his own initiative, and moved the men forward clear of the barrage, during which operations only one casualty was sustained. The action of this warrant officer undoubtedly saved many lives. Throughout the operations he carried out his duties with great skill and was a source of great inspiration by his splendid example.'



Joseph Maxwell, often claimed to be the second most decorated Australian soldier of the Great War, was born on 10 February 1896 at Annandale, Sydney and enlisted in the Australian Imperial Force on 8 February 1915. He was posted to the 18th Battalion and served at Gallipoli before proceeding with his battalion to France in March 1916.

'In September 1917, during the 3rd Battle of Ypres, Maxwell took command of a platoon after its officer had been killed and led it in the attack. Later he safely extricated men from a newly captured position under intense enemy fire. For this action he was awarded the Distinguished Conduct Medal and a few days later was commissioned in the field as second lieutenant; he was promoted lieutenant in January 1918. In March he led a scouting patrol east of Ploegsteert and after obtaining the required information ordered his men to withdraw. He was covering them when he saw a large party of Germans nearby. Recalling the patrol, he organised and led a successful attack, an action for which he was awarded the Military Cross.

In August, during the offensive near Rainecourt, Maxwell, the only officer in his company who was not a casualty, took command and, preceded by a tank, led his men into the attack on time. The tank received a direct hit and Maxwell, although shaken by the explosion, rescued the crew before the tank burst into flames. He continued the attack and the company reached its objective. He was awarded a Bar to his Military Cross.

Maxwell was awarded the Victoria Cross after an attack on the Beurevoir-Fonsomme line near Estrées on 3 October. After his company commander was wounded he took charge. Reaching the strong enemy wire under intense fire, he pushed forward alone through a narrow passageway in the wire and captured the most dangerous machine-gun, disposing of the crew. His company was thus able to penetrate the wire and take the objective. Shortly afterwards, again single-handed, he silenced a machine-gun holding up a flank company. Later, with two men and an English-speaking prisoner, he encouraged about twenty Germans in a nearby post to surrender, and in doing so was briefly captured himself. Awaiting his opportunity, he drew a pistol concealed in his respirator haversack, killed two of the enemy and escaped with his men under heavy rifle-fire. He then organised a party and captured the post.

In just over twelve months Maxwell was awarded the D.C.M., the M.C. and Bar and the V.C. and he was only 22 when the war ended. After returning to Australia in 1919 he worked in a variety of occupations in Sydney, Canberra and New South Wales country towns... In 1932, helped by Hugh Buggy, Maxwell published the very successful ... *Bells and Mademoiselles*, an account of the war as he saw it... On 6 July 1967 Maxwell collapsed and died of a heart attack in a street in his home suburb of Matraville.' (*Australian Dictionary of Biography* refers).

In 1927, Maxwell moved from Newcastle to Lake Macquarie and in the process of crossing the lake was caught in a storm. His launch was wrecked and '...the whole of my belongings including war decorations & medals, with the exception of the VC Medal which was at my parent's place.'

So it was, in 1949 that his M.C. & Bar, D.C.M. and 1914-15 Trio were officially replaced. His Victoria Cross is on display in the Hall of Valour at the Australian War Memorial, although a physical inspection of those Medals shows that the D.C.M. and Great War Pair on display are unofficially re-engraved examples and this is the original replacement issue. It is interesting to note that the recipient took that view that his Medals should not go on display at 'V.C. Corner' when it opened in 1964 (now the Hall of Valour); sold together with copied research.



The book *Venturing into No Man's Land: The Charmed Life of Joseph Maxwell VC, World War I Hero* gives a fine account of his life whilst the recipient published *Hell's Bells and Mademoiselles*.

54 British War Medal 1914-20 (2. **Lieut. G. E. Locket.**), *nearly extremely fine* £80-120

George Eimes Locket, a native of Edenbridge, Kent, was born on 8 August 1890 and was educated at Clifton College and the Central Technical College, South Kensington. An engineer by trade, he served in the ranks of the Public Schools Battalion, Middlesex Regiment and was commissioned 2nd Lieutenant into the Suffolk Regiment. Locket served in France with the 1st Battalion from 6 May 1915 and was killed in action near Ypres on 28 June 1915, being buried in the Ridge Wood Military Cemetery.

For the Medals of his brother, please see Lot 149.

55 **The Naval General Service Medal awarded to Gunner H. Brooks, Royal Navy, who was present in the destroyer H.M.S. *Opportune* when she delivered a telling close-range torpedo strike against the mighty *Scharnhorst* at the battle of North Cape in December 1943**
 Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (JX. 131328 H. Brooks, L.S., R.N.), *good very fine* £140-160

Harry Brooks was born in Leeds, Yorkshire on 3 July 1911 and entered the Royal Navy as a Boy 2nd Class in June 1928.

Having then seen active service off Palestine, he was employed as a Petty Officer in the cruiser H.M.S. *Enterprise* on the outbreak of hostilities. Then in December 1941, he was commissioned as a Gunner, R.N., in consequence of which he did not qualify for the L.S. & G.C. Medal.

His subsequent wartime service included the destroyer *Walker* in the period June 1942-February 1943, when she was employed as a convoy escort in the Western Approaches, and the destroyer *Opportune* in the period April 1943-January 1945.



H.M.S. Opportune on the Arctic run, by Stanley Rogers (1887-1961); The Nottage Maritime Institute

The latter appointment was of an action-packed nature, witnessing as it did her part in the destruction of two U-boats and much challenging work on the Arctic run.

But it was his ship's close encounter with the *Scharnhorst* in December 1943 that was probably the most memorable. On that famous occasion, as part of Force I, under the command of Vice-Admiral R.L. Burnett, C.B., D.S.O., O.B.E., *Opportune* and her consorts, *Musketeer*, *Matchless* and *Virago*, were ordered to close and finish off the enemy battleship. *Opportune*, under Commander John Lee-Barber, D.S.O., fired two salvos of four torpedoes each at a range of 2000-2500 yards, and claimed two hits.



Torpedo strike: the sinking of the Scharnhorst, 26 December 1943, by Charles David Cobb (1921-2014)

Opportune went on to witness the disastrous D-Day rehearsal off Slapton Sands, when, under her new captain, Commander Robert Ryder, V.C., of St. Nazaire fame, she engaged the offending E-Boats. The services of 'Gunner, R.N.' Harry Brooks were no doubt much in demand on that and subsequent occasions - for *Opportune* fought further anti-E-boats actions off Normandy in July and August 1944.

His final wartime appointment was in another destroyer - the *Chaplet* - which he joined in July 1945. He died at St. Anne's on the Sea in Lancashire in August 1981.

- 56 Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (D/JX. 566979 J. Ewart, A.B., R.N.), *good very fine* £60-80
- 57 **The General Service Medal awarded to Trooper A. Herman, Royal Armoured Corps, attached 34th Amphibian Support Regiment, Royal Marines, successors to the Royal Marine Armoured Support Group**
General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (14712101 Tpr. A. Herman. R.A.C.), *very fine* £60-80
Confirmed upon the Roll as attached to the 34th Amphibian Support Regiment, Royal Marines.
The 34th Amphibious Support Regiment was formed at Aldershot; on 12 April 1945 they embarked for India, arriving at Bombay on 8 May 1945, V.E. Day. Here they were trained in amphibious vehicles for landing in Malaya. Whilst in Malaya the Japanese capitulated, after the Atom Bombs were dropped on 6 August. On 10 December 1945, the Regiment, having travelled on *Colossus*, arrived in Jakarta.
The Regiment returned to India, arriving on Christmas Eve 1945, and were disbanded in 1948.
- 58 General Service 1918- 62, 1 clasp, S. E. Asia 1945-46 (334 NC(E) Ramjani, 1/1 G.R.), *very fine* £50-70
Ramjani was a non-combatant employed with the 1-1st Gurkha Rifles who were involved in heavy fighting in Burma during the Second World War. The Battalion proceeded to French Indo-China in their fight against the Viet Minh.
- 59 **The rare General Service Medal awarded to Sepoy D. Chand, 5th Jat Regiment, who was killed in action on 9 December 1945 in Java during the South-East Asia campaign; his Battalion had only just arrived on the island when they were ambushed on the Bandoeng Road whilst carrying supplies to the 3/3rd Gurkha Rifles**
General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (30998 Sep. Dip Chand, 5 Bn., Jat R.), *very fine* £160-200
The Fighting Cock by Lieutenant Colonel A. J. F. Doulton takes up the story of the convoy:
‘Shortly after their arrival the 5/9th were detailed to protect an up convoy from Buitenzorg to Bandoeng carrying supplies to the 3/3 Gurkha Rifles. Previously convoys had been subject to desultory sniping, but this was nothing to the battle the 5/9th would find themselves in on 9th December 1945. The convoy began its way up the steep climb into the hills. The leading vehicles were soon halted by a roadblock. The hillside was alive with Indonesians many dug into fox holes, Japanese style. From these entrenched positions they hurled a seemingly endless supply of Molotov cocktails onto the vehicles below.
The 5/9th had the unenviable task of fighting out an ambush with an unseen enemy commanding the road and the surrounding high ground. With their men spread out over 8 miles of road.
The convoy suffered a total of 24 dead and many more wounded, the Jats showed great dash and determination in their defence. L/Naik Dip Chand was one of those who lost his life on the Bandoeng Road on the 9 December 1945’.
Dip Chand was the son of Sheo Lal and Budan, of Mondoura, Rohtak, India and husband of Faturi, of Mondoura. He is commemorated upon the Singapore Memorial.
- 60 General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (P. C. Savarirayan.), *test cut to obverse, very fine* £40-60
Paul Chakravarti Savarirayan was born on 10 December 1918 at Vellore, Tamil Nadu, India and died in Pune, India on 13 February 2006.
- 61 General Service 1918-62, 1 clasp, Malaya (22012840 Spr. R. Taylor. R.E.), *nearly extremely fine* £40-60
Sold together with its named card box of issue, postage envelope to ‘Spr Taylor R, 20 Macclesfield Road, South Norwood, London SE25.’ and a series of approx. 25 small photographs taken by the recipient in Malaya.

- 62 **The India General Service Medal awarded to Water Carrier S. Khan, 1st Battalion, Royal Norfolk Regiment**
- India General Service 1935-39, 1 clasp North West Frontier 1936-37 (W-Carr. Sajawal Khan, 1 R. Norfolk R.), *good very fine and scarce named to a British Regiment which he served* £50-70
- Sold together with a typed summary.
- 63 **The Korea Medal awarded to Private M. Carraghar, 1st Battalion, King's Own Royal Regiment (Lancaster), later Royal Army Service Corps, who was taken a Prisoner of War at the Battle of Leros on 16 November 1943**
- Korea 1950-53, 1st issue (T/3653645 Dvr. M. Carraghar. R.A.S.C.), in its named card box of issue, *good very fine* £80-120
- Michael Thomas Carraghar** was born at St Helen's on 6 September 1920 and was taken a Prisoner of War at the Battle of Leros on 16 November 1943.
- The 1st Battalion, commanded by Lieutenant-Colonel S. A. F. S. Egerton, landed on the island of Leros during the early hours of 5 November and on arrival was immediately ordered to occupy defensive zones in the south of the island. The 2nd Battalion, Royal Irish Fusiliers was already established in the centre of the island with the 4th Battalion, The Buffs occupying the northern sector. The general defensive plan was to occupy positions covering the likely landing beaches; consequently when operations began in the morning of 12 November, the Battalion was dispersed over a considerable area. The attack began when the enemy made a seaborne attack followed by some 700 paratroopers that swarmed the island. In bitter and confused fighting over the following days, besides relentless aerial attacks and with Companies acting independently, one of his comrades, William Moss, gave the following account of the actions they shared in:
- 'While on the way to attack an enemy position, we had to go in forward, suddenly our Section came under small arms fire, which I presumed to be snipers. Para-troops had descended by now, and were getting organised, at about 1450 hours this attack got more severe. We took up firing positions. Our weapons were hand grenades, one Bren Gun, one Boyes Anti-Tank Rifle and Tommy Guns and Lee Enfield Rifles. With us, at the time was Lieutenant Tiplady, I often wonder if he recovered – he ran into the fire and was wounded, he fell like a log.
- After a while, all was quite eerie, it was 'take cover' and 'keep a sharp look-out!' It must have been 100 yards away when in the sky were blobs of men falling, many were hit. We decided to make an attempt on this position, which we had previously been briefed on. It was a small hill, rising sharply. So we moved on slowly, and cautiously, when suddenly out of the blue came shots, from, I am not certain, a sniper, who was able to pick us off one by one. I was moving on steadily when our Corporal, named, 'Hicklin', got shot in his leg; that left myself now to take Command of the remainder of my section. We took up our positions again, for any attack, while doing so Private J Woodward, of Salford, was mortally wounded in his forehead, there was little we could do. So I gave the orders to the remainder of my section to stay with me for orders. At that moment Private Vines was wounded, he was a South Wales Borderer originally.
- Now I was left with Private D Hibbert, of Hyde, Cheshire, who was a South Lancashire soldier, a very brave man indeed. Private McDougal from Warrington, Cheshire, Private H Acton (Motor Transport platoon). In the distance was Private Robinson of Bradford, near Belle Vue, Manchester, spotted a transport on the ground which was off-loading supplies and men, it seemed to be in difficulty. So I gave the order to my Bren gunner to fire a few bursts of automatic fire, while the remainder of my Section returned to their own trenches on Mount Clidi under this covering fire.
- It was like an ambush, but luckily we got back safe and sound after losing some very brave pals of my section.
- The next time I escaped was after Major Tilly gave an order to counter attack to the forward positions on 'Fortress'. Our positions had now changed hands, but we took it back again. Sergeant Lea was capable now of turning the enemy's weapons on them. This man had a first class training on weaponry. Staff Sergeant Johnson, of the South Wales Borderers, was now getting worried with all the Stuka Dive Bombers, he was surprised to see us back and we reinforced his section, capturing a few prisoners...Morning came and we were told where our positions were, and off we went to fight again.
- We arrived on Mount Clidi again and gave a good account of ourselves, but later on a Lieutenant Horne, (1st King's Own) gave us all an order. He said,
- 'I am sorry to inform you men, you have done a wonderful job, but now I have to tell you that the Island has been split in two, at the weakest point, between Alinda and Gurna Bays, and we now have to capitulate and all meet at a given reference point. Hand in your small arms weapons etc.'

The journey now was to be transported to Athens, en route by ship, we were packed in like sardines.'



Just one Officer and 57 other ranks of the unit made it off. Carraghar was not one of them and he went 'behind the wire', being held variously at Torgau Camp and Stalag IV B (Muhlberg). Returned home, he settled in Teddington, London and died in late 2000.

CAMPAIGN GROUPS AND PAIRS

64

Pair: Sergeant R. Fisher, 14th Regiment of Foot, who would surely have had the honour to wear his Waterloo Medal into action when his unit famously charged the breach at Bhurtpoor



Waterloo 1815 (Serj. Robert Fisher, 3rd Batt. 14th Reg. Foot.), fitted with contemporary silver clip and bar suspender; Army of India 1799-1826, 1 clasp, Bhurtpoor (R. Fisher, 14th Foot.), short-hyphen reverse, officially impressed naming, with silver top riband bar, *the first nearly very fine, the second good very fine* (2)

£3,000-4,000

PROVENANCE:

An Important Collection of Waterloo Medals, DNW, December 1994.



Robert Fisher was a native of Ottery St. Mary, Devon and served as a Sergeant in Captain Wilson's Company at Waterloo. Their *Regimental History* gives more detail;

'On the 18th of June the Third Battalion of the 14th Regiment had the honour to take part in the memorable Battle of Waterloo, the character and importance of which engagement, distinguish it as the greatest event of the age, and mark it as the brightest era in the history of the British Army. The Battalion was composed of young soldiers, who had never before been under fire, but their bearing reflected honour on the corps to which they belonged. During the heat of the conflict, when in 1815 the thunder of cannon and musketry, the occasional explosion of caissons, the hissing of balls, shells, and grape shot, the clash of arms, the impetuous noise and shouts of the soldiery, produced a scene of carnage and confusion impossible to describe, a Staff Officer rode up to Lieutenant-Colonel Tidy, and directed him to form square; this was scarcely completed when the glittering arms of a Regiment of Cuirassiers were seen issuing from the smoke. The French horsemen paused for a moment at the sight of the scarlet uniforms of the 14th, and then turned to the right to attack a regiment of Brunswickers; but a volley from the Brunswick square repulsed the enemy, and Lieutenant-Colonel Tidy, with the view of giving confidence to the young soldiers of the 14th, drew their attention to the facility with which infantry could repulse cavalry. The French cuirassiers rallied, and appeared inclined to charge the 14th, but were intimidated by the steady and determined bearing of the Battalion.'

By the time of the storming of Bhurtpoor, he was a Private. On that famous day, it was recorded that their Commanding Officer gave the order that Waterloo veterans of the 14th Foot - each of whom wore his Waterloo Medal - would form the front ranks of the assault Column for the breach. How many Medals are there in circulation which are known to have been in action themselves?

65 Pair: **Private D. Davis, 23rd Regiment of Foot (Royal Welsh Fuzileers)**

Waterloo 1815 (David Davis, 2nd, 23rd. Regiment Foot, R.W.F.); Military General Service 1793-1814, 7 clasps, Vittoria, Pyrenees, St Sebastian, Nivelle, Nive, Orthes, Toulouse (D. Davis, 23rd Foot.), *very fine* (2)

£3,000-4,000

David Davis, a native of Mold in Flintshire, attested for service with the 23rd Foot on 27 October 1806 at the relatively advanced age of 34, and served in the Peninsula from the Battle of Vittoria (21 June 1813) through to Toulouse, the final engagement of the campaign, on 10 April 1814.

Mobilised again for service during the Waterloo Campaign and under the command of Colonel Sir Henry Walton Ellis K.C.B., his c.700-strong regiment did not participate in the Battle of Quatre-Bras (16 June) but played a full and active part at Waterloo two days later. Positioned at the right end of Wellington's position, the battalion suffered casualties from French artillery fire and repulsed several charges by enemy cavalry; by the end of that fateful day their losses comprised 12 officers and 89 other ranks killed and wounded. Davis was discharged to a pension of 9d per diem on 12 April 1817.

Sold with copied muster rolls and a CD of copied research.

x66 Pair: Husar F. Knigge, Bremen and Verden Hussars

Germany, Hannover, Merit Medal 1813; Waterloo 1815 (Husar Friedrich Knigge, Hus. Rgt. Bremen Rt Verden.), *contact marks, nearly very fine* (2)

£500-600

The Bremen and Verden Hussars totalled 35 Officers and 554 men under Colonel August von dem Bussche as part of the 1st Hanoverian Brigade at Halle on 18 June 1815. They had previously served at the Battle of Sehested in December 1813.

67 The fine campaign group of three awarded to Trooper J. Atwell, 9th (Queen's Royal) Lancers



Punniar Star 1843 (Private John Atwell H. M. 9th or Queens Royal Lancers); Sutlej 1945-46, for Sobraon, no clasp (John Atwell 9th Lancers); Punjab 1848-49, 2 clasps Chilianwala, Goojerat (J. Atwell, 9th Lancers.), *very fine* (3)

£1,200-1,500

John Atwell was born in 1823 and enlisted in the 9th Lancers on 7 July 1840 at RHQ, Hounslow, Middlesex, aged 23. He embarked for Calcutta on 7 May 1842 and landed there on 11 September 1842. Atwell shared in the Battle of Punniar during the Gwalior Campaign in 1843; three years later he was again engaged during the the Battle of Sobraon.

When the Second Anglo-Sikh War began the 9th Lancers were part of the British force which fought at the bloody Battle of Chilianwala. However, later they were involved with the climactic victory at Gujerat, launching a successful pursuit of the Sikh Army which had been put to flight. Atwell died of Hepatitis on 24 June 1857. His burial at Kussowlie is recorded in the *Bengal Register of Baptisms, Marriages and Burials*.

Sold by Order of a Direct Descendant

68

'6th Novr. 1914

Dear Mrs. Barwell,

I find it very hard to find words in which to express our sympathy with you in your loss. You know well how fond we all were of your husband, and how impossible it will be to fill the place he had made for himself in the Regiment. Here, in the trenches, it is impossible yet to quite realise that he is gone'...

The poignant Indian Army Great War casualty group of nine awarded to Major E. E. Barwell, 57th Wilde's Rifles (Frontier Force): a professional pre-war soldier and veteran of many Indian campaigns in addition to the Boxer Rebellion, Barwell was killed in action on the Western Front in the opening months of the conflict

India General Service 1854-95, 1 clasp, Waziristan 1894-5 (2nd Lieutenant E. E. Barwell 4th Punjab Infy. P.F.F.); India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (Lieutenant E. E. Barwell 4th Punjab Infy. P.F.F.); China 1900, no clasp (Lieutenant E. E. Barwell 4th Punjab Infy. P.F.F.); India General Service 1908-35, 1 clasp. North West Frontier 1908 (Captain E. E. Barwell 57th Rfls F.F.); 1914 Star, clasp (Major E. E. Barwell. 57/R.I.F.); British War and Victory Medals (Major E. E. Barwell); Great War Bronze Memorial Plaque (Edward Egerton Barwell); United States of America, Military Order of the Dragon (Capt. Edward E. Barwell 4th P.I. No. 671.) complete with integral Pagoda top suspension brooch; first four mounted as worn, *minor official correction to rank on first, 1914 Star struck on a thin flan, engraved naming and likely a late issue from the India Office, light contact marks on fourth, very fine and better* (9)

£2,500-3,000



Edward Egerton Barwell was born on 20 May 1872, son of General and Mrs. Charles Arthur Barwell of Launceston, Harrow. Educated at Harrow School, he went up to the Royal Military College Sandhurst in 1890 and after two years as a Cadet was commissioned Second Lieutenant on the India Unattached List (*London Gazette*, 2 September 1892, refers). That same year he married Mary Cicely Tunstill of Aysgarth, North Yorkshire - a most unusual step for young Barwell to make, considering his age and such recent commissioning.

Heading immediately out to India (attached to the East Lancashire Regiment) his progress and advancement was smooth and after the customary year with a British unit transferred properly to the Indian Army, firstly spending three months with the 9th Gurkhas before joining the 4th Punjab Infantry. With this regiment he served in the Waziristan Campaign of 1894-95 (Medal and Clasp) and on the Punjab Frontier 1897-98 (Medal and Clasp) before being deployed with them to China for the Boxer Rebellion (Medal), during which time he was Quarter Master of the battalion. Promoted Captain on 3 September 1901 whilst still in China, upon his return to India Barwell continued his regimental soldiering interspersed with periods of Staff work - his *Record of Services* notes several instances of time as Adjutant and Deputy Assistant Quarter Master General. 1903 saw the renaming of the regiment and the bestowal of the appellation "Rifles" - the 4th Punjab Infantry henceforth became the 57th Wilde's Rifles (Frontier Force).

The 57th were next deployed for active service on the North-West Frontier (Medal and Clasp) and where Barwell received a 'Mention' in Major-General Willcocks' despatch '*For Distinguished Service in the Field*' .



The Great War and Journey's End

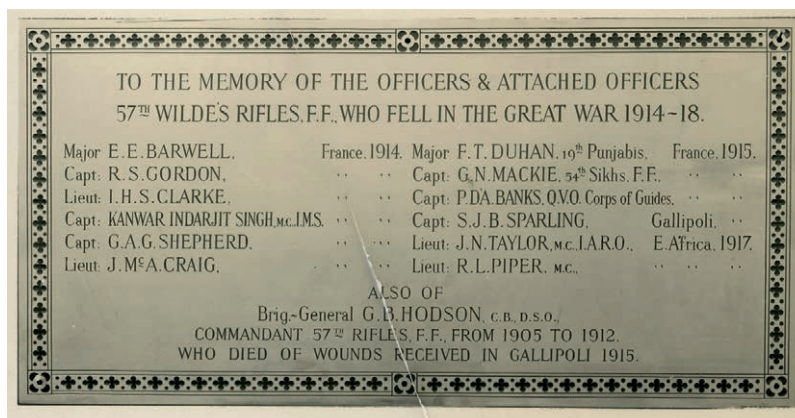
Upon the outbreak of war, the 57th were part of Indian Expeditionary Force A (IEFA) which was immediately mobilised and sent to France, landing at Marseilles on 26 October 1914: in 22 years of regular soldiering, this was to be Major Barwell's first - and last - experience of European warfare. Clearly a very competent and well-respected officer, perhaps the best account of his gallant death comes from the pen of a brother-officer (and likely eye-witness) to the occasion, in a letter written to his wife on 6 November 1914:

My dear Mrs. Barwell,

I find it very hard to find words in which to express our sympathy with you in your loss. You know well how fond we all were of your husband, and how impossible it will be to fill the place he had made for himself in the Regiment. Here, in the trenches, it is impossible yet to quite realise that he has gone, and I think his men have really a better idea of it than we have. They made a very gallant attempt to bring his body away, but the street in the village was swept with fire, and after 4 or 5 men had been wounded they had to be ordered to retire along with the rest of the line. It happened during a fierce night attack which eventually compelled our line to fall back. Half the Regiment, under Major Barwell, had been detached to join another Brigade, and it was while your husband was taking up reinforcements to his advanced line that a bullet struck him in the throat, killing him instantly. We tried several times to get up to the place the next day, but there has been continuous fighting and the village has been sometimes in our hands and sometimes in the enemy's, and impossible to approach. Everything possible will be done to identify this place.

I think it would have consoled your husband a little if he had known, and perhaps he does know, that the Regiment did very well that night; and that his own company fought splendidly, making a most determined resistance to overpowering numbers.

Please accept our sincerest sympathy, and if there is anything any of us can do in any way, please let me, or anyone, know, and it will be done if it's possible.



Edward Egerton Barwell has no known grave, and is commemorated upon Panel 1A of the Menin Gate Memorial at Ypres.

Major Barwell's medals are accompanied by the following archive:

- (i)
Boxes of issue for the 1914 Star & Bar, and British War and Victory Medals, both with original typed labels affixed
- (ii)
Original *Record of Services, Officers, Indian Services* file, with many ink annotations and complete up to 1910
- (iii)
Original passport, made out to 'Captain E.E. Barwell of the Indian Staff Corps', signed and dated Tientsin 2 June 1902, from the British Consulate General in that city
- (iv)
Original letter from the India Office, dated 11 April 1921 to Mrs. Barwell, confirming the forwarding of the 'Clasp' to Major Barwell's 1914 Star
- (v)
Original Telegram, dated 5 November 1914, addressed to Major Barwell's sister officially reporting him killed in action
- (vi)
Two original handwritten letters (one of which quoted in full above), addressed to Mrs. Barwell from comrades of her late husband detailing his death in battle and expressing their sincerest sympathies at her loss
- (vii)
A small file of original papers - including two photographs - relating to the unveiling of the Frontier Force Memorial at Kohat on 23 October 1924 by the Commander-in-Chief, India
- (viii)
Barwell's original, complete and framed certificate for the U.S. Military Order of the Dragon
- (ix)
Four various original portrait photographs of Barwell in uniform, including one of him in Full Dress as found on the Harrow School Great War memorial page
- (x)
Two original framed photographs - one of the battalion on parade; another of the officers of the battalion with Barwell obviously identifiable, each approximately 440mm x 360mm including frame.
- (xi)
A charming pen-and-ink caricature featuring Barwell coaching a ladies' shooting team, annotated to the right-hand corner: '*Dedicated to my sporting and magnificent friend Captain Barwell, Oct. 14th 1905, The Club, Murree*', 250mm x 350mm.
- (xii)
A sporting trophy cup, engraved to the front: '*Christmas Week Peshawar - 1909 - Handicap Raquets - Scratch - Major Soothey 35th S.H. - Capt. E.E. Barwell 57th R.F.F.*', stamped 'Silver', 93mm x 115mm
For Major Barwell's miniature dress medals please see Lot 488, and for the Medals of his father, Major-General C.A. Barwell C.B., please see Lot 336.

69

An outstanding Order of Medjidie and Crimea campaign pair awarded to Captain Viscount G. W. H. Fitzmaurice, Earl of Orkney, K.C.M.G., Scots Fusilier Guards, A.D.C. to the Lord High Commissioner of the Ionian Islands and one of sixteen peers elected to represent Scotland in the House of Lords

Crimea 1854-56, 1 clasp, Sebastopol (Capt. Visct. Kirkwall. Scots. Fusilier. Guards.), Regimentally impressed naming, with silver buckle claw with gold pin; Turkey, Ottoman Empire, Order of the Medjidie, 5th class breast Badge (Viscount Kirkwall Scots Fus. Guards), engraved naming to reverse, fitted with gold pin and adapted suspension allowing wear as a Star, *minor pitting, slight red enamel chipping, good very fine* (2)

£1,400-1,800

[K.C.M.G.] *London Gazette* 28 May 1875.

[Grand Commander of the Greek Order of the Redeemer] confirmed in *The Dundee Courier and Argus*.

Order of the Medijie *London Gazette* 2 March 1858.



George William Hamilton Fitzmaurice was born in 1827, the eldest son of Thomas John Hamilton Fitzmaurice, 5th Earl of Orkney, and the Hon. Charlotte Isabella Irby. He was styled as Viscount Kirkwall until the death of his father in 1877, after which he became the Sixth Earl of Orkney.

He purchased a commission as an Ensign with the 92nd (Gordon) Highlanders in 1845. At the start of his career the Regiment saw little action, however in 1851 they were posted to the Ionian Islands. These had been seized from the French during the Napoleonic Wars and had since been a British protectorate named the United States of the Ionian Islands. Whilst Kirkwall did serve as a soldier here the bulk of his duties appear to have been more political in nature due to two appointments made during this time.

The first appointment was as Deputy-Lieutenant of Ayrshire - a role he presumably performed in a remote capacity particularly given his Regimental and administrative duties. He also served as the Aide-de-Camp to the Ionian High Commissioner, Sir Henry Ward. This position was not without its troubles as Kirkwall himself relates in the two-volume book he edited entitled: 'Four years in the Ionian Islands; Their Political and Social Condition with a History of the British Protectorate'. With the rise of an independent Greece, British rule - previously a preferable alternative to that of the Ottoman Empire - began to chafe on the local population. Fortunately for Kirkwall he left the Islands for the Crimea before the crisis reached a head. Nevertheless Sir Henry Ward's tenure was marred with tension and even a minor revolt on Cephalonia. Interestingly Kirkwall was noted as being particularly popular among the Ionians and after the cession of the Islands to Greece he was granted an audience with the King; it seems likely that this was when he was made a member of the Order of the Redeemer.

In the course of this service with the 92nd he purchased his commissions as far as the rank of Captain - it may be that this reflects a certain restlessness on his part, for when the Crimean War broke out in October 1853 he swiftly arranged a transfer to the 71st Highlanders. While the 92nd Highlanders participated in the war they remained largely on garrison duties and received no battle honours - meanwhile the 71st were involved in operations around both Sebastopol and Kertch.

The 1st Battalion 71st Highlanders arrived in the Crimea in early 1855, thus missing the earlier field engagements of Alma, Balaclava and Inkermann. They were kept at Balaclava in the hopes of forming part of an expedition to Kertch - however this was delayed and instead they moved to the trenches of Sebastopol. Instead of finding the sort of glory a young aristocratic officer might have hoped for, Kirkwall would have found unsettling scenes of trench warfare. The Siege had already lasted for eight months, during which the army had suffered badly from lack of provisions, terrible weather and disease.

Fortunately the regiment's involvement with this stage of the war was to be brief as later that month (22 May) they were pulled from the line for the renewed expedition to Kertch - this proved to be a success and the 71st continued to operate in this area until the end of the war, although a volunteer force of 120 men did rejoin the trenches alongside the Highland Brigade. Sebastopol fell in early September of that year, after an exhausting year-long siege, and a peace treaty was concluded in March the following year.

This marked the high point of Fitzmaurice's military career: he transferred to the Scots Fusilier Guards in 1856 and then retired from the army the following year. Not long after this, in 1858 he received his Order of the Medjidie. Retiring from active soldiering, nevertheless he kept his hand in military affairs and appears to have joined the 2nd Royal Buckinghamshire Yeomanry, being listed as promoted from Lieutenant to Captain in 1860.

In 1866 he was nominated C.M.G. - an appointment which caused no small amount of indignant consternation from certain parties within the Order:

'Not only was Lord Kirkwall not of the class of officers to whom this distinction was ordinarily granted, but his connection with the Ionian Islands had long ceased, before they were annexed to Greece.' (*The Order of St. Michael and St. George* refers).

Nevertheless he was not only admitted, but later elevated, to K.C.M.G. in 1875. In 1872 he married Amelia de Samuel, the widow of Baron David de Samuel, though the couple were without issue and as such his titles passed to his nephew.

In December 1885 he was elected one of the sixteen Scottish representative peers to sit in the House of Lords. Sadly he did not enjoy this position for long, dying just four years later on 21 October 1889; he is buried in Kensal Green Cemetery in accordance with his will.

Sold together with a number of copied photographs, several obituaries, a copy of the recipient's Will and a number of medal rolls as well as an extract from *The Order of St. Michael and St. George* and a map of Kensal Green Cemetery with the recipient's grave marked.

70

Pair: **Sergeant J. Parkin, Scots Fusilier Guards**

Crimea 1854-56, 1 clasp, Sebastopol (Sejt. Jos. Parkin Scots Fs. Gds.); Turkish Crimea 1855, British die (Sejt. Jos. Parkin Scots Fs. Gds.), both with contemporarily engraved naming, *very fine* (2)

£240-280

Joseph Parkin was born at Brampton, Rotherham in 1827 and enlisted in the 33rd (First Yorkshire West Riding) Regiment of Foot at Gainsborough on 22 December 1845. Transferred to the Scots Fusilier Guards (No. 3367), he served in the Crimea from 25 November 1854 - 15 May 1855, being present at Sebastopol (Medal & clasp; Turkish Medal). He was discharged at his own request upon payment of £5 on 20 February 1856, with a positive character reference; sold together with original parchment Certificate of Discharge.

71

Pair: **Private W. Jackson, 7th Regiment of Foot (Royal Fusiliers)**

Crimea 1854-54, 1 clasp, Sebastopol, unnamed as issued; India General Service 1854-95, 1 clasp, Umbeyla (3776 W Jackson 1st Bn 7th Regt), *minor contact marks overall, very fine* (2)

£200-240

William Jackson was born at Sheffield, Yorkshire in 1834, the son of Joseph and Mary Jackson of Sheffield Road, Attercliffe. Serving with the Militia while working as a moulder, Jackson volunteered for the 1st Battalion, 7th Regiment on 3 November 1854. He was embarked for service in the Crimea on 30 November 1854 and saw action during the Siege of Sebastopol (Medal & clasp), being noted in Britain by 1856.

Posted out to India in December 1857 he was to serve there for the next seven years, seeing service during the Umbeyla (or Ambela) campaign against the local Pashtun tribes (Medal & clasp). Returning to Britain in 1865 he was discharged on 15 May at the Regimental Depot. Jackson stated his intention to live at 70 Granville Lane, Park, Sheffield upon his release; sold together with copied research including discharge papers, medal rolls as well as typed research and copied details from the Regimental Pay and Muster Rolls.

- 72 Three: **Surgeon J. A. McMunn, Royal Horse Artillery, who latterly become Physician and Surgeon to the Royal Hospital Chelsea from 1862-96**
 Crimea 1854-56, 1 clasp, Sebastopol (Asst. Surjn. J. M. McMunn. R. Arty.), contemporarily engraved naming; Indian Mutiny 1857-59, 2 *copy* clasps, Lucknow, Relief of Lucknow (Asst. Surgn. J, A, McMunn, F Tp. R. H. Arty.); Turkish Crimea 1855, Sardinian die, *very fine* (3) £600-800

John Alexander McMunn was born on 30 October 1827 and was appointed an Assitant Surgeon in October 1853. He was present at Sebastopol in 1 Field Battery, No. 2 Captain Mercer's Company of the 8th Battalion, Royal Artillery (Medal & clasp) and thence served during the Indian Mutiny, his memorial at the Royal Hospital Chelsea stating '...with 'F' Troop R.H.A. at the Relief and Capture of Lucknow.'

Returned home, he was Surgeon at the Royal Hospital from 1862 and appointed Physician and Surgeon on 4 November 1868, a position he held until 1896. McMunn died on 14 December 1899; sold together with copied research.

- 73 Four: **Chief Engineer R. Nicoll, Royal Navy**
 Crimea 1854-56, 2 clasps, Sebastopol, Azoff, unnamed as issued, clasps loose upon riband; Baltic 1855, unnamed as issued; Turkish Crimea 1855, Sardinian die, unnamed as issued; Turkey, Ottoman Empire, Order of the Medjedie, breast Badge, silver, gold and enamel, *good very fine* (4) £300-500

Sold together with a period photograph of the recipient wearing the Medals, besides a newspaper cutting which gives further detail after his death:



'Robert Nicoll, Royal Navy, Chief Inspector of Machinery, died at Clovelly, West Ferry, on Sunday, in his 81st year. The late gentleman was educated at Clark's Academy, Dundee, and served his apprenticeship with the late Mr Peter Borrie, engineer and ship-builder, whose premises at that time occupied the same site as the Trades Lane Calender does now. When in the employment of this firm he assisted in putting up the 30 ton crane at Earl Grey Dock in 1839.

Leaving Dundee, he went to Messrs. Napier's, on the Clyde, where he assisted at the fitting up of some of the first paddle steamers for Her Majesty's Navy. He joined the Navy in 1843, and during his long service he saw the British Navy in all its stages from the old wooden walls to the advent of ironclads and triple expansion engines. In 1847 he was promoted to the position of Chief Engineer, serving in the *Antelope*, *Renown* and other vessels. He spent five years on the West Coast of Africa, Bight of Benin, on a surveying expedition, and at the beginning of the Russian War his vessel was one of the Baltic Fleet that sailed with sealed orders to burn and destroy. He was Chief Engineer of the *Miranda*, which ship was the first to begin the bombardment of Sebastopol under Admiral Lyons, when the Captain, a son of the Admiral, was killed.

In 1865 he was promoted to the *Victoria*, Mediterranean Station, as Inspector of Machinery afloat. In 1877 he became Chief Inspector of Machinery - under Order in Council - and held this position until he retired after 34 1/2 years' active service. For his services, he received the following Medals and clasps:

Baltic, Crimea, Sebastopol, Azoff, and also the Turkish Medal. From the Sultan he also received the Order of the Knight Commander of the Medjidie Decoration...'

74 Three: Colour-Sergeant C. McDowell, 81st (Loyal Lincoln Volunteers) Regiment of Foot, a scarce group of three to a Warrant Officer of the 81st, who saw service at the Battle of Sittana

Indian Mutiny 1857-59, no clasp (2386 Sergt. C MgDowell [sic], H.Ms. 81st Regt.); India General Service 1854-95, 1 clasp, Northwest Frontier (2380 Sergt. C. Mc.Dowell, H.Ms., 81st, Regt.); Army L.S. & G.C., V.R. (2380. Cr. Sergt. Chas. McDorrell, 81st Foot), note surname spelling, *some contact marks and light edge bruising, very fine* (3)

£300-400

Charles McDowell was born at Dunbar, Derry in 1828 and enlisted with the 81st Regiment at Belfast on 10 November 1848. The unit was at first stationed at Templemore, Ireland, still being there in 1851 but McDowell was soon posted to India, where he was to spend the next twelve years. Promoted Corporal on 1 June 1853 he was further advanced Sergeant on 23 September; the Regiment was to arrive in India in 1854.

Arriving at Lahore in 1857, shortly before the outbreak of the Indian Mutiny at Meerut, the 81st Regiment found themselves surrounded by H.E.I.C. Battalions with few other Europeans to call upon. This tenuous position required decisive action and as soon as word reached them of an outbreak of mutiny they moved fast, a parade on the Meean Meer for inspection provided them with the opportunity to disarm most of the Sepoys. Immediately afterwards three companies tricked their way inside Lahore Fort and disarmed those guarding it as well, leaving them in control of the city.

As the British efforts to suppress the revolt got underway the Punjab began to stabilise with much of the fighting focused on Northern and Central India. This freed up units such as the 81st Regiment to help with the suppression of the rebels. They were transferred to the Sittana Field Force in February 1858 under Sir Sydney Cotton with orders to defeat a mixed force of local tribes and mutinous Sepoys who had risen from a garrison near Peshawar.

They saw heavy fighting here, first at Mangal Thana but later at Sittana itself. There Upper Sittana was taken and held by a column under Lieutenant-Colonel H. Renny of the 81st while the village itself was destroyed by the Sappers and Miners. With the rebels' main centres of power destroyed the British, their objectives on the frontier were completed and they returned to India. McDowell continued to serve in India with this unit, being stationed at Rawulpindee in 1861.

Promoted Colour-Sergeant on 24 December 1862, he held this rank until his discharge on 3 November 1869; sold together with typed research and copied research comprising medal rolls and service papers.



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476 THE WELL-DOCUMENTED C.B. & E. GROUP OF TEN AWARDED TO MAJOR-GENERAL H. L. LONGDON, DORSETSHIRE...
Est. £1000 - £2000
SOLD £1,800

75

The 'Bombardment of Alexandria 1882' Order of the Medjidie group of five awarded to Fleet Surgeon D. O'Connor, Royal Navy, later Deputy Inspector General, whose long career included service with *Cruizer* in all her major engagements during the Second Opium War, being sunk with the gunboat *Lee* beneath the Taku Forts in June 1859

Further service brought him to Abyssinia with H.M.S. *Dryad* and finally to the bombardment of Alexandria which he witnessed from H.M.S. *Superb*

China 1857-60, 2 clasps, Canton 1857, Taku Forts 1860, unnamed as issued; Abyssinia 1867-68 (D O'Connor. M.D. Surgn. H.M.S. *Dryad*); Egypt and Sudan 1882-89, 1 clasp Alexandria 11th July (D. O'Connor. M.D. Fleet. Surg. R.N. H.M.S. *Superb*); Khedive's Star, unnamed as issued; Turkey, Ottoman Empire, Order of the Medjidie, 4th Class breast Badge, silver, gold centre and enamel, *minor contact wear overall, minor chipping to enamel of fifth, very fine* (5)

£1,000-1,400

Turkish Order of the Medjidie *London Gazette* 16 January 1883.

Daniel O'Connor was appointed Apprentice Surgeon with the Royal Navy on 7 August 1856 and posted first to H.M.S. *Cruizer*. It proved to be a baptism of fire as this vessel then spent the next year engaged in the Second China War, with some of her boats even being present for the early Battle at Fatshan Creek on 1 June 1857. Despite not being entitled to a clasp for this action O'Connor may well have been present or at least nearby as an article in *The British Medical Journal* notes that he was '...employed on boat-service in Canton River. Present at [the] bombardment and capture of Canton.'

As the article states he was also present for the fall of the city on 31 December, indeed the men of *Cruizer* were at the forefront of the fighting with her Commander - Charles Fellowes - first man over the walls. In action against with *Cruizer* the next year on the Yang-Tse-Kiang River against Taiping Rebels; O'Connor joined the gunboat *lee* for the attack on the Taku Forts in June 1859.

The British managed to cut the first boom and advanced confidently upriver only to discover that a second boom which they failed to break. At that moment with their ships at a standstill beneath the forts the Chinese opened a withering fire. *Plover* was seriously damaged and *Lee* was forced to beach and evacuate. O'Connor survived heavy fire and was picked up from the wreckage of *Lee* by H.M.S. *Cormandel*, he passed the remainder of the engagement tending to the wounded with her.

With the Indian Mutiny in full swing and the Allied army repulsed, it would be another year before a second attempt on the Forts was made. For the third attempt O'Connor was with the Algerine-class gunboat *Leven*, this attack was successful and the crew of *Cruizer* ended the year conducting a survey for anchorages near Peking.

O'Connor's long service with this vessel ended on 1 May 1861 and he was promoted Acting Surgeon with H.M.S. *Shannon* on 11 April 1865, going on to be confirmed with the rank with *Dryad*. Also, with this vessel he saw service in the Abyssinian expedition when *Dryad* actually landed a Naval Brigade - although it is unknown if O'Connor was present with them. He was later to be promoted Staff Surgeon while with the shore establishment *Fisgard* on 5 July 1875.

Posted to the newly launched corvette *Sapphire* on 9 August 1875 just prior to her transfer to the Australia Station. O'Connor was to see a full tour of service in Australia, being further advanced Fleet Surgeon about half-way through this posting on 20 November 1877. His final taste of action was as the Fleet Surgeon with the battleship *Superb* which he joined on 9 October 1880. He was still with her during the bombardment of Alexandria where she fired 310 10-inch shells at the Egyptian defenders. Finally posted to Devonport Yard on 12 June 1885 O'Connor retired with the rank of Deputy Inspector General on 5 September 1887, he died at Killarney on 14 September 1890; sold together with copied research comprising a medal roll, service records and extracts from *The British Medal Journal* and *London Gazette*.



76 The astonishing ‘Battle of Maiwand’ group of three awarded to Surgeon-General A. F. Preston, Army Medical Department, twice severely wounded whilst serving with the 66th Foot in that famous action, and widely credited as the inspiration for Sherlock Holmes’s companion Doctor Watson, whose fictional service in Afghanistan closely mirrors the real-life experiences of Preston

Convalescing in Portsmouth following his ordeal, Preston entered the circle of Arthur Conan Doyle, who worked for several years as a doctor at Netley during the period of Preston’s recovery, and showed great interest in the Second Afghan War

Preston’s later career is no less fascinating: he was Principal Medical Officer at Hong Kong during the Plague of 1894, and went on to become Honorary Physician to Queen Victoria and King Edward VII



Afghanistan 1878-80, no clasp (Surgn. Maj: A. F. Preston. A. M. Dept.); Jubilee 1897, silver issue, first with minor correction to second part of rank, good very fine (2)

£2,000-3,000

M.I.D. *London Gazette* 19 November 1880.



Alexander Francis Preston was born at Killinkere in County Cavan, Ireland on 23 May 1842. His father, Decimus, was Rector of Killinkere, while his mother was the daughter of General Armstrong of the Royal Artillery. His grandfather was William Preston, Judge of Appeal, playwright, and early advocate of Catholic Emancipation.



SURGEON-MAJOR ALEXANDER FRANCIS PRESTON, 66TH REGIMENT
Severely Wounded at the Battle of Khushik-i-Nakhud, July 27

THE GRAPHIC

OCT. 9, 1880

Preston studied medicine at Trinity College, Dublin from 1861, and trained at the city's prestigious St. Steevens Hospital. At twenty one he became a Licentiate of the Royal College of Surgeons, Ireland. He embarked for Bengal on 20 May 1863, becoming an Assistant Surgeon in the Army Medical Department on 30 September. Preston also passed a course in Military Law. He was assigned to the 27th (Inniskilling) Regiment of Foot on 13 February 1866, and then to the Royal Artillery on 20 July 1867.

On 14 September 1867 Preston married Elizabeth, of the prominent Armenian Agabeg family, at St. Stephen's Church, Dum Dum, Calcutta. Their daughter Emily was born at Sialkote, Bengal on 14 January 1871, and Preston fathered two sons, Eyre Evans and William John Phaelin, in the subsequent two years. He advanced to the rank of Surgeon on 1 March 1873, but returned home on furlough on 22 April 1874. His youngest child, Frances, was born at Curragh in Ireland in 1875.

Promoted to Surgeon-Major on 28 April 1876, Preston embarked for Bombay on 12 January 1878, and thence to Afghanistan, attached to the 66th (Berkshire) Regiment of Foot.

Maiwand

The *casus belli* of the Second Afghan War was the refusal of Sher Ali Khan, Emir of Afghanistan, to accept a British diplomatic mission in Kabul. Lord Lytton, Viceroy of India, was concerned by the presence of Russian diplomats in the Afghan capital, and saw a direct threat to British influence. Some 50,000 British and Indian troops invaded Afghanistan in November 1878, quickly capturing the main cities. Sher Ali Khan appealed to Tsar Alexander II for assistance, but died in February 1879, and was succeeded by his son Yaqub, who quickly signed a peace treaty. Large parts of the country were ceded to Britain, the British diplomat Sir Louis Cavagnari was admitted to Kabul, and for a time all seemed quiet. On 3 September 1879, however, Afghan resentment boiled to the surface: Cavagnari and his staff were massacred.

Major-General Sir Frederick Roberts recaptured Kabul that winter, but the uprisings only grew. Kandahar, 300 miles south of the capital and widely regarded as safe, was held by a 4,000-strong garrison under Lieutenant-General Primrose, of which the 66th Foot was the main British element. Further west, at Herat, Afghan resistance was being led by Ayub Khan, the charismatic 'other' son of Sher Ali. When Ayub marched a large host towards Kandahar in June 1880, Primrose sent Brigadier-General Burrows with 2,500 men, including six companies of the 66th Foot, to intercept this Afghan army before it crossed the River Helmand.

At Ghirisk, a strategic crossing, Burrows was expected to rendezvous with Afghan levies led by the recently installed Wali of Kandahar. In the event, the levies deserted Burrows and flocked to Ayub Khan's banner, swelling the Afghan army to more than ten times the size of Burrows's force. On 15 July General Stewart, Commander-in-Chief in India, telegraphed to Primrose: 'Wali's troops having

deserted, the situation has completely changed. General Burrows must act according to his own judgment, reporting fully. He must act with caution on account of distance of support.'

After a tense skirmish on 14 July at which Preston was present, Burrows reluctantly abandoned Ghirisk and moved east across the Helmand desert towards Kandahar, the only place from which support might come. Ayub Khan had amassed a rare coalition of Helmandi tribes, including Alizai, Noorzai and Barakzai warriors armed with vicious charay knives. Though fanatical ghazis were its spearhead, Ayub Khan's army included regular battalions drilled in European tactics, and he could field five batteries of artillery, some of them with breech-loading Armstrong guns. Burrows could only guess at the numbers encircling him, but Elphinstone's ghost stood at his elbow, and memories of 1842 plagued every British heart.

The song *British Grenadiers* celebrates men 'who know no doubts or fears'. This accurately describes the 66th Foot, whose defiant stands against overwhelming odds did much to slow the Afghan pursuit. Four smoothbore guns were actually captured during the retreat, and the 66th detached an officer and 42 men to serve as their crews. These guns supplemented those of E Battery, Royal Horse Artillery, whose exploits in the coming battle are well documented. On 21 July, Burrows halted the retreat at Khushki-i-Nakhud, 45 miles from Kandahar. Five days later a political officer warned of an Afghan presence in the Maiwand valley, eight miles away, which Burrows took to be an advance guard. At dawn on 27 July, Burrows duly ordered his men into that arid, open plain, only realising when it was too late that Ayub Khan's entire army was arrayed against him.

Battle was joined at 11.45 a.m. with an artillery duel between E Battery and the Afghan Armstrongs. Men of the 66th Foot operated the four captured smoothbores in the centre of the British line, firing case-shot at any ghazis who approached. In his despatch, printed in the *London Gazette* on 19 November, Burrows stated that his position held firm 'for nearly three hours', until two native regiments guarding his left flank, Jacob's Rifles and the 1st Grenadiers, 'rolled up like a wave to the right'. This left the 66th facing 'complete annihilation'. Colonel Galbraith was killed while grasping the Queen's Colour, which fell into enemy hands, and the *London Gazette* confirms that Surgeon-Major Preston was wounded while tending to casualties. His obituary, published in 1907, adds further detail:

'Preston sustained two severe wounds during the battle, including a bullet wound to his back.'

Reduced to 150 effectives, the 66th had to cross a 25-foot ravine before reaching a walled garden in the village of Khig. They continued firing until the last round was spent. Afghan sources noted in awe how the last eleven men, comprising two officers and nine privates, charged into the mass of ghazis, determined - to paraphrase Kipling - to go to their God like soldiers. Maiwand was not a victory, and no 'Maiwand' clasp was awarded, but Primrose considered that: 'History does not afford any grander or finer instance of gallantry and devotion to Queen and Country.' This heroic stand allowed Burrows to extract the rest of his force. Captain Slade, commanding E Battery, put Preston on a gun carriage with the other wounded. After 33 hours of relentless pursuit by hostile tribesmen, the exhausted survivors reached Kandahar.

In all, ten officers of the 66th Foot were killed at Maiwand, and only two were wounded, of which Preston was the sole Surgeon. After the battle, Ayub Khan subjected Kandahar to a month-long siege, during which Preston was again wounded. As Medical Officer in Charge, Preston tended to the soldiers' wounds throughout this ordeal. General Roberts led a relief column from Kabul, covering the 300 miles in 30 days, and on 1 September defeated Ayub Khan's army at the Battle of Kandahar. Having installed the sympathetic Adbur Rahman Khan as Emir at Kabul, British forces left Afghanistan.

Preston's service record states that Major-General W. H. Seymour brought Preston's service in the Second Afghan War to the attention of the Duke of Cambridge, then Commander-in-Chief of the Forces. Invalided to England on 10 November 1880, Preston received a year's pension for wounds, and was permitted to visit the south of France with his family.

Hong Kong to Osborne House

His strength recovered, Preston returned to India in September 1884 and was promoted to Brigade Surgeon, with the rank of Lieutenant-Colonel (*London Gazette*, 4 January 1887). Preston left India for good on 27 January 1890, and the 1891 census shows him living with his wife Lizzie at 4 Brunswick Terrace, Portsea, Portsmouth.

Advanced to Surgeon Colonel on 28 May 1892, Preston sailed to Hong Kong with his daughter Frances on 6 January 1893. They lived at 1 Queen's Gardens, which today is a skyscraper filled with luxury apartments. Preston was Principal Medical Officer on the island during the outbreak of bubonic plague that killed thousands in 1894. Preston supervised the whitewashing of houses by the

King's Shropshire Light Infantry, and oversaw the use of disinfectants. He applied the most up-to-date science and saved many lives, not just in Hong Kong but throughout south-east Asia, where the virus could easily have spread. Local resistance to Western medicine was gradually overcome. Preston is mentioned in a list of officers who rendered special service in Hong Kong, in recognition of which, he was promoted to Surgeon Major-General (London Gazette, 30 March 1896). He performed his duties despite personal tragedy: his daughter Frances fell victim to the disease, aged 19, on 27 November 1893 and is buried in the Happy Valley Cemetery, Hong Kong.

Preston left Hong Kong on 26 March 1896, arriving home in Portsmouth exactly one month later. Queen Victoria and King Edward VII both employed Preston as Honorary Physician. Preston was rewarded for his devotion to the Queen in her last days at Osborne, rising to the highest possible rank, Surgeon General, on 11 March 1901 (six weeks after the Queen's death). He received the 1897 Jubilee Medal. The 1907 Medical Directory lists Preston as: 'Hon. Phys. to H.M. the King'.

Briefly Director General of Army Medical Services, Preston's last military appointment was as Principal Medical Officer of the 3rd Army Corps, based in Ireland. Leaving the Army with a good service pension on 23 May 1902, he devoted his leisure to golf, travel, and sport, and was a stalwart of the Royal Irish Yacht Club. He was an active Freemason, joining the Khyber, Bombay, and Hong Kong Lodges at different stages of his Army career. Preston's obituary in the British Medical Journal said of him:

'His great abilities were hidden by his geniality.'

Preston died at 53 Redcliffe Gardens, West Brompton on 24 July 1907, aged 65. Buried at Kensal Green Cemetery, he left an estate of £6,158.0.5. His wife Lizzie survived him by 12 years, and died at the Hotel Bristol in Menton, near Nice. His son William John Phaelin commanded the 97th Deccan Infantry in Mesopotamia during the Great War; severely wounded, William was mentioned in despatches and awarded the DSO.

A Legacy in Literature

Arthur Conan Doyle had a medical background, graduating as a Doctor of Medicine from the University of Edinburgh in 1885. The 1891 Medical Register shows him living at 1 Bush House, Elm Grove, Portsmouth, a few hundred yards from the residence of Surgeon-Major Preston in Brunswick Terrace. At the time of Maiwand, Conan Doyle was working as a ship's surgeon aboard the whaler Hope of Peterhead, but from 1882 he ran a private practice in Portsmouth. In his memoir *Memories and Adventures* (1924), Conan Doyle described how, in 1882:

'A new wave of medical experience came to me about this time for I suddenly found myself a unit in the British Army. The operations in the East had drained the Medical Service and it had therefore been determined that local civilian doctors should be enrolled for temporary duty of some hours a day.'

Conan Doyle worked at The Royal Victoria Hospital, Netley in support of the Army doctors, and may even have treated Preston during his recovery. Already a prolific author of short stories, Conan Doyle became Joint Secretary of the Portsmouth Literary and Scientific Society. On 20 November 1883, one of Netley's most senior doctors, Surgeon-Major George Evatt, gave a talk to the Society entitled: 'The Army Doctor and his Work in War'. According to the Sherlock Holmes Society of London, this talk may have touched on Surgeon-Major Preston's exploits at Maiwand. Several ex-Indian Army officers retired to Portsmouth in the 1880s, and it is likely that Preston's tale was much discussed. Evatt knew Preston well, later succeeding him as Principal Medical Officer of Hong Kong. It is very probable that Preston's story inspired the young author. This conclusion is supported by a close reading of *A Study in Scarlet*, the first novel of the Sherlock Holmes series. Conan Doyle wrote it during 1886, three years after Evatt's talk, and its plot begins with Dr John Watson narrating his experiences of Afghanistan:

'The campaign brought honours and promotion to many, but for me it had nothing but misfortune and disaster. I was removed from my brigade and attached to the Berkshires, with whom I served at the fatal battle of Maiwand. There I was struck on the shoulder by a Jezail bullet, which shattered the bone and grazed the subclavian artery. I should have fallen into the hands of the murderous Ghazis had it not been for the devotion and courage shown by Murray, my orderly, who threw me across a packhorse, and succeeded in bringing me safely to the British lines. Worn with pain, and weak from the prolonged hardships which I had undergone, I was removed, with a great train of wounded sufferers, to the base hospital at Peshawur...I was despatched, accordingly, in the troopship Orontes, and landed a month later on Portsmouth jetty, with my health irretrievably ruined, but with permission from a paternal government to spend the next nine months in attempting to improve it.'

The similarities with Preston's real-life tale are hard to ignore. Patrick Mercer, whose 2011 book *Red Runs The Helmand* expands on Dr Watson's service, believes there can be no doubt that Conan Doyle based the character of Dr Watson on Preston. This being the case, Preston can be credited with inadvertently creating the most famous duo in crime fiction. In the next scene of *A Study in Scarlet*, Watson is astonished when, on being introduced to Holmes, the detective says to him:

'You have been in Afghanistan, I perceive.'

When asked how he knows this, Holmes replies:

'The train of reasoning ran: "Here is a gentleman of a medical type, but with the air of a military man. Clearly an army doctor then. He has just come from the tropics, for his face is dark, and that is not the natural tint of his skin, for his wrists are fair. He has undergone hardships and sickness, as his haggard face says clearly. His left arm has been injured. He holds it in a stiff and unnatural manner. Where in the tropics could an English army doctor have seen much hardship and got his arm wounded? Clearly in Afghanistan." The whole train of thought did not occupy a second. I then remarked that you came from Afghanistan, and you were astonished.'



This memorable encounter between doctor and detective is the reader's first taste of Holmes's extraordinary deductive powers. It lays the foundation for all subsequent cases, and underpins the relationship between the two characters. It is a partnership built on mutual respect: Holmes admires Watson's physical endurance, while Watson is enthralled by Holmes's mental skill. Small wonder that in *The Abominable Bride* (2016), a special episode of the BBC series starring Benedict Cumberbatch and Martin Freeman set in Victorian London, Freeman (Watson) describes his ordeal, and the audience is transported to the Battle of Maiwand.

The new custodian of Preston's Medals will own a piece of literary as well as military history, for it is through Dr Watson that Preston's real-life story will inspire future generations.

Sold together with an impressive folder of research that includes London Gazette entries, service records, genealogical searches, and a copy of the recipient's Will.

77

Pair: **Corporal C. Forman, 3rd Dragoon Guards,**

Abyssinia 1867 (819 C. Foreman 3rd Dragn Gds); Army Long Service and Good Conduct, V.R. (819, Corpl C. Forman, 3rd Dn Gds), *very fine*

£240-280

78 Four: **Boatswain's Mate R. Hodge, Royal Navy**



Abyssinia 1867 (R. Hodge Capn. Fcl. H.M.S. Dryad); Turkish Crimea 1855, British die, pierced with ring suspension; Crimea 1854-56, 1 clasp *loose upon riband*, Sebastopol (R. Hodge. H.M.S. Agamemnon.), privately impressed naming; Royal Navy L.S. & G.C., V.R., wide suspension (Rd. Hodge. Bos. Mate. H.M.S. Cambridge. 21yrs.), *minor official correction to this last, very fine* (4)

£700-900

Richard Hodge was born at East Peckham on 7 July 1833 and volunteered for the Royal Navy on 7 July 1853, serving aboard *Agamemnon*. He was aboard *Cambridge* from 26 October 1865-7 May 1867 and thence joined *Dryad*, whose books he was entered in during the Abyssinia Expedition of 1867. He was shore-pensioned on 3 March 1882.

79 Pair: **Trooper F. J. Albertyn, Colesburg District Mounted Troop, late 3rd Cape Yeomanry**

South Africa 1877-79, 1 clasp, 1879 (Tpr. F. J. Albertyn. C/3rd. Cape Yeory.); Queen's South Africa 1899-1902, no clasp (51 Tpr. F. J. Albertyn. Colesburg D.M.T.), *the first with traces of brooch mounting to rim and suspension re-affixed, very fine* (2)

£300-500

80 Pair: **Lieutenant-Colonel Sir A. R. T. Maxwell-Willshire, 1st Battalion, Scots Guards**

Egypt and Sudan 1882-89, 1 clasp Tel-El-Kebir (Capt: Sir. A. R. T. Willshire, Bt. 1/Scots Gds); Khedive's Star, dated 1882, mounted as worn, *heavy pitting, very fine* (2)

£400-500

Arthur Reginald Thomas Willshire was born on 23 November 1850, the son of General Sir Thomas Willshire, 1st Baronet, whose military service began during the war against Napoleon and ended with the 1st Afghan War - notably he was awarded the Order of the Durrani Empire after leading the storming of Kelat. Young Willshire was educated at Wellington College and was commissioned into the Scots Guards in 1869. Promoted Captain on 15 March 1873 he was still serving in this role during the Anglo-Egyptian War and here the Regiment took part in the Action at Mahuta and the Battle of Tel-El-Kebir.

Surviving the war, he was ironically nearly killed whilst crossing the street when a cab driver named Henry Wood accidentally ran down both Willshire and his friend Captain Menzies, both of the Guards. Thankfully this brush with an ignominious end did no lasting damage and Willshire was later promoted Captain and Lieutenant-Colonel, retiring on 11 April 1885. His son, Gerard Maxwell-Willshire, went on to serve in the Great War with the Honourable Artillery Company as a Private, rising to the heady heights of Corporal. The Lieutenant-Colonel died in 1919; sold together with copied research comprising army lists, a *London Gazette* entry and Medal rolls as well as an obituary, newspaper article and entry in *Debrett's Illustrated Baronetage* as well as photographs, details on the recipient's son and a copied Will.

81 Three: Major J. E. Pierson, 1st Battalion, Royal Sussex Regiment



Egypt and Sudan 1882-89, dated reverse, 1 clasp, The Nile 1884-85 (Lieut: J. E. Pierson. 1/R. Suss: R.); Coronation 1902, silver issue; Khedive's Star, unnamed as issued, *heavy pitting and contact wear to first, nearly very fine otherwise good very fine* (3)

£300-400



John E. Pierson was commissioned 2nd Lieutenant with the 35th (Royal Sussex) Regiment on Foot on 28 June 1881. Serving with this unit during the Nile Expedition to relieve General Gordon at Khartoum, famously it was 20 men of this Regiment that manned the steamers *Bordain* and *Talahawiyya* which rushed to reach the city. Pierson is noted upon the roll as a Captain, suggesting that he was promoted upon the conclusion of the campaign. Still in service upon the Coronation of Edward VII - for which he received a Coronation Medal in silver - he retired on 17 September 1902. Notably he was later also a Justice of the Peace; sold together with a copied medal roll extract and two *London Gazette* extracts.

x82 **Pair: Private J. Braden, Royal Sussex Regiment**

India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (4931 Pte. J. Braden 2d. Bn. Ryl. Suss. Regt.); Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1902 (4931 Pte. J. Braden. Rl: Sussex Regt.), mounted as worn, *good very fine* (2)

£160-200

83 **Three: Syce Nunkoo, 1st Bombay Lancers, who served attached to the 4th Dragoon Guards for the Relief of Chitral**



India General Service 1895-1908, 1 clasp, Relief of Chitral 1895, bronze issue (Syce Nunkoo 4th Dragoon Gds.); Queen's Sudan 1896-98, bronze issue (Syce Nunkoo (1) 1st Bo: Lancers.); Khedive's Sudan 1896-1908, no clasp, bronze issue, unnamed as issued, *very fine and a rare survivor* (3)

£400-600

2 clasps to Silver Medals issued to the 4th Dragoon Guards (3683 Lance-Corporal G. Allchin & 3546 Lance-Corporal G. Cook) - both for service at the Field Veterinary Hospital. Given Nunkoo was a Syce, it seems he was also on duty there attached to the unit.

Confirmed on roll as having shared in the Dongala Expedition, 1896.

84 **Pair: Lieutenant A. W. Foote, 1st Battalion, North Staffordshire Regiment**

Queen's Sudan 1896-98, no clasp (Lt. A. W. Foote 1/N. Staff: R.); Khedive's Sudan 1896-1908, 1 clasp Hafir, unnamed as issued, *good very fine* (2)

£300-400

A. W. Foote was born at Nynce Jal, India, on 18 June 1871, the son of Colonel Foote of Plymouth and was educated at the Royal Military College, Sandhurst. Commissioned 2nd Lieutenant on 25 July 1891 with the 1st Battalion North Staffordshire Regiment, he was posted to Mauritius with them on 26 September that year. Later transferred to South Africa on 13 June 1892, they remained there for nearly a year before being sent to the garrison at Malta.

Moving to India as part of the build-up of troops before the Dongola expedition on 5 October 1895, upon arriving in the Sudan they then took part in the battle at Hafir in September 1896. This action - part of the manoeuvring prior to the Battle of Atabara - was fought by a mixed Anglo-Egyptian force and a powerful gunboat squadron which drove the Dervishes from their positions.

Remaining in Egypt until 3 May 1898, Foote was invalided with 'a species of fit' which the medical board attributed to the heat. Though he continued to serve his health did not recover, and he was invalided out of the Army on 28 April 1903; sold together with copied research comprising medal rolls, service papers and medical reports.

85 Four: **Captain R. D. Jephson, Royal Army Medical Corps**

Queen's Sudan 1896-98 (Lt. R. F. Jephson. R.A.M.C.); Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (Capt. R. D. Jephson. R.A.M.C.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Capt. R. D. Jephson. R.A.M.C.); Khedive's Sudan 1896-1908, 1 clasp, Khartoum (Lieut. Jephson. R.A.M.C. 1898.), engraved naming, *suspension repaired on third, very fine* (4)

£500-700

Robert Dalkeith Jephson was born at Kingston, Dublin on 19 July 1871 and was commissioned into the Royal Army Medical Corps on 28 July 1897. He served on the Nile in the Sudan in 1898 (Queen's Medal, Khedive's Medal & clasp) and was thence promoted Captain on 28 July 1900, serving during the Boer War with the 9th Field Hospital (Queen's Medal & 6 clasps, King's Medal & 2 clasps). Jephson died at Rawalpindi on 9 January 1904 after having gone out hunting with two of his dogs earlier that day. He was found to be shot through the head and died before he could be taken to hospital, having arrived the previous day after marching up with an Artillery Battery from Umballa; sold together with copied research.

For his miniature dress medals, please see Lot 490.

86 Pair: **Sick Berth Steward A. W. Woodward, Royal Navy, who saw service with the Gambia expedition aboard *Swallow***



Queen's South Africa 1899-1902, 1 clasp, Natal (350428. S.B.Adt. A. W. Woodward. H.M.S. "Forte"); Africa General Service 1902-1956, 1 clasp, Gambia (A. W. Woodward, S.B.A., H.M.S. Forte), *heavy contact marks and minor contact wear, nearly very fine* (2)

£400-500

29 'Gambia' clasps to H.M.S. *Forte*.

Albert William Woodward was born at Greenwich, London on 1 December 1874 and enlisted with the Royal Navy on 31 August 1896. Posted first to the Royal Haslar Hospital as a Probationary Sick Berth Attendant, his first posting afloat was the training ship *Caledonia* on 3 November 1899, by which time he had been confirmed in his rank.

Joining the cruiser *Forte* on 20 April 1899 Woodward was still with her upon her entry into the Anglo-Boer War. Here she served in the Natal province of the cape with a number of her crew, including Woodward being awarded the Natal clasp as a result. Posted to the West African station by early 1901 *Forte* was still here on the outset of the Gambia Expedition.

This armed column led by Lieutenant-Colonel H. E. J. Brake, Royal Artillery was assembled to protect the District Commissioners on their tour of the rebellious protectorate. Notably the only clasps awarded to naval personnel were awarded to those who came under fire at Dumbutu on 11 January 1901. These numbered 29 from *Forte*, 49 from *Thrush* and 2 from *Dwarf*. That Woodward was to be found at Dumbutu, south of the river by some distance, suggests that he may have come ashore to help deal with casualties or invalid cases.

Regardless he clearly survived the encounter going on to be promoted Sick Berth Steward class II while still with *Forte* on 1 July 1901. Serving with a number of institutions over the next decade including Chatham Hospital, the cruiser *Sutlej* and H.M.S. *Cumberland*. By this stage promoted to Sick Berth Steward class I he was serving with the battleship *Formidable* when, on 20 April 1913, he was discovered drunk on duty in the Sick Bay. Imprisoned for ten days and reduced in rank to Sick Berth Attendant, Woodward returned ashore on 4 May 1913 and was discharged the next day; sold together with a copied service record.

87 **Pair: Corporal J. Saville, Rifle Brigade, who was wounded in action at Pieters Hill on 27 February 1900**

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Tugela Heights, Relief of Ladysmith (4552. Pte. J. Saville. Rifle. Bde.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4552 Corpl: J. Saville. Rifle Brigade.), *very fine* (2)

£240-280

James Saville was born at South Ockenden, Essex in 1872 and was a brewers labourer by trade upon his joining the Rifle Brigade in August 1896. Made Acting-Corporal on 17 December 1898, he served with the 2nd Battalion during the Boer War and was wounded in action at Pieters Hill on 27 February 1900. He recovered from his wounds and remained in South Africa until 29 October 1902 and was discharged on 3 August 1908; sold together with copied research.

88 **Pair: Private A. Fell, Coldstream Guards**

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (2642 Pte. A. Fell, Coldstm: Gds:); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (2642 Pte. A. Fell. Coldstream Guards.), *good very fine* (2)

£160-200

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89 The poignant campaign group of three awarded to Captain Lord Guernsey, 1st Battalion, Irish Guards, who was killed in action by a sniper at the Battle of the Aisne on 14 September 1914, alongside fellow old Etonian Captain Lord Hay



Queen's South Africa, no clasp, (Lieut: H. G. Lord Guernsey Wilts: Rgt); 1914 Star, clasp (Lieut: Lord Guernsey. Ir: Gds.); Coronation 1911, *good very fine* (3)

£1,400-1,800



Heneage Grenville Finch, Lord Guernsey of Packington Park, Warwickshire was born on 2 June 1883, the eldest son of Major Charles Wightwick Finch Knightly, 8th Earl of Aylesford and his second wife Marcella. The family can trace their lineage back to William the Conqueror in an unbroken line. Educated at Eton, he went up to Sandhurst and was commissioned 2nd Lieutenant in the Irish Guards.

Lord Guernsey served in St. Helena with the 3rd Battalion, Wiltshire Regiment from 1901-02, later serving as the A.D.C. to the Governor and Commander-in-Chief of Gibraltar until he retired in 1906. He also served in the Warwickshire Yeomanry.

He married The Hon. Gladys Georgina Fellowes, daughter of the 2nd Baron de Ramsey on 11 June 1907. Remaining on the Reserve of Officers, he re-joined the Irish Guards on 12 August 1914 and immediately embarked with the unit for France. Lord Guernsey was killed just before dusk on 14 September 1914 at La Cour de Soupir in the attack by the 4th Guards Brigade during the Battle of the Aisne. The *War Diary* gives more detail:



‘5pm. At his moment Captain Lord Guernsey who was acting Quartermaster came up and reported himself to the C.O. who posted him to No.2 Coy in place of Captain Guthrie who had been wounded. He went up to his company to assist Captain Lord Arthur Hay, and they were both immediately shot dead. It was now getting past dusk, so no further advance was made, and the Battalion bivouacked in battle outpost formation in the wood.’

Lord Guernsey and Lord Hay are buried at Soupir Communal Cemetery. The original wooden cross erected above his grave was sometime returned home and now features as part of an impressive memorial at St Mary’s Church, Putshull. Further tragedy was inflicted on the family when Lord and Lady Guernsey’s only child, Captain Heneage Michael Charles Finch, 9th Earl of Aylesford, was killed in 1940 whilst serving with the Royal Artillery in France.



His 1914 Star and clasp were issued to Lady Guernsey in January 1919, but his British War and Victory Medals, together with the Memorial Plaque to which she was entitled, were never claimed. For the Medals of Lady Guernsey, please see Lot 153.

- 90 **A most unusual group of four awarded to Staff Captain Sir W. F. Miller, 5th Baronet Glenlee, late British Red Cross Society and Imperial Yeomanry, an Old Harrovian who fought during the Boer War and commenced the Great War as a Red Cross Messenger, only to later be appointed Staff Captain of 17th Corps and was wounded in 1918**
- Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Rhodesia, Orange Free State, Transvaal (Lieut. Sir. W. F. Miller. Bart. 18/ Impl: Yeo.); 1914 Star (Sir W. F. Miller. B.R.C.S. & O. St. J. J.); British War and Victory Medals (Capt. Sir. W. F. Miller. Bt.), mounted as worn, sold together with a British Red Cross Society enamelled badge named on the reverse '358 Sir William Miller. Bart., *minor edge wear, very fine* (4) £800-1,000
- William Frederick Miller** was born on 7 April 1868, the son of Sir Thomas Miller, 4th Baronet Glenece and Lady Isabella Miller. Succeeding to the Baronety in 1875 (at the tender age of seven) he was later educated at Harrow. Miller later had the family home, Barskimming House, rebuilt after it was sadly destroyed by fire. Commissioned 2nd Lieutenant with the 3rd Battalion, Princess of Wales's Own Yorkshire Regiment in 1886 he relinquished his commission the following year - however he returned to the colours on the outbreak of the Anglo-Boer War. Joining the 18th (Queen's Own Royal Glasgow and Lower Ward of Lanark) Company, 6th (Scottish) Battalion, Imperial Yeomanry, in March 1900 (having been commissioned Lieutenant on 24 March), he served in South Africa for over a year but was invalided home before the end of the war.
- A noted figure in his time, Miller joined the Red Cross on the outbreak of the Great War, being listed as a Red Cross Messenger - their task being to convey messages between London and Paris in the early months of the war. He is mentioned in a newspaper article entitled *Peers and M.P.'s Who Run Errands Between London and Paris*. Miller is noted as having entered the war in France on 17 October 1914 and serving with the post of Billeting Officer. Later commissioned as a Captain with the Staff Corps of 17th Corps, in this role he was wounded on 29 September 1918. Miller died at Twyford Abbey Park on 20 December 1918; sold together with a newspaper article and copied research comprising *Peerage* entry, *London Gazette extracts and probate listing as well as a House and Heritage* entry on Barskimming House, medal rolls and *M.I.C.*
- 91 **Four: Lieutenant-Colonel P. Grove-White, Middlesex Regiment, late Manchester Regiment**
- Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, South Africa 1901, South Africa 1902 (Lieut. P. G. White, Manch: Rgt.); 1914 Star, with clasp (Capt: P. G. White. Midd'x R.); British War and Victory Medals, mounted as worn, *very fine* (4) £400-500
- Pierce Grove-White** was born on 13 October 1882 at Stanmore, Middlesex, the son of Colonel James Grove-White and was educated at Haileybury. During the Boer War he served as a Lieutenant in the Manchester Regiment and thence as a Lance-Corporal (No. 697) in the Port Elizabeth Town Guard (Medal & four clasps issued in March 1904). Thence serving in the East Indies in 1905, Grove-White was in Aden from October 1912-December 1913.
- With the outbreak of the Great War, he served in France with the 1st Battalion, Middlesex Regiment from 11 August 1914. Posted to be Second-in-Command of a Battalion of the Royal Warwickshire Regiment from 14 April 1917, he Commanded that Battalion from 8-25 May 1917. He latterly returned to the 4th Battalion, Middlesex Regiment and applied for his Medals whilst serving in Singapore. Living at Hythe, Kent in retirement, Grove-White died on 8 August 1953; sold together with a riband bar and cap Badge, besides copied research.
- 92 **Four: Private G. Richards, 1st & 6th Battalion, Royal West Kent Regiment, who was killed in action on 3 July 1916 during the attack at Ovillers and La Boisselle**
- Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, South Africa 1901, South Africa 1902 (5794 Pte G Richards. Rl. W. Kent. Regt); 1914 Star (L-5794 Pte. G. Richards 1/R. W. Kent R.); British War and Victory Medals (L-5794 Pte. G. Richards. R. W. Kent R.), *very fine* (4) £240-280
- George Richards** served in France with the Royal West Kent Regiment from 11 September 1914. Having transferred to the 6th Battalion, he was killed in action on 3 July 1916 and is buried at Ovillers Military Cemetery.

The *Regimental History* takes up the story of that fateful action:

‘Much of the German wire had escaped destruction by the earlier bombardment, and the two salients to be attacked by The Queens and the Battalion respectively were separated by a stretch of uncut wire 300 yards long, while an even longer belt to the left of the Northernmost salient, the one which the battalion was attacking, put an extension of the attack to that flank out of the question. The Royal Fusiliers, who were opposite this frontage, were told off to give covering fire from rifles and machine-guns, and a smoke barrage had been arranged for the protection of this flank, but the prospect of enfilade fire was a serious menace.

After the failure of the supports to reach the German second line the survivors of the attack put up a most gallant fight to retain their gains in the front line. Their position was precarious and isolated. The Queens, on the right, had come up against uncut wire, in front of which they were mown mercilessly down, only a handful getting through into the German trenches. Thus the 6th were without support on the right and were soon hard pressed on that flank, while on the left a strong point at the junction with the communication trench held up C Company’s bombers. They were cut off from reinforcements by the enfilade fire of the machine guns which swept No Man’s Land’.

Despite capturing the German trenches and the Colonel’s explicit orders that the ground taken must be held at all costs, the casualties were so high they had no choice but to leave their hard-won gains. The losses had been terrible: 617 Officers and men had gone into action - 375 of them became casualties.

93

‘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*.

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 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; sold together with a copied service record and former auction listing.

94

'The King and Queen are profoundly grieved to hear of the loss which you and the Army have sustained by the death of your only son in the service of his country. Their Majesties deeply regret that this young life so full of promise should have suddenly cut off, and they offer you their sympathy in your great sorrow.'

A personal telegram from Buckingham Palace to the Earl Ranfurly, father of Captain Viscount Northland.

The campaign group of five awarded to Captain Viscount Northland, Coldstream Guards, late Commanding Officer of the Dungannon Battalion, Ulster Volunteer Force, who was killed in action by a Sniper whilst serving with the 2nd Battalion at Cunchy, near La Bassee, on 1 February 1915

Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902 (Lieut: Visct: T. U. C. Northland. Coldstream Guards.), *mounted as worn*; 1914 Star (Lieut: Viscount Northland C. Gds.); British War and Victory Medals (Capt. Viscount Northland.); Great War Bronze Memorial Plaque (Thomas Uchter Caulfield Viscount Northland), *good very fine* (5)

£1,800-2,200



Thomas Uchter Caulfield Knox, Viscount Northland was born on 13 June 1882 at Northland House, Dungannon, the son of Uchter John Mark Knox, 5th Earl of Ranfurly and Hon. Constance Elizabeth Caulfeild. Educated at Eton College, he was commissioned into the Coldstream Guards in 1900 and served with them during the Boer War (Medal & 2 clasps). He thence went out to New Zealand during the Governor-Generalship of his father, to act as Aide-de-Camp to the Earl from 1903-04. He left the Coldstream Guards in 1906, subsequently joining the Yorkshire Dragoons and being added to the Reserve of Officers in 1907.

Having been married in 1912, he took a keen interest in the Ulster Volunteer Force. Northland was chiefly instrumental in organising and training the 4th (Dungannon) Battalion of the Tyrone Regiment, which numbered 2,500 some men. He was also Commanding Officer of the Battalion. An enthusiastic Orangeman, on the death of H. W. Chambre in 1914 he had been elected Deputy Grand Master of the County Tyrone Grand Orange Lodge and District Master of Killyman District Orange Lodge; he also held the office of Deputy Grand Master of the Orange Institution of Ireland.

With the outbreak of the Great War, he rejoined the Coldstream Guards and served in France from 11 September 1914 but continued the call to arms back in Ireland, writing in the *Tyrone Courier*:

‘Ulster Volunteer Force, 4th Dungannon Battalion. Your King and Country needs you now. Enlist at once for the duration of the war at the Inniskilling Fusiliers Depot, Omagh. No one should hesitate. No personal or political consideration should stop you. We will deal with politics later. I personally appeal to all members of the Dungannon Battalion to join at once and prove the loyalty of Ulster. Enlist today. Northland, Lieutenant, 4th Coldstream Guards.’

Having shared in the hot actions of the remainder of 1914, several diary entries included:

‘28 September 1914

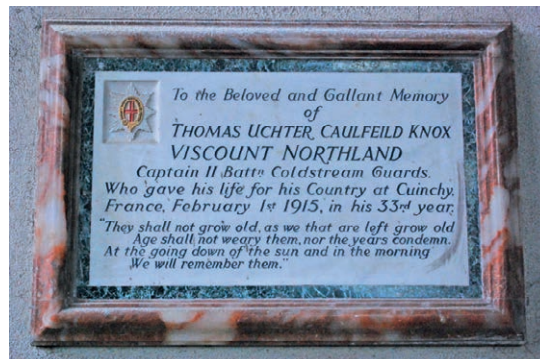
When morning came one of our groups got left in the open as the fog rose rapidly. Snipers got all three men, but one crawled in. Something had to be done and a volunteer, Dobson, crawled out and found 1 dead and the other severely wounded. It was a risky and Dobson recommended for the V.C.

21 October 1914

I dashed up to the firing line opposite where I lay down - which unfortunately was in the exposed part where the 1st supporting half-Platoon had laid. The firing now became general and we could see no Germans as the hedge protected them from view. I tried to control the fire as much as possible calling out for 3 rounds distributed on first one Section and then another, of the fence. Then a man four off me was hit in the face and started to groan and then a man to my right was slightly hit and tried to crawl off. I thought he was shamming and told him if he did not come back at once I would shoot him myself.’

He was with the 2nd Battalion by early 1915 and was killed in action on 1 February 1915, the *Tyrone Courier* again:

‘The sad news of Captain The Hon. Viscount Northland, of the 2nd Battalion Coldstream Guards, who was killed in action at Cuinchy, near La Bassee on Monday 1st inst., was heard of with general regret throughout Ulster, and particularly in Dungannon and district, where he was well known as an officer of the Ulster Volunteer Force. Although Viscount Northland’s death took place on Monday, the sad news only reached the London residence of his father, the Earl of Ranfurly, on Wednesday night, and it was immediately telegraphed to Northland House, Dungannon, where he was Earl in attendance. The news was broken by his medical adviser, Dr F. C. Mann, who was accompanied by a friend of the family, Mr. W. H. Darragh, J.P. His Lordship was almost prostrated at the news, more especially as he had heard from Lord Northland a few days ago, stating that he was quite well and hoped to get over to London for a short visit to see his family and relatives, but it is understood he expressed his satisfaction in the fact that his gallant son had fallen in the noble cause of King and Country. When the intelligence became generally known in Dungannon on Thursday, widespread regret was expressed by all classes of the community in the town and country, amongst whom he was a well-known and popular figure. The church bells of the parish were solemnly tolled. The country folk, to whom the late Lord Northland was intimately known, expressed the sincerest sorrow of his death, as well as deep sympathy with the Earl and Countess and the bereaved widow and family. The relatives of the late Lord Northland have been informed his Lordship did not die of wounds, as was at first reported, but was shot through the head and died immediately.’





A memorial service was held at St Anne's Parish Church, Dungannon, in which a procession of some 1,500 soldiers turned out in his memory. He was buried in the Cuinchy Communal Cemetery and an impressive marble memorial raised in Dungannon; sold together with a copy of his diary and a Memorial album and seven of his buttons.

For his miniature dress Medal, please see Lot 484.

95 **The campaign group of six awarded to Chief Armourer F. R. Binsted, Royal Navy, present aboard the gunboat *Thrush* for the Aro expedition, he would later serve aboard *Prince George* in the Dardanelles**

Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1901 (F. Brinstead. Arm. Mte., H.M.S. Thrust.); Africa General Service 1902-56, 1 clasp, Aro 1901-1902 (340927 Arm:Mate F. Binsted. H.M.S. Thrush), *these two with officially re-impressed naming*; 1914-15 Star (340927, F. R. Binstead, Act. Ch. Arm., R.N.); British War and Victory Medals (340927 F. R. Binstead. Ch. Armr. R.N.); Royal Navy L.S. & G.C. (340927 F. R. Binstead, Armr., H.M.S. Lord Nelson.), note surname spelling, *pitting, minor contact marks and contact wear, nearly very fine* (6)

£500-600

46 'Aro 1901-02' clasps issued to the Royal Navy.

Frederick Richard Binsted was born at Stroud, Kent on 19 April 1874, the son of Henry and Emma Binstead of 1 Waterloo Place, Frindsbury, Kent. Enlisting with the Royal Navy as Armourer's Crew (probationary) on 15 October 1895 he was posted first to the shore establishment *Wildfire*. He saw service in a number of vessels and establishments, being promoted Armourer's Mate with *Pembroke II* on 9 December 1898.

Posted to the gunboat *Thrush* on 21 December 1899, just prior to her involvement in the Anglo-Boer War. It appears that Binsted may have served ashore during this conflict, being an Armourer's Mate his skills would doubtless have been welcome. They also saw service during the Aro expedition at this time, with the intention of suppressing the local slave trade and re-open the lower Niger river which had been closed to commerce by pirate activity.

Rated Armourer on 27 April 1905 while with H.M.S. *Jason*, Binsted continued to serve. Stationed aboard the tender H.M.S. *Tyne* on the outbreak of the Great War he was further promoted Chief Armourer on 1 November 1915. Posted to the battleship *Prince George* he was with her during the attempts to force the Dardanelles in May 1915 when she was holed below the waterline by Turkish fire. Leaving her not long later he was also to see service with H.M.S. *Weymouth* the next year before being posted ashore. His final ship from 19 November 1917 was *Phaeton*, Binsted was demobilised on 7 March 1919. He appears to have died not long later as his particulars are noted on his service records as having been sent to his widow at Gillingham, Kent; sold together with copied research including service papers, census data and typed research.

96 The outstanding and extremely rare Shanghai and Boxer Rebellion group of five awarded to Major H. W. Pilcher, a long-served officer - and onetime C.O. - of the Shanghai Volunteer Corps

Awarded the Chinese Order of the Excellent Crop for raising the first Chinese Company to be incorporated in the Corps, he was to remain in Shanghai for over 50 years, including the hardships of internment under the Japanese 1943-45, when he was well into his 70's

His wife died in the same period and by the time of his liberation by American forces in August 1945, he had lost 60lbs. and six inches from his waist

And yet he remained stoic throughout, on one occasion getting a cable to his brother via the Red Cross. It read:

'Am well. Don't worry. All will end well. Read 23rd and 121st Psalms. They are my help. Love. H. W. Pilcher.'

Sadly, it was not to be, and he died at the Red Cross Hospital, Shanghai on 2 April 1946



China 1900, no clasp (Serjt: H. W. Pilcher. Shanghai Vols.); Shanghai Jubilee Medal 1893 (H. W. Pilcher.); China, Republic, Order of the Golden Grain, breast Badge, silver-gilt and enamel, 57mm; Shanghai Volunteer Corps Long Service Medal, silver, with three Additional Service Bars, the reverse officially engraved, 'H. W. Pilcher, Act. 1890'; Shanghai Municipal Council Emergency Medal 1937, *very fine and a rare combination* (5)

£6,000-8,000



Henry William Pilcher was born in the state of Pernambuco in north-eastern Brazil on 26 January 1871, but was quickly embarked for the U.K., where he was baptised at St. Jude's Church, Walton, Lancashire in April of the same year. His father, who had been a merchant's clerk in Brazil, afterwards became the proprietor of cocoa rooms in Nottingham.

After leaving school, Henry Pilcher found employment with companies in Manchester and Bradford but, in 1889, he sailed for the East, where he was employed as a clerk by Welch Lewis & Co., public tea inspectors and general commission merchants in Shanghai.

Shortly after his arrival in January 1890, he joined 'A' Company of the Shanghai Volunteer Corps - the Mih-Ho-Lung Rifles - who were also volunteer firemen. Hence their motto: 'Say the Word and Down Comes Your House.'

To commemorate the 50th Anniversary of the founding of the International Settlement of Shanghai on 17 November 1893, Pilcher and some 624 others received the Municipal Council's Commemorative Silver Medal and, in April of the following year, he married Kate Woodward at the Cathedral of Holy Trinity, Shanghai. Sadly, following the birth of two daughters, Kate died.

In 1900, Pilcher served with the Shanghai Volunteer Corps during the Boxer Rebellion and was awarded the China Medal; the Medal Roll dated 12 March 1903, refers. Moreover, he was commissioned as a 2nd Lieutenant in the Corps in June 1903 and gained advancement to Captain in March 1905.

In the same year he was appointed a Commission Agent by Welch Lewis & Co. and, having then married Rebecca MacCormac in September 1907 - they had a son, William, born in 1909 - he served on the Electricity Committee of the Shanghai Municipal Council 1908-09.

Pilcher commanded 'A' Company of the Shanghai Volunteer Corps from March 1905-May 1916 and was instrumental in ensuring the full incorporation of the Chinese Company into the Corps, good work that resulted in him being awarded the Chinese Order of the Excellent Crop, 5th Class. Foreign Office correspondence with the British Legation in Peking states 'for his efficient services in the preservation of the peace (the Shanghai Volunteer Corps now includes one efficient Chinese Company).' He was granted permission to wear the award in September 1921 and it was announced in the *London Gazette* on 1 August 1922.

Having been promoted to Major in April 1912, he continued to serve in the Corps with distinction, as commanding officer of the infantry from May 1916-February 1920, and thrice as Second-in-Command of the Corps in the period leading up to 1923 when, in the acting rank of Lieutenant-Colonel, he briefly assumed overall command. In the interim, in 1921, he was appointed President of the Corps' British Recruiting Committee.

Pilcher finally retired from the Corps in June 1923 and remained in the rank of Major on its Retired List until 1942, when the Corps was disbanded. In the same period, he became the first recipient of the Shanghai Volunteer Corps Long Service Medal - in his case with three additional Bars - as announced in *The Municipal Gazette* on 4 January 1935, in addition to being awarded the Shanghai Emergency Medal in 1937.



Following his retirement from the Corps, Pilcher continued to hold assorted commercial appointments, including a stint as Secretary of Llewellyn & Co. Ltd, Wholesale and Retail Chemists based in Nanking Road, Shanghai, and the manufacturers of 'aerated waters'.

Then on stepping down from the world of commerce, he was appointed Secretary of the Columbia Country Club of Shanghai, which had been established by the American community on the Great Western Road. And he remained likewise employed until the club was taken over by the Japanese as a civilian internment camp.

Internment

Following the Emergency of 1937, Japanese troops started to surround the International Settlement in Shanghai and, in December 1941, they launched an attack, meeting little resistance.

To begin with allied nationals were permitted to move around as before, subject to having to register with the Japanese authorities and the Swiss Consulate. But that all changed in January 1943, when it was announced that allied civilians would be forcibly interned in civil assembly centres - hence the Japanese taking over Pilcher's Columbia Club, where he was held with his wife, Rebecca, in Room 21. Tragically, she died there in June 1943.

In December of the same year, Pilcher moved to the Chapei (now Zhabei) Japanese Civil Internment Centre on Chungstan Road (now Zhongshan), where, apart from occasional supplies delivered by the Red Cross, food shortages became acute. In his own account of his time in internment, Pilcher refers to the occasion when just one inadequate meal was served per day. Moreover, to add to his woes - and by now aged 72 years - he suffered a serious fall on a flight of stone steps.

And yet, such hardships aside - not to mention the loss of his wife - he remained stoic throughout, on one occasion getting a cable to his brother via the Red Cross. It read:

'Am well. Don't worry. All will end well. Read 23rd and 121st Psalms. They are my help. Love. H. W. Pilcher.'

By the time he was liberated by American forces in August 1945, he had lost 60lbs. and six inches from his waist.

He died at the Red Cross Hospital, Shanghai on 2 April 1946.

Sold with together with his Japanese cloth arm band, this numbered 'B 2371', as issued to the civilians held captive in Shanghai, old typed details of his promotions, besides a comprehensive file of research, including an excellent account of his life and times, with supporting references and documentation.

For his miniature dress medals, please see Lot 489.

97 Six: Stoker 1st Class W. White, Royal Navy, who saw Jutland service with the destroyer *Marksman*

China 1900, no clasp (W. White, Sto., H.M.S. Bonaventure.); Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (280998. W. White. Sto. 1Cl. H.M.S. Perseus.); 1914-15 Star (280998. W. White. Sto. I. R.N.); British War and Victory Medals (280998 W. White. Sto. I. R.N.); Royal Navy L.S. & G.C., E.VII.R. (280998 William White, Actg. Ldg. Sto, H.M.S. Defiance.), *good very fine* (6)

£300-400

William White was born at St Austell, Cornwall on 4 May 1875 and was a clay digger by trade upon his joining the Royal Navy on 15 November 1895. Having seen service off China and in the Persian Gulf, he further served during the Great War aboard *Marksman* from 9 December 1915-31 March 1918. *Marksman* was part of the 12th Destroyer Flotilla at the Battle of Jutland, operating in support of the Grand Fleet. During the night of the Battle *Faulknor* was leading the flotilla with eight destroyers and *Marksman* followed with a further four. At about 0143hrs, *Faulknor* spotted a group of German battleships and manoeuvred to set up a torpedo attack. While doing so, *Faulknor* carried out a 180 degree turn which resulting in steering towards *Marksman* and her destroyers. In avoiding collision, *Marksman* lost touch both with the enemy and her four destroyers, and so did not take place in the torpedo attack, which resulted in the German pre-dreadnought battleship *Pommern* being sunk. *Marksman* joined up with the cruiser *Champion* and some destroyers of the 13th Flotilla and at about 0325hrs got into a brief exchange of fire with four German destroyers, during which several torpedoes fired at the British ships missed, while one of the German destroyers, *G40*, was damaged by *Champion's* fire. *Marksman* picked up a single survivor, the ship's Captain, from the sunken destroyer *Ardent*, with two more picked up by the destroyer *Obdurate*. At 0600hrs the badly damaged destroyer *Sparrowhawk* was encountered and *Marksman* attempted to take her under tow, but this failed. After taking off *Sparrowhawk's* crew, *Marksman* scuttled *Sparrowhawk* with gunfire.

White was demobilised on 17 March 1919.

98 A very fine campaign group of six awarded to Engineer Captain J. B. Hewitt, Royal Navy, who was thrice decorated for his actions aboard *Birmingham* at the Battle of Jutland, also having shared in the sinking of the first German submarine of the Great War, when she put the *U-15* to the bottom on 9 August 1914



Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (Engr. Lieut. J. B. Hewitt. H.M.S. Highflyer.); 1914-15 Star (Eng. Commr. J. B. Hewitt. R.N.); British War and Victory Medals, with M.I.D. oak leaves (Eng. Commr. J. B. Hewitt. R.N.); France, Republic, Legion of Honour, breast Badge, gold, silver and enamel; Russia, Imperial, Order of St Anne, 3rd Class breast Badge with swords, gold (56 kokoshnik) and enamel, gold mark to loop, reverse under enamel and on one sword hilt reverse, mounted court-style as worn, *old repairs to this last, very fine* (6)

£1,600-2,000

M.I.D. *London Gazette* 15 September 1916. Jellicoe's Despatch for Jutland and recommended for early promotion and his services '...specially noted.'

French Legion of Honour *London Gazette* 15 September 1916 (Jutland).

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

John Benjamin Hewitt, an Engineering Student, was certified by the Civil Service Commission in June 1889 and was appointed to the Royal Navy in July 1893. Made Engineer Lieutenant in July 1898, he was advanced Engineer Commander in October 1910 and served in this rank during the course of the Great War.

Hewitt joined the books of *Birmingham* in December 1912 whilst she was still being laid down, and would have been present for her launching on 7 May 1913. She was eventually completed by January 1914 and was soon into action at the opening of the Great War - indeed she would have the honour of the first U-Boat 'kill' of the War. The *U-15* had left for its first patrol on 1 August 1914, but on 9 August, *U-15* was forced to lie stopped on the surface off the coast of Fair Isle, in Shetland, Scotland, after its engines had failed.



Whilst stranded on the surface, *Birmingham* spotted the boat through a thick fog and could hear hammering from inside as the crew tried to repair the damaged engines. *Birmingham* fired on her but missed and as *U-15* attempted to dive to avoid the attack, Captain Duff ordered his ship to ram the submarine at full speed, cutting it in half and with the loss of all hands.

By the time of the Battle of Jutland, *Birmingham* was part of the 2nd Light Cruiser Squadron, commanded by Commodore Goodenough - their role in the early stages of the battle was as a scouting force for Beatty's battlecruisers and indeed it was this Squadron which confirmed the sighting of the High Seas Fleet for the British. They came under the guns of the German fleet for over an hour during this period, but were able to frustrate enemy efforts with careful manoeuvring and none of the British ships took a single hit - this no doubt as a result of men like Hewitt.

During the night of 31 May they encountered a German Light Cruiser Squadron and a short skirmish was fought: fortunately *Birmingham* had not raised her lights and as such was not caught in the enemy fire which so badly raked *Southampton*.

Hewitt gained his three awards for his part in this famed battle and was made Engineer Captain upon retirement on 18 July 1922. He was also a keen archaeologist in his spare time; sold together with copied research.



- 99 Pair: **Sergeant R. Gray, Northumbria Police, late Private, Royal Army Service Corps**
Africa General Service 1902-56, 1 clasp, Kenya (S/23230188 Pte. R. Gray. R.A.S.C.); Police Long Service, E.II.R. (Sergt Robert Gray), both in their named box of issue, *good very fine* (2) £100-140
- Robert Gray** served with the Royal Army Service Corps during the Mau Mau Rebellion before joining Northumbria Police (No. 1296) and was still serving with them on 3 May 1976; sold together with an original Police Warrant Card.
- x100 Five: **Sergeant D. Bunting, 1st Mounted Rifles (Natal Carbineers)**
Natal 1906, 1 clasp, 1906 (Tpr: D. Bunting, Natal Carbineers.); 1914-15 Star (Sjt. D. Bunting. 1st M.R.), *note surname spelling*; British War and bi-lingual Victory Medals (Sjt. D. Bunting. 1st M.R.); Colonial Auxiliary Forces Long Service Medal, G.V.R. (No. 37101 Sjt. D. Bunting. 1st M.R. (N. Carbs.)), *good very fine* (5) £240-280
- David Bunting** served with the Natal Carbineers during the Natal Uprising and would have been present at the decisive Battle of Mhome Gorge on 10 June 1906. He thence went on to serve with 'C' Squadron, 1st Mounted Rifles in German South-West Africa during the Great War from 21 August 1914-23 July 1915, when he would have been present at the Battle at Gibeon Station in April 1915. His 1914-15 Star was sent in December 1920, with the Medals following in June 1922. Bunting died at St Pauls, Curry's Post, Natal in May 1960; sold together with copied research.
- 101 **An outstanding Great War group of three awarded to Lieutenant-Colonel The Honourable W. F. Somerset, Welsh Regiment, a Great-Grandson of Lord Raglan, whose own life was no less full of action**
- He suffered a severe wound at the Battle of the Aisne and was rescued in an incident which won Sergeant Fuller the Victoria Cross; returned to France he rose to the Command of his Battalion and thence saw yet further service in the Second World War as a Squadron Leader in the Royal Air Force Volunteer Reserve**
- 1914 Star, with *copy* clasp (Lieut: Hon: W. Fitz: R. Somerset. Welsh:R.); British War and Victory Medals (Lt. Col. Hon. W. Fitz R. Somerset.), *polished and overall contact wear, nearly very fine* (3) £500-600
- Wellesley FitzRoy Somerset** was born on Hanover Square on 13 June 1887, the second son of Baron Wellesley and Lady Ethel Raglan of 27 Half Moon Street, St. George, Hanover Square. His father was the 3rd Baron Raglan, grandson of Lord Raglan who commanded the British Army in the Crimea, and who had himself fought in the Second Anglo-Afghan War as an officer in the Grenadier Guards. His mother was daughter of the 7th Earl of Bessborough and sister to the 8th Earl who had a distinguished political and business career, being made C.V.O. and K.P. The young Somerset was educated at Eton from 1901-05 before joining the Welsh Regiment from the Royal Monmouthshire Militia in March 1907 to become a professional career soldier. Appearing on the 1911 census as a Lieutenant with the Welsh Regiment, interestingly he is noted as still living at home at this time - although 'home' in this case was the Isle of Man, his father having taken the post of Lord Lieutenant of the island in 1902.
- Entering the war on 13 August 1914 with 2nd Battalion, Welsh Regiment he took part in the early fighting through the Battle of Mons (1914 Star & clasp) and the Marne before reaching the Aisne where the retreating German Army had dug in. During the savage battle which developed there, Somerset was hit in the shoulder, *The Welsh Regiment, 1914-1918* describing it as 'smashed' while attacking the village of Chivey. A newspaper article relates the story that a private soldier found and treated him and having done so said 'they shall not hit you again, sire' before lying down before him to shield him from the enemy's fire.
- Carried to a barn and it was here that he, and another officer - Lieutenant Richards - were found by Sergeant W. Fuller who had just carried the wounded Captain Haggard back to this cover after rescuing him under heavy fire. Seeing his charge finally expire from his wounds Fuller busied himself with attending to Somerset and Richards despite the fact that the barn was under heavy shellfire at the time. The wounded were finally taken away by ambulance and, the next day, the barn was hit directly by a shell and utterly destroyed. For these actions, and the rescue of a number of women and children from the area whom he led into a cellar for their own safety, Fuller was awarded the Victoria Cross. Sent home for convalescence Somerset spent some time at Hospital and served on Light

Duties with several Battalions of the Welsh Regiment, being promoted Captain on 25 January 1915. Appointed Staff Captain with 9th (Secunderbad) Infantry Brigade he performed this role for several months before again joining 3rd Battalion, Welsh Regiment on 3 November 1915.

Somerset clearly wished to re-join his men and after a long road to full health was allowed to return to France on 16 December 1916. Another reason for his return may have been the heavy losses taken on the Somme, heavy enough for the young and relatively inexperienced Captain to take the rank of acting Lieutenant-Colonel and command his Battalion from 7 January-March 1917. Again returning to England he was posted to 4th Army School as an instructor in November 1917, remaining here for the rest of the war and marrying Edith Lesley Vivian around this time.

Posted to 1st Battalion, Welsh Regiment on 24 May 1919 he joined them in India from 9 August 1919-21 November 1921, being deployed again to Kowloon and Shanghai in 1927. Promoted Major in 1928 Somerset retired in 1935 and by the time of the Second World War he was working as a Civilian Assistant at 125 Flying Training School. Being a member of the Royal Air Force Volunteer Reserve he was soon commissioned to the rank of Flight Lieutenant in 1939 and later promoted Squadron Leader in 1941; a letter from his nephew (the 5th Baron Raglan) states that his role here was 'as station commander at several airfields on the east coast.' Somerset died on 26 February 1969 at Carlisle - a tribute from a former comrade stated:

'It is difficult to pay tribute to one who was so essentially a part of the Regiment and who up to the day of his death was bemoaning the fact that he would be unable to attend the 250th Anniversary Parade and the recent Regimental Parties. He had a multitude of friends in the Regiment with whom he was very popular and many of them, who had known him in his early service continued to call him by his nickname 'Ikey' which was far from his character.'

Sold together with copied research including service records, *M.I.C.*, extracts from regimental histories, newspapers and *Deeds that Thrill the Empire* as well as auction listings for his brother's medals and extracts from *Etonians who fought in the Great War* along with a Poetry Society bronze medal engraved 'A. Somerset 13-7-34 (Hons)

102 **Three: Captain F. L. Gilliat, Northamptonshire Yeomanry**

1914 Star (Capt. F. L. Gilliat. North'n Yeo.); British War and Victory Medals (Capt. F. L. Gilliat.), mounted as worn, *good very fine* (3)

£180-220

Frank Leslie Gilliat served in France with the 1/1st Northamptonshire Yeomanry from 6 November 1914 and applied for his Medals in 1920; they were sent to him at 3 Gloucester Place, Portman Square, London.

103 **A campaign group of three awarded to Dresser J. Tritton, Hospital Ship *Guildford Castle***

1914 Star (Dresser J. Tritton.); British War and Victory Medals (Dresser. J. Tritton. H.S. Guildford Castle.), mounted as worn, *minor pitting, very fine and extremely rare named to a Hospital Ship* (3)

£800-1,000

James Tritton lived at 21 Stowe Road, Hammersmith according to the 1881 census when he was aged fifteen, his father Robert is shown as the Medical Librarian at Kings College. The 1911 census shows him living with his mother at 13 Marlborough Road, Chiswick with his profession being noted as 'Medical'.

The family were certainly well-known in British India but Tritton's career remains enigmatic; his awards are named to 'Dresser' and especially unusually the pair includes H.S. *Guildford Castle* in the naming. This vessel entered service early in the war, transporting the first troops to Europe before refitting as a Hospital Ship. She later transferred to the Gallipoli theatre and, after the evacuation, was sent to East Africa. Here she had a close call when struck by a torpedo which thankfully failed to detonate on impact. His Medals were issued by the India Office and the title 'Dresser' implies Tritton was a Medical Student. He died in March 1945; sold together with copied research including *M.I.C.*, census data and research relating to the recipient's family.

104 A rare Great War campaign group of four awarded to Sister Edith E. Cherriman, Haden Guest Unit and French Red Cross



1914 Star (E. E. Cherriman, Haden Guest Unit); British War and Victory Medals (E. E. Cherriman); France, Third Republic, Red Cross Medal, silver, unnamed as issued, *nearly extremely fine* (4)

£600-700

Edith E. Cherriman was born in Ditchling, Sussex, 28 January 1897 and served during the Great War as member of the Haden Guest Unit, in 1914, prior to undertaking further duties with the French Red Cross.

Her unit had been founded by Leslie Haden-Guest, M.C. (1877-1960), afterwards the 1st Baron Haden-Guest, a medical officer and Boer War veteran, who devoted himself to establishing new hospitals in France. He was also the founder of the Anglo-French Committee of the Red Cross.

Haden Guest Unit 1914

Cherriman is recorded as having arrived in France on 5 September 1914 and she was quickly deployed to the Hotel Majestic in Paris.

The hotel had recently been purchased by the British barrister and politician Henry Devenish Harben (1874-1967), his aim being to establish a hospital for the treatment of military wounded. Some accounts state that parts of the building remained in use as a hotel and that there emerged considerable friction between the medics and the hotel staff. Either way, Haden-Guest and his team found themselves operating under considerable stress, as evidenced by the following extract taken from *For Dauntless France*, by Laurence Binyon:

‘Already an English hospital had been opened at The Hotel Majestic in Paris, with some hundred beds, and a highly efficient staff. This was the first fruits of the enterprise of an English doctor, who on the eve of England’s declaration of war had decided, should war break out, that he would devote himself to the organisation of hospitals for the wounded in France. Early in August he was in Paris, making plans in consultation with the French Red Cross, and returning to London got together his first unit finally installed in the Majestic.

Those were nightmare times. Here was a country suddenly called to fight for its life and to care for its wounded at the same time, when all ordinary conditions were dislocated, the traffic on the railways deranged and congested, accommodation of every kind inadequate to the fearful pressure of the moment, the resources of the medical service strained beyond all conception.

Men would often be nine days in the train before proper surgical help could be given them. French, English, Belgian, and German wounded were brought indiscriminately to the Majestic; and the head surgeon would frequently operate on five or six cases during the night after twenty operations in the day.



The Hotel Majestic, Paris, shortly before the Great War

On one day, the founder of the hospital came upon nearly two hundred badly wounded men, lying for the moment with no medical service nearby. He brought as many as could be spared from the staff of the Majestic; for three days and a half continuously they worked to save these men; many they brought at last to Paris on barges. But by December Paris was fully provided with hospitals, and it was thought desirable to set to work elsewhere. The Majestic was therefore closed in January [1915].’

Details of Cherriman’s subsequent services with the French Red Cross remain unknown but it is known she was back in the U.K. in September 1917, when she married Norman Charlish.

She died, aged 92, in Brighton, Sussex in July 1989.

Postscript



Today, the refurbished Hotel Majestic has been renamed the Peninsula, the building’s elegant reception rooms retaining splendid Edwardian features undoubtedly known to Edith Cherriman.

Over the years, the hotel has played host to such luminaries as Marcel Proust, Igor Stravinsky, Pablo Picasso and George Gershwin, who wrote *An American in Paris* while staying there in 1928.

So, too, to the German forces of occupation from October 1940, although it is interesting to note that General Carl-Heinrich von Stulpnagel used his time there in his second-floor office to plan Hitler’s assassination, liaising with Colonel Claus von Stauffenberg. On the day of the July plot in 1944, he ordered the arrest of all Gestapo and S.S. officers in Paris but ultimately, in common with Stauffenberg, met a terrible fate.

For her miniature dress medals, please see Lot 481A.

- 105 **Pair: Petty Officer J. Booth, Royal Navy, who won the Naval Good Shooting Medal in 1911 and later served with H.M.S. *Ariel* during the Battle of Jutland**
- 1914-15 Star (235211, W. Booth, P.O. R.N.); Naval Good Shooting Medal, G.V.R. (235211 J. Booth, A.B, H.M.S. Panther. 1911. 6.Pr. Q.F.), *good very fine* (2) £300-400
- John Booth** was born at Castleford, Yorkshire on 5 October 1888, and worked as a Lamp Cleaner prior to enlisting with the Royal Navy on 16 November 1905. Posted to *Boscawen III* with the rank of Boy Class II he reached his majority while with the Eclipse-class protected cruiser *Talbot*, being appointed Ordinary Seaman on 5 October 1907.
- Further advanced Able Seaman on 31 December 1909 while with the Battleship *New Zealand*, Booth was finally promoted Leading Seaman with H.M.S. *Leander* on 1 November 1912. On the outbreak of the Great War he stationed with Motor Torpedo boats, specifically *TB16*. Leaving on 18 February 1915 Booth went ashore to *Victory II* where he was promoted Petty Officer on 1 April 1915.
- After a short tour of duty at Defiance his next posting afloat was the destroyer *Noble*. Part of the Fourth Destroyer Flotilla *Noble* joined the Grand Fleet on its sally in support of the Battlecruiser Fleet during the Battle of Jutland.
- This unit formed the screen ahead of the Fleet during the opening hours of the action. *Noble* and her consorts saw action throughout the evening and into the night as the two fleets attempted to withdraw. The destroyers *Maened* and *Narwhal* both claimed hits on enemy battleships with their torpedoes during this time.
- After the Battle Booth continued to serve, eventually leaving *Noble* on 10 December 1917 with his records suggesting he was attending an Officer Selection course; sold together with copied service records.
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- 106 **Three: Lieutenant P. A. Cross, Royal Naval Volunteer Reserve, who served in Motor Launches throughout the Great War**
- 1914-15 Star (S. Lt. P. A. Cross. R.N.V.R.); British War and Victory Medals (Lieut. P. A. Cross. R.N.V.R.), *good very fine* (3) £140-180
- Phillip Andrew Cross** was commissioned Sub-Lieutenant in the Royal Naval Volunteer Reserve on 13 April 1915 and posted to the motor launch *May Queen* (numbered *ML71*) on 12 October 1915. Promoted Lieutenant on 11 April 1916 he continued to serve on small vessels, being appointed commander of the Motor Launch *ML550* on 23 September 1919. He was demobilised on 15 November 1919; sold together with copied service papers, Navy lists and *London Gazette* extracts.

107 The campaign group of three awarded to Chief Gunner F. Isaac, Royal Navy, who was commended for his impressive rescue work after the devastating Halifax Explosion of December 1917

1914-15 Star (Ch. Gnr. F. Isaac, R.N.); British War and Victory Medals (Ch. Gnr. F. Isaac, R.N.), *good very fine* (3)

£280-320

Ex-R. C. Witte Collection, DNW.

Frederick Isaac was born in Bishopston, Sussex in December 1868, the son of John Golding Isaac, a veteran of the Baltic operations and a Commissioned Boatman in the Coast Guard. Entering the Royal Navy as a Boy Second Class in June 1884, he was advanced to Petty Officer First Class in the cruiser H.M.S. *Australia* in March 1892 and was appointed a Gunner, R.N., in November 1898.

By the outbreak of hostilities in August 1914, Isaac was serving as a recently-promoted Chief Gunner in torpedo boat destroyer 85, and he remained similarly employed until removing to the armed merchant cruiser *Changuinola* in May 1915. It was in this latter capacity that he won an endorsement on his service record ‘...for showing great ability in rescue work’ following the infamous Halifax explosion on 6 December 1917, when *Changuinola* landed a party of seamen and marines to assist in the rescue operations ashore:

‘Many badly injured were pulled from under houses which had collapsed and I am sorry to say a few had to be abandoned as the houses crashed down in flames. There was no available means of extinguishing the flames... Motor-cars were commandeered and the wounded sent to hospital. In the meantime, the military had arrived on the scene’ (report by Lieutenant H. Percival, R.N.R., H.M.S. *Changuinola* refers).



The aftershocks of the explosion are still felt in Canada today and it is no surprise: the disaster left some 1,782 dead, around 9,000 were injured, 6,000 became homeless and around 25,000 had insufficient shelter in the depths of winter. The Explosion was one of the largest artificial non-nuclear explosions in history. An extensive comparison of 130 major explosions by Halifax historian Jay White in 1994 concluded that it:

‘...remains unchallenged in overall magnitude as long as five criteria are considered together: number of casualties, force of blast, radius of devastation, quantity of explosive material, and total value of property destroyed.’

For many years afterward, the Halifax Explosion was the standard by which all large blasts were measured. For instance, in its report on the atomic bombing of Hiroshima, *Time* magazine wrote that the explosive power of the Little Boy bomb was seven times that of the Halifax Explosion. Numerous books, television documentaries and films have also been produced to tell this remarkable tale.

Sadly, Isaac died suddenly on 30 January 1919, aged 50 years, while still serving in the *Changuinola*. He was buried in Portsmouth (Kingston) Cemetery.

For the Medal of his brother, please see Lot 454.

- 108 The campaign group of three awarded to Leading Seaman C. Cox, Royal Navy, who faced a storm of shot aboard *Chester* alongside the posthumous Victoria Cross Winner Jack Cornwell - 'Boy Cornwell' - at the Battle of Jutland



1914-15 Star (161520, C. Cox, L.S., R.N.); British War and Victory Medals (161520 C. Cox. L.S. R.N.), *good very fine* (3)

£180-220

Charles Cox was born at London on 3 May 1876 and enlisted with the Royal Navy as Boy Class II on 15 July 1891. Achieving his majority with H.M.S. *Sans Pareil* on 3 May 1894, Cox was appointed Ordinary Seaman. Promoted Able Seaman with H.M.S. *Anson* on 18 February 1897; he went on to see service with a number of vessels and shore establishments over the next decade including *Repulse*, *Hawke* and *Penguin*.

Further advanced Leading Seaman while stationed ashore at H.M.S. *Pembroke* on 7 June 1910. Further service with *London* and *Hibernia* saw him ashore again on the outbreak of the Great War at H.M.S. *Chatham*. Posted again to *Pembroke I* Cox was soon to join the company of the newly launched town-class cruiser *Chester*.

This vessel was serving as part of the Third Light Cruiser Squadron when - on 31 May 1916 - Admiral Beatty's Battlecruiser Fleet sailed to intercept Hipper's Fleet. Acting as part of the screen for the Third Battlecruiser Squadron she approached a line of unidentified ships which proved to be the German 2nd Scouting Group. As soon as the enemy were identified a fierce firefight developed between the Squadron and four enemy cruisers. The accuracy of *Chester's* shooting however caused its own issues as the enemy began to return fire with devastating effect.



This exposed one of the great flaws in *Chester's* design, the gun-shields did not reach the deck which allowed shrapnel to get underneath them. As the heavy fire continued to slam into *Chester* casualties mounted including one Boy Class I, Jack Cornwall who was later to be awarded the Victoria Cross for his devotion to duty in standing by his gun despite mortal wounds. By the end of the fighting the crew had suffered losses of 29 killed and 49 wounded, *Chester* herself had weathered at least 17 hits.

Cox survived the fighting and remained with *Chester* for the bulk of the war before transferring to *Pembroke I* on 9 November 1918. He was finally demobilised on 14 February 1919; sold together with copied research including service papers.

- 109 *'Brilliantly lit by half-a-dozen searchlights, the Black Prince was raked from stern to stem by a tornado of shells and lay a helpless wreck before she could even fire a shot in reply. As she drifted down the German line, ship after ship opened up on her, Thuringen, Ostfriesland, Nassau and, finally, as the fleet flagship Friedrich der Grosse, added her quota, the Black Prince met the same end as the Defence, blowing up with a tremendous explosion, vanishing with all hands'*

The catastrophic end of the cruiser *Black Prince* brought to life in *Jutland* by Captain Donald MacIntyre

The tragic H.M.S. *Black Prince* casualty group of three awarded to Able Seaman, W. Abbott, Royal Navy, who met his end under the guns of the High Seas Fleet during the Battle of Jutland, 31 May 1916



1914-15 Star (224704, W. Abbott, A.B., R.N.); British War and Victory Medals (22470., W. Abbott. A.B. R.N.), *good very fine* (3)

£240-280

William Abbot was born at Bridport, Dorset on 8 October 1886 and worked as a Wine Shed Boy prior to enlisting on 23 February 1903. Posted to the training ship *Boscowen* with the rank of Boy Class II he remained here until reaching his majority on 8 October 1904 when he was appointed Ordinary Seaman. Abbott saw his first service afloat with the Battleship *Prince George* from 3 January 1905, seeing further service with such vessels as *Dryad* and *Achilles*.

On the outbreak of the Great War he was stationed with the armoured cruiser *Black Prince*. Part of the 1st Cruiser Squadron in the Mediterranean at the time she was part of the force which pursued the German warships *Goeben* and *Breslau* to Constantinople. After a tour of duty in the Red Sea she was posted to the Grand Fleet, still with the 1st Cruiser Squadron under Rear-Admiral Arbuthnot.

Deployed as part of the advanced screen in front of Jellicoe's Grand Fleet *Black Prince* was engaged at the Battle of Jutland. The Squadron made an ill-timed rush through the lines of the Battlecruiser Fleet which resulted in *Black Prince* and *Duke of Edinburgh* being separated from the rest of the Squadron.



Black Prince spent much of the rest of the action attempting to find her consorts - unknown to her commander both vessels ahead of her had been shot to pieces. Approaching a line of what they thought to be friendly warships, *Black Prince* was suddenly caught in a web of searchlights. She was directly in front of the German fleet and under the guns of the battleship *Thuringen* which opened up a devastating fire. Despite attempting to turn away and launch torpedoes she was swiftly disabled, with the heavy fire sweeping her structure. Floating without power ship after ship came within range and opened fire until finally the flagship *Friedrich der Grosse* opened up on her. At that point *Black Prince* exploded with the loss of all hands, so complete was her destruction that it was some years before British sources learned of the tragedy. Abbott is commemorated upon the Portsmouth Naval Memorial; sold together with a copied service record.

110 Three: Captain B. J. Magnus, Indian Army, attached 40th Pathans, who saw service as a Company Commander in East Africa

1914-15 Star (2. Lieut. B. J. Magnus, I.A.R.O.); British War and Victory Medals (Capt. B. J. Magnus.), with an attractive leather case initialled 'B.J.M.', *good very fine* (3)

£140-180



Basil James Magnus was born in May 1886 at Timperley, Cheshire, the son of Jamus Magnus, a Manchester cotton merchant. Growing up at 'Hazeldene', Bloomsbury Lane, Timperley, young Magnus began working life as a merchant himself, appearing on the 1911 census as a 'Shipping Clerk'. His passport includes stamps for Scandinavia and by the outbreak of the War he was in India. Commissioned 2nd Lieutenant on 29 January 1915 into the Indian Army Reserve of Officers, he was posted to the 40th Pathans on 4 September 1915, just prior to the Battle of Loos.

This unit departed the Western Front soon after, being sent first to Egypt and thence on to East Africa. Arriving at Mombasa on 8 January 1916 Magnus was to be promoted Lieutenant on 29 January 1916 - however he was not long on the continent before he fell ill, being in hospital from May 1916 before rejoining the regiment at Kahe Kwa Ruhu. He is noted as being placed in charge of the Regimental baggage at Handeni and ordered to move it to Morogoro: as they travelled Magnus fell ill with sunstroke and the bulk of the Regiment's kit was lost, an event that cannot have endeared him to his comrades though one hopes they were lenient considering his illness.

Another bout of illness kept him in hospital until April 1917 and upon leaving he was appointed to the command of a Company with the rank of Captain. A few days later he was given command of a post at Rumbo on the regiment's line of supply with a mixed force of 100 Pathans and 50 men of the Gold Coast Regiment. His orders while here were:

'to establish a strong post, to communicate with [Lieutenant-Colonel] Tyndall's column by telephone and runners, patrol actively and to send forward cooked rations when required.'

However, Magnus's time in Africa had seriously damaged his health and he was unable to continue his duties, being invalided on 12 October 1918. Returning to civilian life he resumed work as a merchant, being appointed a Special Class Clerk with the Board of Trade in 1933. He lived at 'Pioneer', River Ash, Shepperton, London; sold together with copied research comprising *M.I.C.*, census data and typed research as well as a photograph, Army Lists and extracts from *The 40th Pathans in The Great War* and the *History of the 5th Battalion (Pathans) 14th Punjab Regiment*.

- 111 The campaign group of three awarded to noted racing driver Captain R. B. 'Dick' Howey, Coldstream Guards, late King's Own Scottish Borderers, who enlisted underage and was twice wounded in action on the Western Front; Howey survived a plane crash in 1921 and went on to become one of the world's foremost racing drivers, only to die on the track in a spectacular crash on 26 August 1926

1914-15 Star (2. Lieut. R. B. Howey. K. O. Sco. Bord.); British War and Victory Medals (Lieut. R. B. Howey.), mounted as worn, *minor contact wear, very fine* (3)

£160-200



Richard Barstow Howey - or Dick to his friends and comrades - was born in Woodbridge, Suffolk in 1896 and was educated at Ludgrove and Malvern College. Lying about his age, he was commissioned 2nd Lieutenant with the King's Own Scottish Borderers on 7 January 1915, serving in France with the 7th Battalion on 3 October 1915. Twice wounded during the conflict, the first time severely so in the head, he nevertheless survived.

Granted a permanent commission with the Coldstream Guards on 24 December 1916 he served until the end of the conflict before being posted to back to England. Here Howey was appointed A.D.C. to the General Officer Commanding Northern Command on 1 June 1919 and it was during this time that he survived a plane crash at Knavesmire in 1921. It is entirely in keeping with his character that as Howey lay recovering in Hospital he announced that he intended to join the Royal Air Force. One comment in *The Times* credits a desire to keep him out of the cockpit with his racing ...eer stating that in place of a plane he was given a motor.



Leaving his post as A.D.C. on 1 November 1923 he resigned his commission on 26 April 1924 and focused instead on the world of racing. He began to operate with his brother Captain John 'Jack' Edward Presgrave Howey and both were regular competitors at Brooklands. It was with his brother that Howey arrived at Baincthun to take part in the Boulogne-sur-Mer hillclimb on 26 August 1926, having earlier in the month competed in the Gold Cup race. The climb was to take place on the road out of Baincthun, Pas-de-Calais, to the top of Mont Lambert and involved some extremely steep turns. Howey was driving an eight-cylinder 5-litre Indianapolis Ballot and attempted to take the

second bend of the climb at a speed of around 75mph. He clipped a spectators car just prior to the turn and lurched out of control into the crowd. A Parisian businessman named Louis Pieters, was killed in the crash and several others seriously injured. The Ballot crashed through the crowd and struck a tree with Howey thrown through the windscreen, he was killed instantly. It is a mark of how well respected Howey was that after the crash a number of British drivers abandoned the event, notably Tommy Thistlethwayte. His brother 'Jack' retired from racing altogether and spent the rest of his life devoted to the Romney, Hythe & Dymchurch narrow gauge Railway. A letter written to *The Times* after his death by someone claiming to be friend of Howey perhaps sums up his character the best stating:

'Reckless of his own life, he was even more lavish in his generosity to others. He was a wonderful friend. He would freely give or lend his possessions to the merest acquaintance, at a word. It was impossible to dissuade him from giving. He would laugh, admit that it was quixotic, ridiculous - and still give. It was equally impossible to ruffle his temper or to remain ruffled oneself in the presence of that sunny and affectionate disposition, the embodiment of the charity that thinketh no evil. And though he never spoke of them, he showed at every turn that his ideals were those of a stainless gentleman.'

Sold together with copied research comprising extracts from *The Times*, *The Malvernian* and a number of Newspaper obituaries as well as death, probate and census records along with an *M.I.C.* and copied photographs - both of the recipient and the crash which took his life.

- 112 **Three: Sergeant L. O. Burge, 10th (Stockbroker's) Battalion, Royal Fusiliers, who was killed in action whilst serving shoulder-to-shoulder with his brother during the Somme Offensive on 11 July 1916**

1914-15 Star (Stk-41 Pte L. O. Burge. R. Fus.); British War and Victory Medals (Stk-41 A. Sgt. L. O. Burge. R. Fus.), *good very fine* (3)

£140-180

Leonard Oliver Burge was born at 18 May 1893 at Potters Bar, Hertfordshire, the son of William and Grace Burge of 82 Holbein House, Sloane Square, London. Educated at Abingdon School from 1905 - 1911 he trained as an electrical engineer. Working as an Aeroplane Builder prior to the Great War, he attested - somewhat surprisingly under the circumstances - for the Royal Fusiliers on 29 August 1914. Interestingly his brother Phillip served in the same Battalion but went on to win the M.C. as a commissioned pilot and Flying Ace (see Lot 394) with No. 64 Squadron.

Posted to the 10th (Stockbroker's) Battalion he entered the war in France on 31 July 1915. Burge was promoted Corporal here on 3 February 1916 and further advanced Sergeant on 23 May 1916. The Battalion went into action seriously for the first time during the Battle of the Somme, entering the line in the La Boisselle sector on 8 July. They were in action at the section of trench lines known as Sausage Valley the next day. Burge was killed in action on 11 July while the unit was still in this area and was buried at Pozieres British Cemetery, Ovillers-La Boisselle.

He was survived by his brother Phillip, who joined the Royal Flying Corps the next year and earned the M.C. in 1918, being killed himself on 24 June 1918; sold together with copied research including service papers, *M.I.C.* and a Commonwealth War Graves certificate as well as a typed extract from the Abingdon School Register, census data and a number of photographs.

- 113 **The Great War campaign group to Sergeant G. H. White, Hampshire Regiment, who was awarded a commendation for distinguished conduct in the Field**

1914-15 Star (9479 L. Cpl. G. H. White, Hamps. R.); British War and Victory Medals (9479 Sgt. G. H. White, Hamps. R.), *somewhat polished, nearly very fine* (3)

£60-80

Gordon Hatfield White was born on 28 July 1895 and enlisted in the Hampshire Regiment in January 1914. Embarked for the Balkans in June 1915, he likely witnessed active service in the Gallipoli operations. More certain is the fact he was later awarded a Divisional Commendation for distinguished conduct in France, where he served as a Sergeant in the 1st Battalion; an original cut-out section of the named 4th Division card is included. White, who was also a recipient of the Silver War Badge, died in Bournemouth in May 1950.

See Lot 205 for the medals awarded to his three sons, all of whom witnessed active service with the Royal Navy in the Second World War.

- 114 The Great War campaign group of three awarded to Corporal W. W. W. Cheshire, Royal Marines Light Infantry, who was present aboard the armed merchant cruiser H.M.S. *Carmania* during her famous duel with the German raider *Cap Trafalgar* in September 1914
- It proved to be the war's longest 'single' naval engagement, one naval historian concluding, 'No single ship has been fought to the death in such an historic and Nelsonian fashion'
- And the fierceness of the fight may be judged by the fact that the *Carmania* was hit by 79 projectiles and sustained casualties of nine killed and 26 wounded



1914-15 Star (PO 7466 A. Cpl. W. W. W. Cheshire, R.M.L.I.); British War and Victory Medals (PO. 7466 Cpl. W. W. W. Cheshire, R.M.L.I.), the last with officially re-impressed naming, *good very fine* (3)

£140-180

Walter William Warner Cheshire was born at Sheflord in Bedfordshire on 8 September 1874 and entered the Royal Marines in May 1894. Having enjoyed a spate of seagoing appointments in the interim, he reverted to the Royal Fleet Reserve in April 1905.

Mobilised in July 1914, he joined the armed merchant cruiser H.M.S. *Carmania* and was consequently present at her epic engagement with the German raider *Cap Trafalgar* on 14 September 1914.

At the outbreak of hostilities in August 1914, the *Cap Trafalgar* was lying in the River Plate awaiting an opportunity to slip out and meet the German gunboat *Eber*. The liner was a well-suited ship for commerce-raiding and, on 1 September, somewhere off Bahia Blanca, she embarked from the gunboat a number of naval ratings and two 4.1-inch guns and six pom-poms. However, on the morning of 4 September 1914, off the western end of the island of Trinidad, she was surprised in the act of coaling by the British armed merchant cruiser *Carmania*, 19,524 tons, Captain N. Grant, R.N.



Carnage on Carmania's bridge

At first, she made off at high speed, but later turned about and prepared to engage. Both ships began firing at 7,500 yards, the 4.7-inch guns of the *Carmania* doing great damage to the hull of the enemy. The fire from the *Cap Trafalgar* was at first too high, but as the ships closed she began to score, setting the *Carmania* on fire under her bridge and cutting her main water pipe so that the fire could not be brought under control.

After an engagement lasting one hour and 40 minutes the *Cap Trafalgar* was heavily on fire and sinking. Towards the end of the action, she had attempted to escape but her engines were not equal to the strain and she finally capsized to port and sank by the head. Five boats crowded with survivors were picked up by the German colliers, the *Carmania* being still on fire and too badly mauled to render assistance.

Honours and Awards for the action comprised two C.B.s, one D.S.O., three D.S.C.s and 12 D.S.M.s; for further details see *Deeds That Thrill The Empire*.

Journey's end

Subsequent records refer to Cheshire as having transferred to the 2nd R.M. Battalion, Royal Naval Division and to him being on leave at the time of his death on 26 November 1915.

He was in fact a patient at the R.N.H. *Haslar* and died of disease. He left a widow, Hannah, to whom he had been married in the summer of 1907, and is buried in the Campton and Shefford Cemetery, Cheshire.

- 115 Three: **Sergeant J. MacDwyer, Royal Army Medical Corps**
 1914-15 Star (58228. Sjt. J. McDwyer. R.A.M.C.); British War and Victory Medals (58228 Sjt. J. MacDwyer. R.A.M.C.), *good very fine* (3) £40-60
John MacDwyer was an Irish Doctor from Brentford who served in France from 28 July 1915. He was discharged due to sickness and died in 1922.
 For the Medals of his son, please see Lot 377.
- 116 Three: **Driver T. A. Every, Royal Field Artillery**
 1914-15 Star (77931. Dvr. T. A. Every. R.F.A.); British War and Victory Medals (77931 Dvr. T. A. Every. R.A.), mounted as worn, *very fine* (3) £40-60
Thomas Albert Every served in Egypt from 1 April 1915. He lost his two sons during the Second World War. For their Medals, please see Lot 182 and 389.
- 117 Three: **Driver A. P. Moot, Royal Army Service Corps, who was discharged as a result of exposure in the trenches in 1916**
 1914-15 Star (T4-070618 Dvr: A. P. Moot. A.S.C.); British War and Victory Medals (T4-070618 Dvr. A. P. Moot. A.S.C.), *good very fine*, together with British Legion and other Badges (Lot) £40-60
Arthur Peter Moot was born in April 1879 at Copley Grove, Lidgate and by 1911 he was living at Porthcawl, south Wales with his wife and children. With the outbreak of the Great War, Moot enlisted in the Army Service Corps at Neath and served in France with No. 2 Advanced Horse Transport Depot from 2 August 1915. Moot remained in France until 4 January 1917, when returned home for hospital treatment for myalgia, also having spent ten weeks in hospital in France with stomach pain and vomiting. He was discharged in June 1917, the result of his exposure in the trenches in November 1916, which caused a 50% debility (Silver War Badge). By 1939 he was living with his daughter in Oxford and died at 145 Oxford Road, Cowley in March 1972, a month short of his 93rd birthday.

- 118 The campaign group of four awarded to Captain C. G. Robinson, Royal Navy, who commanded H.M.S. *Engadine* at the Battle of Jutland and earned a promotion and a 'mention' for his fine service on that famous day, which included saving the lives of those who survived the encounter on the stricken *Warrior*

1914-15 Star (Lt. Commr. C. G. Robinson. R.N.); British War and Victory Medals, with M.I.D. oak leaves (Commr. C. G. Robinson. R.N.); Coronation 1911, mounted as worn, *good very fine* (4)

£500-700

M.I.D. *London Gazette* 15 September 1916 (Jutland):

'In command of *Engadine*. Was prompt in sending up a seaplane to scout. Handled his ship in a skillful and seamanlike manner, and towed *Warrior* for 75 miles, subsequently succeeding in taking off her crew, thus saving their lives.'

Charles Gwillim Robinson was born at Frankton Grange, Shropshire on 8 April 1881 and entered the Royal Navy on 15 July 1895, being made Midshipman on 15 August 1897, being advanced Lieutenant on 31 March 1903 and Lieutenant-Commander on 31 March 1911. Before the Great War he commanded *Haughty*, *Lively*, *Ribble* and *Afridi*. He assumed command of the *Engadine* on 19 August 1915 which would see him at the helm of the seaplane carrier at the Battle of Jutland, when was attached to the 3rd Light Cruiser Squadron, commanded by Rear-Admiral Trevelyen Napier, and carried two Short Type 184 and two Sopwith Baby floatplanes aboard. Beatty ordered *Engadine* to make a search to the north-northeast at 1440hrs and she sailed through the Fleet before turning north-east to find calmer water. At 1507hrs Lieutenant Frederick Rutland took off in his Type 184 and his observer signalled *Engadine* that they had spotted three German cruisers and five destroyers at 1530hrs. These were ships from the II Scouting Group, leading the battlecruisers of Vice Admiral Franz von Hipper. This was the first time that a heavier-than-air aircraft had carried out a reconnaissance of an enemy fleet in action. Sadly her fuel line ruptured which halted progress and required *Moresby* and *Onslow* to stand by to protect her.



During the fighting *Warrior*, under Captain Vincent Molteno, found herself facing off against the German Battlecruiser *Derfflinger*, which hit her over fifteen times. The ship suffered heavy damage but her engine room crew managed to keep the ship under power for long enough to disengage - however, in the end only three of these men survived the fighting. Withdrawing westwards she was taken under tow by Robinson's *Engadine*. Unfortunately *Warrior* was taking on water too quickly and soon the decision was taken to transfer her crew to *Engadine* and scuttle her. Notably during the transfer, Lieutenant Rutland again sprang to action and was awarded the Albert Medal in Gold for attempting to save the life of a wounded man who had fallen between the two ships. He was also awarded the D.S.C. for his actions during the battle with a Bar added in 1917 and the nickname 'Rutland of Jutland'.

With their work done, Signaller H. Y. Ganderton of the *Engadine*, brings the story to a close:

'Grappling irons and ropes were cast off at 08.25 and gathering speed we left the doomed ship - a truly forlorn spectacle. Derelict, battered and battle scarred, forsaken at last, heaving in a queer dying convulsive sort of manner - and yet, with the white ensign proudly flying at the masthead, her battle ensign. *Warrior's* crew gave their old ship a cheer, and there were tears in her captain's eyes. That was the last glimpse of the old *Warrior* we had before she was lost sight of in the mist, and vanished beneath the waves of the cold grey North Sea.'

Duly rewarded with his 'mention' and promotion to Commander on 30 June 1916, he assumed command of *Manxman* on 4 December 1916, a position held until 5 April 1919, whilst also being considered a member of the Royal Air Force due to his charges being for seaplanes. Retired in April 1920, he was made Captain (Retired) in April 1926 and died in his native Shropshire in October 1965; sold together with original M.I.D. certificate, in its *torn* postage envelope and copied research.

119

The shell which drove the Senior Engineer Officer and his crew out of the starboard engine-room came through both engine rooms and burst at mid-line, leaving most of its gas in the port engine-room where I was. I was knocked down by the concussion, but got up and tried to see what could be done. I found it impossible to escape by any of the ladders, and as we were getting choked by the fumes and the steam we attempted to open the mid-line door to the starboard engine room. There we discovered that water was coming over the floor plates, that the crank pits were full up and the cranks were swishing round in the middle of it. Initially, I hadn't realised we were making water fast until a cold feeling around the ankles woke me up to the true state of affairs.

(The Engineer Lieutenant aboard H.M.S. *Warrior* describes the situation in the engine room after her hammering at the hands of the German Fleet)

Four: Petty Officer R. A. Osborne, Royal Navy, who survived the sinking of the pugnacious armoured cruiser *Warrior* after her headlong charge into the teeth of the German Navy at Jutland



914-15 Star (183626, R. A. Osborne, P.O., R.N.); British War and Victory Medals (183626 R. A. Osborne, P.O. R.N.; Royal Naval L.S. & G.C. (183626 R. A. Osborne, PO. H.M.S. *Glorious*), *minor contact wear, very fine* (4)

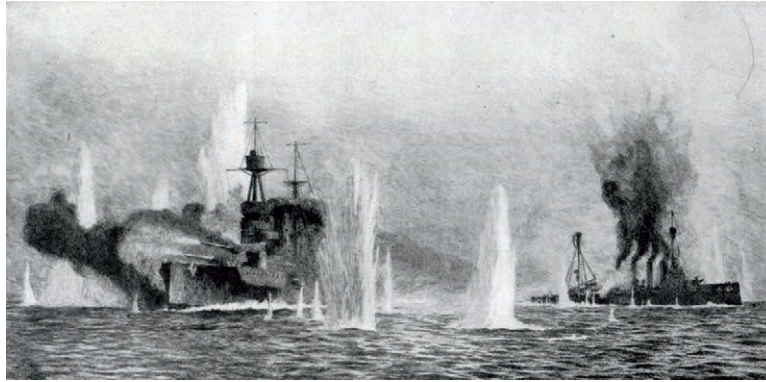
£120-160

Ruben Arthur Osborne was born at Plymouth, Devon on 6 November 1879 and entered the Royal Navy on 9 November 1899. Posted to *Impregnable* as Boy Class II he reached his majority aboard the battleship *Magnificent*, being appointed Ordinary Seaman on 18 September 1906. Further advanced Able Seaman on 28 September 1908 with the tender, *Devastation* and Leading Seaman on 7 February 1907 with *Suffolk*. Osborne passed the years before the Great War on a number of different warships and shore establishments including *Andromache*, *Monmouth* and *Vivid I*, being promoted Petty Officer with the latter on 1 November 1912.

Joining the company of the armoured cruiser *Warrior* lead ship of the *Warrior*-class, on 1 July 1913 and was still with her on the outbreak of war the next year. She opened the war in the Mediterranean, being involved in the pursuit of the *Goeben* and *Breslau* into Constantinople.

Joining a powerful French Fleet for a sweep which included the Adriatic, *Warrior* saw combat during the Action off Antivari on 16 August 1914. Here the Austro-Hungarian cruiser *Zenta* fought a heroic holding action to allow the escape of her consort *Ulan*. Though successful she was sunk by the guns of the far more powerful Allied Fleet.

After a period at the Suez *Warrior* joined the Grand Fleet as part of the 1st Cruiser Squadron. It was as part of that formation - Under Rear Admiral Sir Robert Arbuthnot - that she would sally out of port to join the Grand Fleet at the Battle of Jutland. As the British line 'crossed the T' of the German Fleet Arbuthnot launched a bizarre assault against the enemy. Launching his Squadron forward in a sudden charge out of 'Windy Corner' and directly at the German line. In the event only *Defence* and *Warrior* got through the British line with the others cut off by *Lion* which had to swerve to avoid ramming them.



They appear to have been attempting to finish the damaged *Weisbaden* but in the event all they managed was to expose themselves to the guns of the German Fleet. At least four heavy warships targeted them at once and *Defence* exploded under a barrage of 12-inch shells. This left only *Warrior*, alone and utterly outmatched before the leviathan battleships of the German Navy. It is estimated that she took at least fifteen shells in the ensuing minutes, attempting to turn and re-position.

Losing power and flooding *Warrior* appeared doomed until an astonishing stroke of luck saved her. The steering on the battlecruiser *Warspite* jammed and she veered out of line towards the crippled *Warrior*. Lurching in two full circles around the crippled vessel *Warspite* drew the fire of every gun in the German Fleet, the prize of a battleship being far greater than a cruiser. Unlike the cruisers however *Warspite* was equal to the punishment and despite heavy damage remained afloat.

Warrior was not so lucky, able to escape the fate of *Defence* thanks to *Warspite's* unexpected intervention she was still taking on huge amounts of water. Taken under tow by the seaplane tender *Engadine* the lighter ship was not able to take on the speed necessary and with a heavy heart Captain Molteno realised they wouldn't make port. An orderly evacuation of the crew - who had been suffering tremendously as the ship went down, particularly those in the practically submerged engine rooms - was soon underway. When all were safely aboard *Engadine* - the water being only 4 feet above below the deck at this point - the tow cable was cut and labouring ship finally foundered and sank off the Norwegian coast.

Osborne was reposted to H.M.S. *Glorious* after the sinking of *Warrior* on 13 October 1916. He saw action at the indecisive Second Battle of Heligoland Bight with her on 17 November 1917, here she was engaged only briefly, being hit once. Notably the worst damage *Glorious* suffered was self-inflicted, with a shell detonating prematurely and destroying the barrel of its gun.

Osborne remained with *Glorious* through her conversion to an aircraft carrier. He later transferred to the coastguard after the end of the war on 15 January 1920; sold together with a copied service record.

120

I struck away from the ship as hard as I could, and must have covered nearly 50 yards, when there was a big smash, and stopping and looking round the air seemed to be full of fragments and flying pieces. A large piece seemed to be right above my head, and acting on an impulse I dipped under to avoid being struck, and stayed under as long as I could, and then came to the top again, when coming behind me I heard a rush of water, which looked very much like a surf breaking on a beach, and I realised it was the suction or back-wash from the ship which had just gone. I hardly had time to fill my lungs with air when it was on me; I felt it was no use struggling against it, so I let myself go for a moment or two, then I struck out, but I felt it was a losing game, and remarked to myself mentally, "What's the use of you struggling, you're done," and actually eased my efforts to reach the top, when a small voice seemed to say "Dig out."

(The account of Petty Officer Ernest Benjamin Francis, one of just eighteen survivors of the titanic explosion which destroyed the *Queen Mary* during the Battle of Jutland)

The Tragic group of four awarded to Stoker Class I J. Brannan, Royal Navy, who was killed in the titanic explosion which destroyed the Battlecruiser *Queen Mary* killing all but eighteen of a crew of nearly 1,300

1914-15 Star (SS.112641. J. Brannan. Sto.1. R.N.) British War and Victory Medals (S.S. 112641 J. Brannan. Sto.1. R.N.); Great War Bronze Memorial Plaque (James Brannan), *good very fine* (4)

£300-400

James Brannan was born at Lincoln on 24 August 1894 and enlisted as Stoker Class II on 28 August 1912. His first posting afloat was the Battleship H.M.S. *Renown* on 22 September. Seeing further service with *Revenge* and *Albermarle* he was finally posted to the Battlecruiser *Queen Mary* on 4 September 1913. Here Brannan was promoted to Stoker Class I on 6 November 1913.

He was still with her on the outbreak of the Great War, seeing action on 28 August 1914 at the Battle of Heligoland Bight. During this action the Battlecruisers sank two German Light Cruisers, the *Coln* and the *Ariadne*. Deployed again after the raid of 16 December 1914 she did not come into action at that stage.



When Admiral Beatty took the Battlecruiser Fleet to sea on 31 May 1916 *Queen Mary* joined them as part of the 1st Battlecruiser Squadron. The two fleets engaged first in what was called the 'Run to the South' as Hipper attempted to pull the British onto the guns of the High Seas Fleet. Closing to range *Queen Mary* - third in the British Line- opened fire on the *Seydlitz*, scoring two hits and disabling one of her aft turrets. She received two hits in exchange with little obvious effect at that stage before causing yet another to one of *Seydlitz's* secondary turrets.

At this point a number of heavy hits to *Lion* and *Princess Royal* caused a pall of smoke to rise which obscured the view for the gunners aboard the *Derfflinger* - in turn causing her to switch focus to *Queen Mary*. *Queen Mary* was now engaged with two of the enemy, still trading blows with *Sedlitz*. A shell from *Derfflinger* struck her forward at around 16:26, detonating one or both of her magazines. The resulting explosion tore her forward section to pieces and rolled her over, she sank almost immediately with the loss of 1,266 crewmen. As a Stoker, Brannan would have had no chance to escape, he was killed in the destruction of *Queen Mary*. He is commemorated upon the Portsmouth Naval Memorial; sold together with copied service papers and a Commonwealth War Graves certificate.

121

Four: Petty Officer Steward B. G. Simpson, Royal Navy, who saw action at the First Battle of Heligoland Bight with *Amethyst* and Battle of Jutland with H.M.S. *Inconstant*

1914-15 Star (364584, B. G. Simpson, O. S. I, R.N.); British War and Victory Medals (364584 B. C. G. Simpson. O.S.I. R.N.); Royal Navy L.S. & G.C., G.V.R. (364584 B. G. Simpson. O.S.I. H.M.S. *Pembroke*.), first and third sometime silvered, *heavy contact marks and pitting, nearly very fine* (4)

£140-180

Benjamin George Simpson was born at Myton, Yorkshire on 7 July 1889 and enlisted with the Royal Navy on 1 February 1906. Posted to *Pembroke* with the rank of Boy Domestic he served here for the next two years, being promoted to Officer's Steward Class III on 1 October 1907. Simpson's first posting afloat was with H.M.S. *London* on 15 February 1908 as Officer's Steward Class II.

He saw service with a number of vessels and shore establishments before the war including *Shearwater*, *Pembroke I* and *Minerva*, being promoted Officer's Steward Class I with the latter. Posted to the cruiser *Amethyst* on 24 August 1914, just after the outbreak of war he was still with her four days later when she engaged at the First Battle of Heligoland Bight. This somewhat outdated cruiser suffered during the battle as a result of her slow speed.

Sent ashore on 25 October 1914 to *Pembroke I* Simpson's next ship was to be the Arethusa-class Light Cruiser *Inconstant*. This vessel was part of the 1st Light Cruiser Squadron and under the

command of Captain Thesiger. She joined the Battlecruiser Fleet under Admiral Beatty which engaged the German fleet under Admiral Hipper in the 'Run to the South'. Discovering Admiral Scheer's High Seas Fleet they then began the 'Run to the North', being heavily punished by the enemy before the Grand Fleet arrived to 'cross the T' of the enemy.

After the Battle he saw service with *Inflexible* and *Calypso* with whom he ended the war. Simpson was further promoted Petty Officer Steward on 5 November 1923; sold together with a copied service record.

122 **A remarkable and poignant Great War group of four awarded to Chief Stoker A. Humphrey, killed when the destroyer H.M.S. *Hampshire* struck a mine off the Orkneys on 5 June 1916 only a week after the involvement in the Battle of Jutland**

Amongst those lost that day were Field Marshal Earl Kitchener - the Secretary of State for War - an enormous loss at a time that the nation could hardly afford it

1914-15 Star (283262. A. Humphrey, Ch. Sto., R.N.); British War and Victory Medals (283262 A. Humphrey. Ch. Sto. R.N.); Memorial Plaque (Alick Humphrey) *very fine* (4)

£300-400

Alick Humphrey was born at St. Martins, London on 2 July 1872, finding employment as a fireman prior to enlisting in the Navy as a Stoker Class II on 25 August 1896. Promoted Leading Stoker Class II with *Caesar* on 14 February 1900 and Stoker Petty Officer with the cruiser *Psyche*. After a turn with H.M.S. *Egmont* he was posted ashore to *Victory I* where he was promoted Chief Stoker on 3 March 1909.

Serving mainly ashore for the next five years Humphrey was finally posted to the cruiser *Hampshire* on 27 January 1914. This vessel was stationed at Wei Hai Wei on the outbreak of the Great War and conducted operations against German territories here. Taking part in the hunt for the commerce raider *Emden* in 1914 *Hampshire* was finally posted back to Britain and joined the 7th Cruiser Squadron with the Grand Fleet.

Joining 2nd Cruiser Squadron she was still with this unit which formed part of the cruiser screen for Admiral Jellicoe's battleships. *Hampshire* took the role of linking ship between the screen and Jellicoe's Flagship *Iron Duke*. In that role she fired several salvos at the 2nd Scouting Group but found herself to be out of range. She managed to avoid taking a hit throughout the battle.

With the fighting done the Grand Fleet returned to its station at Scapa Flow and *Hampshire* was detailed for a special mission. Lord Kitchener himself was travelling to Russia in order to meet with the Government and discuss munition shortages and military strategy. She sailed only to encounter heavy seas, her destroyer escort was lost and she was isolated. Reaching the Marwick Head, about a mile and half off the mainland of Orkney, *Hampshire* struck a mine laid by *U-75*. What followed is summarised on the 'Scottish Wreck' website:

'It was around 8.30 p.m. Suddenly the ship was rocked by a loud explosion and almost immediately she was plunged into total darkness as all electrical power failed. Survivors later described the acrid smell of fumes from the exploding mine which permeated the sinking ship as the crew scrambled through the darkness in an attempt to save themselves. The terrifying roar of rushing water could be heard throughout most of the ship. The crew knew instantly that their ship was doomed and that their own chances of survival in the cold, angry seas off Orkney were slim. However, discipline was maintained as the crew rushed to their muster stations and waited the command to abandon ship. Some of the survivors recalled seeing Kitchener on deck before she went down but he and his staff were to perish that night along with the vast majority of the ship's crew of more than six hundred.

The mine had struck on the port side at the forward engine room and had ripped a huge hole in the bottom of the ship. With water quickly filling this huge space the building pressure rapidly smashed the engine room bulkhead and the *Hampshire* was doomed. The devastation in the engine room itself was appalling with most of the crew in the area killed instantly by the explosion. Elsewhere on the ship the crew flooded the magazine to avoid further explosions while they desperately tried to reach the comparative safety of the deck. However, once on deck the situation was little better. The larger lifeboats could not be launched as they were lowered by electrically powered winches and all power had been lost. A few smaller boats were launched but were immediately smashed against the side of the ship or overturned in the heavy swell throwing their occupants into the boiling sea. The most effective rescue devices were the huge cork Carley floats which were simply hurled into the sea. Many survivors clambered aboard these simple structures. The few seamen who reached the safety of the Carley floats looked back in awe as the huge ship reared her stern high in the air and sank by the bow.

Ashore on Orkney a few islanders actually witnessed the explosion and watched in horror as the huge ship plunged to the seabed. The alarm was raised and a message sent to Stromness. Later, there was considerable controversy over the apparent delays in the rescue efforts. The lifeboat at Stromness was

not called out though it must be questionable if it could have reached the area in the dreadful sea conditions that night. In the end it was 9.45 p.m. before the ocean-going tug *Flying Kestrel* and the trawlers *Northward* and *Renzo* put to sea. Over the next few hours many other ships were sent to the scene but it was too late. These ships did not pick up a single survivor.’

In the event only twelve men made it ashore from the 662 crew and passengers aboard. Humphrey was not amongst them. Indeed being a Stoker it is not unreasonable that he was below decks and would have been at the mercy of the sea and the sinking ship. He is commemorated upon the Portsmouth Naval Memorial; sold together with copied research comprising a service record, commonwealth War Graves certificate and extract from the *Dictionary of Disasters at Sea During the Age of Steam*.

123

‘Retained at the Admiralty for so long as his services are required during the period of the war, for duty with Mr. Russell Clarke (N.I.D.).’

(So states the service record of Chief Joiner Norman Keen, R.N.)



A wireless direction-finding post at Hunstanton

An intriguing Great War campaign group of four awarded to Chief Joiner N. D. Keen, Royal Navy, who was attached to a secret wireless direction-finding unit of the Naval Intelligence Department 1917-18

1914-15 Star (M. 2815 N. D. Keen, L.C.C., R.N.); British War and Victory Medals (M. 2815 N. D. Keen, Jr. 1, R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (M. 2815 N. D. Keen, Ch. Jr., H.M.S. Queen Elizabeth), *contact marks, nearly very fine* (4)

£120-160

Norman Douglas Keen was born in Truro, Cornwall on 1 August 1887 and joined the Royal Navy as Carpenter’s Crew in August 1910.

By the outbreak of hostilities in August 1914, he was serving in the cruiser H.M.S. *Essex* and he remained likewise employed until August 1916. His next seagoing appointment was aboard the cruiser *New Zealand* from November 1916 until May 1917.

A Joiner for the Spooks

Having then come ashore in the early summer of 1917, Keen was borne on the books of *President* and, from July 1918, *President V*.

Here, then, the commencement of his attachment to the Naval Intelligence Department under Admiral “Blinker” Hall in Room 40 and, more specifically, to the staff of Mr. Edward Russell Clarke.

E. Russell Clarke, C.B.E. (1871-1918), as he is generally known, was a brilliant mathematician, who attended Charterhouse and Pembroke College, Cambridge. By the Edwardian era he had developed an interest in wireless telegraphy, setting up stations in London and at his home at Penbydwl, Abergavenny, in Wales.

On the outbreak of hostilities in August 1914, he teamed up with his friend and fellow wireless enthusiast, Baynton Hippisley, O.B.E. (1865-1956) and, despite an official call to confiscate all privately-owned wireless receivers, they commenced isolating wireless signals being sent from overseas.

In fact, just a few weeks later, they were able to inform the Admiralty that they were receiving messages on a lower wavelength than any being received by existing Marconi wireless stations, namely messages being sent by the German naval wireless stations at Neumunster and Norddeich. They were swiftly enlisted by Naval Intelligence and given permission to set-up a custom-made

listening station at Hunstanton in Norfolk, the highest point nearest the German coast.

By the war's end they had established no less than 14 such posts in the region, posts that were able to intercept U-boat orders and even Zeppelin raid plans.

Postscript



Hippisley Hut as it looks today; courtesy of Sowerby's

From the summer of 1917, Keen's joinery skills were clearly much in demand at Hunstanton, some of his work perhaps surviving to this day in the form of the timbered-fronted 'Hippisley Hut'.

Advanced to Chief Joiner in August 1923, Keen was awarded his L.S. & G.C. Medal in October of the following year.

He was finally pensioned ashore in November 1931.

124 **A Great War group of four awarded to Shipwright 1st Class T. Harper, Royal Navy, who saw action in the Russian Intervention in 1919-20**

1914-15 Star (343190 T. Harper, Shpt. 1, R.N.); British War and Victory Medals (343190 T. Harper, Shpt. 1, R.N); Royal Navy L.S. & G.C., G.V.R., 1st issue (343190 Thomas Harper, Shpt. 1 Cl., H.M.S. Europa), *generally very fine* (4)

£60-80

Thomas Harper was born in Portsmouth, Hampshire on 4 October 1880 and entered the Royal Navy as Carpenter's Crew in January 1900. Advanced to Shipwright 1st Class in April 1915 and awarded his L.S. & G.C. Medal in February 1916, his service record further notes that he was at one stage 'sent for duty with C. J. Wills & Sons Ltd. At South Bank, York.'

In the period February 1919 to March 1920, Harper served in the cruiser *Caradoc*, thereby witnessing extensive action off Russia. In April 1919, *Caradoc* bombarded Bolshevik forces at Vladislovovka and Parpach but, three months later, while carrying out another bombardment - at Ochakov - she was hit by three shells from the Bolshevik batteries. Harper would also have been present when *Caradoc* supported the amphibious landings of the Volunteer Army near Odessa and, in mid-October, like operations near Yalta. He was finally pensioned ashore in January 1922.

125 **Four: Able Seaman S. B. Carvell, Royal Navy, who was tragically killed in the loss of H.M.S. *Vehement* in the North Sea on 2 August 1918**

1914-15 Star (J.29254, S. B. Carvell, Ord., R.N.); British War and Victory Medals (J.29254 S. B. Carvell. A.B. R.N.) in their named O.H.M.S. boxes of issue; Great War Bronze Memorial Plaque (Sydney Bertrand Carvell), in its card envelope with condolence slip, *good very fine* (4)

£140-180

Sydney Bertrand Carvell was born at Northampton on 13 October 1897, the son of Charles and Ellen Carvell of 19 Shelley Street, Kingsley Park, Northampton. Joining the Royal Navy as a Boy Class II on 20 January 1914 he was posted afloat for the first time with H.M.S. *Endymion* on 14 July 1914. Reposted for service on the Armed Merchant Cruisers *Caribbean* and *Victorian* he reached his majority aboard the latter on 12 September 1915.

Carvell was further advanced Able Seaman on 11 March 1916 before being posted to H.M.S. *Vehement* on 15 October 1917. This new V-class destroyer was part of the 13th Destroyer Flotilla operating in the North Sea, later transferring to 20th Destroyer Flotilla. She was part of a patrol on

1 August 1918 around Heligoland Bight when she struck a mine: the resulting explosion detonated her forward ammunition storage, blowing off the forward section of the ship. The blast killed one officer and 47 ratings, including Carvell. Remarkably this did not sink *Vehement* and she instead remained afloat to be taken under tow by *Abdiel*. This destroyer did not make it far however before striking a mine herself and *Vehement's* crew were forced to scuttle her and abandon ship. Carvell is remembered upon the Plymouth Naval Memorial; sold together with copied research comprising Commonwealth War Graves certificate, service papers and an original photograph along with copied research relating to H.M.S. *Vehement*.

126 Four: Able Seaman A. S. Baynham, Royal Navy, who saw service with H.M.S. *Ariel* at Heligoland Bight, Dogger Bank and Jutland

1914-15 Star (J.9661 A. S. Baynham. A.B. R.N.); British War and Victory Medals (J.9661 A. S. Baynham A.B. R.N.); Royal Navy L.S. & G.C., G.V.R., (J. 9661 A. S. Baynham. A.B. H.M.S. Nelson) the Great War medals all later issues, light contact marks, better than very fine (4)

£120-160

Arthur Sidney Baynham was born at Denbury Worcestershire, on 16 May 1893 and began his naval service as Boy 2nd Class on 24 September 1910 at *Ganges II*. Reaching his majority aboard *Hannibal* he was appointed Ordinary Seaman and later Able Seaman aboard H.M.S. *Dreadnaught* on 29 August 1913. Posted to the H.M.S. *Woolwich* for the destroyer *Ariel* on 7 February 1914 he was still with her on the outbreak of war.

Part of Harwich Force this vessel took part in the First Battle of Heligoland Bight on 28 August 1914 with the First Destroyer Flotilla. In heavy fighting one German Destroyer and three Light Cruisers were sunk with no British losses. She was also present for the Battle of Dogger Bank, a much closer run action which a largely indecisive result, although the armoured cruiser *Blucher* was overhauled and sunk.

Ariel saw action early in March 1916 when she and two destroyers - *Attack* and *Acheron* - were hunting for a German armed trawler. During the search they spotted the U-boat *U12* which immediately dived and raised her periscope to attack. *Ariel* spotted this and moved to ram her, forcing *U12* to surface where she came under heavy fire from the destroyers. She sank quickly with only 10 survivors being picked up.

Still serving with the First Destroyer Flotilla *Ariel* joined them with the Battlecruiser Fleet during the Battle of Jutland. Here the Flotilla screened the Fifth Battle Squadron during the 'Run to the South' before switching to cover the First Battle Squadron in the 'Run to the North'. Two of *Ariel's* consorts received hits during the action.

Baynham left *Ariel* several days after the action, later joining the Battleship *Monarch* on 6 September 1916 which he served with for much of the rest of hostilities. He saw further post-war service including with *Malaya*, *Queen Elizabeth* and *Revenge*. Notably official replacements for his Great War medals were sent to H.M.S. *Courageous* on 4 August 1928; sold together with a copied service record.

127 Four: Stoker Class I A. Belshaw, Royal Navy, who saw heavy fighting at Jutland with the destroyer *Porpoise* part of the heavily engaged 4th Destroyer Flotilla

1914-15 Star (SS.110111 A. Belshaw, Sto.1., R.N.); British War and Victory Medals (SS.110111 A. Belshaw. Sto.1. R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R. (SS.110111 PO.B.8722 A. Belshaw. Sto.1. R.F.R.), *minor pitting, edge bruise, very fine* (4)

£120-160

Albert Belshaw was born at St. Peters, Nottinghamshire on 11 May 1889 and enlisted with the Royal Navy on 26 July 1910. Posted to *Victory II* as Stoker Class II his first posting afloat was with the Battleship *Renown* on 14 August 1910. Promoted Stoker Class I on 10 August 1911 while with the cruiser *Achilles*.

Stationed ashore on the outbreak of the Great War at *Vernon* Belshaw was posted first to *Victory II* and later the submarine tender *Dolphin*. Finally joining the Acasta-class destroyer *Porpoise* with 4th Destroyer Flotilla Belshaw was still with them during the Battle of Jutland. Here under Commander Hugh Colville they saw extremely heavy fighting throughout the action.

This Flotilla suffered serious losses as a result of several close encounters with the main body of the High Seas Fleet in the confused night of 31 May-1 June. The first loss being the Flotilla leader *Tipperary*, later joined by *Sparrowhawk*, *Ardent*, *Fortune* and *Shark*. Of the fifteen torpedoes they launched as a unit, seven were claimed as hits. *Porpoise* was behind *Fortune* when she was sunk and took two heavy hits, with one damaging her steering. Unable to continue the fight she was forced to disengage and withdraw from the action.

Belshaw did not remain with *Porpoise*, instead being posted to the yarrow-class destroyer *Relentless*

on 1 July 1916. Staying with her for the rest of the war he transferred to the Royal Fleet Reserve on 9 March 1919. Belshaw did see some further service with *Victory II* between 9 April 1921-6 June 1921 before being demobilised; sold together with copied service papers.

128 *‘Much as one regrets the loss of life one cannot help thinking that it is a useful warning to us - we had almost begun to consider the German submarines as no good.’*

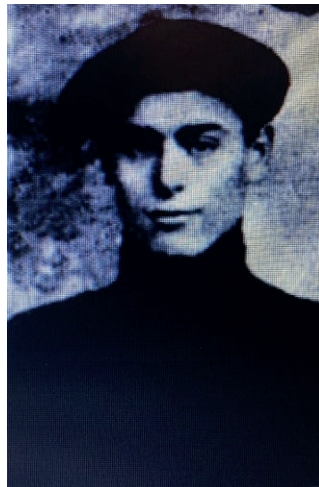
Future First Sea Lord Dudley Pound on learning of the loss of the cruisers *Aboukir*, *Cressy* and *Hogue* to the *U-9* in September 1914.

A Great War campaign group of four awarded to Leading Seaman H. A. Catchpole, Royal Naval Reserve, who survived the sinking of H.M.S. *Hogue* in the North Sea by the German submarine *U-9* on 22 September 1914 - along with her consorts *Aboukir* and *Cressy* on the same date

Owing to their being obsolete - poorly armed and armoured - the ships of the 7th Cruiser Squadron were nicknamed “The Live Bait Squadron”: it was a prescient accolade, for 62 officers and 1,397 men were killed on that fateful day in September 1914, one of the greatest disasters to befall the Royal Navy in the Great War

1914-15 Star (A. 4859 H. A. Catchpole, Smn.. R.N.R.); British War and Victory Medals (4859 A. H. A. Catchpole, L.S., R.N.R.); Royal Naval Reserve L.S. & G.C., G.V.R. (4809 C H. A. Catchpole, L.S., R.N.R.), *contact marks, very fine and better* (4)

£140-180



Harry Arthur Catchpole was born at Ormesby, Norfolk on 12 September 1892 and entered the Royal Naval Reserve in January 1913.

Mobilised in early August 1914, he was immediately drafted to the cruiser H.M.S. *Hogue*, which ship, along with her consorts *Aboukir* and *Cressy*, formed part of the 7th Cruiser Squadron - a.k.a. “The Live Bait Squadron”.



A German postcard celebrating the exploits of Otto Weddigen and the *U-9*

Disaster in the North Sea

All three cruisers were torpedoed and sunk in the North Sea by the German submarine *U-9* on 22 September 1914. The *Aboukir* was the first to be hit at 06:20; her captain thought that she had struck a mine and ordered the other two ships to close in order to transfer his wounded men. The *Aboukir* quickly began listing and capsized, sinking at 06:50.

Having approached, stopped, and lowered her boats, *Hogue* was struck by two torpedoes at 06:55 as she was attempting to rescue the survivors. She capsized and sank within twenty minutes, less than 100 of her crew surviving.

Cressy meanwhile attempted to ram the submarine but did not hit anything and resumed her rescue efforts until she too was torpedoed at 07:20. She took on a heavy list and then capsized at 07:55.

A photograph of Catchpole - a very lucky man indeed - subsequently appeared in the *Norwich Mercury* on 3 October 1914, the caption stating:

‘Henry Arthur Catchpole, R.N.R., one of the Yarmouth survivors of H.M.S. *Hogue*, sunk by a German submarine last week. Catchpole, who resides at No. 5 Money’s Buildings, Kitchener Road, is now enjoying some liberty.’

Subsequent career



Catchpole, who appears to have served for most of the remainder of the war in the Admiralty trawler *Beluga*, was demobilised as Leading Seaman in May 1919. But he remained on the strength of the R.N.R. and was awarded his L.S. & G.C. Medal in August 1924. He then re-enrolled at Grimsby for a further period of engagement in January 1928 and continued in service until at least 1937. Postscript On 22 September 2014 - the centenary of the loss of the *Aboukir*, *Cressy* and *Hogue* - a special Drum-Head ceremony was conducted by the Bishop of Rochester. Three lifebelts recovered from the ships formed part of the backdrop. In the same year, Dutch Maritime Productions released a related commemorative film: <https://www.dutchmaritimeproductions.com/portfolio-item/live-bait-squadron/>

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Four: Captain P. K. Muspratt, Royal Army Medical Corps

1914-15 Star (Lieut. P. K. Muspratt. R.A.M.C.); British War and Victory Medals (Capt. P. K. Muspratt.); Coronation 1937, the first three mounted as worn, *overall good very fine* (4)

£140-180

Percy Knowles Muspratt was born at Widnes, Lancashire on 23 May 1876, the son of Dr James and Clara Muspratt. Young Muspratt decided to join the medical profession and as such entered Christ’s College, Cambridge, matriculating in 1895 to the Royal College of Physicians in 1903. Progressing to the Royal College of Surgeons in 1906 he was qualified and working as a Doctor by 1908, listed in *Nisbet’s Medical Directory* at Fernlea, West Drayton.

On the outbreak of the Great War Muspratt joined the Royal Army Medical Corps, being commissioned Lieutenant on 9 May 1915 and serving in France from 29 May 1915. He served here for the duration, later being promoted Captain and his medals were sent to ‘Fernlea’, West Drayton on 30 October 1922.

Muspratt went on to have a varied and distinguished career working at the London Hospital and being made Regional Medical Officer for the Ministry of Health on 4 September 1925 - a role he was still in during the Coronation of King George VI some twelve years later (Medal Roll confirms Regional Medical Officer).

As his career began to wind down Muspratt moved on to the less taxing role of County Medical Officer for Lancashire, and finally the position of a part-time practitioner. He died at his home Moss

End, Pikes Hill, Lyndhurst, Hampshire on 14 August 1967; sold together with copied research comprising *M.I.C.*, census and probate data as well as extracts from the Coronation 1937 roll, *London Gazette*, *Nisbet's Medical Dictionary*, *The Medical Dictionary 1952* and the Christ's College Roll of Honour.

- 130 **Four: Private C. White, 19th (Bantam) Battalion, Royal Welsh Fusiliers, who was killed in action on 29 August 1917**

1914-15 Star (12166 Pte C. White. R. W. Fus.); British War and Victory Medals (12166 Pte. C. White. R. W. Fus.); Great War Bronze Memorial Plaque (Clifford White), *good very fine* (4)

£140-180

Clifford White was born at Ystrad, Rhondda, Glamorgan in 1897, the foster-son of Catherine Ann Griffiths of 2 Redfield Street, Ystrad. Enlisting at Tonypany, Glamorgan he entered the war in France on 28 July 1915. Later transferring to the 19th Battalion, Royal Welsh Fusiliers he was still with this unit when he was killed in action on 29 August 1917. White is commemorated upon the Thiepval Memorial; sold together with a Commonwealth War Graves certificate, *Soldiers died in the Great War* entry and *M.I.C.*

- 131 **A fine centenarian's Legion of Honour group of four awarded to Private B. Stubbings, Royal Berkshire Regiment who, enlisting underage, was wounded and taken Prisoner of War on the First Day of the German Spring Offensive; he became one of eleven veterans from Dorset to be decorated by the French Government in 1998**

1914-15 Star (18438 Pte B. Stubbings. R. Berks: R.); British War and Victory Medals (18438 Pte. B. Stubbings. R. Berks. R.); France, Republic, Legion of Honour, breast Badge, silver and enamel, *polishing to first three, overall very fine* (4)

£140-180



Bertie Stubbings was born at St. Pancras, London on 20 March 1898, the son of William and Rosina Stubbings of 122 Malden Road, St. Pancras. As the son of a piano craftsman, he left school to take up an apprenticeship in the craft himself; he lent towards metalwork and found particular joy in constructing ecclesiastical pieces for local churches.

Enlisting with the Royal Berkshire Regiment while still only 17, on the outbreak of the Great War Stubbings joined the war in France on 30 September 1915. Serving with 7th Platoon, 'B' Company, 8th Battalion he saw heavy fighting throughout the Great War, notably at Ypres and Arras until being caught up in the German Spring Offensive. Wounded and taken prisoner at Moy, south of St. Quentin on 21 March 1918, Stubbings survived his injuries and made it home. Demobilised on 31 March 1919 he returned to work in Britain and, upon the outbreak of the Second World War, did his bit by putting his skills to good use in the construction of gun turrets. Otherwise he kept his hand in ecclesiastical works, notably one of his pieces - a 5 foot 9 inch gold and ebony cross - was placed in the National Cathedral of St. Peter and St. Paul, Washington D.C.



Stubbings proved extremely long-lived and, at the age of 100, in honour of the 80th anniversary of the Armistice the French Government decorated him. Eleven other men from Dorset received the award at the time - with an astonishing combined age of 1,100. Sadly, although he was informed that the award was to be made, Stubbings never lived to receive it in person. He died at Silverways Nursing Home, Highcliffe on 16 October 1998. In a touching moment during the funeral, members of his family placed the Badge upon the coffin; sold together with a wood and glass frame, original photographs, a Royal Berkshire Regiment Badge and identity tag, besides copied research.

132 Four: **Private H. Stewart, West Yorkshire Regiment**

1914-15 Star (16-1564 Pte. H. Stewart. W. York. R.); British War and Victory Medals (16-1564 Pte. H. Stewart. W. York. R.); Italy, Kingdom, War Medal 1915-18, bronze, *good very fine* (4)

£60-80

Harold Stewart served in Egypt with the 16th Battalion, West Yorkshire Regiment from 22 December 1915 and then with the 11th Battalion. They shared in the actions on Hill 60 in June 1917 and were then transferred to the Italian Front in November 1917, being in the front lines at the Montello in December 1917. The next year saw them in the Battle of Vittorio Veneto and the passage of the Piave; sold together with riband bar including the Italian Medal and metal insignia.

133 Five: **Captain C. A. Browne, Royal Navy, who died in service during the Spanish Civil War in June 1937**

1914-15 Star (Lieut. C. A. Browne. R.N.); British War and Victory Medals (Lt. Commr. C. A. Browne. R.N.); Jubilee 1935; Coronation 1937, the first four mounted as worn, *good very fine* (5)

£180-220

Charles Austin Browne was born at Guildford on 31 August 1889, the son of The Reverend C. A. Browne and was commissioned Midshipman in April 1905. Advanced Lieutenant in June 1910, he was made Lieutenant-Commander in June 1918. During the Great War he served aboard *Himalaya* (August 1914-May 1915), *Titanin* (August 1916-November 1917), *Boadicea* (November 1917-October 1918) and *Inflexible* (October 1918-July 1919). Advanced Commander on 30 June 1924 and Captain on 30 June 1932, he died on 30 June 1937 whilst aboard *Glasgow* in the Spanish Civil War; sold together with copied research.

134 Five: **Petty Officer W. P. Jones, Royal Naval Reserve and Mercantile Marine**

1914-15 Star (D.1679, E. P. Jones, L.S., R.N.R.); British War Medal 1914-20 (1679D. W. P. Jones. P.O. R.N.R.); Mercantile Marine War Medal 1914-18 (William P. Jones); Victory Medal 1914-19 (1679D. W. P. Jones. P.O. R.N.R.); Royal Naval Reserve L.S. & G.C., E.VII.R. (D.1679 W. P. Jones. Sean. R.N.R.) *minor contact marks and pitting, very fine* (5)

£180-220

William Paynter Jones was born at Llanfaelog, Anglesey, on 8 March 1874 the son of William and Margaret Jones. It is not clear what happened to young Jones' parents but he is listed upon the 1881 census living with his uncle and aunt - William and Kitty Paynter - at 22 Market Street, Caernarvon, Caernarvonshire. Jones enlisted with the Royal Naval Reserve on 20 August 1896 with his address listed as 5 Anglesey Road, Southampton. As a long-served Naval man he was awarded his L.S. & G.C. at Southampton on 30 July 1912. He is noted as serving as Bosun aboard the *Oceanic* at the outbreak of war; as this vessel was classified as an 'armed merchant cruiser' Jones was not called up immediately but rather continued to serve in that role.

He was later to see service with the monitor *Roberts* - named *Lord Roberts* on Jones' service records - from 19 August 1915 and was with her in the Dardanelles until February 1916. Posted to H.T. *China* as Leading Seaman on 18 June 1916 he was not with her long before being further posted to H.M.S. *Glenbernie* as Petty Officer on 23 October.

Somewhat unusually Jones was soon posted out of Naval service, being sent to the salvage vessel *Ranger* to serve as Bosun. His record confirms that 'on the event of leaving Salvage Service during the war to be remobilised' - however as long as he was with *Ranger* he was no longer with the Royal Naval Reserve, entitling him to the Mercantile Marine Medal. He was finally discharged on 24 August 1918; sold together with copied research comprising service records, Mercantile Marine Medal Index Cards and medal rolls as well as census papers and an extract from *Ten years of Maritime Memories*.

135 **Five: Able Seaman C. G. Gulliver, Royal Navy, who saw heavy action at the Battle of Jutland with H.M.S. *Revenge*, landing weighty hits on *Derfflinger* and *Von Der Tann***

1914-15 Star (J.26310. C. G. Gulliver, A.B., R.N.); British War and Victory Medals (J.26310 C. G. Gulliver. A.B. R.N.); Naval General Service Medal, 1 clasp Palestine 1936-39 (J.26310 C. G. Gulliver A.B. R.N.); Royal Naval L.S. & G.C., G.V.R. (J.26310 C. G. Fulliver. A.B. H.M.S. Queen Elizabeth.), heavy contact wear, nearly very fine (5)

£120-140

Cecil George Gulliver was born at Taunton, Somerset on 1 April 1897 and enlisted in the Royal Navy on 1 August 1913, being posted first to the shore establishment *Impregnable*. Still only Boy Class I upon the outbreak of the Great War Gulliver was posted to the Battlecruiser *Tiger* on 3 October 1914. Reaching his majority aboard this ship he was serving as an Ordinary Seaman with her when she took part in the Battle of Dogger Bank in January 1915.

Tiger fought as part of the 1st Battlecruiser Squadron alongside Admiral Beatty's own *Lion* in this action. She did not perform well however, partly as a result of communications errors but also because the crew assumed that the fire fall of shells from *Lion* was their own thus throwing out their aim. Nevertheless the Battle ended as a British victory which the German cruiser *Blucher* sunk and the Battlecruiser *Seydlitz* almost destroyed.

Gulliver was promoted after the engagement to the rank of Able Seaman on 5 August 1915. Posted ashore to *Vivid I* on 6 November 1915 he joined the company of the battleship *Revenge* on 1 February 1916. This ship formed part of the 1st Battle Squadron, part of the Grand Fleet under Admiral Jellicoe which sallied out to face the German High Seas Fleet on 31 May 1916.

Of the twenty-four ships in the British Line *Revenge* was the twenty-second and as such did not commence firing until shortly before the German formation began to bare away. At this stage Jellicoe had managed to cross the 'T' of his opponents' line and his vessels now formed a loose 'U' shape around the enemy fleet. In response to this situation Scheer sent out his battlecruisers to form a rear-guard, exposing them to the full firepower of the British fleet.

Revenge's closest enemy was *Derfflinger* which she began to hammer with remarkable success hitting her five times in a few minutes of shooting. One of *Derfflinger's* Gunnery officers described the effect of just one such hit stating:

'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'

At this stage *Derfflinger* was moving beyond her field of fire and *Revenge* switched focus to *Von Der Tann* making a successful hit on the conning tower which killed or wounded everyone within. After the Battle Gulliver remained with *Revenge* until the end of the war. Leaving her on 6 January 1921 Gulliver served with a number of vessels before joining H.M.S. *Volunteer* on 14 March 1924; sold together with a copied service record.

- 136 **Five: Stoker First Class J. Towl, Royal Navy, a veteran of the Battle of Jutland who was killed in action the next year when H.M.S. Valkyrie struck a mine in the North Sea on 22 December 1917**

1914-15 Star (301983 J. Towl. Sto. 1. R.N.); British War and Victory Medals (301983 J. Towl. Sto. 1. R.N.); Royal Navy L.S. & G.C., G.V.R., fixed suspension (301983. John Towl, Sto. 1 Cl. H.M.S. Dido.); Memorial Plaque (John Towl), *good very fine* (5)

£250-300

John Towl was born at Launceston, Cornwall on 10 March 1883 and enlisted with the Royal Navy as Stoker Class II on 17 November 1902. Posted to *Vivid II*. He saw remarkably varied service in the decade before the Great War including stints with *Medusa*, *Donga* and *Sapphire II* being promoted Stoker Class I with the latter on 1 July 1906. On the outbreak of the Great War Towl was serving ashore at the base *Vivid I*.

His first posting afloat during the war was the Light Cruiser *Cordelia*. This Caroline-class warship was part of the 1st Light Cruiser Squadron and under the command of Captain Beamish. At the Battle of Jutland on 31 May 1916 she was part of Admiral Beatty's Battlecruiser Fleet and took part in both the 'Run to the South' and the 'Run to the North'. Her role here was to screen the fleet and in that cause she fired around fifteen shells in total, keeping the probing enemy destroyers at bay.

Briefly joining the compliment of the destroyer *Bullfinch* he later joined H.M.S. *Valkyrie*. At the time this destroyer was serving in the 10th Destroyer Flotilla attached to Harwich Force and serving as the Flotilla Leader. The destroyers and light cruisers from this formation were engaged in offensive sweeps and also convoy escort missions. It was while escorting one of these convoys from Britain to the Netherlands that *Valkyrie* struck a mine. This did not sink her but twelve men were killed outright with another seven dying of wounds in the coming days. Towl was one of those killed outright by the blast he is buried in St. Thomas' Cemetery, Launceston, Cornwall; sold together with a copied service record.

- 137 **Six: Commander C. St. C. Ingham, Royal Navy, who served as a Gunnery Officer with *Invincible* at the Battles of Heligoland Bight and the Falklands Islands in 1914 and later with *Canada* at Jutland in 1916**

Seeing Second World War service at *Turtle*, a Combined Operational Base Ingham's Midshipman's journal and wartime diaries have provided a valuable insight into the British Navy in wartime

1914-15 Star (Lieut. C. St. C. Ingham, R.N.); British War and Victory Medals (Lieut. C. St. C. Ingham. R.N.); 1939-45 Star; Defence and War Medals 1939-45, *minor contact marks overall very fine* (6)

£160-200

Cameron St. Clair Ingham was born at Warley, Essex on 16 June 1891. Entering a Training Establishment on 15 May 1904 before being appointed Midshipman at *Agamemnon* on 15 January 1909. His first posting afloat was the newly launched battlecruiser *Invincible*, seeing further service with *Ure*, *Bacchante* and *Dryad*. Ingham was commissioned Acting Sub-Lieutenant with the town-class Light Cruiser *Gloucester* on 18 June 1912 and confirmed in the rank the next month on 15 July. Promoted Acting Lieutenant while serving with *Sutlej* from 1 July 1914 Ingham was posted to *Invincible* to act as a gunnery officer.

It was here that he took part in the first Battle of Heligoland Bight, as part of Beatty's Squadron. *Invincible* was bringing up the rear of the formation and paused to finish off the crippled *Cöln*. Despite firing a salvo of 18 shells they were unable to land a single hit upon their near helpless opponent. In the event *Cöln* was destroyed by fire from the *Lion*.

Despite her poor performance at the action *Invincible* was sent to the South Atlantic as the most powerful part of the British task force hunting the German East Asia Squadron. She joined the rest of the force at Abrolhos Rock and they made their way to Port Stanley, from there to conduct the search for their enemy. Remarkably, having been delayed by *Invincible*, they found the German's had come to them in an attempt to refuel at the Naval Station on the Island. Heavy fire from the guard ship *Canopus* gave Von Spee pause and Admiral Sturdee - his pennant raised on *Invincible* - order the British to attack.

Bravely Von Spee led his armoured cruisers to engage the British Battlecruisers, realising that he could not outrun them but hoping a stand up fight would allow the Light Cruisers time to escape. *Scharnhorst* and *Gneisenau* managed to score hits on *Invincible* but failed to cause any lasting damage. By contrast the battlecruiser's guns tore into them, Ingham - whose role granted him a fine view - noted a bizarre incident when a full-rigged French sailing ship passed between the duelling behemoths. Apparently they had been without a wireless radio for months and were not aware that the war had started.

Scharnhorst was soon listing in the face of the barrage and went down, taking Von Spee with her. *Gneisenau* kept fighting until she ran out of ammunition, *Invincible* kept up her fire and the cruiser sank soon afterwards. After the battle Ingham was to prove lucky, he was posted away from *Invincible* in June 1915 and thus avoided her tragic fate at Jutland. Instead he joined the ships company of *Canada* to serve again as a gunnery officer in her foremost 14-inch turret.

Canada was part of the 4th Battle Squadron and as such sallied with Admiral Jellicoe to the aid of the Battlecruiser Fleet at the Battle of Jutland. She was 12th of 24 in the British line of battle and fired 42 shells from her main armament. Perhaps the best description of her role comes from the citation for her Captain's C.B. '... by effective gunfire of his command materially assisted in forcing the enemy to retire.' Ingham remained with the ship for almost the entire war, leaving for *Hyacinth* on 14 September 1918.

After the end of hostilities he joined the company of another Jutland survivor, the town-class cruiser *Birmingham*. Later posted to the battleship *Ramillies* he joined her as part of the International Fleet at the Bosphorus as part of General Harrington's mission. Later being promoted Lieutenant-Command aboard her on 15 January 1923. Going ashore on 24 August 1923 Ingham was appointed Intelligence Officer South China going on to command the gunboat *Moorhen* on the Si Kiang River from 4 February 1927. In this capacity he witnessed the disturbances in China at that time.

Joining the reserve on 10 June 1932 he was recalled to service at H.M.S. *Cardiff*. Posted to the depot ship *Marshall Soult* on 10 July 1940, Ingham was promoted Commander here on 21 August of that year. In this role he served ashore throughout the Second World War with a notable stint as commander of H.M.S. *Turtle*, the combined operations training base at Poole. Ingham retired at his own request on 12 September 1945, he died at Bournemouth in 1969; sold together with copied research comprising census data, service records and information on H.M.S. *Moorhen*.

138 **A Great War and Second World War campaign group of six awarded to 2nd Engineer T. R. Blllock, Merchant Navy, late Engineer Sub. Lieutenant, Royal Naval Reserve**

A veteran of the battle of the Coronel, he was taken P.O.W. on the occasion of the loss of the troop transport *Orama* off Norway on 8 June 1940, when she ran into the heavy cruiser *Admiral Hipper* and four enemy destroyers: in common with her consorts H.M.T. *Juniper* and the tanker *Oil Pioneer*, she never stood a chance

Later that fateful day, the *Scharnhorst* and *Gneisenau* sank the carrier *Glorious* and the destroyers *Acasta* and *Ardent*, the resultant casualties amounting to one of the worst disasters in the annals of the Royal Navy, a disaster that continues to attract controversy to this day

Embarked German propaganda teams had a field day, the fate of *Orama* - and her fellow victims - being captured on film:

<https://www.pond5.com/stock-footage/item/143579100-hms-orama-1940>

1914-15 Star (Eng. S. Lt. T. R. Blllock, R.N.R.); British War and Victory Medals (Eng. S. Lt. T. R. Blllock, R.N.R.); 1939-45 Star; Atlantic Star; War Medal 1939-45, the third with officially re-impressed naming, *good very fine* (6)

£140-160

Thomas Robertson Blllock was born in Plaistow, Essex on 20 July 1892 and was serving as an Assistant Engineer for the Orient Line on the outbreak of hostilities in August 1914.

Appointed an Engineer Sub. Lieutenant in the Royal Naval Reserve in the same month, he joined the armed merchant cruiser H.M.S. *Otranto* and quickly saw action in the South Atlantic.

On 27 October 1914, as part of Admiral Cradock's squadron off the Coronel, *Otranto* came under heavy fire from the enemy cruisers *Dresden* and *Gneisenau*. With an inferior armament and a speed of just 15 knots, she pulled clear of the line and headed west, thereby becoming one of just two British ships to survive the disastrous encounter.

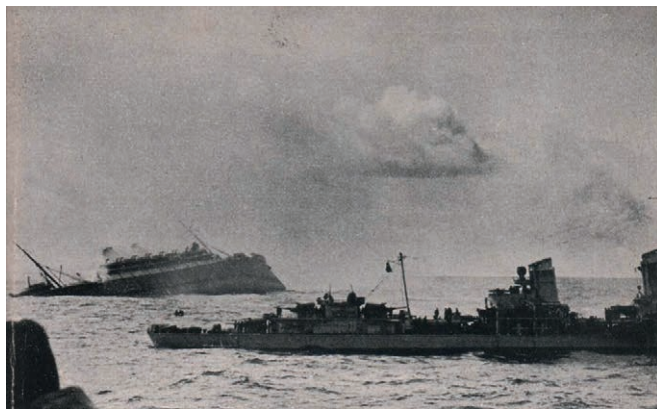
Otranto next acted as guard ship to the Falklands, before returning to the U.K. in March 1915 for a refit. And Blllock remained in her employ until removing to the *Ophir* in February 1918. Having then resigned his commission in the Royal Naval Reserve at the war's end, he returned to the employ of the Orient Line.

Disaster off Norway

By the renewal of hostilities in September 1939, Blellock was serving as a 2nd Engineer in the Orient Line's *Orama*, which ship was requisitioned by the Admiralty as a troop transport, and he was consequently aboard her at the time of her loss off Norway.

On the evacuation of the Norwegian Expeditionary Force, the Kriegsmarine launched Operation "Juno", the capital ships *Scharnhorst* and *Gneisenau*, the heavy cruiser *Admiral Hipper*, and a flotilla of destroyers setting forth from Kiel to attack our forces in the vicinity of Narvik. As cited above, what followed - on 8 June 1940 - amounted to little short of a massacre.

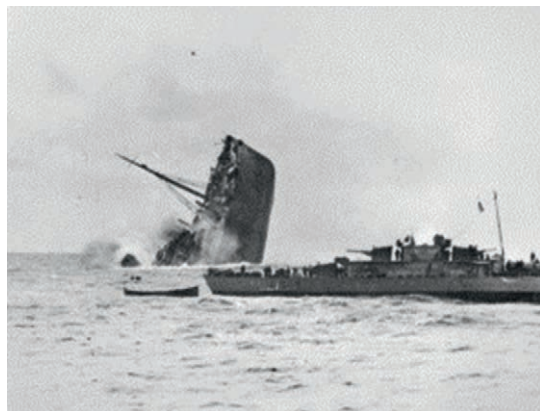
First up, on the morning of the 8th, was *Otranto*, en route to Harstad to evacuate troops. Accompanied by H.M.T. *Juniper* and the tanker *Oil Pioneer*, she was intercepted by the *Admiral Hipper* and four enemy destroyers. Her consorts were quickly engaged, *Oil Pioneer* being reduced to a blazing pyre, before being torpedoed; 28 of her crew were picked up. *Juniper* took a heavy calibre hit and disintegrated, leaving a sole survivor.



The German destroyer Z-10 stands by to pick up Otranto's survivors

Admiral Hipper then turned her guns on *Otranto*, gaining several hits. Ablaze and abandoned, she was finished off by a torpedo from the enemy destroyer *Z-10*, with a loss of 19 killed, her fate being captured on film.

Later that day, the *Scharnhorst* and *Gneisenau* completed the massacre, sinking the carrier *Glorious* and her destroyer escorts *Acasta* and *Ardent*. Their fate, too, was captured on film.



Otranto: the final plunge

Blellock was among those to be picked up by the Germans and was landed at Trondheim, from whence he endured an uncomfortable railway journey in a cattle truck to Oslo. Initially interned at Ilag XIII at Wulzburg in Bavaria, he was later moved to Marlag und Milag Nord.

He died at Benfleet, Essex on 17 December 1972.

- 139 **Six: Leading Signaller R. Shaw, Royal Navy, who took part in the Battles of Dogger Bank and Jutland later being was sunk with H.M.S. *Nottingham* in the Action of 19 August 1916**

1914-15 Star (J.28412, R. Shaw, Sig., R.N.); British War and Victory Medals (J.28412 R. Shaw. L. Sig. R.N.); Defence and War Medals 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.R. (J.28412 [Dev.B.10161] R. Shaw. L. Sig. R.F.R.); Imperial Service Medal (Richard Shaw), E.R.II, *good very fine* (6)

£160-200

Richard Shaw was born Stockport, Cheshire on 31 October 1896 and enlisted on 19 November 1913 as Boy Class II. Posted to *Ganges* he saw the rest of year out there, reaching his majority on 5 June 1914. Promoted Ordinary Signaller on 31 October with *Vivid I*, Shaw was posted to the town-class Light Cruiser *Nottingham* on 13 November.

Part of Harwich Force she had already been in action - before Shaw came aboard - at the Battle of Heligoland Light. Later she was to be in on the action at the Battle of Dogger Bank where she aided in the destruction of the armoured cruiser *Blucher* which was overhauled and sunk by the combined firepower of the British Fleet. *Nottingham* and her sisters were transferred to the 2nd Light Cruiser Squadron.

Still with this formation on 31 May 1916 she joined them as they sallied into the North Sea with the Battlecruiser Fleet under Admiral Beatty. It was this Squadron -during the 'Run to the South' - which identified the German High Seas Fleet approaching in support of Admiral Hipper. Despite being under fire from the enemy Battleships for over an hour none of the squadron were hit, thanks to their clever navigation. That changed later in the battle when they ran into a German Light Cruiser formation in the dark.

The enemy focused their fire on *Southampton* while *Nottingham* and *Birmingham* didn't switch on their lights and this did not draw fire. *Nottingham* herself fired a total of 136 of her 6-inch shells without receiving a hit in exchange.

The High Seas Fleet launched another sortie, soon after the Battle of Jutland, on 19 August 1916. The British moved to intercept them but as they swept south *Nottingham* came into the sights of *U52*. Two torpedoes struck in quick succession, knocking out power to the vessel however she was not in danger of sinking. *U-52* was watching her victim however and when it became clear that she was still afloat a third torpedo was launched which rendered her beyond saving.

Shaw survived the sinking and went on to serve with H.M.S. *Glorious* for the last year of the war. He later saw post-war service with H.M.S. *Seawolf* joining the Royal Fleet Reserve on 28 February 1920. Remaining mobilised with this unit at *Vivid I* he was not demobilised until 9 June 1921. After the war Shaw lived in Manchester and worked as Overseer in a Post Office, being awarded the Imperial Service Medal here on 25 June 1957; sold together with copied service papers and a *London Gazette* entry.

- 140 *'As we stepped aboard H.M.S. "Monmouth" I heard a Marine say "here's some more poor little chaps being sent to be killed" If I had only known that we were the only ones that were to be saved from that ill-fated ship'*

(Commander R. H. Mandley remembers his arrival on H.M.S. *Monmouth* before the Battle of Coronel, *Coronel and the Falklands* by G. Bennett, refers)

Seven: Lieutenant R. H. Mandley, Royal Navy, one of nine Midshipman posted by sheer luck away from the doomed *Monmouth* before her end at the Battle of Coronel

He was to see action at the Battle of the Falkland Islands with *Carnarvon* and later with *Superb* at the Battle of Jutland

1914-15 Star (Nid. R. H. Mandley, R.N.), note incorrect spelling of rank 'Mid.'; British War and Victory Medals (Lieut. R. H. Mandley. R.N.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, with M.I.D. oakleaf, *some contact marks and edge bruising to Great War awards, overall very fine* (7)

£250-300

Raymond Hewitt Mandley was born at Brookland, Cheshire in 1898 the son of shipping merchant Hubert Mandley. The younger Mandley was sent to Dartmouth Royal Naval College in September 1912 and in August 1914 was posted as a Midshipman to Rear-Admiral Cradock's Squadron in the East. Here he and eight other Dartmouth Cadets were sent aboard Cradock's doomed flagship *Monmouth*, by a great stroke of luck however they were very soon transferred to H.M.S. *Carnarvon* thus missing the disastrous Battle of Coronel.

With *Carnarvon* he was to see action instead that the Battle of the Falkland Islands. Here she steamed into action alongside the two battlecruisers, *Invincible* and *Inflexible*. Their principle opponents being the armoured cruisers *Scharnhorst* and *Gneisenau*. With the firepower of the



battlecruisers behind them the British ripped the German ships apart sinking *Scharnhorst* first as she attempted to close, taking Admiral Von Spee with her. *Gneisenau* fought until she ran out of ammunition but sank shortly afterwards.

Mandley was later posted to the battleship H.M.S. *Superb*, part of the Bellerophon-class. *Superb* was stationed with the 4th Battle Squadron where she was the flag-ship of Rear-Admiral Duff. *Superb* joined Admiral Jellicoe's Grand Fleet on 31 May 1916 when they went into action at the Battle of Jutland. She was the 11th in the line of 24 taking a place next to H.M.S. *Canada* and firing 54 12-inch shells throughout the engagement.

Promoted Acting Sub-Lieutenant on 15 September 1916 and posted to the M-class destroyer *Observer* he remained with her for the rest of the war. Seeing further service with *Resolution* and *Celdon* Mandley was given 'Their Lordships Thanks' for his service collecting Intelligence during the Atlantic Fleet's spring cruise. Retiring at his own request on 1 January 1923 he took work as an officer with the Egyptian Ports and Lights Administration. While retired he was also awarded a Master's certificate from the Board of Trade in 1923 and resigned from Government work in 1926. Notably he was later also promoted Lieutenant-Commander (Retired) on 15 May 1927.

Mandley was recalled for service in 1940, retaining his rank and posted to the staff of the Rear Admiral commanding the 3rd Cruiser Squadron. Given his Egypt experience Mandley was unsurprisingly posted to H.M.S. *Nile*, the Royal Naval Headquarters in Egypt. Here he worked mainly for the Chief of Intelligence Staff to the Commander-in-Chief Mediterranean, being 'mentioned' for his work here on 1 January 1942. Promoted Commander (Retired) on 3 September 1945 he was frequently unwell and retired again on 27 March 1947; sold together with handwritten notes and copied research comprising service records, a postcard of H.M.S. *Superb* and extracts from the *London Gazette* and *Seedie's Roll*.

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By this time quite a number of men had died. At first the men asked my permission to slide the body over the side. Only after we were absolutely sure that there was no spark of life in a man did I agree to this. Later it became more obvious when men were dead, progressively shorter intervals elapsed before they were "buried". Eventually a point was reached - on the third day I think - when a man took a good deal longer than usual to go through the final stages and was put overboard before he was dead. I protested when they began to do this, telling them he was still alive. However they retorted "He'll be dead soon anyhow", and continued. I called out "you can't do that it's murder"! The man was put overboard, resisting feebly, just the same. Immersion rallied him, and he held on to the side of the raft, grinning ghoulishly. He made some insulting remarks to the men who had put him over, and then, releasing his hold, drifted away.'

(The harrowing testimony of Lieutenant-Commander Watson, senior surviving officer of the *Dunedin* on the three day ordeal faced by the survivors after she was torpedoed off Western Africa)

The poignant 'loss of the *Dunedin*' group of seven awarded to Leading Telegraphist J. R. Salmon, R.N., who survived the Battle of Jutland, the Second Battle of Heligoland Bight and two separate periods of service in the Russian Intervention only to be killed in action when *Dunedin* was torpedoed 900 miles west of Freetown, Sierra Leone

1914-15 Star (J.21334, J. R. Salmon, O. Tel., R.N.); British War and Victory Medals (J.21334 J. R. Salmon. L. Tel. R.N.); 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Naval L.S. & G.C., G.V.R. (J.21334 J. R. Salmon L. Tel. H.M.S. Centaur.), *heavy contact marks and edge wear to Great War medals, otherwise minor pitting, overall very fine* (7)

£220-260

Joseph Albert Salmon was born at Leyton, Essex on 27 December 1896 and enlisted with the Royal Navy on 5 November 1912. His first posting afloat was H.M.S. *Thesus* and he reached his majority after the outbreak of war with the Battleship *Neptune* on 26 December 1914. He was still with *Neptune* in March 1915 when she was almost torpedoed by *U-29*.

Posted to *Cylops* Salmon retrained as a Telegraphist, receiving the rank of Ordinary Telegraphist on 6 November 1915. Posted back aboard *Neptune* in this role he was promoted Telegraphist there on 1 April 1916. He was still with her when she sailed to join Admiral Jellicoe's Fleet at the Battle of Jutland on 31 May 1916.

Here *Neptune* formed part of the 1st Battle Squadron, being 19th in the British line of battle. During the action she fired 48 rounds from her 12-inch guns and was attacked by destroyers, attempting a torpedo run. Fortunately she was not hit either by the Torpedoes or at any other stage of the Battle.

Salmon stayed with *Neptune* after the fighting being further advanced Leading Telegraphist on 1 June 1917. Posted to the Light Cruiser *Cardoc* on 5 July 1917 he was to see action with her as part of the 1st Cruiser Squadron at the Second Battle of Heligoland Bight. Later *Cardoc* was posted to the Baltic as part of Operation Red Trek, the British effort to preserve the Baltic States from Soviet and German aggression.

Here she was involved in the bombardment of Russian positions in Estonia and later - at a pivotal moment in the war - destroyed a bridge which cut off Russian reinforcements coming from the direction of Petrograd. *Cardoc* also took part in the pursuit and capture of the destroyer *Avtroil* (for the Medals of Commander Harrison, D.S.O., please see Lot 325). Later transferring to the Mediterranean she was involved in operations against the Bolsheviks in the Crimea, notably performing several shore bombardments and even landing White Russian troops near Odessa.

Between the wars Salmon saw extended service with *Malaya* and *Centaur*, he was pensioned on 26 December 1936. He briefly returned to service during the Munich Crisis between 28 September-1 October 1938 before being demobilised again. Salmon returned to the colours on 28 September 1938 with his old rank of Leading Telegraphist and was posted to the cruiser *Dunedin*.

This Light Cruiser opened the war on convoy and anti-submarine patrols in the North Atlantic and Caribbean - performing valuable work in the latter when they convinced a number of Vichy French forces to join the Allies. While on convoy duty she was briefly engaged with the well-known commerce raider *Admiral Hipper*, during her attack on convoy *WS5A*. Operating in concert with the carrier *Eagle*, *Dunedin* was able to track down the German supply ship *Lothringen*. While searching her a number of vital wireless documents were discovered behind a cabinet in the wireless room.

Operating largely to enigma gathered intelligence by November 1941. *Dunedin* found herself off Sierra Leone while searching for the submarine supply ship *Python*. It was while performing this task that she came under the sights of *U124*, commanded by Jochen Mohr.

This U-boat had been attempting to rendezvous with *Python* but seeing a cruiser in the area decided to try their luck. Some manoeuvring from both *Dunedin* and *U124* put the two on different headings and it seemed no confrontation would take place. *U124* fired three torpedoes at the unlikely range of 4,000 yards. Remarkably two of the three hit in quick succession destroying the wireless office and leaving the ship badly holed and sinking.

A letter from Fred Hawks, the sole surviving Telegraphist on the crew describes the scene in the wireless office, stating:

'We in the wireless office stuck there doing our best to get out an SOS, but unfortunately a second torpedo struck the magazine aft of the office, blew the receivers, transmitters and the wireless staff all over the place. After that it was every man for himself and I reached the upper deck and [got] into the water by running down the ship's side. That was all in about six minutes. Soon after the ship quickly listed and then sank, approximately 25 minutes past [1] pm.'

Those who survived the initial sinking must have expected at best captivity as *U124* rose from the water near the Carley Floats to inspect her kill. Any German sailors who went above deck were greeted with the defiant sound of over 200 sailors singing 'There will always be an England'. Despite this the Germans showed no interest in either rescuing nor condemning the British to an immediate death - simply slipping away for their rendezvous with *Python*.

The survivors were now in a truly poor position, despite lashing their rafts and floats together they had very little in the way of food or drink and were some 900 miles from land. Worse still they had been unable to get out a distress call and as such would not be missed for some time and even if they were their last position wasn't known. They drifted for three days enduring appalling conditions, attacks by carnivorous fish and sharks as well as an ever present thirst which drove many of them to hallucinations and even eventually madness. Picked up by the American Merchantman *Nishmaha* only 72 men still lived and of these another 5 died. Salmon was killed in the sinking, although whether in the initial action or on the rafts is not clear. He is commemorated upon the Portsmouth Naval Memorial; sold together with copied research comprising service records, commonwealth War Graves certificate and a copy of Lieutenant-Commander Watson's official report to the admiralty on the loss of *Dunedin*.

- 142 Seven: Colonel G. Laird, 9th Battalion (Glasgow Highlanders), Highland Light Infantry, late Private, Royal Army Medical Corps

1914-15 Star (328083 Pte. G. Laird. R.A.M.C.); British War and Victory Medals (328083 Pte. G. Laird. R.A.M.C.); 1939-45 Star, *copy*; Defence and War Medals 1939-35; Efficiency Decoration, Territorial, G.V.I.R., the reverse officially dated '1942', with Additional Service Bar, mounted as worn, *this last adapted for mounting, very fine* (7)

£160-200



George Laird, a native Glasgow, was born in February 1888, a scion of the family of local Auctioneers. An architect by trade, he served in the Balkans from 18 October 1915. Re-joining the Territorials post-war, he was made 2nd Lieutenant in the Highland Light Infantry on 13 April 1920, promoted Lieutenant on 14 July 1923 and advanced Captain on 1 November 1929. He had the honour to command the Guard of Honour for The King upon his visit to Glasgow. Made Major on 28 March 1931, he was promoted Lieutenant-Colonel on 5 June 1942, the same year in which his T.D. was awarded (*London Gazette* 17 November 1942, refers). It appears he may have served overseas with the 2nd Battalion during the opening stages of the Second World War. He retired in March 1964 and died in March 1973; sold together with copied research and two invoices from the family business.

- 143 An 'H.M.S. *Versatile Operation Ordnance*' M.I.D. group of eight awarded to Petty Officer P. J. Dawson, Royal Navy, who also served at Jutland with H.M.S. *Birkenhead*

1914-15 Star (J.38721 P. J. Dawson, Boy. 1., R.N.); British War and Victory Medals (J.38721 P. J. Dawson. A.B. R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (J.38721 P. J. Dawson. P.O. R.N.); 1939-45 Star; Defence and War Medals, M.I.D. oak leaf; Royal Navy L.S. & G.C., G.V.R., (J.38721 P.O., H.M.S. *Vimiera*) *edge bruising and contact wear to first three nearly very fine, otherwise very fine* (8)

£240-280

Philip James Dawson was born in Reepham, Norfolk on 9 March 1899 and worked as a Farm Boy before enlisting with the Royal Navy as Boy Class II on 26 February 1915. Posted first to *Ganges* he was advanced to Boy Class I while with *Victory I* on 5 August 1915. In this role he joined the company of the light cruiser *Birkenhead* on 26 August 1915.

At the time she was serving with her sister ship *Chester* as part of 3rd Light Cruiser Squadron. This formation joined Admiral Beatty's Battlecruiser Fleet during the Battle of Jutland where they screened the Third Battlecruiser Squadron. Coming under particularly heavy fire during the Battle, they fought hard to maintain their position - notably *Chester* which suffered very heavy casualties in the fighting.

Dawson reached his majority the year after the Battle, being appointed Ordinary Seaman on 9 March 1917. Promoted Able Seaman not long later on 18 April 1918 Dawson remained with the Light Cruiser until the end of the war. He saw post-war service with a number of separate vessels and establishments including *Viscount*, *Pembroke I* and *Caledon*.

By the outbreak of the Second World War he been promoted Chief Petty Officer, serving with the destroyer *Versatile*. This vessel was attached to Nore Command in early 1940 and began operating off the coast of Holland with H.M.S. *Malcom* and *Vivien*. These destroyers took part in Operation Ordnance, the evacuation of the Hook of Holland, where a mixed force of Royal Marines and men from the Irish and Welsh Guards were stationed. Later they performed an escort role during the evacuation of Queen Wilhelmina of the Netherlands. During this part of the operation *Versatile* came under attack from German aircraft off the Hook of Holland with a bomb hitting the Engine Room. She had to be towed back to Sheerness by H.M.S. *Janus* for repairs. Notably Dawson was 'mentioned' for his role in these operations (*London Gazette* 25 June 1940, refers)

Versatile continued to serve with Nore command, although it is not clear that Dawson was still with her. Switching from an anti-invasion role to a convoy escort role in 1942. After the conclusion of hostilities Dawson transferred to the rank of Chief Electrician at H.M.S. *Pembroke* after the war. He died at Heydon Road Wood, Dalling, Norfolk on 5 September 1972; sold together with copied service papers, census data and blog posts as well as a medal roll and a *London Gazette* extract.

144 **An unusual pair awarded to A. J. H. Hill, H.M.'s Consul & Charge d'Affaires to San Salvador, late Paymaster Sub-Lieutenant, Royal Naval Reserve, who was killed whilst on home leave by enemy action during the Exmouth Blitz on 25 February 1941**

British War Medal 1914-20 (Payr. S. Lt. A. J. Hill. R.N.R.); Coronation 1937, *good very fine* (2)

£160-200

Arthur John Harding Hill was born on 22 September 1887 and was a Deputy Superintendent of a Mercantile Marine Office. He was appointed Acting Vice-Consul at Calais on 1 November 1914 and given a commission in the Royal Naval Reserve, earning only the British War Medal for his services.

After the Great War he joined the Foreign Office and was assigned for service at Callao from March 1921 and was Acting Consul there in two periods. He was made Acting Consul at La Paz, Bolivia in March 1925 and thence Consul at Vigo, Spain in 1926. He would also serve at Tallinn, and was placed in Charge of the Consulate at San Salvador from 16 July 1935.

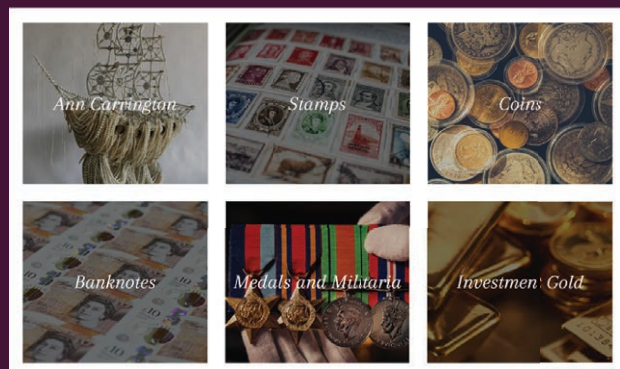
With the outbreak of the Second World War, he remained in-post but travelled home for leave in early 1941. He was visiting Exmouth and had the bad fortune to be killed by a direct hit of three high explosive bombs that fell on 25 February 1941 in the St Andrew's and Victoria Road areas; sold together with copied research.

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'On 7th May 1915, the steamship Lusitania, of Liverpool, was torpedoed off the Old Head of Kinsale and foundered. Morton was the first to observe the approach of the torpedoes and he reported them to the bridge. When the torpedoes struck the ship he was knocked off his feet but he recovered himself quickly, and at once assisted in filling and lowering several boats. Having done all he could on board, he jumped overboard.

While in the water he managed to get hold of a floating collapsible lifeboat and with the assistance of Parry, he ripped the canvas cover off it and succeeded in drawing into it 50 or 60 passengers. Morton and Parry then rowed the boat some miles to a fishing smack. Having put the rescued passengers on board the smack they returned to the scene of the wreck and succeeded in rescuing 20 to 30 more people.'

(So states the citation for the Sea Gallantry Medals awarded to both men.)

A notable Great War pair awarded to Leslie 'Gertie' Morton, Mercantile Marine, afterwards Royal Naval Reserve, a key eyewitness to the *Lusitania* disaster

At the subsequent court of inquiry, where his evidence was deemed crucial, Lord Mersey commended the 18-year-old seaman for his great courage and he was duly awarded the Sea Gallantry Medal in silver

It's a remarkable story, recounted by Morton in his autobiography, *The Long Wake*



British War Medal 1914-20 (Leslie Morton); Mercantile Marine War Medal 1914-18 (Leslie Morton), *good very fine* (2)

£700-900

The only man with the surname 'Morton' and a Christian name 'Leslie' on the entire Mercantile Marine War Medal roll is 'Leslie Noel Morton'; TNA / Board of Trade records, refer.

He also appears on the TNA's roll of Great War naval awards as having received the British War and Victory Medals as a Sub. Lieutenant in the Royal Naval Reserve; these awards were sent to him by the Admiralty in September 1925.

His silver Sea Gallantry Medal is on display at the Merseyside Maritime Museum, Liverpool.



Leslie Noel Morton was born in Birkenhead, Cheshire in 1896. In common with his elder brother Cliff, he developed a great love for ships and the sea and, in 1910, aged 13 years, he signed up as an Ordinary Seaman on the sailing ship *Beeswing* at Liverpool, owned by J. B. Walmsley Ltd. It was aboard this vessel that he acquired his nickname 'Gertie', on account of his then high, unbroken voice.

Over the next four years he circumnavigated the world three times and rounded Cape Horn on six occasions. Having then returned to England in December 1914, his elder brother Cliff asked him to join him in another Walmsley-owned square-rigger, the *Naiad*, due to depart for New York, and thence Australia, in March 1915. With the promise of advancement to acting Second Mate, and with his own apprenticeship having expired, he agreed, but in the event both brothers regretted signing-up for *Naiad*. So much so, that on reaching New York they appealed to their father to send them funds for return passage to England. He duly obliged, sending them £37-10s-0d, thereby setting them on course the most momentous events of their young lives, for they purchased tickets for a cabin aboard the *Lusitania*.

As recounted in Morton's autobiography, *The Long Wake*, one of the *Lusitania*'s officers persuaded them to sign on as deckhands, instead of travelling as passengers. Duly signed up as Able Seaman in the liner's deck department - for the princely sum of £5-10s-0d a month - they spent some of their father's funds on a final fling in Manhattan, Leslie passing out on Broadway after too many cocktails. He nonetheless reported promptly to Chief Officer Piper aboard the *Lusitania* the following morning, the eve of the great liner's departure.

The rest, as they say, is history, and in the case of Leslie Morton and his brother a remarkable chapter in maritime history.

One of Leslie's roles was to act as lookout. He takes up the story in his autobiography as *Lusitania*'s fate unfurled on the 7 May 1915, as she neared her destination at Liverpool: 'I was keeping a keen eye on my job as extra lookout, watching the water (and seeing a dozen things every few minutes) until, exactly at ten past two, I was looking out about four points on the starboard bow when I saw a turmoil, and what looked like a bubble on a large scale in the water, breaking surface some 800 to 1000 yards away. A few seconds later I saw two white streaks running along the top of the water like an invisible hand with a piece of chalk on a blackboard. They were heading straight across to intercept the course of *Lusitania*. I grabbed the megaphone which was provided for the lookout's use and, having drawn Jo Elliott's attention to them, reported to the bridge: "Torpedoes coming on the starboard side, Sir."

This was acknowledged from the bridge and, before I had time to think of anything else, there was a tremendous explosion followed instantly by a second one and a huge column of water and debris and steam went shooting into the air on the starboard side between No. 2 and 3 funnels of the ship. I immediately dived down the scuttle to the fo'c'sle to see if my brother, who was in the other watch, was moving and met him coming up the scuttle in his shirt and nothing more, very annoyed at the interference with his watch below. He asked me: "What the hell are you doing with the ship, Gertie?"

If I had had time to think I should have been very flattered indeed at this sudden promotion. I said, "We have been torpedoed we must get to our boat stations," and with that went back up the scuttle and along to my boat station on the starboard side of the boat deck at No. 11 Lifeboat.

At this juncture, having arrived at my boat station, I feel it necessary to say that in so far as my memory serves me I shall be describing the actual happening and events which I, personally, both saw and had a part in. This will, of course, provide a localised view-point of the ensuing thirteen minutes, by which time *Lusitania* was 300 feet down on the bottom of the sea.

Temptation very naturally exists for me to draw on the many able and competent books and articles which have been written on this disaster and also to call upon my memory of the subsequent very comprehensive official enquiry held at Caxton Hall later in the year, but this is a true picture, as I, a young man of eighteen years of age, actually saw and experienced it.

By the time I reached the boat *Lusitania* was already heeling fifteen to twenty degrees over to starboard, being drawn down on that side by the tremendous inrush of water into the great holes which had been torn in her hull by the explosion of the torpedoes, and she was going steadily over to starboard at that time without much indication that she was ever going to steady. At the same time she was going down by the bows so that we had the ship with a heavy and increasing list to starboard and a marked tilt down for'ard. The immediate effect of this list, which finally steadied at something approximating thirty degrees from the vertical, was to render the whole of the lifeboats on the port side of the boat deck completely useless, in so far as getting any people away from the vessel was concerned. They were, of course, all swinging into the ship's side and it was quite impossible to lower them on the type of derricks which at that time were in use.

This reduced the available boats to the starboard side, both lifeboats and the collapsible boats which were stored on deck under the lifeboats. Here again the problem of holding the boats into the ship's side to enable the passengers to embark in them required a considerable amount of skill, knowledge and seamanship, and it must be borne in mind when reading this description of the disaster, that we had lost over half the seamen in the explosion; they had been killed in the luggage and mail room which I had vacated some thirteen or fourteen minutes before the torpedoing. Whilst other members of the crew and, indeed, the passengers could be and in many cases were practical and useful, it is my

opinion a job for seamen to get lifeboats out into the water and away with a maximum of security, efficiency and speed.

There was great excitement on the heavily listing boat deck with passengers, and crews of all departments rushing here and there, although the general excited comments, to my memory, seem to have been “surely she cannot sink. Not the *Lusitania*!” To me, a sailor, there was a strange feeling underfoot which one gets when a vessel is losing the buoyancy which will keep her afloat and which seems to be transmitted to the sailor’s mind by the very feel of the deck under his feet. I have experienced a similar feeling in later years on a ship which was not truly stable and had a tendency to fall all over the place due to lack of stability. On this occasion even before we left port I remember feeling somehow under my feet that all was not right with this ship. I learnt later, from a few of the seamen that survived, that they also knew after the first few minutes that *Lusitania* had the feel of a ship which was doomed and could not recover her buoyancy.

I was at my boat’s station by the after-lifeboat fall, that is the tackle with which one hoists and lowers boats, and we had her strapped in to the ship’s side, at least partially, to prevent her swinging too far away with the heavy list and were getting passengers into the boat. Some of the more able-bodied were jumping the seven or eight feet into the boat which was, of course lower than the boat deck level. Others, in one way or another we helped across the gap. I remember at the subsequent enquiry when I was giving evidence, the incident of this gap between the lifeboat and the deck was the subject of a question put to me, as to how the “brave” seamen got the passengers into the boat with a gap between the deck and lifeboat. My reply was that if you had to jump six or seven feet, or certainly drown, it is surprising what “a hell of a long way” even older people can jump!

The lifeboat was quickly filled with her complement and in the word of one of the petty officers, I do not remember who he was, the man on the for’ard falls and myself on the after falls received the order “lower away.” Here again this is a specialist job, lowering a lifeboat with sixty people in it, into the water, from a heavily listing ship. We lowered her down almost to the water’s level but, with *Lusitania* still moving ahead through the water in the great circle which she was by this time describing and still travelling at four to five knots through the water, this presented a problem. Finally, we lowered her into the water by letting the falls run for the last couple of feet. Immediately the boat dropped back on its painter (which was fast for’ard); that is the common practice in these circumstances. She fell back one boat’s length, came up alongside the heavily listing *Lusitania* and was directly under No. 13 lifeboat which was still in the davits. This lifeboat had been filled and I was about to go down the ropes, as was my duty, to try and get No. 11 lifeboat away from the sinking ship. The falls or tackles on No. 13 lifeboat, for which instructions had been given to lower away, were both handled by inexperienced men from one section or another of the catering or stewards’ department and, instead of being lowered away the ropes went with a rush and No. 13 lifeboat, full of people, dropped twenty-five or thirty feet fairly and squarely into No. 11 lifeboat which was also full of people.

Terrible as this incident was, the tragedy of the overall picture did not give one time to waste in either horror or sympathy and I was looking out (having no boat now to attend to) to see if I could get a glimpse of my brother. The turmoil of passengers and life belts, many people losing their hold on the deck and slipping down and over the side, and a gradual crescendo of noise building up as the hundreds and hundreds of people began to realise that, not only was she going down very fast but in all probability too fast for them all to get away, did create a horrible and bizarre orchestra of death in the background.

I suddenly saw my brother at the for’ard end of the boat deck at No. 1 lifeboat which they had lowered halfway down to the water, full of people, so I went along at the ‘double’ and joined him and, finding that he had no one at the stern end of the boat to assist him, I took over the after fall and together we managed to lower away and get No. 1 boat into the water, *Lusitania* by this time had slowed down to about one or two knots. We immediately went down the falls into the boat which was full of passengers with no crew members in it and time was running extremely short.

Having got into the boat my brother at the for’ard end tried to push off with the boat hook and get her away from the ship. I was trying to do the same thing at the after end of the boat, but many of the passengers were hanging on to bits of rope from the side of the ship and the rails, which were now level with the water, in some mistaken belief that they would be safer hanging on to the big ship rather than entrusting their lives in the small lifeboat. Despite all our efforts we could not get her away from the ship’s side and, as *Lusitania* started to heel over a little more, just before starting to settle by the head for her final dive, a projection on the side of the boat deck, which was nearly level with the water, hooked on to the gunnel of the boat we were in and inexorably started to tip it inboard. The time for heroics was obviously past and my brother yelled at the top of his voice, “I’m going over the side, Gertie.” I replied, “So am I,” and we waved and both dived over the outboard side of the lifeboat ...

As I hit the water, and it is strange what one thinks about in times of stress, I suddenly remembered that my brother had never been able to swim, whereas I was a very strong and useful swimmer, one of the few sporting exercises at which I excelled. Having hit the water in a shallow dive and come up, I looked around to see if I could see my brother, but seeing the turmoil of bodies, women and children, deckchairs, lifebelts, lifeboats, and every describable thing around me, coupled with no less than 35,000 tons of *Lusitania* breathing very heavily down my neck and altogether too close for my liking, I went into what I used to believe was a useful double truncheon stroke with a quick glance over my shoulder as one of *Lusitania's* outsize funnels appeared to have its eyes exclusively on me.

The last clear impression in my mind at that time was seeing a collapsible boat slip off the deck of *Lusitania* into the water all lashed up. Why I should have noticed that, I do not know, but I had cause to be thankful in the course of the next few hours that I had seen it. I also remember Captain Turner on the bridge as she dived. I was swimming as hard as I could away from what we always thought would be a tremendous vortex created when the ship went down, and whilst swimming I suddenly heard, with the water splashing around me and my head, and all the other things and people around, an increasing and growing "wail" and looking again over my shoulder, thinking I was far enough away from *Lusitania*, I turned on my back and watched her as she started to settle rapidly by the head. The stern rose in the air, the propellers became visible and the rudder, and she went into a slow, almost stately, dive by the head, at an angle of some forty-five or fifty degrees. As she went down bodies, wreckage, people alive and dead were wiped off the decks until the water reached the stern, where hundreds had scuttered along as hard as they could go, climbing up the deck like a mountain to get to the back end. When *Lusitania* was better than half submerged for her total length, she hit the bottom, jarred, turned slowly over on her starboard side and disappeared from view for ever.

In the meantime, whilst there were all sorts of pieces and bits of wreckage, I suddenly thought of the collapsible boat which I had seen slip off the deck and, turning vaguely in the direction of where *Lusitania* had slowly come before diving, with the greatest good fortune in the world, at about 800 yards, I found the collapsible boat; it was like an oasis in the desert of bodies and people and momentarily was quite alone and unattended. I managed to scramble aboard and, although not being very strong physically, I had the knack, which is a good substitute for strength, learnt probably in my long years of hauling ropes and walking round windlasses in windjammers, and managed to get the canvas cover off and the sides, which were also canvas, up into position by hauling at the thwarts, one at a time. Just as I was completing this, a hand came over the rail or gunnel which I grabbed. It turned out to be Fred Perry [sic: Joseph Parry], one of the seamen. He did not seem to be injured although he was very, very sick, probably from some blow. However, he joined me in the boat, and we proceeded to collect as many people from the water as was possible; many of them we had to go out and collect as they were in danger of sinking. Others managed to get to the boat side and we hauled them aboard ...

... By the time our collapsible boat had got about eighty people in it which was really the limit it could carry, probably a little over, the problem crossed my mind what to do and looking around I saw in the distance the smoke of some craft approaching. There were also a couple of South Irish fishing boats which had come up by this time, and so, getting the oars out with the help of those able-bodied passengers, we pulled over. Before steering for the trawler which turned out to be the *Indian Empire*, I had been steering towards one of the Irish fishing drifters which were picking up people, but deciding that the steam trawler would certainly make the port of Queenstown before the drifters, I altered course and went off to intercept *Indian Empire* ...

By half past three we got all the people out of our collapsible boat on to *Indian Empire*. Quite nearby was an upturned lifeboat with eighteen or twenty people sitting on the upturned bottom, so we took our collapsible boat over, with the help of two of the crew of *Indian Empire* and picked up these people, together with others who were still floating. We did not know if they were alive or not; it turned out in this case that they were. We took them to *Indian Empire* and then boarded her ourselves. In the meantime, she had been picking up survivors from the water, the lifeboats, improvised rafts, one or two collapsible boats, on both sides, and in no time had three or four hundred people aboard.

The Captain, supported by this time by the arrival of other rescue craft, turned the bows of *Indian Empire* for Queenstown. In the meantime, I was wondering what had happened to my brother, Jo Elliott, and all my shipmates from sailing days as, apart from joining my brother in No.1 boat, before *Lusitania* went down, I had not caught a glimpse of hair or hide of any of them. Two of them had been with me down in the luggage room and I was in no doubt what had happened to them ...'

Happily, the brothers were re-united at Queenstown, and took a train to Dublin before embarking on a ferry for Holyhead, thence journeying on to Liverpool and the family home in Leeds.

It was at the subsequent Court of Inquiry held at Caxton Hall that details of Leslie's bravery emerged, leading to his award of the Sea Gallantry Medal in silver.

Subsequent career

He subsequently enrolled at nautical college to study for his Board of Trade Second Mate's Certificate and, duly qualified, served in the cargo steamer *Tyrian* in the Mediterranean and in the liners *Corinthian* and *City of Florence*.

He was still serving in the latter ship when she was torpedoed and sunk by the *UC-17* 200 miles off Ushant on 20 July 1917: after being in an open boat for four days, the captain and his crew were rescued by the destroyer H.M.S. *Midge*.

Later that year, Leslie was commissioned as a Sub. Lieutenant in the Royal Naval Reserve and he went on to witness active service in the armed merchant cruiser *Ophir*, including in the Far East.

Post-war, he returned to the merchant service and was mainly employed by the Blue Funnel Line out of Liverpool. He published his autobiography *The Long Wake* in 1968, by which time he was a well-known broadcaster on a radio and television, particularly in respect of the *Lusitania*. He died on 22 September 1968, aged 71.

x146 Pair: Major G. D. Oulster, 11th Battalion Canadian Expeditionary Force, late 100th (Winnipeg Grenadiers) Regiment, Non-Permanent Active Militia of Canada, who was awarded the Russian Order of St. Anne in 1918



British War Medal 1914-20 (Major G. D. Oulster.); Russia, Empire, Order of St Anne, 3rd Class breast badge by *Keibel, St Petersburg*, gold (56 zolotnik) and enamel, court stamp and maker's mark to reverse, gold mark to suspension ring, with later loop suspension, *cracks to the enamel centre of the second otherwise good very fine* (2)

£600-800

Order of St. Anne, *London Gazette* 14 January 1918:

'For distinguished service rendered during the course of the campaign.'

Gordon Dixon Oulster was born in Toronto, Ontario on 12 September 1889 the son of Mrs. S. Martin of Hawkestone, Ontario. He joined 'A' Company, 52nd Regiment of the Non-Permanent Active Militia of Canada at Prince Albert, Saskatchewan on 8 May 1913. Having been commissioned Lieutenant he requested a transfer to the 100th (Winnipeg Grenadiers) Regiment, Canadian Infantry on 4 August 1914, having spent much of his time in that city. Mobilised for active service only a few days later on 12 August 1914, Oulster joined the 11th Battalion, Canadian Expeditionary Force at Valcartier on 23 September 1914 and embarked for England early the following month.

His first posting was to the Sub-Record Office at Shorncliffe where he was promoted Captain on 1 May 1915; a letter written in 1935 refers to Oulster as 'a Staff Captain to Brigadier General J. W. Carson' from this date. Carson had commanded the first C.E.F. advanced party and had remained in Britain as a Special Representative. Despite his advancement Oulster's health had begun to suffer and he had repeated spells in hospital suffering with broncho-pneumonia, ptomaine poisoning, and hypertrophy tonsillitis.

Posted back to Canada for his health on 12 May 1917, being labelled as permanently unfit he was seconded to the Military Service Branch on 12 July 1917 for service with the Imperial Munitions Board. Despite his ill-health Oulster's services had been invaluable to the war effort and his name came to the attention of the Secretary of State for War along with the award of the Russian Order of St. Anne. He was demobilised in June 1919 but his ill health continued and he died at Toronto on 30 September 1935 at the young age of 46; sold together with copied research comprising correspondence, service papers and Army Lists as well as photographs and an obituary for Major G. D. Oulster, M.C.

147 **Pair: Lieutenant T. D. Kenion, Herefordshire Regiment attached 23rd Battalion, Cheshire Regiment**

British War and Victory Medals (Lieut. T. D. Kenion.), *good very fine* (2)

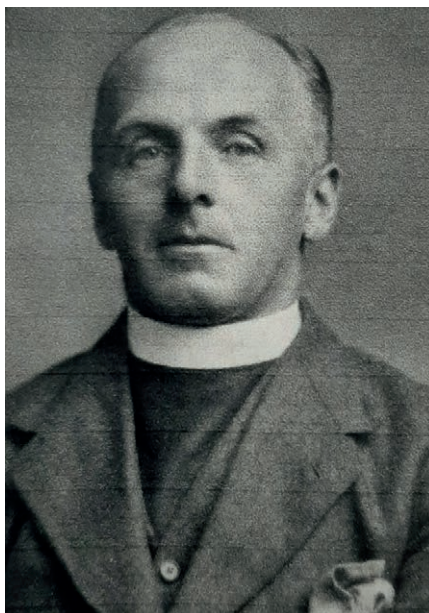
£100-140

Thomas Dawson Kenion was born at Rochdale in 1883 and was educated at Denstone College, Uttoxeter and Worcester College, Oxford. Kenion was an Assistant Master at Barnard Castle School by 1911 and was commissioned 2nd Lieutenant in the Herefordshire Regiment in September 1915. Promoted Lieutenant in July 1917, he served in France with the 23rd Battalion, Cheshire Regiment from 21 May 1918. That Battalion were formed at Happisburgh, Norfolk in January 1917 and shared in the Battles at Messines, Bailleul, Kemmel Ridge, Scherpenberg, Selle and Valenciennes. It ended the Great War at Roubaix. Kenion returned to Barnard Castle and was appointed Lieutenant in the Junior Division OTC. He died on 16 October 1946 and left an estate of some £82,000, donating funds to the Boys Orphanage at Sunderland.

148 Pair: Reverend P. F. Foottit, Royal Army Chaplains Department, who was nicknamed the 'Duckboard King' for his eccentric habit of riding a motorcycle over trench duckboards at high speed; he was also a talented artist who painted many watercolours of the trenches and No Man's Land

British War and Victory Medals (Rev. P. F. Foottit.), *good very fine* (2)

£140-180



Percival Frederick Foottit was a graduate of Durham University and later Lincoln Theological College. Having been ordained in 1912 he became a Curate in the Diocese of Bristol and joined the Royal Army Chaplains Department in 1917. Serving in France from 20 May 1918, he served in the trenches, where his odd blend of watercolour painting and thrill-seeking high-speed adventures earned him his affectionate nickname.



Continuing in service until 1920, Foottit returned to Bristol and was made Rector of Burton Pedwardine the next year, a position he held until 1930. As his father and grandfather had both been Rectors of this parish it was his 'gift' - although unusually he left in 1930 only to return in 1936: it is uncommon for Rectors to patronise the same parish twice. Foottit died in 1961; sold together with copied research comprising photographs, an *M.I.C.* and a typed biography.

149 Pair: **Captain L. G. Locket, Royal West Kent Regiment**

British War Medal 1914-20 (Capt. L. G. Locket.); Territorial Force War Medal 1914-19 (Lieut. L. G. Locket. R. W. Kent R.), both mounted as worn and housed in a fitted *Birch & Gaydon, London* leather case, *nearly extremely fine* (2)

£300-400



Lionel Gardner Locket, a native of Edenbridge, Kent, was born on 9 April 1892 and was educated at Clifton College and was a clerk by trade. His family were also involved in coal and in 1922 Gardner, Locket & Hinton Limited merged with Charrington's to form Charrington, Gardener, Locket & Co. Limited. He served as a Lance-Corporal in the 4th (Territorial) Battalion, Royal West Kent Regiment and was commissioned 2nd Lieutenant in June 1911, serving in India with the unit from October 1914 and was promoted Captain in June 1916 (British War Medal only). Initially shipped to Bombay, they went up-country to Jubbulpur and were at Baragha Camp, participating in intense training but also enjoying a fair amount of sports.

Returned home, he lived at Hookwood House, Limpsfield, Oxted and became a Director of the family firm. Listed as an Air Raid Warden in 1939, he was on the Council of the British Coal Utilisation Research Association in 1956 and died at Torquay, Devon in December 1977; sold together with copied research, including extracts from *The Queen's Own Gazette* which feature the recipient.

For the Medal of his brother, please see Lot 54.

150 Three: **Able Seaman & Quartermaster R. Martins, Merchant Navy, who whilst a civilian Fireman was decorated for saving a Scottish terrier from a house fire in Salcombe in 1935**



British War and Mercantile Marine War Medals (Robert Martins.); National Canine Defence League, Silver Medal, the reverse engraved 'To Robert Martin [sic] for Saving a Dog 1935', *good very fine* (3)

£240-280



Robert Martins was born at Salcombe on 8 December 1896. A Merchant Seaman by trade, with the outbreak of the Great War he enlisted in the Coldstream Guards on 29 August 1914. He was discharged medically unfit just two months later on account of severe attacks of malaria, contracted during his time in Java with the Merchant Navy - thus he returned to sea during the conflict.

He showed superb bravery in his native Salcombe in 1935:

‘A red glare reflected through the tree was the first alarm signal. Mr W. G. Cook of Whinfield, a house higher up the hill from Fairmount saw it early yesterday morning and thought it was a bonfire. The growing intensity of the light and an ominous crackling, accompanied by clouds of smoke warned him that it was a serious fire. He telephoned Con. Honeywell who is the fire officer of Salcombe.

Almost simultaneously Mrs Newman, who was sleeping in a room on the upper floor was awakened by the fire and called her daughter just as part of the tiled roof crashed down, the flames having already gained a hold on two of the upper rooms.

Mrs Baldwin’s first thought was for her mother. Aided by Mr Baldwin she carried her mother, who is an invalid, down the stairs and placed her in the care of neighbours, and then telephoned for the police.

The siren was sounded at 5:51am and within a quarter of an hour the Salcombe Fire Brigade, in the charge of Mr A. Laphorn Junior, was pumping water from a hydrant on the waterfront, hoses stretching up the hillside. Owing to the steepness of the cliff on which the house was situated, it was impossible to play the hoses on the fire from the ground level, and firemen carried their hoses up the hill between the tree and fought the flames through the roof of the house. To prevent flames setting fire to the undergrowth and communicating the blaze to neighbouring houses, firemen deluged the trees with water.

By this time the twelve rooms in the house were full of flames, and tiles showered down from the roof and verandas into the garden. Mr T. Cheeseman, who is employed by Mr Baldwin as a boatman and gardener, succeeded in salvaging some of the silver, and books from the library were retrieved by the firemen and thrown out on to the terraces.

Some of the occupants clothing was thrown out from the upper rooms, but became ignited by the falling timber and hot tiles. At this stage a dog was heard barking in the upper part of the house. There was difficulty in locating the animal's cries above the roar of the flames, but it was found the dog, Mr Baldwin's Scotch terrier, had been trapped in the bathroom. Mr Robert Martin, a member of Salcombe Sailing Club, clambered on to the roof and lowered himself on the bathroom window-sill. He smashed the glass, cutting his hand badly in doing so, entered the room through the smoke, and returned with the dog in his arms, to the cheers of the crowd.

When the fire had gained a hold on the whole house, the heat was so intense that leadwork on the building melted. Sergt Redwood, Con. Honeywell and Con. Sedgemore kept the crowd back from the danger zone where timbers and slates were crashing to the ground.

It was 9am before the fire was under control and by that time only the fabric remained, ceilings, floors and staircases having collapsed and beds and furniture crashed from upper floors to the ground, and the roof was completely demolished.

Even at nightfall yesterday the building was wreathed in clouds of steam, where the smouldering timbers subsided into pools of water. Telephone wires attached to the outer wall were, however, still unbroken and in the sitting-room pictures, slightly charred, remained on the walls amid the debris of broken beds, twisted gas pipes and derelict furniture.

The origin of the fire is unknown. It started in a spare room on the upper floor next to that occupied by Mrs Newman.'

Martins was duly rewarded with his Silver Medal and died at Kingsbridge in 1988; sold together with copied research.

151 Three: **Shipwright First Class W. Patmore, Royal Navy**

British War Medal 1914-20 (M.6382 W. Patmore. Shpt. 3 R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (M.6382 W. Patmore. Shpt. 1 R.N.); Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (M.6382 W. Patmore. Shpt 1. H.M.S. Hood.), mounted as worn, *contact marks and edge bruising, nearly very fine, the NGS better* (3)

£140-180

Walter Patmore was born in Portsmouth on 25 August 1898, and joined the Royal Navy as a Boy Shipwright on 18 July 1913, serving during the Great War on the books of *Victory II*. He transferred to *Hood* on 16 January 1931, was advanced to Shipwright First Class on 6 August of that year, and was awarded his Long Service and Good Conduct Medal on 15 September 1931. Transferring to *Ajax* on 16 April 1935, he served in her in connection with the military operations on and off the coast of Palestine, before being shore pensioned on 24 August 1938.

152 Three: **Private S. Ormson, South Lancashire Regiment**

British War and Victory Medals (202016 Pte. S. Ormson. S. Lan. R.); Efficiency Medal, Territorial, G.V.R. (3647794 Pte. S. Ormson. 4-P. W. Vols.), mounted as worn, *minor polishing, contact marks, very fine* (3)

£100-140

Sidney Ormson was born at Warrington, Lancashire on 4 August 1896, the son of Richard and Clara Ormson of 3 Quay Fold, Warrington. Enlisting with the South Lancashire Regiment during the Great War, Ormson suffered a gunshot wound to the right foot in 1917. *The Warrington Guardian*, 7 July 1917 states:

‘Private S Ormson of the South Lancashire Regiment whose home address is 6 Ernest Street, Warrington has been wounded in the right foot (Gunshot wound) and is in hospital at Brook House, Burnage. In civil life he is an employee of Messers W D Houghton and Co, Sankey Wire Mills. Joining the Forces in August 1915, he has been at the front since January last. He was educated at Heathside School and attends the Working Men’s Mission, Bank Quay’

After the war Ormson remained a member of the Territorial Army, joining the Reserve battalion of his old regiment whilst also working for the Warrington Highways Department. He died at Whitecross Hospital, Warrington on 5 December 1958 and was survived by his wife Lilly Ormson of 6 Ernest Street, Warrington; sold together with copied research comprising pension documents, *M.I.C.* and newspaper extracts from the *Warrington Guardian* as well as Baptism and Death certificates.

153 **The campaign group of three awarded to Lady Guernsey, French Red Cross, who served in France from December 1914**



British War and Victory Medals (Lady G. C. G. Guernsey.); France, Republic, Medal of Reconnaissance, silver issue, the reverse attractively engraved ‘Lady Guernsey’, mounted as worn, *very fine* (3)

£500-700



Gladys Cecil Georgina Guernsey, Lady Guernsey, was the second daughter of the 2nd Baron De Ramsey and was married in 1907. Despite the death of Lord Guernsey, Lady Guernsey was clearly keen to give her contribution to the war effort and served on the Western Front with the French Red Cross from December 1914. Her six-year-old son was left at school and in the care of relatives.

She became a Directrice of the Fecamp Hospital and is further mentioned in Laurence Binyon's *For Dauntless France*. At the end of the Great War, it decreed that the 1914 and 1914-15 Star should only be awarded to Nursing Staff who had attended to British wounded - thus, in spite of arriving in France in December 1914, Lady Guernsey only received the Pair, which were claimed in 1925, besides her French award.

Her image, together with many of her comrades, was sketched by Henry Lamb whilst at Fecamp and is for sale via the Messum Gallery, London. She also features in the diary of Edith Elizabeth Appleton, who mentioned her on 22 May 1916:

'Sunday yesterday - went to early & evening services. Glorious day - we were duly inspected by Princess Victoria - Princess Christian's daughter. I hope she is not a spy - having a brother with the Germans - does put one off her a bit. She seemed to like everything. The V.A.D. Chauffeurs - lined their convoy of cars up - & stood by them - in the square - & were the first visited. P.V. shook hands with them all - & they made their curtsies to her. Lady Guernsey & two other ladies were with her. Poor little L. Guernsey - is a charming young thing. She lost her husband at the beginning of the War - & has been running a French hospital at Fécamp ever since. After the inspection they all came to tea with us. Princess V. & the 3 ladies with her - Miss McCarthy, Col. Jenkins - a Staff Officer, the A.D.M.S., our C.O., & about 6 M.O.s. The V.A.D. drivers - & a bunch of us.'

For the Medals of her late husband, please see Lot 89.

154

Six: Lieutenant H. S. Denton, Royal Signals, late Gloucestershire Regiment, who sang in the choir at the Coronation of H.M. King George V and went on to see service in both World Wars

British War and Victory Medals (Lieut. H. S. Denton.); Defence and War Medals 1939-45; Coronation 1911; Territorial Decoration, G.V.I.R., officially dated '1951' to the reverse, mounted as worn, *minor contact marks, very fine* (6)

£240-280



Harold Sidney Denton was born on 24 April 1897 at Barton Regis, Gloucestershire, the son of Lillian and The Reverend Sydney Denton of 5 Rokes Avenue, Bristol. Educated at St. Michael's College, Tenbury he achieved the position of Senior Chorister before matriculating to King's School Worcester as a King's Scholar. It was around this time that Denton served as a chorister at the Coronation of George V: he left a handwritten description (included with the Lot) of his experience which states:

'At about 11 o'clock Parry's anthem "I was glad" was sung, the "Vivats" of the Westminster boys being included in this, they were sung as the Queen passed by and repeated in the King's procession. I could see the King and the Queen kneeling at the faldstools in the Litany. I could not see the crowning or the anointing as there was a great pillar in the way. I saw the King sitting in St. Edwards chair. After the Ceremony was over I saw the King and Queen splendidly as they walked down the nave.'

The final step of Denton's education was Sidney Sussex College, Cambridge, as an Organ Scholar.

On the outbreak of the Great War he was commissioned 2nd Lieutenant from the Cambridge University Officers' Training Corps on 4 January 1916. Joining the 4th (City of Bristol) Battalion, Gloucestershire Regiment, Denton served in France from 25 July 1916. Here he saw heavy fighting, particularly during the withdrawal from the German Spring Offensive of 1918. He wrote of his experiences to his parents:

'We had our H.Q. in another village, but we did not stay there long but went into a sunken road. I snatched about an hour's sleep that night. Next morning the Colonel was wounded, I saw him hit; we were being shelled with shrapnel. Later on the Bosche got round our flank and we came under heavy machine gun fire, and another fellow and I lay down behind the stump of a tree for about half an hour with the bullets spraying the ground all round us. Eventually we got away, and got into a village about 6 p.m. but left there and went to another.'

Demobilised after the war, Denton was employed as a teacher and took a place teaching mathematics at his Alma Mater, St. Michael's College, Tenbury. Moving on to Red House as a Classics teacher in 1922, it wasn't until 1924 that he was able to return to his passion for music, taking a role as Music and Classics teacher at Chigwell School. Proceeding from there to become Director of Music at Denstone College and Warden of the Music Master's Association, whilst at Denstone the Second World War broke out and Denton returned to the colours - this time as a Lieutenant with the Royal Signals - seeing service in West Africa. Leaving Denstone not long after the end of the Second World War Denton became an Examiner for the Associated Board of the Royal Schools of Music, also touring India and New Zealand between 1948-49. Remaining an Examiner he joined Trinity College of Music, although he continued to tour as a musician in his own right.

Denton remained in the Territorial Army and was awarded the T.D. (*London Gazette* 15 June 1951, refers) as a Lieutenant in the Royal Signals. A member of the M.C.C. and the Late Casuals Football Club, he died at Bristol on 8 September 1965.

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

- i)
A handwritten account of the Coronation of George V (somewhat distressed) with a typed copy.
- ii)
Typed letter from the recipient to his parents outlining his experiences during the German Spring Offensive (somewhat distressed) with a typed copy.
- iii)
Letter from the Assistant Keeper of the Privy Purse confirming the attendance of Mr Harold Sydney Denton at the Coronation of King George V, dated 21 February 1972.
- iv)
Three photographs of the recipient in uniform, one with 'W. Africa' written on the reverse.
- v)
A typed copy of the recipient's C.V.

155 **Seven: Stoker Petty Officer H. Nixon, Royal Navy, late Private, East Yorkshire Regiment, who was aboard *King George V* for the sinking of the *Bismarck***

British War and Victory Medals (30370 Pte. H. Nixon. E. York. R.); Naval General Service 1915-62, 1 clasp, Palestine 1936-1939; 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R. (K.59798 H. Nixon. Sto. 1, H.M.S. Vernon.), mounted as worn, *nearly very fine* (7)

£240-280

Harold Nixon was born at Loughborough on 9 April 1899 and during the Great War served in France with the 11th Battalion East Yorkshire Regiment, being severely wounded in the left thigh in April 1918.

Recovered from his wounds, Nixon joined the Royal Navy on 29 May 1919. He served off the coast of Palestine (Medal and clasp) and, having been awarded his L.S. & G.C. in August 1932 from 12 January 1940 served at the Coastal Forces base *Skirmisher* until 28 June 1940. Nixon thence served aboard *King George V* (from 1 October 1940) and was invalided from the Royal Navy on 16 November 1943. During this period he would have shared in the transit of Lord Halifax to Annapolis; provided cover fire for the raids on the Lofoten Islands; and also engaged the *Bismarck* on 27 May 1941.

At 0914hrs *King George V*, at 12,000 yards, had opened fire with her 5.25-inch guns, and *Rodney* had moved to 8,500ñ9,000 yards. At 0927hrs a shell hit *Bismarck*, penetrated the hydraulic machinery in turret 'Anton', and disabled it, which caused the guns to run down to maximum depression. Her topsides were wrecked, and a large fire burned amidships. After firing steadily for over 30 minutes without any problems, *King George V* began having trouble with her main battery, and from that point onward every gun missed at least one salvo due to failures in the safety interlocks for antirash protection and from ammunition feed jams. At 1021hrs, with *Bismarck* silenced and obviously sinking, Admiral Tovey detailed the cruiser *Dorsetshire* to deliver the *coup de grace* with torpedoes. *King George V* fired 339 x 14in. and over 700 5.25in. shells during the action.

Sold together with an H.M.S. *Resolution* bronze Medal, engraved to the recipient.

156 **The campaign group of seven awarded to Second Steward J. F. Williamson, Australian Merchant Navy, late Hospital Attendant, Merchant Navy, a medical orderly of the 2/2nd Australian Hospital Ship *Wanganella* and one of a handful of Australian military personnel awarded the Italy Star**

British War and Mercantile Marine War Medals (John F. Williamson.); 1939-45 Star; Pacific Star, clasp, Burma; Italy Star; War and Australia Service Medals 1939-45, these last five all officially impressed 'J. F. Williamson. M.N.', mounted as worn, *good very fine* (7)

£500-700

John Freeling Williamson was born on 23 September 1895 at Leicester and during the Great War served as a Hospital Attendant in the Merchant Navy, with his Medals being issued in March 1920.

Upon the outbreak of the Second World War, he served for the duration aboard the *Wanganella* from 3 September 1939-31 December 1945. The *Wanganella* had a particularly distinguished wartime record, steaming over 250,000 miles and carrying a total of 13,385 passengers. Converted for use as a hospital ship in May 1941, she made her first voyage that July when she transported 2/13th Australian General Hospital to Singapore.

She then made three trips to collect wounded from the Middle East, and experienced some near misses when Port Tewfik was bombed during the first voyage. Then in May 1942 she made her first run to New Guinea, thus setting in motion an alternate sailing programme to the two battlefronts over the coming months, in addition to repatriating wounded New Zealanders.



In March 1944, she was ordered to Bombay, and consequently found herself dealing with numerous casualties following a massive explosion in an ammunition ship - at one time three miles square of the port was ablaze and some 20 ships were damaged, resultant casualties keeping *Wanganella's* medical teams at work for 36 hours without respite.

Next ordered to the Mediterranean, *Wanganella* undertook two trips to Taranto, where medical teams were landed to collect wounded New Zealanders in May 1944. Williamson, clearly among them, subsequently qualified for the Italy Star, one of just 83 such awards to Australian military personnel.

His final wartime voyages in *Wanganella* involved collecting ex-P.O.Ws from the Far East - 'the condition of these unfortunate people was pitiable, and was eloquent of the brutalities of a barbaric enemy. The hearts of the whole ship's company were touched by their plight, and everything possible was done to help them.'

His Medals were applied for in February 1948; sold together with his riband bar and copied research.

157

Eight: Shipwright E. W. Polten, Royal Navy

British War Medal 1914-20 (M.33846 E. W. Polten. B. Shpt. R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (.33846 E. W. Polten. Shpt. 1. R.N.); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Burma Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R., (M.33846. E. W. Polten.Shpt. 2. H.M.S. Pembroke.), mounted as worn, *some contact marks and edge wear, particularly to the last, very fine* (8)

£160-200

Ethelbert William Polten was born at Strood, Kent on 24 September 1902 and enlisted with the Royal Navy as a Boy Shipwright on 1 August 1918. Appointed Shipwright Class V on 3 August 1923, Polten was posted to H.M.S. *Benbow* on 8 September of that year.

He saw further service with the heavy cruiser *Hawkins*, the monitor *Marshal Soult* and County Class *Shropshire*.

Posted to H.M.S. *Emerald* as Shipwright Class I on 22 April 1937 he was further transferred to the heavy cruiser *Cumberland*, prior to the outbreak of Second World War, on 2 March 1939. At the time *Cumberland* was stationed with 2nd Cruiser Squadron as part of the South American Division. Forced to refit at the Falkland Islands she was unable to participate in the Battle of the River Plate but nevertheless played a role in blockading the *Admiral Graf Spee* in Montevideo harbour.

Transferring to South Africa, *Cumberland* joined the hunt for *Raider E* - the merchant auxillary *Thor* - before being charged with a role in Operation Menace. Here an Allied fleet attempted a landing at Dakar, Senegal, backed by a powerful fleet. The action proved to be a disaster with the Allied hope that Charles De Gaulle could persuade the Vichy garrison to change sides proving to be false. *Cumberland* was heavily damaged during the fighting by the powerful naval guns mounted in batteries on shore.

Cumberland joined the 1st Cruiser Squadron in escorting Arctic Convoys before being transferred to the Far East. Here she took part in a number of raids in Sumatra earning the battle honours 'Sabang 1944' and 'Burma 1945'. Polten was demobilised on 3 November 1945 at H.M.S. *Pembroke*; sold together with an original line-book named to 'E. W. Polten Boy Shipwt.' and copied service papers.

- 158 Eight: **Shipwright A. A. Begg, Marine Fleet Auxiliary and Merchant Navy**
 British War and Victory Medals (A. A. Begg. Shpt. M.F.A.), *test mark after unit on VM*; Mercantile Marine War Medal 1914-18 (Andrew A. Begg); 1939-45 Star; Atlantic Star; Pacific Star, clasp, Burma; Italy Star; War Medal 1939-45, *good very fine* (8) £140-180

Andrew Arnott Begg was born at Ayr in 1890 and lived at Troon. He served in both of the World Wars with particularly varied service in the latter conflict; sold together with copied research.

Sold by Order of a Direct Descendant

- 159 **The scarce Order of Merit of Nawanagar State pair awarded to Captain R. C. Thomas, Royal Army Medical Corps, later Chief Medical Officer to Nawanagar State**
 British Red Cross War Service Medal; India, Princely States, Nawanagar State Order of Merit, First Class Medal, frosted gold (15 carat) with 'FIRST CLASS' clasp, hallmarks to reverse, *good very fine* (2) £500-700



Rufus Clifford Thomas was born at Llantwit Vale, near Pontypridd, in June 1889 and was educated at Christ College, Brecon, University College, Cardiff and the Westminster Hospital. After qualifying MRCS and LRCP in 1915, he would serve with the Royal Army Medical Corps on the Western Front (British War and Victory Medals issued in September 1927).

During 1927, he was appointed Chief Medical Officer to Nawanagar State, which was ruled by the famous cricketer Maharajah Jam Saheb of Nawanagar, Ranjit Sinjhi. The relationship was clearly a good one, for Thomas was afforded a 'company car' whilst in post - nothing less than a Rolls Royce.

The Order of Merit was instituted during the Great War and conferred sparingly in three Classes; sold together with an original photograph of the recipient by *J. Williams, Newport*. An article on this group featured in Issue 44, Winter 2022 edition of the *Insider* magazine, by *Spink*.

For his miniature dress Medals, please see Lot 491.

- 160 Eight: **Lieutenant-Commander L. D. B. Kenny, Royal Navy, who survived the sinking of H.M.S. *Thanet*, being lucky to escape ashore as all those who were captured by the Japanese Navy were handed over to the Army and subsequently massacred on 31 January 1941**
 Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (Lt. L. D. B. Kenny. R.N.); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Burma Star; Italy Star; Defence and War Medals 1939-45, mounted as worn, *minor pitting, very fine* (8) £240-280

Lionel Desmond Bryan Kenny was born at Plymouth on 24 September 1911, the son of Lillian and Surgeon-Captain Edward Kenny, Royal Navy. Entering the Royal Navy as a Cadet on 1 January 1929 and commissioned Midshipman on 9 September 1929, his first posting was to the battleship *Emperor of India*. He served aboard a number of vessels including *Tiger* and *Malaya* before attending a course at the Royal Naval College, Greenwich and, on its completion, being promoted Sub-

Lieutenant on 1 September 1939. Assigned to the destroyer *Crescent* and later the cruiser *Delhi* Kenny was further advanced Lieutenant with her on 1 September 1934. Still with *Delhi*, Kenny saw service off the coast of Palestine (Medal & clasp).

Promoted 1st Lieutenant on H.M.S. *Wanderer*, Kenny was in this rank on the outbreak of the Second World War while aboard the S-Class destroyer *Thanet* on the China Station. She remained 'out East' after the declaration of war with the intention of intercepting German shipping in the region and was still there when the Japanese declared war on Britain. As the need for warships in the East had now increased, *Thanet* was transferred to Singapore where she began to undertake escort duties.

Paired with the Australian destroyer H.M.A.S. *Vampire*, she was given orders to intercept a Japanese invasion force believed to be headed for Malaya. However when *Thanet* and her consort headed towards the Japanese ships off Endau on 26 January 1942 they discovered that their intelligence had been wrong; rather than an exposed transport fleet they were opposed by a powerful squadron of warships led by the cruiser *Sendari* backed by three destroyers.

The Japanese vessels opened up on the outnumbered Allied ships and quickly bracketed *Thanet* with a heavy fire, focusing upon her at the expense of allowing *Vampire* to escape under cover of smoke. Without the support of her consort and massively outgunned, *Thanet* was soon in dire straits with her engine room taking a heavy hit. Lieutenant-Commander Bernard Davies saw that his ship was doomed and aimed for the shore, managing despite all the odds and still under heavy fire to beach her. One officer and 30 ratings from *Thanet* had either abandoned ship or been thrown into the water and they were picked up by the *Sendari*. A further five officers - including Davies and Kenny - escaped overland with 61 ratings and members of an aircraft they had rescued after a ditching. They were the lucky ones - those men plucked from the water were handed over to the Japanese Army and never heard from again; it is believed that they were executed in revenge for Japanese losses during the Battle for Malaya.

After a truly gruelling 100-mile trek through the jungle, the crew made it to Singapore and from there they were shipped home - fortunately escaping the horrors of the siege and fall of that city, which was yet to come. It is not hard to imagine that Kenny must have breathed a sigh of relief upon leaving the East, not knowing how much hard fighting still lay ahead of him. Next posted to the cruiser *Sirius* in August 1942, that same month she took part in Operation Pedestal, the effort on the part of Force Z to push a convoy of supply ships through the Axis forces blockading Malta.

Leaving Gibraltar on 10 August 1942 the task force soon came under heavy attack by a mixed force of aircraft, submarines and torpedo boats. Six transports made it through - however the losses were high with the carrier *Eagle*, cruiser *Manchester* and destroyer *Foresight* also being lost. Most, if not all, of the escorts suffered damage and *Sirius* was no exception. Kenny must have performed admirably as he was soon promoted Lieutenant-Commander, on 1 September 1942.

Assigned ashore to *Cormorant* and later *Royal Arthur*, Kenny was soon to return to sea aboard the escort carrier *Stalker* which he joined on 17 December 1942. Taking part in operations in the Aegean with her - intended to isolate the German garrisons there in order to allow Allied offensives in the area - later he was to head East again with her as part of the British force assembling to invade and retake Singapore.

Remaining in the Royal Navy after the end of hostilities, his next posting was at the shore establishment at *Scotia*, a signal training school. Next sent to the cruiser *Birmingham*, as Executive Officer, Kenny was aboard her between August 1948-May 1950. Finally retiring on 24 September 1956 from the base *Pembroke*, Chatham, he joined the Inland Revenue and additionally became verger of his local church. Making his home in central London, he died there as a result of a heart attack on 1 December 1977; sold together with a typed biographical note along with copied research including a *London Gazette* extract, Navy Lists and copied service record as well as histories of H.M.S. *Thanet*, *Sirius* and *Stalker*.

161 **A pre-war Palestine and Second World War group of eight awarded to Stoker Petty Officer W. J. A. Parr, Royal Navy, a Channel Islander who witnessed extensive service in the Mediterranean**

Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (K. 66933 W. J. A. Parr, A.L. Sto., R.N.); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (K. 66933 W. J. A. Parr, A./S.P.O., H.M.S. Linnet), *good very fine or better* (8)

£180-220

William John Alexander Parr was born in Grouville, Jersey on 17 November 1906 and entered the Royal Navy as a Stoker 2nd Class in September 1925. Having then witnessed active service off Palestine in H.M.S. *Ajax*, he joined the recently launched coastal minelayer Linnet in December 1938.

As it transpired, he remained actively employed in the *Linnet* for the duration of hostilities, one London evening paper describing her as ‘the happiest ship in the Mediterranean’ during the period of her captaincy under Lieutenant Richard Homewood, R.N., who held that post from her commissioning through until May 1944.

She played a valuable part in the North African and Italian campaigns and was temporarily beached after having struck a mine on 1 November 1943. She was towed to Naples by the U.S. rescue and salvage ship U.S.S. *Extricate* and Homewood and his crew were commended for their actions on that occasion.

Owing to the *Linnet’s* capabilities to operate in coastal waters - and Homewood’s reputation for navigation - she is also believed to have been involved in clandestine operations, delivering arms and agents to occupied territories.

Live camera footage of Homewood and his crew at work is likely to be found in the Imperial War Museum film archive (ADM 365), the content of the relevant reel being described thus:

‘Minelaying. LS off the port bow of HMS *Plover* steaming in a choppy sea. Onboard the camera ship (either *Linnet* or *Ringdove*) the Captain and his First Lieutenant consult a chart. MS along row of Mark XVII mines on the mine deck - one is decorated with a drawing of Popeye with a speech balloon declaring “ARF ARF”. Crewmen secure the mines to their sinkers - CU as one man connects the battery before replacing the cover bung on the top of the mine. HA from the deck as mines move along the rails towards the stern, and a view through the stern doors as a mine drops into the sea. Another ship (possibly a M Class minelayer) is close by, laying from an open deck. Views from the weather and mine decks as the mines are dropped astern, bobbing up briefly in the ship’s wake. Cut to scenes of life onboard - issue of the rum ration, ship’s cat drinking from a saucer (hopefully filled with milk), two men carrying food up from the galley in oven tins, the ship’s orchestra (four accordions and drums), and two rather refractory mascots - the cat and a fox cub.’

Parr, who was awarded his L.S. & G.C. Medal in August 1940, was pensioned ashore in July 1947 and died in Portsmouth in May 1986.

162

Pair: Captain R. A. Hitchcock, Worcestershire and Sherwood Foresters Regiment



General Service 1918-62, 1 clasp, Malaya (2/Lt. R. A. Hitchcock. Foresters.); Abu Dhabi, Defence Force 1966-76 Medal, unnamed as issued, mounted as worn by *Spink & Son*, together with a further pair of full-size *copy* medals, also by *Spink & Son*, minor contact marks to first, *about very fine* (2)

£240-280

Perhaps the best account of Robin Anthony Hitchcock’s service can be found in his obituary, as published by the website of the Worcestershire and Sherwood Foresters Regimental Association:

‘Captain Robin Anthony Hitchcock died on 8th April 2022 in Ipswich Hospital aged 83. Robin Hitchcock was born on 25 May 1938 and after leaving school he joined the Hampshire Regiment and then was selected for officer training at the Royal Military Academy Sandhurst. He was commissioned into The Sherwood Foresters in August 1958, joining the 1st Bn in Malaya as a Platoon Commander in the last years of the Malay Emergency. He held the GSM clasp Malaya and the Pingat Jasa Medal. He stayed with the battalion on its return to Crookham as an Anti-Tank Platoon Commander and then moved with the battalion on its posting to Holywood, Belfast. During this tour Robin transferred to the Sultan’s Armed Forces (SAF) in Muscat, Oman serving as a temporary Major in Suwayhan, a desert outpost between Abu Dhabi and Al Ain. He returned to the 1st Bn in Colchester in 1965 as a Company 2i/c then, when the 1st Bn moved to Munster in Germany in their role as a Mechanised Infantry Battalion, he became Adjutant. The Battalion re-equipped with new AFV432 Mk II’s as part of 6 Mechanised Brigade. During this period Robin was remembered as a colourful character and those who knew him well will have many tales to tell. On leaving the Army in 1968 prior to amalgamation he joined the Abu Dhabi Defence Force. After this he joined Brinkmann Tobacco, the German part of Rothmans Group in Hamburg before joining Carreras Rothmans in Bahrein in 1972. He then moved to Saudi Arabia as the Country Manager based in Jeddah, before working directly for Ali Zaid Al Quraishi, the Carreras Saudi Distributor. On retirement he moved to East Suffolk and lived in Iken and then Boyton where he was a British Legion representative doing much for the Suffolk Branch of the British Legion with General Sir Pat Howard-Dobson.’

It has been suggested that, given the recipient’s interests in the Middle East, that he may have been in the employ of the Foreign Office at one stage or another.

- 163 The General Service Medal & Queen’s Commendation for Valuable Services in the Air awarded to Squadron Leader J. W. A. Elias, A.F.C., Royal Air Force, who earned a Commendation for his cool courage in effecting a safe landing when his Shackleton malfunctioned - this was an aircraft of which he was rightly considered a ‘Master’, notching up over 14,500hrs on that type alone



General Service 1918-62, 1 clasp, Malaya (Flt. Lt. J. W. A. Elias. R.A.F.), together with blue riband with M.I.D. oak leaf denoting his Q.C.V.S.A., *edge bruise, very fine* (2)

£160-200

A.F.C. *London Gazette* 1 January 1971 (Flight Lieutenant).

Q.C.V.S.A. *London Gazette* 9 January 1979;

‘For his cool appreciation of a dangerous situation and his exceptional judgment and pilot ability when, as captain and pilot of a Shackleton aircraft on 22nd August 1978, he effected a safe landing despite control malfunction and saved his crew and his aircraft.’

John William Arnold Elias was appointed Flying Officer in November 1950 (service to count from June 1949) and advanced Flight Lieutenant in August 1955, he soon after served in Malaya (Medal & clasp).

He soon made a name for himself. On 1 March 1960 TG579 took off from Katunayake at dawn to make a round trip to Royal Air Force Station Gan, the Southernmost island in the Maldives chain, part of Addu Atoll which lies almost exactly 41 miles due south of the equator. As recalled by John Cooper:

‘John Elias started up the four Griffon engines of his aircraft and was instructed to taxi from the dispersal area to the Channel End of the runway and to shine the powerful lights of his aircraft to look for the ditched Hastings, the crew and its passengers. As recalled by Don Ellis, John thought if he had to do this he might as well get airborne, which he did probably about 20 minutes after the initial crash, no one is certain of this time but this time is within reason.

It is worth recalling that this aircraft took off in what was described at that time as the worst storm the island had encountered from those stationed on Gan, and that this aircraft took off in conditions identical to those which Flight Lieutenant Scott was trying to land his Hastings in! I understand from conversations with members of the current Shackleton Association that John Elias ended his flying career with an astonishing 14,500 flying hours on Shackleton type alone. His co-pilot David Parry-Evans (now Air Chief Marshal Sir David Parry-Evans GCB CBE) and John must have been dispatched by someone above to have achieved this miracle of airmanship!’

It was in November 1970, whilst flying with No. 201 Squadron, that he flew on the first search and rescue Op flown by the Nimrod, the aircraft that the unit had recently converted to.

164

Three: Private J. P. Nash, 4th Battalion, The Buffs (East Kent Regiment), who was captured and taken a Prisoner of War on 24 May 1940 in France

General Service 1918-62, 1 clasp, Palestine (6285443 Pte. J. P. Nash. The Buffs.); 1939-45 Star; War Medal 1939-45, *good very fine* (3)

£100-140

Joseph P. Nash was born at Limehouse, London, and served in Palestine before the outbreak of the Second World War. He was present in France with the 4th Battalion and although he is listed by Allied sources as having been captured between 10 May - 16 June 1940, one of his German P.O.W. cards gives his date of capture as 24 May 1940; sold together with copies of his eight German P.O.W. cards, with variations on his date of birth throughout.

165

The situation of the 60th was desperate. A death-struggle at the bridges. Barricades of burned-out lorries and trucks off the Rue Edison and Place Richelieu were manned by the surviving officers and riflemen. Houses in the area had long been devastated by the flames and blown by shellfire into heaps of rubble behind which the defenders fired on the Germans. The mortar bombs came in an endless stream exploding dead on the road-blocks.

The 60th, lying without cover in the streets, had little protection from the Stukas.

No one who experienced the attack on the morning of the 26th is ever likely to forget it. A hundred aircraft attacked the Citadel and the old town in waves. They dived in threes, with a prolonged scream, dropping one high explosive and three or four incendiaries. They machine-gunned the streets and dropped a few heavy bombs between the 60th H.Q. in the Rue des Marechaux and the docks. The first effects on the defence were paralysing but, as others had experienced with Stukas, the damage was moral rather than physical. Within a few minutes, the riflemen eagerly fired Bren guns and engaged the Stukas, one of which was brought down on the seashore ...'

The Flames of Calais, by Airey Neave, refers.

The well-documented Second World War campaign pair awarded to Rifleman H. Halsey, King's Royal Rifle Corps, who was taken P.O.W. at the fall of Calais in May 1940

In a desperate attempt to take pressure off the retreat to Dunkirk, Winston Churchill ordered the 2nd Battalion K.R.R.C. to defend Calais to the last round of ammunition: they did not disappoint, the battalion being all but annihilated in one of the most courageous actions of the war

1939-45 Star; War Medal 1939-45, together with his metal P.O.W. identity tag, attached to its original metal chain and leather button-hole, extremely fine (3)

£140-160



Hubert Halsey was born at Potters Bar, Hertfordshire on 19 April 1916 and enlisted in the King's Royal Rifle Corps in July 1936.

A Rifleman in the 2nd Battalion at the outbreak of hostilities, he was embarked for France with the British Expeditionary Force (B.E.F.) and was present at his unit's gallant defence of Calais in May 1940. It was here - on the 26th - that he was taken P.O.W.

He was subsequently incarcerated in camps in Poland and Germany, initially in Stalag XXID at Posen and, from April 1941, in Stalag VIIIB at Lamsdorf, later renamed Stalag 344. Liberated from the latter camp in April 1945, he was released from military service at the year's end; Sold with a quantity of original photographs and documentation, including:

(i)

The recipient's Certified Copy of Attestation form, with completed entries, his signature and dated 20 July 1936.

(ii)

Five family portrait photographs, as sent to the recipient when held in Stalag VIIIB, the reverse of each with handwritten annotation and German stamps.

(iii)

The recipient's Record of Service card, with Winchester Rifle Records' stamp and dated 24 December 1945.

166 A poignant Second World War pair awarded to Private D. W. Spriddle, Royal Army Pay 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, with named Army Council condolence slip, *nearly extremely fine* (2)

£140-180

David William Spriddle was born in 1917 at St Germain's, Cornwall and upon the outbreak of the Second World War was serving in France with the Royal Army Pay Corps.

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 takin 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 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.

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.'

Spriddle was not amongst them but his body later washed ashore and thus he is buried in the Escoublac-La-Baule War Cemetery. He was just 22 years of age; sold together with copied research.

167 Three: **Temporary Sub-Lieutenant N. Higgs, Royal Naval Volunteer Reserve, who was killed in action when H.M.S. *Fleur de Lys* was torpedoed by *U-206* on 14 October 1941**

1939-45 Star; Atlantic Star; War Medal 1939-45, in their box of issue, this addressed to 'Mr E. B. Higgs, 6 Barrow Street, Much Wenlock, Shropshire' and with the Admiralty Condolence slip in the name of 'Ty. Sub-Lieutenant Norman Higgs, R.N.V.R.', *good very fine* (3)

£100-140



Norman Higgs was born in 1917 and was educated at Goldsmith's College. He passed out of *King Alfred* and was commissioned Sub-Lieutenant in March 1941. Higgs joined the Flower-Class Corvette *Fleur de Lys* and lost his life seven months later when she was torpedoed by *U-206* on 14 October 1941 some 56 miles west of Gibraltar. The CO, Lieutenant Collins, with five Officers - Higgs included - and 65 ratings were lost. His is commemorated upon the Plymouth Naval Memorial and his Medals were sent to his father, Ernest Brownhill Higgs; sold together with Passing Out Certificate, Navy Payable Order to his father and appointment dated 27 March 1941, besides three photographs, two of which include Higgs.

168 Three: **Lieutenant P. S. Henderson, Royal Tank Regiment**

1939-45 Star; France and Germany Star; War Medal 1939-45, with their named card box of issue to 'Lt. P. S. Henderson (R.T.R.), R.A.C. Depot, Bovington, Dorset.', mounted as worn, *good very fine* (3)

£60-80



Peter Samuel Henderson was born at Liverpool on 4 March 1925 and was educated at Skinner's School, Tunbridge Wells and was a Clerk in a Local Government Rate & Tax Department. He served in the ranks of the Royal Armoured Corps from 4 February 1943-8 July 1944, before being commissioned 2nd Lieutenant. He served in North West Europe from 2 December 1944 and joined 1 Royal Tank Regiment on 19 December 1944. Admitted to hospital whilst on leave in 1947, he was at the Kent & Sussex Hospital with meningococcal septicaemia and was placed on the Half Pay List due to disability in July 1948. Discharged in July 1953, he died on 9 May 1954; sold together with his cap Badge, RTR shoulder boards, besides copied research including a fine portrait.

169 Three: **Sergeant W. B. Buckle, Sheffield City Police**

Defence Medal 1939-45; Jubilee 1953 (Sergt. W. B. Buckle.), attractively engraved naming; Police Long Service, E.I.I.R. (Sergt. Wilson B. Buckle.), *good very fine* (3)

£60-80

Wilson Barmby Buckle was born on 11 June 1907 at Scalby, Scarborough and joined the Sheffield City Police in 1930. By 1939 he was living at 39 Dykes Lane and latterly took Holy Orders. He died on 2 September 1983 at Northowram Hospital, Halifax; sold together with copied research.

170 Four: **Ordinary Seaman G. R. Eagles, Royal Navy**

1939-45 Star; Atlantic Star, clasp, France and Germany; Burma Star; War Medal 1939-45, *very fine* (4)

£120-160

George Redvers Eagles was born at Burslem, Staffordshire on 6 November 1924, the son of Florence Eagles of 26 Ellgrave Street, Burslem. Enlisting with the Royal Navy on 21 January 1943 as an Ordinary Seaman at H.M.S. *Collingwood* he was soon posted to the River-class Frigate *Deveron* on 22 July of that year. She spent the bulk of the war patrolling in the North Sea and Atlantic, as well participating on convoy duties between July 1943-July 1944. Posted to the Far East on 9 May 1945 she escorted two convoys in that theatre, after which Eagles was posted ashore to H.M.S. *Lanka*. Sent to *Sussex* on 21 September 1945, just after the recapture of Singapore, he remained with her until 9 May 1946 and continued to serve until 22 July 1946, when he was released into the Reserve. Eagles died on 7 May 2015 and is buried at Hatshill Cemetery.

Sold together with an impressive archive of original material comprising:

- i) Service papers.
- ii) A number of annotated photographs.
- iii) Newspaper cuttings relating to V.E. Day.
- iv) A riband bar.
- v) A bag initialled 'G.R.E.', together with copied research comprising a C.D., obituary notice, census data and typed service record.



171

A rare 'Kenya' Efficiency Medal group of four awarded to Lieutenant-Commander N. H. Lee, Kenya Royal Naval Volunteer Reserve, who was Second-in-Command of this small force, which saw him command the *Oryx* and *Sobkra* during the Second World War



1939-45 Star; Africa Star; War Medal 1939-45; Efficiency Medal, Kenya, G.VI.R. (Lieut. N. H. Lee.), officially impressed naming on a pre-prepared ground, *good very fine and rare* (4)

£400-500

Nicholas Heathcote Lee was born on 21 March 1905 in London and lived at 105 Albert Bridge Road, Battersea. He was educated at Winchester College from 1919-22 - the College which his grandfather, The Reverend G. B. Lee, had been Warden from 1861-1903 and which another relative, Dr Wharton, had been Headmaster from 1766-93 - and then went to sea with the Booth Steamship Company from 1923 on the South America run.

Lee thence went out to East Africa in 1927 and began out in Kenya managing a farm, before owning his own property. He attended the 1937 Coronation Ball at Government House and farmed on the Kinangop, also owning the houses called 'Occasionally' and 'Sometimes'.

With the outbreak of the Second World War and taking into account his seagoing experience, Lee was commissioned into the Kenya Royal Naval Volunteer Reserve and initially posted to the *Oryx*. She had been completed in August 1927 and was a Norwegian whaler - taken over by the Admiralty in October 1940 - with a striking image of an Officer and three local Seamen manning her guns held in the collection of the Imperial War Museum - it seems almost certain the Officer is Lee.



He was made Lieutenant-Commander in April 1944, commanded the *Sobkra* from February 1945 and is noted as ‘...commanding various craft, Indian Ocean, Italian Somaliland and Persian Gulf during the conflict. After the Second World War he returned to farming, served in local Government and was also a fine polo player. With the Mau-Mau Emergency, his farm was within one of the most unsettled areas and he chose to leave Kenya soon after its independence. Together with his family he settled and continued farming, initially in New South Wales and eventually in Northern Queensland. He returned to Winchester to show his family the College and visit old friends and died at Ravensbourne, near Toowoomba, on 31 January 1978; sold together with copied research.

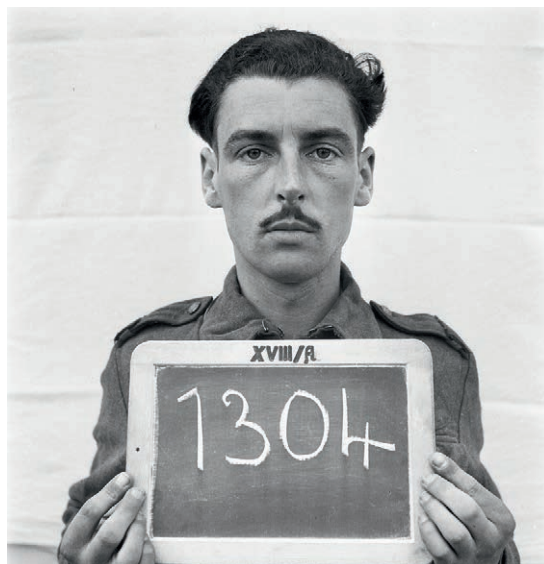


172

Four: Sapper H. Nixon, Royal Engineers attached 1st Armoured Brigade, who was taken a Prisoner of War in Greece on 28 April 1941 when specially charged with blowing bridges in an attempt to stem the German advance towards Thermopylae; he served time 'behind the wire' at Stalag 18A and would probably have shared in the sabotage during the building of the Schwabeck Dam

1939-45 Star; Africa Star; War Medal 1939-45; Efficiency Medal, Territorial, G.VI.R. (2072042. Spr. H. Nixon. R.E.), *good very fine* (4)

£100-140



Harold Nixon was born at Uttoxeter on 27 February 1919 and served with the 292nd Army Field Company, Royal Engineers during the Second World War. The Company was raised in 'The Potteries' of Staffordshire and went to North Africa in 1940, before moving onto Greece with his Section in November that year. So it was to be that when German forces began their charge through Greece in the Spring of 1941, his Section would thus be attached to the 1st Armoured Brigade and tasked to blow bridges in order to stem the German attacks. Nixon was taken a P.O.W. on 28 April 1941 and the story of the loss of the unit was recalled by D. A. Slocombe, who was also with the Section:

'Having travelled throughout the length of Greece we ran into more trouble at Kalamata. The Germans had captured the Mole and part of the old Town and during the subsequent battle we were ordered to fix bayonets and counter attack. We never got close enough to the enemy to use bayonets, thank God, but a lot of shots were fired and the Mole was recaptured. We were eventually defeated by the enemy's superior strength and this battle, on 28th April, delayed the evacuation resulting in 10,000 men being left on the beach.

Our commander, Brigadier Parrington, ordered us to destroy all weapons and anything of value prior to surrender the next day, when it would be every man for himself. It so happened that, during my involvement in the desert campaign 40/41, I had acquired an Italian revolver with a good supply of ammo. and I was reluctant to discard my souvenir so stuck it up my trousers belt for safe keeping. A number of us did not relish the thought of becoming prisoners of war so we set off along the coast and took shelter in a cave for the night. We were discovered by the Farmer on whose land we were hiding and, considering him to be friendly, gave him all our money with a request to find us a boat. Five worrying days had passed without news from the farmer when suddenly the scream of bullets and the horrendous noise of machine gun fire shattered our dreams of freedom.

Fortunately there were no casualties and we moved out into the daylight to be met by a German patrol. I had forgotten about my revolver until the German Officer stuck a Mauser into my ribs, screamed at me in German and removed it from my belt; I was probably lucky he did not shoot me. It was obvious that the farmer had betrayed us and, as the Germans marched us towards the farmhouse, he appeared and showed them two large bins full of stolen British army food. By this gesture he was obviously hoping to secure his own safety but the German Officer was not impressed and shot him for looting. We were now expecting the guns to be turned on us but instead were given tins of corned beef from the farmers hoard; my God what a relief that was but we realised we were firmly in the bag and joined thousands of others back in Kalamata. Our journey began to prisoner of war camps, some by train and others by truck to a camp at Corinth. We were ordered to strip off our clothes and walk towards the beach, passing between two guards with canisters on their back; ahead of us others had already passed through the guards and appeared to be frolicking in the sea. As we passed through the guards they sprayed us with a disinfectant; it smelt like Carbolic and immediately started to burn our skin prompting an urgent dash to the cool waters of the sea and this was no frolic. This camp at Corinth was really dreadful, living on a starvation diet and suffering from dysentery and other related diseases. During our four weeks stay we were reduced to mere skeletons and many died; it was apparently part of the strategy to reduce our strength and will to attempt escape during the long march that was to come. It was during our stay here that the German Head of the SS, Heinrich Himmler, and his entourage visited the camp and one could feel the evil emanating from him as he passed along our lines. One soldier failed to stand to attention as Himmler passed, he stopped, drew his revolver and shot him in the shoulder; probably as a warning to us all, behave or else.'

Nixon was eventually held at Stalag XVIII (18A) (Wolfsberg), in which the captives played an active role in the sabotage during the construction of the Schwabeck Dam, Slocombe again commenting:

'On completion, the Germans had an opening ceremony complete with Band and all the trimmings. All went well until they started the turbines up and put pressure on the flues which had been partly blocked with cement; the result was catastrophic with cracks appearing from top to bottom and the Germans were not pleased. Of course the civilians, who were eager to cooperate with the Germans, were blamed for the disaster. I relate this story because sabotage was widespread amongst POW's and little is known about it. Sabotage was an extremely dangerous activity with a penalty of death if caught.'

Sold together with *damaged* named box of issue for his Efficiency Medal and copied research.

For further details refer to <https://ww2greekveterans.com/2021/07/22/veteran-story-david-allan-slocombe/> and Ian Brown's excellent website <http://www.stalag18a.org/frameset.html> on the story of Stalag 18A. Natural History Museum of Vienna hold the photographic identity archives of the Camp and his image was captured there, as Prisoner No. 1304.

173

'Many of these men were conscientious objectors who refused to bear arms but were quite willing to jump or glide into action as medical orderlies. Their levels of education, skill and courage were exceptional and every man could feel confident he would be looked after, if wounded, as well as was humanly possible.'

Lieutenant-General Sir Napier Crookenden, heaps praise onto the Airborne Medical Services.

An Airborne conscientious objector's group of four awarded to Private S. Ormerod, Royal Army Medical Corps (Airborne)

1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, unnamed as issued, together with his named O.H.M.S. box of issue, *good very fine* (4)

£240-280



Samuel Stanford Ormerod was born on 15 February 1916 and in his youth worked as a Tailors Assistant whilst a member of the Christadelphian movement. At the age of 17 he joined the Methodist Church and became a Church Officer. On the outbreak of the Second World War Ormerod registered himself as a Conscientious Objector with the Registration Form, dated 2 March 1940, stating:

'The basis of my objection is founded on the fact that I regard the teaching of Jesus Christ as final in all issues, therefore I cannot take part in the use of armed force.'

Up to the age of 17 I was connected with the Christadelphian movement as a Sunday School scholar but I later transferred my interests to the Methodist Church, of which I am still a member and Church Officer.'

Despite this he joined No. 8 Company, Royal Army Medical Corps, on 13 June 1940 with the grade of Nursing Orderly Class I. With this unit he served with the 1st Airborne Division, ending his service in Norway and being released on 3 June 1946. His testimonial states:

'A reliable soldier and Nursing Orderly who has performed his duties in a conscientious and efficient manner. Hardworking and willing.'

Sold together with an impressive archive comprising:

- i)
Two conscientious objector registration forms.
- ii)
Soldier's Service and Pay Book.
- iii)
Soldier's Release Book.
- iv)
Record of Service Card.
- v)
Two dog tags.
- v)
A shaving mirror in a leather case.
- vi)
Pocket bible.
- vii)
Red cross armband, 1st Airborne Division shoulder patch and gilder arm patch.
- viii)
Riband bar.
- ix)
Three photographs.
- x)
Red cross I.D. card.
- xi)
Two 1st Airborne Division orders of service, one entitled 'Farewell Service' and the other 'Thanksgiving Service'.
- xii)
Three guidebooks to the city of Oslo.
- xiii)
Two Norwegian business cards, one in an envelope stating 'This is a souvenir from Norway to your birthday from Bjorn Kildeborg'.
- xiv)
A 20,000 mark Reichbanknote.
- xv)
Pamphlet entitled 'Allied Forces in Norway, Extracts from Standing Orders'.

174 **The campaign group of four awarded to Havildar M. Singh, 1st Patiala Infantry, who earned a 'mention' during the Second World War and who was latterly killed in action in 1947 during the India-Pakistan War**

1939-45 Star; Burma Star; War Medal 1939-45, with M.I.D. oak leaf; General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (3409 Hav. Mohinder Singh, 1 Patiala Infy., S.F.), *good very fine* (4)

£140-180

Mohinder Singh was 'mentioned' for actions in Burma during the Second World War (*London Gazette* 19 July 1945, refers). He was latterly killed in action in 1947 during the India-Pakistan War 1947-48 and is commemorated on Row 2, Column 13 (13) of the National War Memorial of India.

- 175 Four: **Sergeant A. E. Beaven, No. 102 Squadron, Royal Air Force Volunteer Reserve, who was shot down and killed whilst attacking the Krupp Factory at Essen on 12 March 1943**
- 1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, in their Air Ministry box of issue addressed to 'L. D. Beaven. Esq. 197 Lower Farnham Rd, Aldershot, Hampshire.', *good very fine* (4) £300-400

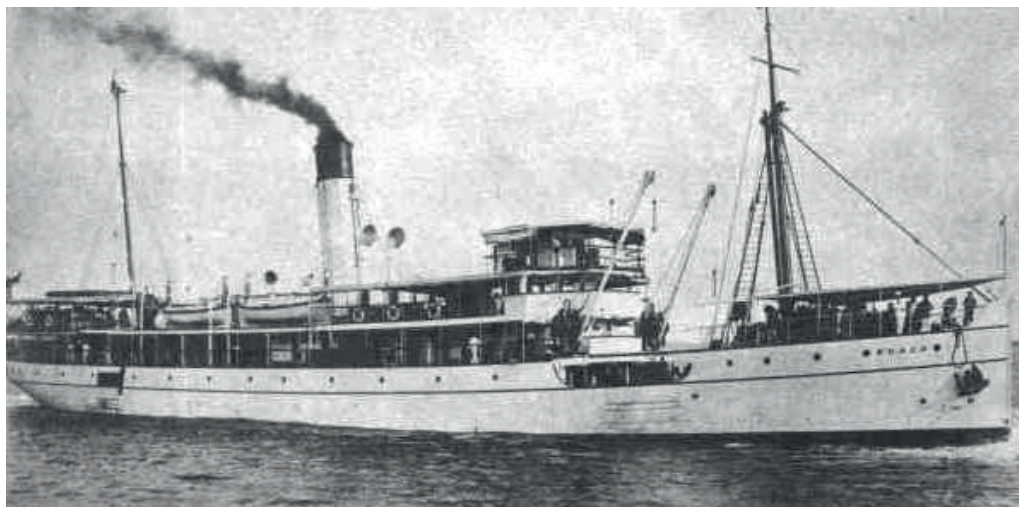
Albert Edward Beaven was shot down and killed in Halifax DT799, which had taken off from off at 1925hrs from Pocklington. They were detailed to attack the Krupp Factory at Essen but were hit by Flak and crashed in the target area. The crew are buried at the Reichswald Forest War Cemetery.

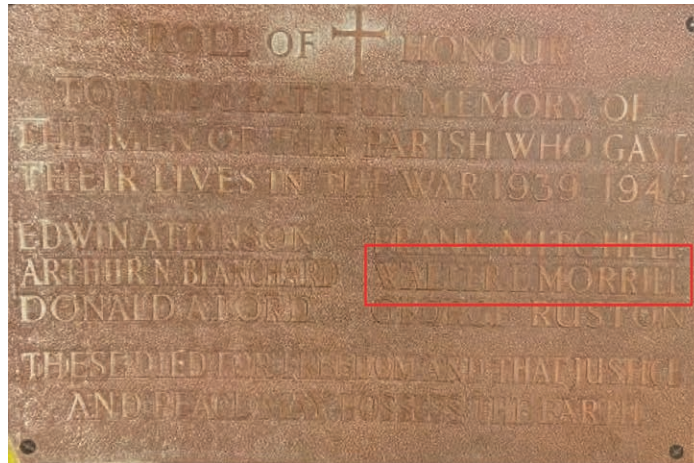
Of the five men of the name Beaven listed on the CWGC roll, this is the only possibility which matches.

- 176 Four: **Aircraftman 1st Class W. E. Morrill, 307 Air Ministry Experimental Station, Royal Air Force, who was Killed in Action on Valentine's Day, 14 February 1942, when the *Kuala* was bombed and sunk off Pompong Island after their desperate escape from Singapore**
- 1939-45 Star; Pacific Star; Defence and War Medals 1939-45, in their card box of issue addressed to 'Mrs A. Morrill, Railway St., Rillington, Malton, E. Yorks.' and the Air Ministry Condolence slip in the name of 'Aircraftman First Class W. E. Morrill.', *good very fine* (4) £140-180

Walter Ernest Morrill was born at Rillington, East Yorkshire on 20 April 1917 and by the outbreak of the Second World War he was serving with 307 Air Ministry Experimental Station, Royal Air Force as a Radar Unit at Singapore. They shared the Station with the troops of 250 Mobile Radio Unit and further shared in the fraught actions at the start of 1942 when Japanese forces surrounded and swarmed over Singapore. Around 20 men of these two units managed to get themselves onto the steam ship *Kuala*, which sailed on 13 February 1942 and Morrill was probably present at this time. The ship, under Lieutenant Caithness, was packed with women and children attempting to flee. Her skipper had skilfully avoided seventeen aerial attacks before a bomb scored a direct hit on the bridge and saloon, penetrating the engine room and splitting the boiler. It was every man - and woman - for themselves. Survivors swam from the burning wreck to Pompong Island, but in typical fashion the Japanese took every available opportunity to bomb and strafe those who were in the water and those who had made land. One of those who made it, Dr Chen Su Lan, recalled the scene:

'I saw soldiers throwing into the sea anything that could float - bath gratings, chairs, tables, rattan baskets, empty packing cases, kapok mattresses and so on...around the funnel the fire was leaping and extending. Beyond its devouring and grasping tongues women and children were lining the ship's railings wailing for help which did not come. The majority of them could not swim a stroke and had no life-belts, while the life-boats were used to carry the Europeans particularly the sick and wounded. In my practice I had seen mothers clutching dead babies to their breasts and heard them cry as if their hearts would break. I had heard and seen young wives wailing over their dying husbands so pathetically that even a doctor having seen numerous deaths could not help shedding a tear or two. But I had never heard such mass wailing of hundreds of helpless fellow creatures as they were told to choose between the burning ship and the yawning depth of an unknown sea. I shall never as long as I live forget those tormented screams. They broke my heart. They tormented my soul whenever I recalled them.'





Morrill is commemorated upon the Singapore Memorial and on the Second World War Memorial at Rillington Church; sold together with eight small photographs of RAF scenes, presumably posted to his mother by the recipient.

177

A poignant group of five awarded to Petty Officer E. R. Ellis, Royal Navy, who lost his life in the frigid waters of the Barents Sea after the sinking of H.M.S. *Kite* on 21 August 1944 - he had previously shared in the famous ‘six in one trip’ of earlier that year when a half-dozen U-Boats were sunk

1939-45 Star; Atlantic Star; Arctic Star, in its box of issue, this named ‘PO E R Ellis JX106404’; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (J.106404 E, R. Ellis. L.S. H.M.S. Rodney.), this last mounted as worn, *good very fine* (5)

£600-800

Edward Ralph Ellis was born at Devonport on 9 February 1906 and was a gardener upon his joining the Royal Navy on 2 November 1922. Having been issued a Hurt Certificate on account of a broken left clavicle which he suffered at *Vivid I* in 1926, his L.S. & G.C. Medal was awarded on 6 February 1939.

With the outbreak of the Second World War, Ellis served aboard *Caradoc* and would have shared in the voyage with some £2,000,000 of gold bullion carried across the Atlantic to safety in Halifax, Nova Scotia in October 1939. He joined the books of *Kite* on 17 February 1943 and began what would be an action-packed posting. She shared in the sinking of five U-Boats with sister ships:

24 June 1943 *U-449* was sunk near Cape Ortegal, Spain by the sloops *Wren*, *Woodpecker*, *Kite* and *Wild Goose*.

30 July 1943 *U-462* was sunk in the Bay of Biscay by a Handley-Page Halifax aircraft and *Wren*, *Kite*, *Woodpecker*, *Wild Goose* and *Woodcock*.

30 July 1943 *U-504* was sunk near Cape Ortegal by *Kite*, *Woodpecker*, *Wren* and *Wild Goose*.

6 November 1943 *U-226* was sunk east of Newfoundland by *Starling*, *Woodcock* and *Kite*.

9 February 1944 *U-238* was sunk south-west of Ireland by *Kite*, *Maggie* and *Starling*.

These actions earned her Skipper, the famous Captain Frederic John Walker, a Second and Third Award Bar to his Distinguished Service Order, whilst Ellis was also Commended locally by the Commander-in-Chief of Western Approaches on 7 December 1943, probably for his good work in her first three ‘kills’.

On 20 August 1944 *Kite* was escorting the aircraft carriers *Vindex* and *Striker*, which in turn were escorting convoy JW 59 when they were sighted in the Barents Sea by German aircraft. Soon a pack of U-boats attacked the convoy, with one U-boat sunk by Fairey Swordfish aircraft from one of the carriers. Two more were sunk by other destroyers.

At 0630hrs on 21 August, *Kite* slowed to 6 knots to untangle her “foxers” (anti acoustic torpedo noise makers, towed astern). The decision to do so, rather than severing the foxers’ cables and abandoning them, was made by her temporary commander, Lieutenant-Commander Campbell, a submariner. At that speed *Kite* was a sitting duck, and she was hit by two torpedoes from *U-344*, which was commanded by Oberleutnant Ulrich Pietsch.



Of the crew of 10 officers and 207 ratings, 60 survived the attack, but from the freezing Arctic water only 14 sailors were picked out alive by *Keppel*. Five of the rescued died on board *Keppel*, leaving only nine to make it to shore. Ellis was not in those lucky few and is commemorated upon the Plymouth Naval Memorial.

Sold together with his Buckingham Palace Memorial Scroll, in the name of ‘Petty Officer E. R. Ellis Royal Navy’ and seven sporting Medals and fobs, three named to the recipient, these a large silver Medal of the Junior Imperial Challenge Shield, the edge engraved ‘E. Ellis R.N. B.B.B. 1920.’, a H.M.S. *Malaya* football Medal, a Royal Tournament bronze Medal engraved ‘R.M. Amalgamated Command 1924 Bayt. V Bayt. Marine Ellis.’, besides a silver and gold fob engraved ‘E.R.E.’ and the reverse ‘O.L.A.C. Winners 1930-31’.

178

A Second World War group of five awarded to Petty Officer R. Bright, Royal Navy, who survived the loss of the cruiser H.M.S. *Southampton* to enemy aircraft south of Sicily in January 1941

He subsequently witnessed extensive service on the Arctic run and was awarded the C-in-C’s commendation in 1945

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (JX. 125946 R. Bright, A.B., H.M.S. Cumberland), *nearly extremely fine* (5)

£120-140

Richard Bright was born in Sunderland, Co. Durham, on 8 January 1910 and entered the Royal Navy as a Boy 2nd Class in January 1926.

By the outbreak of hostilities in September 1939, he was serving as an Able Seaman in the cruiser H.M.S. *Southampton* and he remained likewise employed until her loss; she had already suffered severe bomb damage off Norway in May 1940. Of events south of Sicily on 10 January 1941, *The King’s Cruisers*, by Gordon Holman, takes up the story:

‘It was to prove the *Southampton*’s last see action. Whilst in the company with H.M.S. *Gloucester*, and about the time when the aircraft carrier *Illustrious* was fighting for her life against waves of Ju. 87s and 88s, twelve dive-bombers tore down out of the sun, and hits were scored on both cruisers. For an hour the *Southampton* struggled on, while her fire-fighting parties did their utmost to being an inferno in the ship under control. Fire raged in the engine-room, and one of the magazines was involved. The loss of the ship we could hardly afford; the loss of many trained personnel we could not afford at all. With the fires completely out of control, the C.-in-C. at last ordered the *Southampton* to be abandoned. Most of the crew were saved, being taken on board the cruiser *Gloucester* and the destroyer *Diamond* ...’

In fact, 80 of Bright’s shipmates were killed and many more wounded. And the blazing wreck of *Southampton* was finished off by our own torpedoes.

His next seagoing appointment was in the cruiser *Cumberland* from October 1941 until at least June 1943, in which period he witnessed extensive service on the Arctic run. He was awarded his L.S. & G.C. Medal in June 1942 and advanced to Petty Officer in June 1943.

As noted on his service record, Bright was also a recipient of a commendation from the C.-in-C. of the Home Fleet in July 1945. He was released ‘Class A’ at the end of the same year.

- 179 **Five: Telegraphist Air Gunner D. H. Gaffney, Fleet Air Arm, who served aboard H.M.S. *Nairana* on Arctic Convoy duties**
- 1939-45 Star; Atlantic Star; Arctic Star, in its box of issue, with name label to the base 'D H Gaffney FX86651' and with its Defence Council forwarding slip denoting '1'; Defence and War Medals 1939-45, earlier awards in their box of issue named to 'Mr D. H. Gaffney, 61 Temple Road, Croydon, Surrey' and with their Admiralty forwarding slip, *good very fine* (5) £500-700
- Denys Harry Gaffney** was born on 24 November 1921, the second son of Lieutenant-Commander Harry Cecil Gaffney and was educated at Lancing College. Working in a department store and serving in the Local Defence Volunteers during the first years of the Second World War, his duties included guarding Croydon Airport. Called up for the Royal Navy in February 1942, he qualified as a Telegraphist Air Gunner the following year and was severely injured in a defence training exercise that May, when an armoured car he was operating in rolled. Recovered from his injury, he joined the *Nairana* and served with her on the Arctic Convoys. Russian convoy JW 61 - which sailed on 20 October 1944 - had three escort carriers, *Nairana*, *Vindex* and *Tracker*. This was a large convoy of 62 merchant ships with a significant escort group. Vice-Admiral Frederick Dalrymple-Hamilton was in command with *Vindex* as his flagship. Gaffney was with 835 Naval Air Squadron, which had 14 Swordfish IIIs and six Wildcat VIs on board for what would be their first Arctic convoy.
- On 6 February 1945, *Nairana*, *Campania*, the cruiser *Bellona*, and eight fleet destroyers joined 26 merchant ships in convoy JW64. The return convoy RA 64 left the Kola Inlet on 17 February. One of the escorts and a merchant ship were torpedoed almost immediately. Another merchant ship was torpedoed that afternoon. Terrible weather conditions kept all aircraft grounded until 20 February. When it began to clear, the Luftwaffe also appeared and the Wildcats were scrambled to intercept them. Two Ju 88s were shot down by the fighters, another two by the escorts, and three were damaged. The convoys had lost to enemy action: two fighters, two escorts and two merchant ships. In return, they claimed 15 aircraft destroyed, seven aircraft probably destroyed and one U-boat sunk.
- Gaffney's story was told in the chapter 'Flying Over the Waves' in *Sons of the Seas* by Patrick Gaffney, in which his name was changed; sold together with a Lancing College boxing Medal and copied confirmation and research.
- 180 **Five: T. W. H. Trudgen, South African Merchant Navy, late South African Army and South African Air Force**
- 1939-45 Star; Africa Star; Burma Star, officially impressed 'M.N. T. W. H. Trudgen.'; War Medal 1939-45; Africa Service Medal 1939-45, these all, bar the Burma Star, officially impressed 'T. W. H. Trudgen', mounted as worn, *good very fine and the Burma Star rare with this prefix* (5) £100-140
- Thomas William Henry Trudgen** was born on 28 October 1912 and was an electrical engineer by trade. During the Second World War he served with the South African Army, South African Air Force and their Merchant Navy, with whom he earned the Burma Star from May 1944 aboard the M.V. *Luscmi*. Discharged from the Merchant Navy in March 1946, his Medals were sent to him in March 1954; sold together with copied Service Record.
- 181 **Five: Captain (QM), late Regimental Sergeant-Major A. E. Thompson, Royal Armoured Corps, who was wounded and 'mentioned' during the Second World War**
- 1939-45 Star; Africa Star, clasp, 8th Army; France and Germany Star; War Medal 1939-45, with M.I.D. oak leaf; Army L.S. & G.C., Regular Army, G.V.I.R. (7870797 W.O.C.I.I. A. E. Thompson. R. Tank C.), mounted as worn, *verdigris spot to the Africa Star, otherwise good very fine* (5) £160-200
- Albert Edward Thompson** was born at Peckham in 1901 and was a gas fitter upon his joining the Royal Tank Corps at Whitehall on 30 July 1919. By the time of the Second World War, he was commissioned Lieutenant (QM) on 8 December 1940 and he earned a 'mention' for the Middle East (*London Gazette* 6 January 1944, refers). Thompson was wounded in action on 21 October 1944 and discharged on account of disability on 8 November 1945; sold together with miniature riband bar, Army Council slip confirming '6' awards and R.T.R. cap Badge.

182 **Five: Lance-Corporal W. Every, 3rd (King's Own) Hussars, Royal Armoured Corps, late The Queen's Bays (2nd Dragoon Guards), who was killed in action on 26 May 1944**
 1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; Defence and War Medals 1939-45, mounted as worn by his father, *good very fine* (5) £80-120

William Every was born in 1921, the son of Thomas Albert and Winifred, of Roade, Northamptonshire. He had previously served as a Trooper, alongside his brother, in The Queen's Bays (2nd Dragoon Guards). Transferred to the 3rd Hussars, he served in North Africa and Italy, being killed in action on 26 May 1944. Every is buried in the Cassino War Cemetery.

Sold together with Army Council Condolence slip in the name of '5949748 L/Cpl. W. Every.' and his Queen's Bays Certificate upon presentation of a New Standard by H.M. The Queen on 29 July 1939, *this last folded*.

For the Medals of his father, please see Lot 116 and for the Medals of his brother, please see Lot 389.

183 **The campaign group of five awarded to Private J. Hamer, 1st (Airborne) Battalion, Border Regiment, a veteran of Operation Ladbroke - the disastrous drop on Sicily - he went on to be one of the few men of his unit to come away from the famed events of Operation Market Garden (Battle of Arnhem) - during which he was photographed in the gardens of the Hartenstein Hotel - and thence share in the Liberation of Norway, Operation Doodson**
 939-45 Star; Italy Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (5) £600-800



John Hamer was born on 13 April 1923 and was a labourer upon his joining the Border Regiment at Blackpool on 29 December 1941. At that time he stood at 5 foot 5 1/4 inches tall and at some point had had his fourth finger on his right hand amputated. He joined the 1st (Airborne) Battalion and qualified for his Glider Badge on 20 February 1942.

As part of the invasion of Sicily the Battalion took part in Operation Ladbroke in July 1943, but suffered heavy casualties as many of their gliders were released too early and ended up 'in the drink', with many of their number being drowned. Hamer was lucky to survive his first action and was one of the 200 or so who made it in alive but had his Soldier's Service & Pay Book destroyed on 22 August 1943.

Little more needs to be said of their part in the actions of the Battle of Arnhem, but Hamer was emplaned with the Battalion as part of the 1st Airlanding Brigade to take part in Operation Market Garden. Having arrived in Horsa gliders on Landing Zone 'S' - just north of the Amsterdam to Arnhem railway line - on 17 September 1944, the 1st Borders encountered bitter opposition over the coming days with well over 100 of its men being killed in action and many more wounded or taken Prisoner of War. Luckily for Hamer, who would have ended up on the western side of the Oosterbeek perimeter, he was among those who made it back over the Rhine on 25 September 1944. Only nine Officers and 241 other ranks returned to Roughton Moor Camp. Whilst at Arnhem, Hamer was photographed in the gardens of the Hartenstein Hotel, together with a Polish Glider Pilot and a Para, an image which was featured in *When Dragons Fly*.

Their final posting was to Norway for Operation Doodson in May 1945, with his campaign Stars confirmed in November 1945. He died in Barnsley in May 1994; sold together with his *rather worn* Soldier's Service & Pay Book (Army Book 64) and Liberation of Norway Certificate, in the name of '36007398 - Pte. J. Hamer. Border.', *this sometime cut for mounting* and a copy of *When Dragons Fly*.

184 Five: Trooper J. S. Cowie, Fife and Forfar Yeomanry, late 107th Regiment, Royal Armoured Corps (King's Own) and King's Own Royal Regiment (Lancaster)

1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, in named card box of issue, addressed to 'Mr. J. S. Cowie, 55 Heathfield Road, Fleetwood, Lancashire'; Efficiency Medal, G.V.I.R., 1st issue, Territorial (3711891 Tpr. J. S. Cowie. F. & F. Yeo.), *extremely fine* (5)

£140-180



James Scot Cowie joined the King's Own Royal Regiment (Lancaster) on 3 February 1938 and transferred to the 107th Regiment, Royal Armoured Corps (King's Own) on 1 November 1941. He joined the 2nd Fife & Forfar Yeomanry on 31 August 1942.

After training in Northern Ireland and other parts of the United Kingdom, the 2nd Fife and Forfar Yeomanry took part in the Normandy landings with the 29th Armoured Brigade in the 11th Armoured Division in June 1944, operating tanks including the Comet. It subsequently saw action in Operation Epsom in June 1944, Operation Goodwood in July 1944, Operation Bluecoat in August 1944 and the Battle of the Bulge in December 1944. Cowie was transferred to the Reserve on 16 May 1946; sold together with copied RAC Tracer card.

See *Burning Steel - The 2nd Fife and Forfar Yeomanry in Normandy and the ETO* which is available via: https://www.youtube.com/watch?v=_CV6ptlI93A for more details.



185 Five: **Observer J. Birtwistle, Royal Observer Corps, late Cheshire Regiment**
 1939-45 Star; Defence and War Medals 1939-45; Efficiency Medal, Territorial; G.V.R. (4125615 Pte. J. Birtwistle. Cheshire); Royal Observer Corps L.S. & G.C., with Second Award Bar (Observer J. Birtwistle), mounted as worn, *some contact marks, very fine* (5) £220-260
 Sold together with a riband bar.

186 Five: **Squadron Leader J. H. Morley, Royal Air Force**
 1939-45 Star; Burma Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (Act. Sqn. Ldr. J. H. Morley. R.A.F.), *good very fine* (5) £100-140
John Herbert Morley was born at Blackburn on 13 July 1902 and was commissioned into the Equipment Branch of the Royal Air Force on 31 October 1941. Retired Squadron Leader on 12 May 1948, Morley died at the age of 99 years and six months on 4 February 2002 at the Royal Bournemouth Hospital; sold together with copied research.

187 The well-documented and poignant campaign group of five awarded to **Flight Lieutenant W. Wyganowski, No. 300 (Masovian) Squadron, Polish Air Force, who won the Polish Cross of Valour and Bar**
 He had previously become one of a small band of Polish Airmen to earn membership of the Caterpillar Club but was tragically killed in action over Cologne when his Lancaster was shot down on 2 March 1945



1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, in their forwarding box named to 'Mrs. B.. Wyganowska, 4, Goldsbrough Road, Town Moor Avenue, Doncaster.' and the Air Council Condolence slip in the name of 'Flight Lieutenant W. Wyganowski'; Poland, Republic, Cross of Valour, with Second Award Bar, mounted on a pin and as presented to his widow, *good very fine* (5) £2,800-3,200



Wladyslaw Wyganowski was born in Warsaw on 19 March 1914 and went to High School there. He joined the Polish Air Force in January 1936 and having qualified from Pilot School, was appointed 2nd Lieutenant in the Permanent Air Force on 1 October 1938. He was included in the 3rd Technical Class in April 1939 and was forced to cross the border into Hungary in September 1939. It was some adventure just to be able to play his part in the Second World War. Interrogated in a camp at Forteszentmiklos, he managed to get to the Polish Consulate to get himself a passport. Thence he travelled by train, across Hungary, Yugoslavia and Italy, arriving in France on 20 December 1939. Making it to Lyon, he went to the Air Base at Bron and finally made it to England on 13 July 1940. Posted to Blackpool in August 1940, Wyganowski served firstly as a Leading Aircraftman and then re-qualified as a Pilot. He was flying in Hurricane 6066 with No. 288 Squadron on a day/night flight on 19 October 1942 when his aircraft caught fire. Forced to bail out and take to his parachute, he became one of a small band of Polish Airmen to earn membership of the Caterpillar Club; the Badge and Membership card followed in March 1943. Transferring to Bomber Command, he continued his training and eventually joined the famed No. 300 Squadron, Polish Air Force in October 1944. The Squadron was formed on 1 July 1940 and was manned by Poles who had escaped from both the Fall of Poland and of France. At first it was equipped with the dangerously obsolete Fairey Battle, but in August these were replaced with Wellingtons, and the Squadron became part of Bomber Command's main force. The Wellingtons remained in use until March 1944, and in the following month they converted to the Avro Lancaster. In this period he had also married Barbara and they had a child.

The website of No. 300 Squadron gives more details of his part in an Op in December 1944:

'The first operational activity of the new month for 300 Squadron came on the morning of the 3rd after a briefing for thirteen crews at 05.00. The target for 183 Lancasters of 1 and 8 Groups was the Urft Dam, situated near the town of Heimbach in the Eiffel region of Germany close to the frontier with Belgium. It was believed that the Germans might strategically release flood water to impede the advance of American forces, and it was decided to destroy the dam to remove it as a threat. They took off from Faldingworth either side of 07.45, and flew out in cloud as far as the Belgian coast. Here the skies cleared, only to fill with thick nine-tenths cloud again at the German border, obscuring all sight of the ground. The Master Bomber descended to 4,000 feet, but was still unable to identify the aiming point, and issued instructions shortly after 09.40 to abandon the operation. W/O Bakanacz and crew failed to pick up the message, and the bomb load was released on a Gee fix onto a small town on a railway line south of Heimbach at 09.52. All of the others complied with the order, and brought their bombs home. At debriefing F/L Wyganowski and crew reported seeing a Lancaster going down in flames and disappearing into cloud at a map reference that places it south-east of Liege. It was at 09.33 on the way out, and six parachutes were observed, identifying it as belonging to 582 Squadron. It was shot down by an enemy aircraft, and the mid-upper gunner was the sole fatality, while the rest of the crew landed safely in Allied-held territory.'

Pilot of Lancaster NG501, which got wheels-up from Faldingworth at 0714hrs on 2 March 1945, he was shot down by anti-aircraft fire and crashed in the vicinity of Zulpicher Strasse and Vottfried Strasse, Cologne. All the crew bar Jacek Filek were killed, but Filek managed to take to his parachute: having made a safe landing he was murdered by the Germans upon capture. Wyganowski was buried in the Hotton War Cemetery, Belgium. His widow was presented his Cross of Valour and Bar by Air Vice-Marshal Izzycki in London on 22 July 1947.

Sold together with a most complete archive of original material comprising:

- (i)
His Royal Air Force Pilot's Flying Log Book (Form 414), covering the dates 21 July 1941-30 September 1943, together with his Pilot's Notes, translated and printed by the Polish Air Force, April 1943, his name in ink to the cover.



- (ii)
Caterpillar Club Badge, by *Mappin & Webb*, gold and 'ruby' eyes, the reverse engraved 'F/O. Wyganowski', in its box of issue, together with Membership Card and forwarding letter.

- (iii)
Polish Pilot's Badge, by *Sosnowski, Warsaw*, the chain broken but all present, together with Cap Badge, besides other original cloth Insignia. Also a box of relevant buttons, coins and two watches of the period.

- (iv)
Polish Passport, British Driving License and RAF Association Membership Card of his widow.

- (v)
A series of official correspondence related to his career and his loss in action.

(vi)

The list of his effects, which include 'Polish Pilot's Badge, chain torn', and several other items and much of the correspondence included with the Lot.

(vii)

A moving letter from his sisters husband, 2nd Lieutenant Dobrowski, from Edinburgh on 14 March 1945. The letter confirms the Wyganowski remained in Poland and his parents were interested in the marriage of their son and were awaiting more news of his being posted missing.

(viii)

Identity Card.

(ix)

Warrant Card for his Polish awards (2).

(x)

A moving series of letters to his wife, before they were married, mainly in Polish, with English translations.

(xi)

RAF Escape Compass.

(xii)

Manual on the Mosquito, Operational Performance Notes, the cover marked 'SECRET'.

(xiii)

A quantity of copied official records, reports and research into his career.



188

Six: **Chief Petty Officer E. C. Bowsher, Royal Navy, later Chief Coastguard, who saw convoy duty aboard H.M.S. *La Malouine*, a French warship seized after the Fall of France**

1939-45 Star; Atlantic Star; Italy Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (JX.127470 E, C. Bowsher. P.O. H.M.S. *La Malouine*), mounted as worn, *pitting and contact marks, very fine and this last rather unusual named to a French vessel* (6)

£160-200

Ernest Charles Bowsher was born in Malborough, Wiltshire on 15 May 1911 and enlisted in the Royal Navy as a Boy Class II on 15 July 1926. He saw service with H.M.S. *Emperor of India* and later *Emerald*, reaching his majority with the latter on 15 May 1929, being appointed Ordinary Seaman. He served on a number of vessels before the outbreak of the Second World War, including *Sabre*, *Acheron* and *Boadicea*. Finding himself aboard H.M.S. *Barham* on the outbreak of war with the rank of Petty Officer, Bowsher was still with her when she collided with - and sank - her escort H.M.S. *Duchess* on 12 December 1939.

Posted ashore on 22 May 1940 Bowsher was sent to H.M.S. *Nile* for service with *La Malouine*, a French vessel which was refitting in Portsmouth upon news of the French surrender - the British Government seized her (along with her consorts) and took them into the Royal Navy. Most unusually, for the rest of the war she was to fly both the Union Jack and Tricolore. *La Malouine* spent the next few years on Arctic convoys, even taking part in the infamous *PQ17*. Next posted to the Mediterranean, she participated in further convoy protection duties there as well as a number in the Atlantic. Bowsher was promoted Chief Petty Officer with her on 29 October 1944.

Continuing to serve post-war (mostly ashore) he was released on 14 November 1952. Bowsher joined the Coastguard upon retiring, becoming Chief Coastguard of Collieston, Aberdeenshire. While here the *Daily Mirror* reported upon an unusual occurrence. Bowsher had married a local woman by the name of Edna in 1950, and had a number of children with her - however in the winter of 1958 he discovered that she had since married again, to a Sergeant in the Royal Marines named Donald Farley; sold together with copied research.

189

Six: **Petty Officer T. W. Milton, Royal Navy**

1939-45 Star; Atlantic Star; Burma Star, clasp, Pacific; War Medal 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.I.R. (J.97105 (Ch.B.23323) T. W. Milton. L.S. R.F.R.); Imperial Service Medal, E.I.I.R. (Thomas William Milton), mounted as worn, *overall good very fine* (6)

£160-200

Thomas William Milton was born at Lambeth, London on 16 October 1904 and enlisted as Boy Class II on 1 May 1920. Posted first to *Ganges*, Milton was made Ordinary Seaman aboard *Weymouth* on 16 October 1922. He saw considerable service aboard a number of vessels, notably *Waterhen*, *Vampire* and *Vesper*.

Promoted Leading Seaman aboard H.M.S. *Danae* it was with this rank that Milton left the Royal Navy and joined to the Royal Fleet Reserve, on 6 October 1934. Mobilised for service briefly during the Munich Crisis from 28 September-1 October 1938, he returned once again on 31 July 1939 with the light cruiser *Emerald*.

This vessel started the war patrolling the North Sea, however she was swiftly moved to the Atlantic as it became clear that German raiders would be threatening British supply lines there. During this period *Emerald* was captained by Commodore Augustus Agar, who had already won himself a V.C. and a D.S.O. during the Great War. She was also notably engaged in the removal of gold from Britain to Canada, as part of Operation Fish. Posted to the Indian Ocean in 1941 *Emerald* was engaged in troop movements to and from the Middle East as well as standing by to support the Allied intervention in Iraq.

Posted to the Eastern Fleet as part of the Fast Group in December 1941 *Emerald* notably formed part of the escort for convoy *DI*. Later she was to join Force 'K' at Gold Beach during the invasion of Normandy.

Milton was invalided from service on 10 September 1945 and went on to work in telecommunications. He was awarded the Imperial Service Medal as Supervisor of the London Telecommunications Region on 4 May 1965. Living at 4 Dryad Close, Pendlebury, Manchester, Milton died on 21 December 1989; sold together with copied research comprising service papers, a *London Gazette* extract and probate details.

190 Six: Able Seaman W. McArthur, Royal Navy



1939-45 Star; Atlantic Star, clasp, France and Germany; Arctic Star, in its case of issue, this labelled 'W McArthur JX288167' and issue slip; Africa Star, clasp, North Africa 1942-43; Italy Star; War Medal 1939-45, with named lid of the box of issue named to 'Mr W. McArthur, 126 Ashcroft Drive, Croftfoot, Glasgow S4', issue slip confirming '7' and with service details 'JX 288167', *good very fine* (6)

£400-500

Perhaps the best account of his career is offered by the *Bank of Scotland Magazine*, January 1967:

'Mr William MacArthur, who has retired from the position of Teller at Bridgeton Cross, entered the Inverurie Branch of the Union Bank in May 1924. His wartime service was spent in the Royal Navy, chiefly on destroyers in the anti-U Boat Section. He was on board H.M.S. *Bulldog* at the surrender of the Channel Islands on 8 May 1945...'

Sold together with group photograph including the recipient and other original items.

191 Six: Acting Able Seaman H. W. Newnham, Royal Navy, a Gun Layer aboard a Defensively Armed Merchant Ship

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; Pacific Star; Italy Star; War Medal 1939-45, all unnamed as issued, mounted as worn, with original service papers, *very fine* (6)

£140-180

Harry Walter Newnham was born at Lewisham, London on 18 June 1910. Working as a painter prior to enlistment he joined the Royal Navy on 2 November 1942 as an Ordinary Seaman and was posted to the training camp *Glendower*. A training camp at the Llyn Peninsula, near Pwllheli in North Wales, *Glendower* had been built by the famous holiday camp entrepreneur Billy Butlin to meet the training demands of an expanded navy, and it served as an overflow camp to *Royal Arthur*.

Proving capable during his training, Newnham was promoted Able Seaman on 6 February 1943 and later that year he was posted to *President III* for service with the Defensively Equipped Merchant Ships. Rated as a gun layer, his role would have been ensuring the true aim of the defensive guns, an especially important task when one considers that the crews of these vessels were often far less experienced than their counterparts in the Royal Navy. The emblem 'Q' on the recipient's arm patch suggests his role may have been with Q-ships. Newnham was in recipient of five good conduct chevrons between 31 December 1943-24 January 1946, that latter date being his final day of service before being discharged to the Reserve; sold together with original service papers and a D.E.M.S. gun-layer's arm patch along with copied research relating to D.E.M.S.

192 A well-documented Arctic Star and Order of Ushakov group of seven awarded to Stoker 1st Class R. H. Shaw, Royal Navy

1939-45 Star; Arctic Star, in its named box of issue 'R H Shaw KX598009'; Atlantic Star, clasp, France and Germany; Defence and War Medals 1939-45, the campaign awards with their *torn* box of issue named to '...Shaw, Southwell Road, Mansfield, Notts.; Russia, Order of Ushakov, reverse officially numbered '5296', in its case of issue with named award Document and other papers; 70th Anniversary Medal, in its case of issue with named award Document and other papers; Arctic service Badge; Armed Forces Veteran Badge, *good very fine* (Lot)

£800-1,200

Ronald Henry Shaw, a native of Mansfield, Nottinghamshire was born on 20 September 1923 and saw extensive service on Arctic Convoys during the Second World War, entering *Duke* from July 1943.

Sold together with a very complete archive including his Naval Pay and Identity Book, *rather worn*, Order of Release Form, various original paperwork related to his Russian awards and other material.

193

Six: Leading Seaman I. T. Chatten, Royal Naval Reserve, who saw the destruction of the German Battleship *Scharnhorst* at the Battle of the North Cape on 26 December 1943 aboard the destroyer *Matchless*

1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45; Royal Naval Reserve L.S. & G.C., G.V.I.R., (10226. B. I. T. Chatten. L. Smn. R.N.R.), mounted as worn, *good very fine* (6)

£160-200

Issac Thomas Chatten was born at North Shields, Tyneside on 23 August 1911, the son of John and Louisa Chatten. Enlisting with the Royal Naval Reserve on 15 June 1932 with the rank of Leading Seaman, he was called up for service on 27 September 1939 and initially served ashore at *Victory I* and *Vernon*. Soon, however, he was posted afloat, to the M-class destroyer *Marchless*.

This vessel was at sea in late-December as part of the British force which closed the net on the German battleship *Scharnhorst* and her escorts. Early in the morning on 26th December 1943, the German squadron was searching for an Allied convoy in poor weather. Unable to spot any enemy ships, Konteradmiral Erich Bey decided to send the destroyers southward to widen the search perimeter at the risk of leaving *Scharnhorst* unescorted.

Shortly after 0900 hours, *Norfolk* and *Sheffield* detected *Scharnhorst* off Nordkapp (the North Cape) on the island of Magerøya in northern Norway; they opened fire at the distance of 12,000 metres, hitting *Scharnhorst* twice, one of which hits put her radars out of commission. Bey ordered *Scharnhorst* to turn south, successfully moving away from the British ships; once the British cruisers were out of sight, *Scharnhorst* turned north-east to approach the cruisers at a more favourable angle. Just after 1200 hours, *Scharnhorst* opened fire, hitting *Norfolk*, damaging one turret and destroying her radar. *Scharnhorst* then once again turned south and this time Burnett's cruisers pursued, providing the *Duke of York's* group regularly-updated positions. At 1615 hours, *Duke of York* located *Scharnhorst* on radar, but *Scharnhorst* was unaware of her arrival on the scene.

At 1648 hours, *Belfast* fired star shells, illuminating *Scharnhorst* for *Duke of York*. The British battleship fired at the range of 10,900 metres, scoring a hit with her first salvo, disabling *Scharnhorst's* forwardmost turret. Another hit some time later destroyed the aircraft hangar. As *Scharnhorst* attempted to escape to the south, *Belfast* and *Norfolk* continued to give chase. At 1820 hours, *Duke of York* scored another hit on *Scharnhorst*, the shell detonating in the No. 1 boiler room, causing *Scharnhorst's* speed to decrease to 10 knots. At 1825 hours, Bey radioed the message "We will fight on until the last shell is fired." At 1850 hours British destroyers caught up with *Scharnhorst*, scoring gun and torpedo hits. *Duke of York* and *Jamaica* attacked at about 1900 hours at the range of 9,500 metres, and at 1915 hours *Belfast* joined in as well. Already heavily damaged, *Scharnhorst* suffered another round of multiple torpedo hits and finally sank at 1945 hours. Of her complement of nearly 2,000 only 36 were rescued; Admiral Bey was not among them.

Chatten went on to see service with H.M.S. *Wagtail*, finally being demobilised on 2 November 1945. Upon demobilisation he returned to North Shields where he died in 1997 and was buried at Preston Cemetery with his wife, Lucy; sold together with copied service papers, burial details and an action report for the commander of H.M.S. *Matchless*, relating to the sinking of the *Scharnhorst*.



- 194 Six: **Sergeant G. W. Haxell, Royal Artillery, late Able Seaman, Merchant Navy**
 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45; Efficiency Medal, Territorial, E.I.R. (11008591 Sgt. G. W. Haxell. R.A.), mounted as worn, *very fine and an unusual combination* (6)

£140-180

Geoffrey Walter Haxell was born at Dovercourt, Essex on 21 June 1924 and joined the Merchant Navy as a Deck Boy aboard the *Amsterdam* on 4 July 1941. That vessel would be lost off Juno Beach in August 1944 but Haxell had joined the *Empire Islander* as an Able Seaman on 16 February 1944. In June 1947 he enlisted with the Royal Artillery in and served with 419 Coastal Regiment, being awarded his T.E.M. in 1960. Haxell died at 12 Lime Avenue, Harwich on 3 April 2020; sold together with copied research.

- 195 *‘Especially Thornley, who was a tremendously determined man, and seemed almost to gain strength from labour and hardship. Indeed, looking back on my lifetime in the mountains, I will say that he was the most powerful climber I had ever seen.’*

A fine endorsement indeed, from none other than the legendary Sherpa Tenzing

The campaign group of six awarded to Captain J. W. Thornley 3/8th Gurkha Rifles, late The Queen’s (Royal West Surrey) Regiment and Royal Armoured Corps, who lost his life climbing Nango Parbat in December 1950

1939-45-Star; Africa Star, clasp, North Africa 1942-43; Burma Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (Capt. J. W. Thornley. G.R.), *initials and surname officially corrected, very fine* (6)

£300-400



James Whittaker Thornley, a native of Southport, was born in 1921. Educated at King George V School and Liverpool University, he enlisted in The Queen’s (Royal West Surrey) Regiment on 10 March 1942. Transferred to the Royal Armoured Corps as a Trooper on 18 March 1943, he was commissioned 2nd Lieutenant on 20 February 1944. Latterly serving in Burma and South East Asia as a Captain, it was as an explorer that Thornley further carved his name into history.

In late 1950 he was on an expedition to collect samples of wildlife and flowers in the mountains of the Himalayas, when reported missing with another comrade on Nagna Parbat. The mountain stands at 8,126m and had not been crested since the first ascent in 1895. The party would attempt to summit via the Rakhiot Face; an account of the expedition and his loss by the only survivor, R. M. W. Marsh, was published in the *Himalayan Journal*:

‘J. W. Thornley, W. H. Crace and I decided to attempt a winter reconnaissance of Nanga Parbat when, in October 1950, after we had been out in the field for three weeks, our plans for spending a year in the north Karakoram were unexpectedly shattered. It was our only alternative to returning home.



We did not intend to go high; our object was to see what winter temperatures, snow, and avalanche conditions would be like. Base camp at 12,500 feet was fully established by 11th November, and on the 12th we occupied Camp I at 14,650 feet. Our four Sherpas were unwilling to sleep above Base Camp and we carried on alone, relaying food and equipment. On the 16th I returned to base with frost-bitten toes. Crace and Thornley were going on for a short way, and we saw them on most days until 1st December, when they were moving up strongly, carrying loads at about 18,000 feet. We saw them stop and pitch a tent but did not see them again. For the next three days the tent was visible: then there was a heavy storm, and that, too, had disappeared. Two of the Sherpas and I went up after them, but we were unable to reach the place where they had last been seen. Later, planes searched the mountainside without spotting anything.

Their food-supplies were sufficient to last until 19 December, and on 26 December we gave up hope and left the mountain. Thornley and Crace were both extremely determined.

Thornley, for instance, marched 165 miles to Nanga Parbat over the Babusarr pass, wearing a pair of gym shoes, in six days, and was in no way fatigued at the end. They were a fine pair of friends, and it took an expedition of this sort, where we lived close, in difficult conditions, to bring out fully the great qualities of endurance, patience, and kindness which were so characteristic of them. I am sure they wish for no better tribute than that when they were last seen they were still going up and still going strong.'

One of their Sherpas on that expedition, who went to try and rescue them, was none other than Tenzing - little more need be said about his exploits. However it was clear that the skills and strengths of Thornley carved themselves into his memory. Nanga Parbat would finally be submitted in July 1953 by the GermanñAustrian expedition under Hermann Buhl. It would also claim the life of Günther Messner in 1970. The Thornley Society at King George V School was also named after him. His body remains on the mountain; sold together with newspaper clippings and copied research.

The diary of Crace, which had been lost during the storm which cost the life of Thornley, was found during the 1971 Czech Expedition and is held at the National Archives. Photographs of it were used in *Nanga Parbat* by Arno Puskas and Ivan Urbanovic.



- 196 Six: **Lieutenant J. C. I. Gillett, Royal Berkshire Regiment, late Artists' Rifles**
 1939-45 Star; Burma Star; Defence and War Medals 1939-45; Jubilee 1977, unnamed as issued; Efficiency Decoration, G.VI.R., 2nd issue, Territorial, reverse officially dated '1950' and additionally engraved 'Lt. J. C. I. Gillett. Rl Berkshire R', with integral top riband bar, mounted as worn, *good very fine* (6) £140-180
James Charles Inglis Gillett was wounded in action in Burma on 21 January 1944 whilst serving with the 1st Battalion, Somerset Light Infantry. He joined the Burma Star Association in September 1975; sold together with his Burma Star Association Badge and a typed note which states:
 'J. C. I. Gillett, Esq., TD. Born 27 October 1917. St. Paul's School, Great Western Railway, and Chartered Secretary.
 Artists' Rifles 1934-39. Royal Berkshire Regiment, June 1939-46 (5th (Hackney) Battalion 1939-42). Seconded 1942-45 to 1st Battalions of East Yorkshire Regiment, Lincolnshire Regiment, and Somerset Light Infantry. Territorial Army Reserve of Officers, 1946-
 Wounded, Arakan (Burma) 1944.'
 For his miniature dress medals, please see Lot 493.
- 197 Six: **Captain J. Phippard, Royal Army Service Corps**
 1939-45 Star; Burma Star; Italy Star; Defence and War Medals 1939-45; Efficiency Medal, Territorial, G.VI.R. (Lt. J. Phippard. R.A.S.C.), mounted as worn, *minor contact marks, very fine* £100-140
J. Phippard appears in the Army Lists as a Lieutenant from 1940 and was awarded the Efficiency Medal on 23 May 1947 whilst listed as Temporary Captain. He is further noted as being entitled to a clasp to the Efficiency Medal on 20 June 1952 with the rank of Honorary Captain; sold together with copied *London Gazette* extracts.
- 198 Six: **Lieutenant-Colonel C. S. W. Sabine, 5th Battalion West Yorkshire Regiment and Major, Army Dental Corps**
 1939-45 Star; Defence and War Medals 1939-45, these privately engraved 'Lt. Col. C. S. W. Sabine (7584) W. Yorks.'; Coronation 1937 (Lt. Col. C. S. W. Sabine, 5 W. Yorks.) privately engraved; Efficiency Decoration, G.VI.R., 1st issue, Territorial, with three 'G.VI.R.' clasps, decoration reverse impressed in small figures, '1939' and engraved, 'Lieut. Colonel C. S. W. Sabine, 5th Bn. The West Yorkshire Regt.'; Special Constabulary Long Service, G.V.R., 2nd issue (Charles S. W. Sabine) mounted court-style as worn, *good very fine* (6) £240-280
 Ex-Tony Sabell Collection, 2013.



Charles Shirley Wilmshurst Sabine was born in Birkenhead on 11 September 1900. He was educated in Yorkshire and qualified as a Dental Surgeon at Leeds University in 1923 where he was a member of the O.T.C. He was subsequently in practice in Harrogate and joined the 5th Battalion, West Yorkshire Regiment, being commissioned 2nd Lieutenant on 31 July 1920. On 5 June 1936 he attained the rank of Lieutenant-Colonel and with the onset of war he transferred to the Army Dental Corps, serving with the B.E.F. in France and later commanded the A.D.C. School of

Instruction at Aldershot. After the war he initially returned to his practice in Harrogate but soon moved to Eastbourne where he was an active member of the Royal Observer Corps and Army Cadet Force. Awarded three clasps to the Efficiency Decoration in 1950 (*London Gazette* 4 July 1950, refers), he retired from the T.A. with the rank of Lieutenant-Colonel in February 1956 and died in Eastbourne on 17 November 1980; sold with birth and death certificates and copied research, including several copied photographs of the recipient.

199 Six: **Private W. Hooper, Manchester Regiment**

1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Efficiency Medal, Territorial, G.V.I.R. (3531582 Pte W Hooper Manch R), mounted as worn, *good very fine* (6)

£70-90

200

There is a story in connection with the announcement of these honours to the ship's company of H.M.S. Ajax which is well worth repeating. The 11-inch shell which tore through the Ajax ended up in the Commodore's sleeping-cabin, having on the way smashed up the Captain's and the Commodore's bathrooms. The sailors, while fully appreciating the high honours that had been bestowed on their seniors, were still amused at the connection they could see with the damage in their ship. "Order of the Bath," one cheerful rating was overheard to say - "and they ain't got a blinking bath between them!" ^c

(The King's Cruisers, by Gordon Holman, refers.)

A Second World War group of seven awarded to Chief Plumber A. J. J. Brown, Royal Navy, who was present in the cruiser H.M.S. Ajax at the celebrated battle of the River Plate

Ajax - Commodore Harwood's command - was hit seven times by *Graf Spee*, the resultant damage including the disablement of her X and Y turrets with a loss of seven lives

In so far as the destruction of the Captain's and Commodore's bathrooms is concerned, we may be sure that Brown's plumbing skills were gratefully received

1939-45 Star; Atlantic Star; Africa Star; Pacific Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 2nd issue (MX. 45170 A. J. J. Brown, Pbr. 1, H.M.S. Pembroke), minor official correction to name of ship on last, *nearly extremely fine* (7)

£240-280

Archibald James John Brown was born in Sheerness, Kent on 12 October 1903 and entered the Royal Navy as a Plumber 4th Class in January 1926.

By the outbreak of hostilities in September 1939, he was serving as a Plumber 1st Class in the cruiser H.M.S. *Ajax*, and it was in this capacity that he was quickly saw action in the battle of the River Plate.

The following extract has been taken from the 'H.M.S. *Ajax* and River Plate Veterans Association' website:

'In early December 1939, Commodore Harwood received enemy reports from the British freighters *Doric Star* and *Tairoa* as they were captured and sunk. He calculated that if the raider chose to head for South America, she would probably arrive in the area off the River Plate on the morning of the 13 December. With this in mind, Harwood ordered the cruisers, H.M.S. *Ajax*, *Achilles* and *Exeter* to concentrate there the previous day (12th December). They met at the pre-arranged time and exercised their action plan.

On the morning of 13 December H.M.S. *Exeter* was ordered to investigate smoke that was spotted on the horizon. She soon signalled, "I think it is a pocket battleship". The three ships had finally met *Admiral Graf Spee* and at 0617 they went into action, following Harwood's orders, "Attack at once, by day or night".

At first *Graf Spee* concentrated her fire on *Exeter*. *Ajax* and *Achilles* then closed on *Graf Spee* at speed, drawing her fire and causing significant upper deck damage and loss of morale. *Graf Spee's* Captain Langsdorff later said, "They came at me like destroyers". At 0636 *Graf Spee* about turned to the west, from where she started her retreat. With 66 of her crew killed, *Exeter* later retired from the battle badly damaged and made for the Falklands.



The pursuit of the Graf Spee: H.M.S. Ajax, left, and H.M.S. Achilles chase their adversary 'like destroyers'; by Norman Wilkinson (1878-1971)

By 0725 *Ajax* and *Achilles* had closed to within four miles from *Graf Spee*. Harwood then decided to open the range and shadow her. However, *Graf Spee* steadied and concentrated her fire again on *Ajax* and *Achilles*. *Ajax* fired a salvo of torpedoes to encourage *Graf Spee* to maintain her westward course, which she did, but shortly afterwards *Graf Spee* obtained a hit on *Ajax* which put her two after-turrets out of action. *Achilles* also suffered severe damage to her director control tower from a near-miss. This was *Graf Spee's* chance to turn on the pursuers and regain the initiative but it was not taken. Captain Langsdorff chose to break off the action ...'

Petty Officer Leslie Denis, aboard H.M.S. *Ajax*, has the final word:

'*Graf Spee* then drew off and set a course for Montevideo where the stage was set for her arrival. During the day, a radio operator from New York was giving a running commentary on events. We withdrew out to sea and heard everything on the ship's radio, broadcast throughout the ship, courtesy of the overseas service of the BBC which was picking up the transmission from the shore. So although we had withdrawn to the horizon, we had a ringside seat.

By this time, H.M.S. *Cumberland* had arrived from the Falkland Islands, and was a valuable addition to our force.

We withdrew out to sea and buried our dead. On 17 December the *Graf Spee* slipped her moorings and proceeded out to sea. We had closed to within five miles of the port. *Graf Spee* stopped just outside the three-mile limit and disembarked her crew. Shortly afterwards, huge explosions were heard from her - she was on fire. All ships closed in as far as was safe, and the order to cheer was given. The ships' companies cheered each other like mad ...'

Job done.



The officers and ratings of H.M.S. Ajax and H.M.S. Exeter receive a heroes' welcome in London in February 1940

Brown departed *Ajax* in June 1940, but not before participating in the major celebrations that took place in London and elsewhere, on *Ajax's* return to the U.K. And he was awarded his L.S. & G.C. Medal in October 1940.

Subsequent career

His later wartime appointments comprised the cruiser *Euryalus* (January 1941-October 1942), in which he served in the Malta convoys "Halberd" and "Vigorous"; and the infantry landing ships *Glenroy* (October 1942-February 1943), *Empire Aiquebus* (July 1944-July 1945).

Brown finally came ashore as a Chief Plumber in March 1948.

201 **Seven: Stoker Petty Officer L. A. Taylor, Royal Navy, who was twice sunk during the Second World War and who also served on the Arctic Convoys**

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (K.6707 L. A. Taylor. S.P.O. H.M.S. Gloucester.), *good very fine* (7)

£240-280

Leonard Arthur Taylor was born at Loughborough on 11 August 1907 and entered the Royal Navy as a Stoker 2nd Class in March 1925. He earned his L.S. & G.C. Medal in March 1940 and was soon after transferred to the *Venetia*.

Boulogne

On 23 May 1940, *Venetia* and the destroyers *Vimiera*, *Whitshed*, *Venomous*, and *Wild Swan* arrived off Boulogne, France, to evacuate troops of the British Army's Irish Guards and Welsh Guards, who had been trapped there by advancing German troops and tanks of the 2nd Panzer Division during the Battle of Boulogne. Sixty German Junkers Ju 87 Stuka dive bombers had recently attacked the harbour and French destroyers bombarding offshore, so they awaited the arrival of Royal Air Force fighter cover before attempting to enter the harbour. After it arrived at 19:20 hours, *Whitshed* and *Vimiera* entered the harbour first, taking aboard as many British soldiers as possible – over 550 men each – under fire from German forces before steaming back out of the harbour at 20:25 hours, with *Whitshed* completely destroying two German tanks at point-blank range with her 4.7-inch (120-mm) guns as she departed.

Venomous and *Wild Swan* entered the harbour next, at 20:35 hours, followed by *Venetia* at 20:40 hours. The Germans opened fire on *Venetia* with heavier guns as she entered the harbour, apparently in an attempt to sink her in the harbour entrance to trap *Venomous* and *Wild Swan* and bring the evacuation operation to an end. A German shell, probably from a tank, hit *Venetia*, starting a fire aft and prompting her crew to jettison her torpedoes and burning Carley floats. Another shell hit her "B" gun turret, blowing overboard and killing some of the men there, and German gunfire also inflicted casualties among the men on her bridge, causing her to go out of control and briefly run aground. Gunners aboard *Venomous*, seeing that *Venetia* was in danger of being sunk, realized that the Germans had captured Fort de la Crèche on a hill overlooking the entrance and were using its coastal artillery to fire on *Venetia*. *Venomous* opened fire on the fort; her first salvo went over it, but her second salvo blew off one side of the fort and much of the hillside it was on, causing artillery pieces to roll down the hill and silencing the fort. *Venomous* also detected a German light field gun in the garden of a house and fired on it; her first salvo flattened all of the trees in the garden, set the house on fire, and caused German troops in the vicinity to flee. All heavy German guns fell silent after this and, given a reprieve, *Venetia*, which had taken seven hits and been unable to embark any troops, quickly refloated herself and backed out of the harbour at full speed at 20:48 hours. *Venomous* and *Wild Swan* followed *Venetia* out of the harbour, also in reverse, carrying about 400 evacuees each, along the way knocking out a German tank and shooting up two German troop columns, then escorted the damaged *Venetia* to Dover. A congratulatory message from the Vice-Admiral Destroyers, Dover, dated 24 May 1940, was read to recipients including the ship's company of *Venetia*:

'I wish to express my admiration of the manner in which the Destroyers attached to the Dover Command carried out the difficult operation of evacuating the troops from Boulogne both in the face of heavy air attack and point-blank fire from guns, machine-guns and snipers. The handling of their ships and their armaments and the bearing of the ships' companies was beyond all praise. The following received from the CIGS [Chief of the Imperial General Staff] - Army's thanks to your people for last night's magnificent effort at Boulogne.'

In the drink

After spending the summer of 1940 undergoing repairs, *Venetia* returned to Nore Command in August 1940 and began convoy defence and patrol duties in the North Sea and Thames Estuary in September 1940. On 19 October 1940, she struck a mine off Knob Buoy in the Thames Estuary



some 12 nautical miles northwest of Margate and sank. Thankfully Taylor was taken aboard the *Walpole*

Take two - sinking feeling

Taylor joined the destroyer *Gurkha* and he remained similarly employed up until her loss in January 1942. Laid down in 1938, *Gurkha* was to have been named *Larne*, but on the loss of her namesake in 1940, the Gurkha Brigade offered to pay for a new ship. In gratitude, the Prime Minister, Winston Churchill, ordered that the destroyer to be launched should be named *Gurkha*; the launching ceremony was performed by his daughter Mary, and the ship was completed on 18 February 1941.

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

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

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

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

Convoy duty

After further postings to *Derby* and *Sphinx*, Taylor joined *Offa* on 26 January 1944, the same day she picked up survivors from the British merchantman *Fort Bellingham* that was sunk by a torpedo from *U-957* in the Barents Sea. He would share in a series of Arctic Convoy runs and would be entitled to the Arctic Star. Put ashore in May 1947, Taylor sadly took his own life on 28 February 1979; sold together with copied service details.



- 202 Seven: **3rd Engineer C. C. Bruce, Merchant Navy and Royal Fleet Auxiliary, the recipient of a scarce Italy Star for services afloat**
- 1939-45 Star; Atlantic Star; Italy Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, S. E. Asia 1945-46 (3rd. Eng. C. C. Bruce. R.F.A.); Korea 1950-53 (C. C. Bruce.); U.N. Korea 1950-54, mounted as worn, *official corrections to fifth, good very fine* (7) £300-400
- Charles Cyril Bruce** was born on 18 May 1922 at Felling-on-Tyne and joined the Merchant Navy in October 1943, serving aboard the *Empire Camp, Albion Star, Empire Might* and *Reliant*, serving in South East Asia aboard this last vessel. He would see further active service off Korea and was also in receipt of a rather scarce Italy Star for his services during the Second World War; sold together with Ministry of Transport confirmation for '4' Medals and forwarding note for his Korea pair, besides copied research.
- 203 Seven: **Warrant Officer B. O'Brien, Royal Air Force**
- 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, South Arabia (W/O. B. O'Brien (CO522988) R.A.F.); Royal Air Force L.S. & G.C., E.II.R. (522988 F.Sgt. B. O'Brien. R.A.F.), mounted as worn, the GSM loose, *good very fine* (7) £100-140
- Sold together with named box of issue for the GSM, together with forwarding note to the recipient living at 341 Holcombe Road, Rossendale, Lancashire in November 1967, and two sporting Medals named to him.
- 204 Eight: **Lieutenant-Commander R. G. Archer, Royal Navy, who served on Arctic Convoy duty and was aboard H.M.S. *Edinburgh* for her epic three-day battle around Murmansk, which led to the loss not only of the ship but also a consignment of gold bullion to the freezing oceans of the Arctic**



1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; Italy Star; War Medal 1939-45; Naval General Service 1915-62, 2 clasps, Minesweeping 1945-51, Near East (Lieut. R. G. Archer. R.N.); Korea 1950-53, (Lt. Cdr. R. G. Archer. R.N.); U.N. Korea 1950-54, unnamed as issued, mounted court-style for wear, *nearly extremely fine* (8) £400-500

Robert George Archer was born at Bristol, Gloucestershire on 16 February 1921 and entered the Royal Navy as a Cadet at H.M.S. *Vindictive* on 1 January 1939. Commissioned Midshipman on 1 September 1939, he was posted to H.M.S. *Diomedea* on 4 August that year. Promoted Sub-Lieutenant on 1 May 1941 he joined the cruiser *Edinburgh* on 5 September 1941. Aboard her he saw duty with Arctic convoys bringing aid to the Soviet Union - notably *PQ 14* which she joined on

9 April as part of the distant covering force headed for Murmansk. During the course of this hazardous journey the convoy only narrowly avoided destruction at the hands of *U-376*.

Having arrived safely, *Edinburgh* was sent on an independent mission, leaving Murmansk for the home waters on 29 April and joining up with the escort for convoy *QP 11*. It was whilst on this duty that, on 30 April, *Edinburgh* was struck on the starboard side by a torpedo from *U-456*, causing her to list heavily. A second torpedo hammered into her stern, destroying her steering equipment and crippling her. Desperate to return to Murmansk, *Edinburgh* was taken in tow by other vessels from the convoy but was now under constant attack from German aircraft and in a truly desperate state.

She was finally cornered by three German destroyers on 2 May but, casting off her tow, she prepared to fight. Only able to steam in circles and with her guns barely functioning, *Edinburgh* managed to open fire on the enemy - indeed her second salvo scored a direct hit upon one of the German destroyers, damaging her so severely that she had to be scuttled. The rest were driven off by *Edinburgh's* escorts - however, further damaged by a torpedo strike during the engagement she was finally beyond saving. The crew abandoned ship with H.M.S. *Gossamer* taking off 440 men while H.M.S. *Harrier* took about 400. She had taken casualties of two officers and 56 other ranks during her three-day ordeal. In the end it was a British ship which sank *Edinburgh*, H.M.S. *Foresight* firing a torpedo which hit her amidships - after gunfire and depth charges had failed to end this almost unsinkable vessel. Unfortunately, it was impossible to remove a consignment of gold bullion from *Edinburgh's* hold prior to being sunk - a payment from the U.S.S.R. to the Allies for supplies and war materiel worth £1.5 million sterling at the time.

Promoted Lieutenant on 16 September 1942, Archer was appointed to H.M.S. *Rockingham* and served with her until August 1943. Seeing further service with H.M.S. *Keats* from 19 October 1943 as 1st Lieutenant, he was posted ashore in Sydney, Australia to *Golden Hind* in January 1945. Seeing further post-war service with the minesweeper H.M.S. *Courier* from February 1946, he was promoted Lieutenant-Commander on 16 September 1950 and was then in action once more during the Korean War and in the Near East; Archer finally retired on 23 May 1960; sold together with a photograph and former auction listing.

A notable family group:

205 **The well-documented and poignant Second World War campaign group of three awarded to Boy 1st Class R. E. White, Royal Navy, who was just 17 years old at the time of his death from wounds, following the loss the cruiser H.M.S. *Dunedin* in shark-infested waters in November 1941**

1939-45 Star; Atlantic Star; War Medal 1939-45, with original Admiralty and Buckingham Place condolence slips and O.H.M.S. card forwarding box addressed to his mother, Mrs. L. D. White, 172 Columbia Road, Ensburry Park, Bournemouth, Hants', *extremely fine*

Sold with a quantity of original documentation, including a letter from the Commodore, R.N. Barracks, Portsmouth, informing the recipient's mother of his death from wounds, dated 8 December 1941; Certificate of the Inspector of Seamen's Wills, allocating funds to his mother, dated 12 May 1942; letters to her from the recipient (2), dated 12 August 1941 and 11 October 1941, the latter written shortly before his death from wounds; telegrams home (2); a local newspaper obituary and portrait photograph.

The well-documented Second World War campaign group of five awarded to Able Seaman R. G. White, Royal Navy, who witnessed extensive action in the destroyer H.M.S. *Anthony*, including off Dunkirk and on the Arctic run

1939-45 Star; Atlantic Star; Arctic Star; Burma Star; War Medal 1939-45, *good very fine*, together with official Government Arctic Emblem lapel badge, in its box of issue

Sold with an extensive archive of original documentation and photographs, including his parchment Certificate of Service and his R.N. Trade Certificate, the latter revealing his role as a Leading Torpedoman; the recipient's hand drawn map of H.M.S. *Anthony's* movements during Operation "Ironclad", signed and dated 7 May 1942, together with a wartime copy of Admiral Syfret's 'Order of the Day' commending the gallant conduct of her crew; and a fine array of wartime photographs (approx. 60), some contained in a snapshot album and largely relating to the recipient's time aboard *Anthony*, including Dunkirk and the Arctic run.

The Second World War campaign group of three awarded to Able Seaman M. H. White, Royal Navy, who served in the escort carrier H.M.S. *Ravenger* on the Atlantic run

1939-45 Star; Atlantic Star; War Medal 1939-45, with Admiralty slip and original O.H.M.S. card forwarding box addressed to 'Mr. M. H. White, 172 Columbia Road, Ensburry Park, Bournemouth, Hants', one side of which is inscribed with his service number 'JX. 322422', *extremely fine* (12)

£700-900



Robert Eric White was born in Poole, Dorset on 11 April 1924, the son of Gordon Hatfield White and Linda Daisy White, and initially found employment in Bournemouth's Pleasure Gardens. On the outbreak of hostilities, however, he entered the Royal Navy as a boy rating and he was likewise employed at the time of his death in November 1941.

The cruiser H.M.S. *Dunedin* departed the U.K. for the South Atlantic in April 1941 and captured of the enemy tanker *Lotbringen* at the end of the following month, aboard which was discovered important Enigma materiel.

On 24 November 1941, however, she fell victim to a torpedo strike delivered by the *U-124*, when north-east of Recife, Brazil. Two torpedoes hit within seconds of each other, the first striking amidships, wrecking the main wireless office, the second further aft, probably near the officers' quarters. The first hit sent the ship lurching to starboard, the second caused even greater damage, dismounting the after 6-inch gun, and blowing off the starboard screw. Immediately men began to abandon ship, jumping over the side to the Carley floats and any available debris. *Dunedin* turned on her beam ends and sank in about seventeen minutes.

Shortly after the sinking, *U-124* surfaced and circled the survivors. The U-boat was on the surface for no more than ten minutes before diving but, while the survivors waited to see what was intended, and as a spontaneous act of defiance, they sang "There will always be an England".

In the water, up to 250 men from a ship's complement of nearly five hundred struggled to haul themselves on to the Carley floats and anything else that would float. Seven Carley floats got away. For the next 78 hours, their numbers dwindled in the equatorial heat. Some men died of their injuries sustained when the torpedoes hit, some died of exhaustion, some went insane, others drowned, and some were killed by sharks.

When, in the late afternoon of 27 November, the *Nishmaha*, a U.S. merchant ship en route from Takoradi to Philadelphia, happened upon the six remaining Carley rafts, only 72 men were still alive. Five would subsequently die before the *Nishmaha* reached Trinidad, leaving just 67 out of the original complement of around 500 officers and ratings.

One of the five who died aboard the *Nishmaha* was 17-year-old Robert White, who succumbed to his wounds on the 28th. He was buried at sea and is commemorated on the Portsmouth Naval Memorial.



Ronald Gordon White was born in Poole, Dorset on 2 September 1920, the son of Gordon Hatfield White and Linda Daisy White, and entered the Royal Navy as an Ordinary Seaman in August 1939. Following his initial training at the shore establishment Victory, he joined the destroyer H.M.S. *Anthony* in November of the same year, and he remained likewise employed until December 1942.

As part of the 16th Destroyer Flotilla, *Anthony* played a prominent role in the evacuation of Dunkirk, rescuing over 3,000 troops, but on 30 May 1940 she was damaged by enemy aircraft and had to return to port for repairs.

Anthony was next assigned to the 12th Destroyer Flotilla and it was in this capacity that she rescued survivors from the *City of Benares* in September 1940. The loss of the latter ship - to a torpedo attack delivered by the *U-48* - resulted in the death of 77 child evacuees, an incident that sent shock waves through the home press and brought about an end to the Children's Overseas Reception Scheme (C.O.R.S.).

Having then served as an escort to the *Hood* and the *Prince of Wales* during the pursuit of the *Bismarck* in May 1941, *Anthony* participated in the trail-blazing Arctic convoy PQ. 1 / QP. 1.

Then in late March of the following year, she was assigned to Force H in support of Operation "Ironclad", the assault on Vichy French held Diego Suarez, Madagascar. At a crucial moment in the operation, the assaulting force met unexpectedly severe resistance and Admiral Syfret dispatched *Anthony* to make a dash past the harbour defences and land 50 Royal Marines in the rear of the enemy positions. The latter caused a 'disturbance in the town out of all proportion of their numbers' and the Vichy defence was soon broken.

Having come ashore just before Christmas 1942, White returned to sea in the cruiser *Emerald* in the period March-November 1943. His final wartime seagoing appointments were in *Paladin* (May 1944-March 1945) and *Pathfinder* (April-May 1945), in which period he qualified for his Burma Star. He was released 'Class A' in October 1946 and died in Bournemouth, Dorset on 25 April 2007.



Mervyn Hatfield White was born on 24 October 1922, the son of Gordon Hatfield White and Linda Daisy White, and entered the Royal Navy as a rating following the outbreak of hostilities. As evidenced by around 20 accompanying wartime photographs, he subsequently witnessed active service in the escort carrier H.M.S. *Ravager* on the Atlantic run. He died in Bournemouth in August 1995.

See Lot 113 for the Great War medals awarded to their father, Sergeant George Hatfield White, Hampshire Regiment.

- 206 Four: **Chief Observer P. Bell, Royal Observer Corps**
Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45; Royal Observer Corps L.S. & G.C., with two second award bars (Chief Observer P. Bell), mounted as worn, reverse pin removed, *minor pitting and contact wear overall, very fine* (4) £240-300
Sold together with a Royal Observer Corps cap badge and R.O.C. pin as well as a riband bar.
- 207 Three: **Flight Sergeant E. M. R. Taylor, Women's Auxiliary Air Force, later Lady Corfield**
Defence and War Medals 1939-45; Air Efficiency Medal, G.VI.R., 1st issue (881953 F. Sgt. E. M. R. Taylor. W.A.A.F.), mounted as worn, *good very fine* (3) £200-240



Elizabeth Mary Ruth Corfield (née Taylor) joined the Women's Auxiliary Air Force in 1939 and married Frederick Corfield at Holy Trinity, Brompton in August 1945. He was a barrister and became the Conservative MP for South Gloucestershire from 1955-74 but it is said that '...being MP was not part of her husband's life plan and they most enjoyed the time they spent at their farm in Gloucestershire with their dogs.'

Lady Corfield lived to the fine age of 102 and died on 13 June 2010.

- 208 Three: **Inspector A. S. Clark, Humberside Police**
Defence Medal 1939-45; Jubilee 1977; Special Constabulary Long Service, E.II.R., with two Additional Service Bars, these 'Long Service, 1969' and 'Long Service, 1979' (Insp. Albert S. Clark), mounted as worn, *good very fine* (3) £140-180
Albert Salisbury Clark was born at Ecclesall in late 1910 and earned his 1977 Jubilee as a Special Inspector in the Humerside Police (Home Office) and died on 17 January 2005.

- 209 **An unusual Territorial Efficiency Medal group of four awarded to Captain D. B. King, 7th Duke of Edinburgh's Own Gurkha Rifles**
- Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (Lt. D. B. King. 7 G.R.); Efficiency Medal, Territorial, E.II.R., with Additional Service Bar (Lt. D. B. King. 7.G.R.), *good very fine* (4) £300-400
- Desmond Bryan King** - or 'Dizzy' to his friends and comrades - was born on 1 October 1913, the son of Lawrence, a solicitor and Isabella, of 76 Cromwell Road, Beckenham. He was commissioned as 2nd Lieutenant in the 7th Gurkha Rifles on 15 November 1942 and served at the Regimental Centre in India during the Second World War. Remaining with the unit, he was granted a Short Service Regular Commission in 1952, with seniority backdated to 17 December 1948, and went on to see active service in Malaya with the 2nd Battalion (Medal & clasp). He was awarded his Efficiency Medal as per the *London Gazette* of 25 June 1954 - one of just two to the entire Brigade of Gurkhas in that Gazette - and added a Bar to this Medal later. King joined the Denbigh & Flint Army Cadet Force and was a Master at Brightlands School, Gloucestershire; sold together with his riband bar and copied research.
- For his miniature dress medals, please see Lot 494.
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- 210 **Four: Driver A. L. Cooper, Royal Army Service Corps, 5th Dragoon Guards and Special Constabulary**
- Defence and War Medals 1939-45; Efficiency Medal, Territorial, G.VI.R. (394323. Dvr. A. L. Cooper. R.A.S.C.); Special Constabulary Long Service, E.II.R. (Alec L. Cooper), mounted as worn, *good very fine* (4) £70-90
- Alec Leslie Cooper** was born at Wittesham, Kent on 28 May 1902. He was a farm labourer working with his father at Park Farm, Wittesham upon his enlistment in the Royal Armoured Corps in April 1920. Serving with the 5th Dragoon Guards, he was discharged no longer fit for service in February 1922. Cooper re-enlisted in the Royal Artillery in 1936 and then served with the Royal Army Service Corps, before joining the Special Constabulary. A gardener, he settled at Enfield Green and died at St Peters Hospital, Chertsey, on 13 April 1973; sold together with copied research.
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- 211 **Pair: Lance-Corporal T. T. Boyd, Queen's Royal Irish Hussars**
- Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24715426 LCpl T T Boyd QRIH); U.N. Medal for Cyprus, *good very fine* (2) £240-280
- T. T. Boyd** confirmed as serving with 'D' Squadron for Operation Granby and was a prominent sportsman for the Regiment; sold together with copied research.

INTRODUCTION



Brian and Nirmal at their home in the early 1970s.

An Indian Army Collection formed by Brian (A.K.A. Kala Singh) and Nirmal Russell

This diverse group, which was formed over five decades by Brian, a trained artist, and Nirmal, a retired local Government official, stems from a shared passion for Indian art, architecture and military history pursued over a lifetime of travel and adventure across the Indian subcontinent.

Born in Shepherd's Bush, London, in 1940, Brian's fascination with India came at an early age. As a schoolboy in Fulham in the 1950s, he became fast friends with two Sikh brothers. They sparked his curiosity into Eastern religious traditions, leading Brian to study the teachings of the Buddha, the sacred texts of the Hindus and the poetry of the Sikh Gurus.

At the age of ten, Brian became a member of the Wide World Brotherhood, a global network of pen-pals founded in 1949. He corresponded for several years with Joginder Sabharwal who lived in the heart of India's capital, Delhi. A chance invitation to stay with Joginder's family was eagerly accepted and, in 1959, Brian set sail with cine camera and paint brushes in hand. This maiden trip was a hugely eventful one. Besides making extensive train journeys across the length and breadth of India to see its historic sites (some of which he filmed and painted), Brian formally converted to Sikhism, adopting the somewhat ironic Sikh name of Kala Singh ('The Black Lion'). He was also to meet his future wife, Nirmal, who happened to be Joginder's youngest sister.

When Brian returned to England, he began corresponding with Nirmal and their relationship soon blossomed. In one copious letter, Nirmal diligently translated and transliterated over a hundred Hindi phrases to aid Brian on his next trip to India - and return he did. The young couple were eventually married in 1964 in two distinctive ceremonies, one in Delhi to honour her family's Arya Samaj traditions, and afterwards at Anandpur Sahib in Punjab to respect his Sikh sensibilities. They settled in the UK that same year. Nirmal enthusiastically supported Brian's childhood passions of football (both would become life-long season ticket holders at Fulham FC) and jazz music (with Nirmal being the designated driver for Brian - an accomplished drummer - and his fellow musicians in the Mick Messenger Band, the Moonshine Jazz Band and many others during their many gigs).

From the get-go, Brian was an avid collector. Inspired by a schoolteacher, he began collecting Japanese arms and armour. As his love affair with India grew, he sold up to shift his collecting focus to the Indian Army of pre-1947. With Nirmal's unstinting support, Brian amassed a world-class collection of important medals, military uniforms, buttons, badges, swords, colonial-era diaries and letters, antiquarian books, vintage photographs and postcards. He also built upon the archives of other military enthusiasts.

Brian's greatest archival achievement, however, was undoubtedly the creation of a unique record of India's British cemeteries containing details of thousands of graves of civil and military personnel. During his trips in the 1960s, Brian noticed how they were at risk of encroachment and vandalism, so he decided to document as many of them as possible,

meticulously photographing every grave he came across. He would raise concerns with the director of the Archaeological Survey of India in a bid to safeguard the memories of those who had been laid to rest so long ago. Locals would also be encouraged to participate in the preservation of their local heritage. Sadly, Brian passed away before he could share his work more widely. A digitising project is now underway to share this monumental archive online as a lasting legacy to Brian's tireless efforts.

A different vision that Brian did manage to realise in his lifetime, however, was the creation of an Indian Army Museum to house the couple's collection in his and Nirmal's home in Harrow. Brian's rationale for establishing this beloved institution, and a catalogue of its treasures titled Gup (an Indian term for 'Gossip') that sadly remains a work in progress, gives a fascinating insight into the motives of its founder:

"A regiment is a family - when you join, you join for life. Regiments are kept alive by regimental histories, magazines, museums, etc. This esprit de corps whilst beneficial for the regiment can be intimidating for those outside the regimental family. The Indian Army Museum exists to explain the pre-1947 Indian Army and bridge this gap. My aim is to engender inclusivity, for those that served and those that observe, and it is my hope that Gup will go some way towards this. The military is not a side-show, but an integral part of society. Might today's visitors be part of tomorrow's army? If a visitor looks at a sword, painting or uniform and cannot relate to them, I feel guilty of negligence. Gup is a rather modest attempt to meet this need and reiterate that we don't all walk around with 'Give War A Chance' t-shirts."

Every year, a select few friends (typically fellow collecting enthusiasts who had visited the Museum) were the fortunate recipients of Brian's charming Christmas cards celebrating a special object from the museum's vast holdings. The seasonal message was voiced by a historic character resurrected through a skilful combination of Brian's formidable research and quirky wit. .



Brian and Nirmal photographed on the day of their arrival in the UK after getting married in India, 22 November 1964.



Brian and Nirmal in Brent, 1980s

Brian's passing in 2022 left this ambitious project bereft of its main Curator. In honour of her late husband, Nirmal has decided to bequeath a part of the collection to the nation through a donation to the National Army Museum, London, with the remainder, such as this important group of Medals and Orders, made available to collectors who, like Brian, are devoted to keeping alive the many stories enshrined within these precious objects.

212 The rare Relief of Chitral D.S.O. group of seven awarded to Colonel R. C. Hadow, 15th Sikhs, who was also severely wounded in action



Distinguished Service Order, V.R., silver-gilt and enamel; Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (Lt. R. C. Hadow, 15th Ben. N.I.); Kabul to Kandahar Star 1880 (Lieut. R. C. Hadow, 15th Bengal N.I.); Egypt & Sudan 1882-89, 2 clasps, Suakin 1885, Tofrek (Capt. R. C. Hadow, 15th Sikhs.); India General Service 1854-95, 1 clasp, Samana 1891 (Major R. C. Hadow, 15th Bl. Infy.); India General Service 1895-1908, 4 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (Major R. C. Hadow, 15th Bl. Infy.); Khedive's Star 1884-6, unnamed as issued, mounted on original wearing bar, ribbons now rather frayed and the Egypt Medal detached, *good very fine* (7)

£4,000-6,000

D.S.O. *London Gazette* 21 January 1896 (Chitral Relief Force).

Reginald Campbell Hadow, the son of Patrick Hadow, J.P., Chairman of the P. & O. Steam Navigation Company, was born on 6 July 1851, and was educated at Cheltenham College. He was gazetted Ensign in the 55th Regiment on 27 April 1870, was promoted Lieutenant on 28 October 1871, and admitted to the Bengal Staff Corps on 26 July 1876. Appointed to the 15th Bengal Native Infantry (Ludhiana Sikhs), Hadow served throughout both campaigns of the Afghan War of 1878-80, taking part in the advance to and occupation of Kandahar, the advance from Kandahar on Ghazni and to Kabul, the march from Kabul to the relief of Kandahar, and the return to Sibi by the Hunai route, and being present at the battle of Ahmed Khel, the action of Arzu, the operations in the Logar Valley, the reconnaissance of 31 August 1880, and the battle of Kandahar (Medal & 2 clasps, Bronze Star).

He was advanced to the rank of Captain on 27 April 1882, and in February 1885 embarked for active service in the Sudan with his regiment, then styled the 15th Bengal Infantry (Loodhiana Sikhs), the word 'Native' having been dropped from titles on 1 January of that year. The regiment formed part of the Indian Brigade under Major-General J. Hudson, destined to act as part of the garrison at the port of Suakin under the overall command of Major-General Sir Gerald Graham. Though originally intended for defence work, Hadow and the Indian Brigade, comprising, in addition to the 15th Sikhs, the 17th Bengal Infantry, 28th Bombay Infantry, one company of 2nd Queen's Own Sappers and Miners, and 9th Bengal Lancers, moved out from Suakin on 22 March with a Battalion each of Berkshires and Royal Marine Light Infantry, a Squadron of 5th Lancers, and a Royal Navy machine-gun detachment, towards Tamaai, which was believed to be the headquarters of the Mahdist commander Osman Digna. The Anglo-Indian force, under the command of Major-General Sir J. C. McNeill, V.C., found it hard going through the dense mimosa scrub under a scorching sun, and having covered just six miles in four hours, called a halt at Tofrek.

At 1440hrs, as the Sappers and men of the Berkshires were cutting bushes and building a zariba, the force was suddenly attacked by a screaming horde of some 5,000 'Fuzzy-Wuzzys'. The unfinished defences were hastily manned in the west by Hadow's regiment, in the south by the 17th Bengal and in the north by the 28th Bombay Infantry. Half of the Berkshires with two naval machine guns held the south-west corner, and the R.M.L.I. with two more Gardner guns the north-west corner of the position. The transport lines lay 200 yards to the east and the remainder of the Berkshires 300 yards to the north west. The enemy swept like lightning towards the half-constructed zariba from the south, driving in the cavalry pickets, scattering the transport animals and breaking the 17th Bengal. The battle of Tofrek, or McNeill's Zariba as it became known, had all the makings of a major disaster but fortunately the enemy, having broken into the position, charged out again on the opposite side, spurred on by the disciplined fire of the Berkshires to the north west. Some 130 British and Indian troops were killed. The butcher's bill for the other side was a thousand dead.

Thereafter the operations around Suakin fizzled out: Osman Digna's followers lost confidence and drifted away, while Graham's forces, unable to find them, confined their activities to burning a few huts. The war-scare caused by the Russian occupation of Panjdeh in Afghanistan provided the authorities with a convenient excuse to withdraw the bulk of the Indian Brigade. Hadow's regiment and the 17th Bengal, however, remained to garrison Suakin until November when they too returned to India (Medal & two clasps, Bronze Star).

Hadow became Major on 27 April 1890, and in 1891 took part with his regiment in the second Miranzai Expedition. During the Chitral Relief Expedition of 1895 he served with his regiment in the 1st Infantry Brigade, being present at the storming of the Malakand Pass and the forcing of the Swat River, receiving a mention in despatches and the D.S.O., 'in recognition of services rendered'. The insignia was presented to him on 11 April 1896 and he was promoted Lieutenant-Colonel on 27 April 1896. In 1897-98 he took part in the operations on the Samana and in the Kurram Valley Flying Column, under Colonel Richardson. He served in the Tirah campaign, being present at Chagru Kotal and Dargai, and operations in the Khanki Valley. Hadow was severely wounded by a gun shot to his right leg at Khangarbur on 26 October 1897 (Medal & 4 clasps). On 15 February 1902, he was given the Brevet rank of Colonel and, on 27 April 1902, retired with the rank of Colonel. Hadow died on 10 October 1919.

213 A superb Chitral Indian Order of Merit group of three awarded to Havildar Soddah Singh, 14th Sikhs, for gallantry at the Koragh Defile, a disaster from which only 15 men emerged alive



Indian Order of Merit, 3rd class, the reverse officially engraved '3rd Class Order of Merit' with silver ribbon buckle; India General Service 1895-1902, 1 clasp, Defence of Chitral 1895 (1629 Naick Soddah Singh. 14th Bl. Infy.); Delhi Durbar 1903, unnamed as issued, *good very fine* (3)

£4,000-6,000

PROVENANCE:
DNW, June 2002.

I.O.M. *G.G.O.* 742 of 1895:

'The undermentioned non-commissioned officers and men of the 14th (Ferozepore Sikh) Regt. of Bengal Infantry, were granted the 3rd class, in recognition of the gallantry and devotion exhibited by them in the action at Koragh, in Chitral, on the 10th March 1895'.

There follows the names of 14 N.C.O's and men, including Naick Soddah Sing who was wounded by a gun shot in the abdomen. The story of this gallant party at the Koragh defile is the most remarkable incident of the entire Chitral affair, more so even than that of the defence of the fort at Chitral itself, or of Kelly's heroic march to its relief.

Captain C. R. Ross, with Lieutenant H. J. Jones and a party of some 60 Sikhs, all of the 14th Bengal Infantry, who left Mastuj on 7 March to give assistance to Lieutenant Edwards at Reshun, became entrapped at Koragh on 8 March 1895. On reaching the Koragh defile, half a mile further on from the hamlet itself, the Sepoys noted with suspicion some empty sangars close to the track, also several men scattered over the hillside, but their commander remained optimistic. The defile is the result of the river cutting its winding course through terrible cliffs. At the lower end of this frightful gorge the pathway begins to ascend from the river above some caves and then zig-zags upwards. There the 'point' of the advanced guard was fired upon, and hundreds of men disclosed themselves.

Obviously the soldiers were in a trap. Everything depended on their getting out again, at whatever cost, before the exits were closed. The opposing force consisted entirely of Reshun villagers, poorly armed but incalculably favoured by their position. Nevertheless, many Chitralis are of the opinion that if Ross had pressed forward he might have got through to Lieutenant Edwards who was besieged at Reshun, though that is very doubtful, or if he had rushed back at once with all his men, he would certainly have got out. His losses in either case might have been heavy, but nothing like what they eventually became.

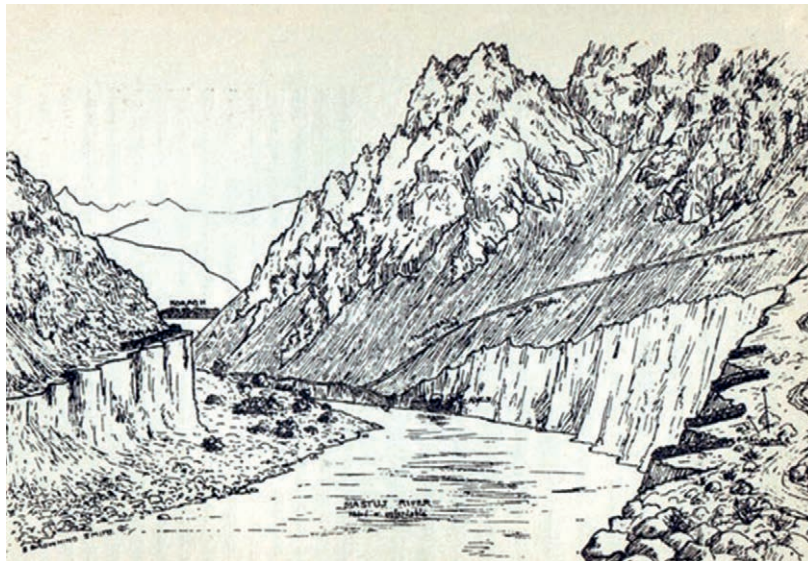
What he did was to order Jones back with ten men to seize the Koragh end of the defile; but what was formerly an empty sangar by the side of the road was now full of men, and before Jones reached the last shoot down which the rocks were tumbling, only two Sikhs remained with him. He sent back word of this to Ross, who thereupon withdrew his men into two caves beneath the path and close to the river, which at certain periods of the year submerges them. Jones joined them there. During the night they made another attempt to get out and seemed on the point of success when they were ordered back again. All the next day the caves were occupied. A large number of Chitralis fortified themselves on the opposite bank in a sangar, whence a continuous fire was maintained against the Sikhs, who erected breastworks for protection.

That night the poor fellows tried to escape by scaling the hillside but were brought up short by a precipice where a Sikh was lost. Thus they returned to the caves once more and passed another miserable day without food. Then Ross perceived he must cut his way out at all cost. Starting at two o'clock in the morning they rushed along, losing heavily. Ross behaved with astounding gallantry. It is related that he charged a sangar a little off the track by himself, and killed two or three of its inmates with his revolver at close quarters. Then a stone partially stunned him and he was shot dead.

Jones and seventeen Sepoys got through to the plain on the Koragh side of the defile, where two consecutive masses of charging swordsmen withered up and melted before them, teaching the Chitralis their bitter mistake in attacking Sikhs shoulder to shoulder on open ground. But three more were killed, and the remaining fourteen, ten of whom, including Jones, were grievously wounded, crawled painfully into Buni at six o'clock in the morning. These fourteen men and one other were the sole survivors of the sixty soldiers who entered the Koragh defile.

Lieutenant Jones was subsequently awarded the D.S.O. and each of the 14 surviving Sikhs received the Indian Order of Merit.

It should be noted that whereas the men of the 14th Sikhs who were besieged at Chitral fort earned the clasp 'Defence of Chitral', the men of the regiment who accompanied Captain Jones and were present at Koragh defile are technically entitled to the clasp 'Relief of Chitral'. However, the medals of these gallant Koragh men almost invariably carry the clasp for 'Defence of Chitral', and it would seem likely that they were issued thus in error. Most collectors today understand that the Koragh men are many fewer than those who took part in the defence, and their medals are highly prized. Whilst there are no actual medal rolls in existence today, the Koragh men are easily identified - if they were not killed, they survived to win the Order of Merit. In either event their names are meticulously recorded.



214 The Malakand 1897 Indian Order of Merit pair awarded to Naik Sawan Singh, 24th Bengal Infantry



Indian Order of Merit, 3rd Class, the reverse with screw-nut fitting and officially inscribed on three lines '3rd Class Order of Merit'; India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Malakand 1897 (2798 Naik Sawan Singh, 24th Bl. Infy.) *cleaned and lacquered, light contact marks otherwise nearly very fine (2)*

£2,400-2,800

Indian Order of Merit *G.G.O. 101* of 1898:

'For conspicuous gallantry at Malakand throughout the night of the 26th July 1897. He accompanied the party of officers and men in the retaking of the Sappers and Miners' quarter-guard. In one of these attempts nearly half the party were shot down, among them being a sepoy of the 45th Sikhs, orderly to Colonel Meiklejohn. When forced back some 20 yards, Sawan Singh rushed forward to the original spot and carried back the body of the orderly.'

Deeds of Valour performed by Indian Officers and Soldiers, Hypher, refers.

- 215 *'The whole of our long history of frontier fighting furnishes us with no more dramatic incidents than the Defence of Fort Cavagnari, and the Fall of Saragarhi'*

So it was said of the stand made by the men including Sepoy Gurmukh Singh, 36th Sikhs

A 'Samana 1897' Indian Order of Merit awarded to Sepoy Gurmukh Singh, 36th Sikhs

Indian Order of Merit, Military Division, 1st Type, 3rd Class, Reward of Valor, silver and enamel, the reverse with screw nut fitting and inscribed in three lines '3rd/Class/Order of Merit' and additionally inscribed 'No. 1201 Sepoy Gurmukh Singh 36th Sikhs), *lacking riband buckle and enamel loss to centre, good fine*

£1,400-1,800

I.O.M. G.G.O. 133 of 1898 - in a joint citation with 1196 Sepoy Hansa Singh, 330 Sepoy Sundar Singh, 383 Sepoy Bhola Singh and 1288 Sepoy Chobha Singh - states:

'For conspicuous gallantry at Fort Cavagnari, on the Samana Hills, on the 3rd September 1897, on which occasion on the enemy setting fire to a thorn obstacle surrounding the horn-work of the fort, they went out unarmed under a heavy fire and extinguished the flames.'



The Samana Ridge lies about 40 miles south-west of Peshawar, in Orakzai country, they being described as '...wiry-looking mountaineers...liable to fanaticism.' Following the 1891 campaign, the Forts of Lockhart and Cavagnari (also known as Fort Gulistan) were built four miles to the west; communication was effected via heliograph post at the high point at Saragarhi, besides a number of other small posts. By August 1897, the Malakand revolt was to spread to the Orakzais.

On 3 September 1897, several thousand tribesmen attacked Fort Cavagnari, held by some 175 men of the 36th Sikhs. The enemy held positions within 150 yards of the fort and twice managed to set fire to the thorn hedge, a vital defence against a sudden rush. On each occasion volunteers from the garrison rushed out under heavy fire and extinguished the blaze. The garrison inflicted such heavy losses on the enemy that they abandoned the attack. They returned for a second attempt on the night of 4 September but without success, and then withdrew for several days. A similarly heroic stand was made at Saragarhi, but that post eventually fell.

Gurmukh Singh was also slightly wounded by a gun-shot to the head during the subsequent fighting on 13-14 September 1897 (*London Gazette* 11 February 1898, refers).

The 36th Sikhs were awarded the Battle Honour "SAMANA" - a distinction held by no other Regiment.

- 216 **A Great War I.D.S.M. awarded to Lance-Naik A. Singh, 25th Punjabis**
 Indian Distinguished Service Medal, G.V.R. (2832 Lce. Naik Arjun Singh 25th. Pjbs.), *very fine* £250-300
 An award for Mesopotamia - one of seven to the unit - as per *Indian Army Order 1360* of 1917.
- 217 **A 'Mahsud' campaign I.D.S.M. group of three awarded to Subadar Sohawa Singh 3/34th Sikh Pioneers**
 Indian Distinguished Service Medal, G.V.R., 1st issue (Subdr. Sohawa Singh 3/34 Sikh Pnrs.) *minor official correction to unit*; Tibet 1903-04, 1 clasp, Gyantse (3040 Lce. Nk. Sohawa Singh, 32d Sikh Pioneers); British War Medal 1914-20 (Jemdr. Sohawa Singh, 32 Sikh Pnrs.), *nearly very fine* (3) £1,000-1,400
 I.D.S.M. *G.G.O. 1589* of 1920 (Waziristan). Awarded for gallantry during the Mahsud attack on Black Hill on 21 December 1919, when the 3/34th Sikhs distinguished themselves with great bravery. The feature was afterwards called Pioneer Piquet in memory of their gallantry.
 M.I.D. *London Gazette* 10 June 1921 (Waziristan).
Sohawa Singh is also entitled to Medals and clasps for Waziristan 1901-02, Abor 1911-12, Waziristan 1919-21, and Mahsud 1919-20, in addition to the 1914-15 Star and Victory Medal.
- 218 **A very fine Second World War Burma 'Immediate M.M.' awarded to Naik S. Singh 16th Punjab Regiment, who killed several of the enemy in a bayonet charge; for good measure he brought back a Japanese Light machine gun, having killed the crew manning it, as a souvenir**
 Military Medal, G.VI.R. (11754 Naik. Sawaran Singh. 16 Punjab R.), officially engraved naming, *very fine* £400-500
 M.M. *London Gazette* 22 June 1944. The original recommendation - for an Immediate Indian Distinguished Service Medal - states:
 'On 2nd April 1944 when on patrol from the COMMA position SW of Buthidaung, Nk Sawaran Singh took part in a bayonet charge against the enemy. During the fierce hand to hand fighting which ensued, he killed at least 3 of the enemy and wounded several more though wounded himself. He also seized hold of the barrel of the L.M.G which was firing at our troops, and killed the enemy manning it and brought it back with him. His determination to close with the enemy, dash and complete disregard for his own personal safety were an inspiration to everyone.'
Sawaran Singh was a Sikh from Dharamkot village, Jullundur and served with the 5th Battalion, 16th Punjab Regiment during the Second World War.
 The 5th Battalion was raised in 1940 served in India and Burma. It was re-designated as 2/16th Punjab Regiment in 1945, earning 33 M.M.'s and one Bar during the Second World War.

- 219 The Vir Chakra Medal awarded to Subedar A. Singh, 4th Sikh Regiment, for his outstanding bravery on 10 September 1965 during Operation Riddle, when he led the advance to destroy an enemy bunker; although wounded he continued to crawl to the enemy's position, his Platoon was so inspired by his bravery they rushed and destroyed the enemy post



India, Republic, Vir Chakra (3339173 Hav.Ajmer Sigh, 4 Sikh. - 10 Sept. 1965), *good very fine*

£500-600

PROVENANCE:
DNW, March 1997.

Vir Chakra *Gazette of India* 1 January 1966:

‘On 10 September 1965, during the assault on Burki village in Pakistan, Naib Subedar (then Havildar) Ajmer Singh found his platoon pinned down by the rapid medium machine gun fire of the enemy. With great presence of mind, he crawled towards the enemy bunker and although hit by a burst he continued to advance. Inspired by his personal example his platoon rushed forward and destroyed the enemy position completely.

The leadership and courage displayed by Naib Subedar Ajmer Singh in this action were in the best traditions of the Indian Army.’

The Vir Chakra is an Indian gallantry award presented for acts of bravery in the battlefield. The award of the decoration carries with it the right to use Vr.C. as a postnominal abbreviation. It is third in precedence in the wartime gallantry awards and comes after the Param Vir Chakra and Maha Vir Chakra.



Ajmer Singh, a native of Ambala, Haryana, India was born on the 5 December 1935. He enlisted in the 4th Sikhs on the 5 December 1950 and took part in the Indo-Pakistan War of 1965 - specifically Operation Riddle, where he won his award during the advance on the village of Burki in Pakistan.

The Battle of Burki (Barki) was a battle fought by Indian Infantry and Pakistani Armour in the Indo-Pakistani War of 1965. Barki is a village that lies south-east of Lahore near the border with the Punjab, and is just 11km from the Allama Iqbal International Airport in Lahore.

During the fighting, the relative strengths of both sides were fairly even and Indian infantry clashed with Pakistani forces that were entrenched in pillboxes, dug-outs and slit trenches that had been carved into the canal banks. The Pakistanis were supported by a large number of tanks, as well as fighter jets. Nevertheless, the battle resulted in an Indian victory. During the fighting the 4th Sikhs suffered 123 casualties, of which 23 were killed. The Sikhs won one MVC (Sub. Ajit Singh (posthumous.)), three Vr.C's (L/Naik Pritam Singh (posthumous.), Maj. Shamsher Singh Manhas, & Hav. Ajmer Singh) and the battle honour 'Burki'.

The Battalion was then chosen to recapture Khem Karan. On 12 September, 200 men under Lieutenant-Colonel Anant Singh were selected for the attack. They marched through the night and reached the outskirts of Khem Karan, where a group of tanks were to link up with the men: the men rested for some time and then heard tank noises, thinking it was the Indian Armour they rushed out into a group of Patton tanks of the Pakistan Army.

During the fighting (in which 40 men were killed and another 40 men managed to break out) the rest including the C.O. were taken prisoner by the Pakistan Army.

Near the Enquiry Office, at Ambla Cantonment Railway station, there are two marble stones fixed on the wall in honour of two war heroes, Second Lt Ravinder Singh Bedi and Naib Subedar Ajmer Singh, both residents of Ambala - it stands there to this day.

- 220 Honourable East India Company Medal for Deccan 1778-84, silver, 32mm, *rather polished, fine* £180-220
- 221 Seringapatam 1799, white metal, without suspension, *very fine* £80-120
 Ex-Dr King Collection, 2003.
 Probably an early Soho mint restrike.



- 222 Army of India 1799-1826, 1 clasp, Asseerghur (Venketasawmy 27th Regt. Native Infy.), long-hyphen reverse, officially impressed naming, *very fine* £1,400-1,800



- 223 Army of India 1799-1826, 1 clasp, Gawilghur (Naigue Shaik Mahomed 22nd Native Infy.), long-hyphen reverse, officially impressed naming, *very fine* £1,400-1,800
- 224 Army of India 1799-1826, 1 clasp, Poona (Naik. Ramnac Sugunnac. 1st Bn. 2nd. Rt. N.I.), long hyphen reverse, locally impressed naming, *good very fine* £1,400-1,800
- 225 Army of India 1799-1826, 1 clasp, Nagpore (Cornet B. Roxburgh, 6th L. Cav.), short-hyphen reverse, officially impressed naming, *traces of lacquer, good very fine* £2,400-2,800

PROVENANCE:

Spink, June 1987 and November 2012.

3 'Nagpore' clasps to the Officers of the 6th Light Cavalry out of a total of some 13 clasps issued to European Cavalrymen.



Bruce Roxburgh was born at Calcutta in December 1797, the son of Dr. William Roxburgh, Superintendent of the Calcutta Botanical Gardens. Young Roxburgh was sent back to England and was educated at Charterhouse and Addiscombe.

He was thence commissioned Cornet in October 1816 and posted to the 6th Light Cavalry, with whom he served during the Pindari and Third Mahratta War, 1817-19, as part of Brigadier-General Doveton's force, and took part in the advance and decisive action at Nagpore on 16 December 1817, when they drove out the Bhonsla of Berar's force (Medal & clasp). Their last Charge - when they rode into and routed the enemy horse and elephant cavalry - was immortalised in a print by Denis Dighton after Captain R. Woolf's sketches of that famous event.

Roxburgh was duly promoted Lieutenant in September 1818 and appointed Acting Instructor and Quartermaster in November 1824. Promoted Captain in December 1829 he retired in September 1832 and died at Torquay, Devon, in June 1861.

- 226 Army of India 1799-1826, 1 clasp, Ava (**P Cameron, Lt. Coll. 1st. Lt. Cavy.**), short-hyphen reverse, officially impressed naming, *very fine* £1,400-1,800
- PROVENANCE:
Sotheby's, July 1986.
4 'Ava' clasps to the Officers of the 1st Light Cavalry.
Patrick Cameron, son of Donald Cameron of Clunes, was born in 1784 and christened at Kimallie, Lochaber on 12 April that same year. Having joined the East India Company's service, he served with the 2nd Native Cavalry from 1814, the same year in which he married Piercy Chauvel, daughter of Colonel Chauvel at Ganjam, Madras. By the time of the First Burmese War was in Command of the 1st Light Cavalry (Medal & clasp). He eventually rose to become a full General in the Madras Cavalry on 24 October 1858 and died at Gordonston, Inverness on 8 December 1871.
- 227 Army of India 1799-1826, 1 clasp, Bhurtpoor (**Lieut. John Evans, 15th N.I.**), short-hyphen reverse, officially impressed naming, *good very fine* £1,000-1,400
- Sold together with a fine pastel portrait of the recipient in the uniform of the 15th Native Infantry and with relevant shoulder-belt plate, 176mm x 200mm.
- 228 Army of India 1799-1826, 2 clasps, Asseerghur, Nagpore (**Lieut. Boyce Combe, 2nd N.I.**), short hyphen reverse, officially impressed naming, *claw tightened, minor nicks and bruises, very fine* £3,000-4,000
- PROVENANCE:
Hamilton-Smith Collection, 1927.
Dalrymple White Collection, 1946.
Lovell Collection 1977.
Brian Ritchie Collection, March 2005.
Only 48 Asseerghur clasps to Europeans, this combination being unique.
Boyce Combe was the eldest son of Captain Boyce Tree Combe, 55th (Westmorland) Regiment of Foot, of Gray's Inn, and Anne Gunthorpe, and was baptised aged five months at Andover, Hampshire, on 12 August 1785. He entered the Madras Army *circa* 1800, and was promoted Lieutenant in the 2nd Madras Native Infantry on 20 July 1801.
During the Second Mahratta War, he was present with 2/2nd Madras Native Infantry in Stevenson's force at the Capture of Asseerghur which surrendered on 21 October 1803, after only an hour's bombardment.
Combe was promoted Captain on 31 May 1816, and served during the Third Mahratta War with the 1/2nd Madras Native Infantry, which formed a part of one of the three brigades under Brigadier-General Doveton that reinforced Lieutenant-Colonel Hopetoun Scott's force after the Battle of Seetabuldee and went on to decisively defeat the Bhonsla on 16 December 1817, at Nagpore.
Combe married Eliza Margaret, daughter of Thomas Gowan and died without issue at Cheltenham on 5 December 1863.
- 229 Army of India 1799-1826, 2 clasps, Nepaul, Bhurtpoor (**Major Wm. L. Watson, Adj. Genl.**), short hyphen reverse, officially impressed naming, *minor edge bruising, good very fine* £2,800-3,200
- PROVENANCE:
Glendining's, February 1947.
24 Army of India Medals with these clasps.
[C.B.] *London Gazette* 2 January 1827.
William Larkin Watson was born in Calcutta, India in 1784, the son of Captain Samuel Watson, Bengal Army and Mary, his second wife. Having served as a Cadet in England, he was appointed an Ensign on 9 November 1800 and returned to India on 9 December 1800. He was advanced to Lieutenant in September 1803; Captain in January 1815; Major in May 1824 and attained the rank of Lieutenant-Colonel in February 1827. Initially posted to the 2/8th N.I. in April 1801, he was transferred to the 11th N.I. and thence to the 22nd N.I. in 1804. Serving in the Second Mahratta War 1804-05, he was severely wounded in the Second Assault on Bhurtpore, 21 January 1805. Serving in the Nepaul War 1814-16, he served as Assistant Adjutant General, being appointed 1st A.A.G of the Army in 1816. In 1818 he transferred to the 1/22nd N.I. as 1st A.A.G. of the Army (with official rank of Major) and in 1825 was appointed A.G. (with official rank of Lieutenant-Colonel). In the latter capacity he served at the siege of Bhurtpore, January 1826. In 1827 he was posted as Lieutenant-Colonel of the 27th N.I., and thence to the 2nd European Regiment in April 1828; the 43rd N.I. in September 1828; and the 53rd N.I. in 1829. Lieutenant-Colonel Watson retired on 9 May 1830 and died at Harwood House, Pittville, Cheltenham on 6 April 1852.



230 Army of India 1799-1826, 2 clasps, Kirkee and Poona, Corygaum (**Private. Mahadoo Sawant, 2nd. Bn. 1st. Rt. N.I.**), long-hyphen reverse, locally impressed naming, *official correction to name, very fine and very rare*

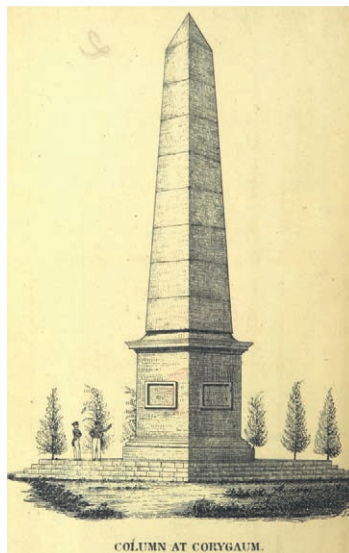
£1,400-1,800

PROVENANCE:

Dr A. B. King Collection, Morton & Eden, October 2003.

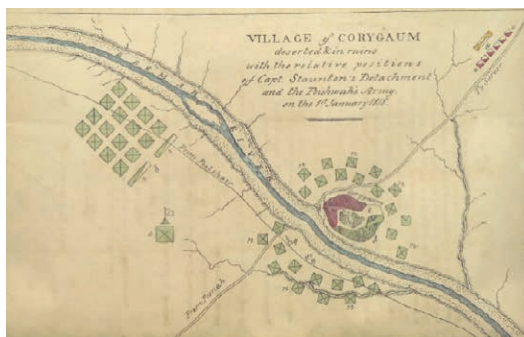
Approximately 75 'Corygaum' clasps were to Indian recipients and four to Europeans.

Whilst marching with a 900-strong detachment from Sirur to strengthen the garrison of Poona on New Year's Day 1818, Captain F. F. Staunton, 2nd Battalion, 1st Bombay Native Infantry, encountered the Peshwa of Poona's Army that numbered 28,000.



What followed would become an epic in the annals of British India. Staunton gave his account:

'Having proceeded on my way towards Poonah, as far as Corygaum by 10 A.M. on the 1st January my further progress was arrested by the appearance (according to information then obtained) of the Peishwah, with a very large Army, supposed to be about 20,000 Horse and 8,000 Infantry, with two heavy Guns; the whole formed on the opposite side of the River Beemah ready to attack us. I continued my march till I reached the Village of Corygaum, in which I determined to make a stand, and according took post, selecting commanding situations for our two Guns. The enemy perceiving my intention sent 3 different bodies of Arabs, consisting of about 1,000 each, under cover of their



Guns, and supported by large bodies of Horse for the same purpose; and I am sorry to say from their superior information of the nature of the Village succeeded in getting hold of its strongest post, and from which I was unable to dislodge them during the day; we continued incessantly engaged till 9 P.M. when we finally repulsed them.

At day break on the morning of the 2d we took possession of the post the enemy had occupied the day before, but they did not attempt to molest us. On the evening of the 2d despairing of being able to make my way good to Poonah, and my men having been 48 hours without food, and no prospect of procuring any in the deserted Village we had taken post in, I determined upon the attempt to retreat; and having collected the whole of the wounded, secured the two Guns and one Tumbrel for moving, I commenced my retreat at 7p.m. being under the necessity of destroying one empty Tumbrel, and leaving the Camp Equipage; under this explanation I trust I shall be deemed justified in the steps, I have taken; Our loss has been heavy indeed, but not more so than might naturally be Expected in a struggle like this...In concluding this report, I beg to assure you, that it is utterly impossible for me to do justice to the merits and exertions of the European Officers, Native Commissioned, Non-Commissioned Officers and Privates, that I had the honour and good fortune to command on this trying occasion.'

For their gallantry in the action, the unit were constituted Grenadiers, Captain Staunton was made A.D.C. to the Governor-General, and presented by the H.E.I.C. with a sword of honour and 500 guineas. A monument was erected at the site in 1821 to commemorate the action, inscribed with the names of all who lost their lives in it. The *London Gazette* which covered the action closed with the lines:

'Every Individual displayed the most romantic bravery under the pressure of thirst and hunger almost beyond human endurance.'



Approximately 143 medals were issued with three clasps, 15 with this combination. Only 57 clasps were issued to European recipients for the Battle of Delhi.

Mossom Boyd was born in Londonderry in June 1781, probably son of Mossom Boyd, a Customs Officer of Letterkenny. By his first wife, Isabella, he had no less than five sons who attained the rank of General. He was approved as a Cadet on 27 July 1796, and was posted to the 1st Bengal European Regiment. He served during the Second Mahratta War, as Lieutenant in the 2nd Battalion 15th Native Infantry, and was present with General Lake's army at the battles of Allighur, Delhi and Laswarree (India Medal). Boyd accompanied the Expedition to Mauritius in 1810 as Captain, 1st Battalion, Bengal Volunteers, and became acting Brigade Major in April 1812. He was present as a Major with the 25th Native Infantry during the Third Mahratta War but took part in no major engagements. He subsequently attained the rank of full General in April 1856 and died at his home in Bayswater, London, on 8 April, 1865.

232 *'A little to my right I observed the wall was somewhat shattered by some chance shot of ours which had lobbed over the glacis. I got across from the top of one ladder to another, and with every exertion, I reached the top of the wall alone.*

My favourite Havildar, which had thrown away his pike and drawn his sword, was endeavouring to ascend with me when he was shot, his blood flew completely over me. I had scarcely got my footing on the wall when a musket shot grazed my arm just above the wrist, a spear at the same instant wounded me in the shoulder, and a grenade (which they were showering upon us) struck me a severe blow on the breast, and hurled me almost breathless back from the wall.'

Lieutenant John Pester at the assault on Sarssney, 24 November 1802.

The outstanding - and unique - Army of India Medal awarded to Lieutenant-Colonel J. Pester, 2nd Bengal Native Infantry; a natural leader from the outset, Pester was at the forefront of some of the most challenging sieges faced by the British in India

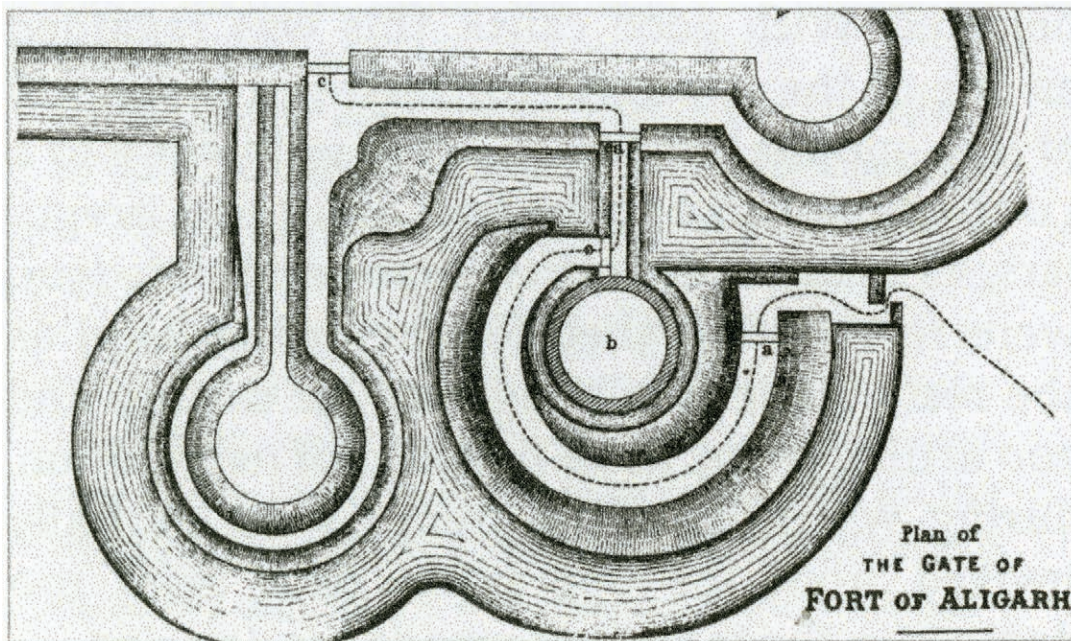
During the Second Mahratta War General Lake was quick to recognise Pester's talents, assigning him important staff duties. At the sieges of Allighur and Deig Pester acted as liaison between the General's headquarters and the scene of heaviest fighting, while at the Battle of Delhi he rode at the head of his regiment and had his horse shot from under him

His diary, later published as *War and Sport in India 1802-1806*, forms a remarkable history of the campaign and is widely quoted in historical reference works



Army of India 1799-1826, 3 clasps, Allighur, Battle of Delhi, Capture of Deig (Lieut. J. Pester. 2nd N.I.), short-hyphen reverse, officially impressed naming, *good very fine*

£20,000-25,000



PROVENANCE:

London Stamp Exchange, September 1987.

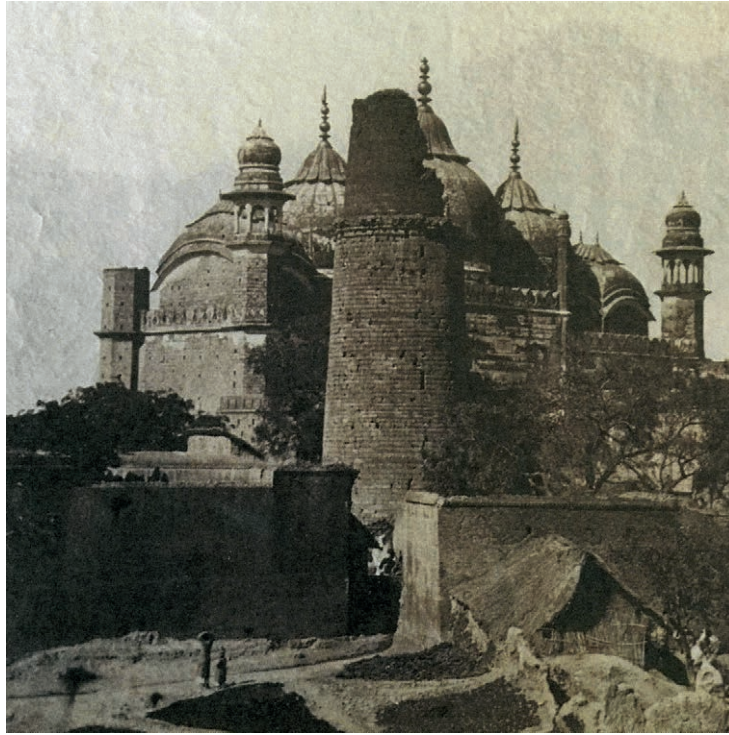
John Pester was born at Odcombe, Somerset in 1778, the son of Emanuel and Peggy Pester. In 1800 he entered the East India Company's service as an Ensign in the 2nd Bengal Native Infantry. On 17 July 1801 he was advanced to Lieutenant.

In 1802 Pester's regiment was sent to the Doab, a marshy region at the confluence of the Ganges and Yamuna rivers. The Doab formed the extremity of Company territory in Bengal and its *zemindars* (land owners) were in open rebellion. They refused to pay taxes and defied the British from their ancient mud forts. The term 'mud fort' is really a misnomer, for mud walls were often reinforced with timber, were easy for a garrison to repair, and proved highly resistant to artillery fire.

The British army sent to pacify the Doab was commanded by General Lake, a veteran of the American Revolutionary War. Pester soon became adept at siege warfare, fighting in the British trenches at the mud forts of Sarssney, Bijighur and Kachaura. Lake encouraged his officers to keep diaries of their service, and Pester's description of the assault on Sarssney is especially vivid (see above). Pester led a storming party to Sarssney's walls and fought very bravely, incurring severe wounds. His diary reveals countless 'narrow escapes'.

Following this so-called 'Mud War', the 2nd Native Infantry were put on leave at Bareilly during the early months of 1803. With fellow officers, Pester indulged in tiger shooting and enjoyed all there was to offer. On 12 June the regiment arrived in cantonments at Shikohabad.





The Second Mahratta War, 1803-1805

Throughout the 18th century, a febrile confederacy of rulers from the Mahratta warrior caste held much of central and northern India. The region of Hindustan was presided over by the most powerful, Scindhia of Gwalior. In early 1803, during the Peace of Amiens, Napoleon sent 300 French officers to Scindhia with the aim of creating an 'Army of Hindustan'. These officers landed at Pondicherry in June 1803, and by September they had trained 11 battalions in European methods. General Perron, the most senior, established his headquarters in the ancient city of Koil and became Scindhia's regent. The British Governor-General Richard Wellesley sent General Lake with 10,500 men to counter the Mahratta threat. Deeply concerned by the French presence, he wrote to Lake:

'The effectual demolition of the French state, erected by M. Perron on the banks of the Jumna, [is] the primary object of the campaign'.

Lake's army left Cawnpore on 7 August and headed north-west along the Grand Trunk Road towards Koil. His force was composed almost entirely of Bengal Native Regiments, the only King's Regiments being the 76th Foot and the 8th, 27th and 29th Light Dragoons. Lake's 10,500 fighting men were encumbered by a vast baggage train; Thomas Seaton, one of Lake's aides during the campaign, estimated the camp followers to have numbered 100,000 (*From Cadet to Colonel* refers). Seaton complained that on a day's march, the advance guard would be in the next day's camp before the end of the train had left the previous camp. Owing to the severe heat, Lake's army would commence a march at 3 a.m. and then bivouac during the hottest time of day.

The 2nd Native Infantry marched from Shikohabad, joining Lake at Etah on 23 August. When war was declared on 26 August, Lake had already crossed into Mahratta territory.

'One of the most extraordinary feats that I have heard of in this country.'

- Arthur Wellesley, 1st Duke of Wellington, on the capture of Allighur

Protecting Koil was the imposing hill-fortress of Allighur. Allighur comprised circular towers with superb fields of fire, a good glacis, and a moat 32 feet deep and 200 feet wide. Any attacking force had to cross a narrow causeway over the moat, the garrison's 'killing zone'. Allighur had a large garrison with excellent Mahratta cannon, and sufficient provisions for a long siege.

Lake's advance guard neared Koil on 27 August, and saw General Perron's Mahratta army of 20,000 breaking camp just east of the city. Perron formed his army into a defensive line with a deep swamp protecting his front. Lake avoided a frontal assault and instead moved eastwards towards a Mahratta-held village guarding Perron's left flank. Pester takes up the story:

'The General did me the honour to send me repeatedly with orders during the affair, as his staff were



all employed. I had my grey horse, Collector, shot through the neck in attacking the village with the advanced guard; he bled a good deal, but my other horses were with the line, in the rear, and I could not dismount him for nearly an hour after he was wounded.'

The village was taken after a sharp skirmish involving the 27th and 29th Light Dragoons, to whom Pester was seconded. Perron's Mahrattas withdrew to avoid being outflanked. As they streamed into Allighur they formed perfect targets for 6-pounder 'galloper guns' accompanying the British cavalry, and fell in their hundreds. The guns of Allighur attempted to respond, but could not find the range. Lake's army seized Koil and captured Perron's headquarters - by now an opulent estate with landscaped gardens known as the *Sahib Bagh* - before setting up camp south of Allighur. After five days of futile negotiations, Lake resolved to assault the fortress on 4 September. Pester states:

'Four companies of the 76th, with a proportion of men from the native corps, formed the storming party, and a quarter of an hour before day broke the whole advanced in silence and in a most steady becoming manner. I was ordered by the General to accompany the storming party, and to bring immediate information if any support should be required.'

Even with the cover of darkness, the stormers came under a murderous cross-fire as they ran over the causeway and reached the main gate. Attempts to place scaling ladders failed, as the Mahrattas had stationed pikemen atop the ramparts. The 6-pounder gun brought to blast in the main gate was found to have no effect, even when placed flush against the gates with a double powder charge. With great difficulty, a 12-pounder was wrestled into position. Pester continues:

'Never did I witness such a scene before the second gun could be hauled up; the sortie was become a perfect slaughter-house, and it was with the greatest difficulty that we dragged the gun over our killed and wounded. Nothing could exceed the determined gallantry with which our troops struggled under this most destructive fire. The enemy, too, fought desperately, and many of them actually stepped out upon our own ladders which were placed against the wall to meet our men ascending, but British valour prevailed.'

After the 12-pounder had fired five discharges, the gate finally gave way. The 76th poured through, followed by both battalions of the 4th Native Infantry. To their horror, the 'main gate' turned out to be merely an outerwork. Three more gates had to be forced, and each time the stormers had to manoeuvre the 12-pounder into place while subjected to withering cross-fire. Between the third and fourth gates lay a quarter of a mile of exposed glacis, over which the 76th led the British assault. Having lugged the 12-pounder all this distance at a terrible cost in lives, it was found insufficient to blast the final gate. Major MacLeod of the 76th then succeeded in forcing the postern gate, whereupon Company forces swept into the fort and inflicted immense slaughter on the Mahrattas. At least 2,000 Mahrattas were said to have died. Company losses were 59 killed, 212 wounded. Pester records that Lake permitted his army 'three hours of plunder'.

Advance on Delhi

On 5 September, reports reached Lake's army that some 5,000 Mahratta cavalry under a French officer had attacked the British baggage train at Shikohabad, setting fire to bungalows and taking hundreds of prisoners, including the wife of Lake's Aide de Camp. Lake now felt justified in waging a 'hard war'. The following day he received Perron's surrender. Perron was now out of favour with Scindhia, and wanted to leave India with as much of his fortune as possible. By interrogating him Lake obtained much valuable information about the Mahratta forces and Hindustan's topology.

That same day Lake received information that a large Mahratta force commanded by one of Perron's subordinates, a certain Louis Bourquin, was 'preparing to dispute the passage of the Jumna with us.' Pester had grave concerns:

'The river at this season is nowhere fordable, and it is reasonable to conclude that much blood will be spilt on the banks of the Jumna before we cross it.'

Lake left the 1st Battalion, 4th Native Infantry in Allighur and began the 80-mile march northwest towards Delhi and Bourquin's army on the River Jumna. After 50 miles he encountered the fort at Khurja, taking it without a shot being fired, for the garrison fled in terror before 'the army that took Allighur'. Lake's force marched west on 10 September through marshy land with high, obscuring 'elephant' grass. This grass was to play a major role in the forthcoming battle.

Bourquin crossed the Jumna at Patparganj on 9 September, setting up an entrenched position south of the river. His army comprised 14 battalions of Mahratta regular infantry, led by French officers, with over 100 cannon in support. 5,000 Hindustani horse protected his right flank, while an equal number of Sikh mercenary cavalry guarded his left. Lake approached at 9 a.m. on 11 September. He now had just 4,500 fighting men: 3 cavalry regiments, 7 sepoy battalions, the 76th Foot, and 8 guns. His army had marched 18 miles since 3 a.m., and was suffering from chronic heatstroke and dehydration. Lake had actually ordered his men to bivouac and rest after their march; due to the long grass he had no idea of the Mahratta army's presence just two miles away. The 76th Foot had cooked their breakfast and were bathing in a nearby stream when Bourquin pounced.

'In history there is not a single instance recorded of so formidable a force, aided by even a more formidable train of artillery, being so completely annihilated by a handful of men.'

- Lieutenant John Pester's diary entry on the day of the Battle of Delhi

Just after 10 a.m., Lake's picquets came under fire from Mahratta horsemen. Hoping to deter the Mahrattas with a show of force, Lake advanced at the head of his cavalry (the 27th Dragoons, 2nd & 3rd Native Cavalry). He was in fact being led into a trap. The Mahratta horsemen withdrew as Lake pursued them, when suddenly 100 Mahratta cannon, hidden in long grass, erupted in a hideous salvo. Lake's men fell around him, but spurning retreat he led them forward in a heroic charge, which though costly may have saved the British army.

Lake's charge gave the British infantry time to reorganise and form up. With the remnants of his cavalry, he broke away from the Mahrattas and slowly withdrew. Bourquin took the bait: a great cheer went up from the Mahratta infantry as they set off in pursuit, leaving their strong defensive positions. Their cheers were cut short when they saw the cavalry peel off to reveal the British infantry advancing in perfect order, bayonets fixed.

Pester advanced at the head of the 2nd Native Infantry, on the left wing. He writes that despite a furious Mahratta cannonade, the troops... 'advanced most gallantly, without taking their muskets from their shoulders'. His horse fell victim to the first Mahratta volley. Seeing the sepoys beginning to waver, he mounted a stray and rode in front of the line shouting encouragement. General St. John, commanding the infantry, did not see him when he gave the order "Fire". Pester writes that he 'miraculously' escaped unhurt.

After this volley the British infantry drove back the Mahrattas and captured their guns. Bourquin's Sikh and Hindustani cavalry played no part in the battle and withdrew in panic. The infantry chased the Mahrattas to the Jumna crossing, inflicting terrible slaughter, while the cavalry kept up the pursuit until reaching Delhi. Mahratta losses exceeded 4,000.

Bourquin and the French officers surrendered on 15 September. The following day Lake crossed the Jumna and entered Delhi. There the Emperor, Shah Alam II, placed himself under British protection. Within a fortnight of crossing the Mahratta border, Lake had eliminated French power in northern India.

Capture of Deig

Lake went on to capture Agra on 17 October. For his bravery and example at the battle of Delhi, Pester was promoted to Brigade Major of 4th Brigade nine days later.

Another Mahratta ruler, Holkar of Indoor, made incursions into British-held territory in the summer of 1804. Holkar had rejoiced at seeing his old rival Scindhia so humiliated by the British, and lent him no assistance. Now he feared losing his estates. Holkar unsuccessfully besieged Delhi on 7-15 September, and the following month Lake went on the offensive. Despite reinforcements from the Raja of Bhurtpoor, Holkar's army of 15,000 was routed by Colonel Monson and Major-General J. H. Fraser at the battle of Deig on 13 November. Lake, leading the cavalry, joined forces with Monson and Fraser on 28 November. Colonel Don, marching from Agra with supplies and a large siege train, joined Lake on 1 December. Ten days later the siege of Deig began.

Deig was a formidable fortress, surrounded by five miles of thick mud walls and encircled by marshes. The only part of the fortress which could be attacked over solid ground was its strongest part, the *Shah Burj*, an intricate bastion mounted with a 70-pounder gun. Lake ordered a column of five regiments to attack the *Shah Burj*, spearheaded by the 76th Foot and the 1st European Regiment. Pester and the 2nd Native Infantry were also in this column, advancing silently during the night of 21 December. He recounts:

'Between our batteries and the breach the ground was very much broken. The troops were silent as death on our approach, but we were no sooner discovered from the works than the whole face was completely illuminated by the enemy's cannon and musketry. The shot flew like hail, and many a gallant fellow dropped; it was, however, no check to us, and instead of returning a single shot we rushed on, with the bayonet, and gained the summit of the breach.'

Pester records that the *Shah Burj* was taken after 20 minutes of bitter fighting. The enemy withdrew to the inner fortress and continued to defy the British until Christmas Day, whereupon Lake's army stormed into Holkar's palace. Pester had been assigned by Lake to the Prize Committee, and was responsible for finding Holkar's most valuable possessions. He located three *lacs* of rupees in a vault under the palace, and sent all treasure to the Artillery Park with an armed guard.

At the end of hostilities, Pester returned to Bareilly and resumed his tiger shooting. In April 1806 he returned to England on board H.M.S. *Cumberland*, stopping at St. Helena. He married Eliza Phelps in 1811, but had no children. He later returned to India, and was put in charge of the Intelligence Department during the Third Mahratta War. He retired in 1826 with the rank of Lieutenant-Colonel, his service record stating that he was never missing for a day except when on sick leave. He died at Millbrook, near Southampton, in 1856.

Pester's diary was published by his great-nephew in London in 1913, under the title *War and Sport in India 1802-1806*. It is the accepted history of the Second Mahratta War.

Reference sources:

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 Pearce, H., *Lake's Campaigns in India: The Second Anglo-Maratha War, 1803-1807* (London, 2007).
 Pester, J., *To Fight the Mahrattas: The Journal of an Officer of the 2nd Bengal Native Infantry 1802-1806* (London, 2009).
 Puddester, R. P., *Medals of British India, with Rarity and Valuations, Vol. 2, Part III*. (Port Coquitlam, 2014).
 Reid, S., *Armies of the East India Company* (Oxford, 2009).
 Young, J., *Galloping Guns* (London, 2008).

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| 233 | Honourable East India Company Medal for Nepaul 1814-1816, silver <i>obverse die with a few flaws, good very fine and rare</i>
Ex-Dr King Collection, 2003. | £800-1,000 |
| 234 | Honourable East India Company Medal for the Coorg Rebellion 1837, bronze, without suspension, <i>good very fine</i>
Ex-Dr King Collection, 2003. | £140-180 |

- 235 Ghuznee 1839 (**John Anderson, Lieutt. Bengal Engineers**), inscribed on the edge in contemporary running script, fitted with replacement silver swivel-ring bar suspension, *good very fine* £600-800
- John Anderson** was born in Scotland on 2 September 1809 and was educated at Cupar Academy. He entered the H.E.I. Company's Military College, Addiscombe, in 1826, and was appointed Lieutenant in the Bengal Engineers on 28 September 1827. He served in Afghanistan in 1839 and was present at the storming and capture of Ghuznee. He was promoted Captain in November 1843, and Major by brevet in 1854. He obtained his regimental Majority in May 1855, and at the time of the outbreak of the Indian Mutiny was stationed at Lucknow as Chief Engineer of Oudh. He was Chief Engineer during the Defence of Lucknow until his death (which took place on 11 August 1857) which was owing to his unceasing exertions and to the hardships which he underwent during the Defence. Anderson designed the defences of the Muchee Bawan and Residency, and, until shortly before his death, directed the construction of the various works and repairs.
- He was featured upon the Bengal Engineers Indian Mutiny Memorial, which was published in the *Illustrated London News*, 1 August 1863. His plans of the Bolan Pass are held by the British Library.
- 236 Candahar 1842 (**Sowar Heera Sing 1st Irregr. Cavy.**), *official corrections to naming, very fine* £400-500
- 238 Sutlej 1845-46, for Aliwal 1846, 1 clasp, Sobraon (**John Eaton, 16th Lancers**), *contact marks, nearly very fine* £600-800
- John Eaton** was born in Cambridge and attested for the 16th Lancers at Maidstone, Kent, on 8 November 1838, aged 20 years 7 months and a gardener by trade. He served a total of 24 years, including six years six months in the East Indies, and was discharged at Sheffield, at his own request, free with pension, on 20 January 1863. He was admitted to an In-Pension at Chelsea Hospital on 1 August 1878 and died on 4 October 1893.
- The following letter from Private John Eaton, 16th Lancers, was published in both the *Cambridge Chronicle & Journal* and the *Cambridge Independent Press* on 4 April 1846:
- 'Camp Aliwal
1st Division of the Army of the Sutlej,
Feb. 2, 1846
- My dearest Mother, - With feelings of the greatest pleasure I once more address you, hoping it will find you in good health, in which state, thank God, I still remain. Since I wrote to you last, I have a deal to tell you about. We left the main army on the 19th January and marched 25 miles, on the 20th 23 miles, and on the 21st we had to fight our way through the enemy. We marched at midnight... (illegible)... until 9 o'clock, we found the enemy ready to receive us. They commenced firing on us and our regiment had to cover the retreat of our small army, which we did with a trifling loss; but the poor infantry were so knocked up that it was impossible to give them battle, so we made a retreat on Lodianah, where part of our troops were besieged, and relieved them. The enemy did not follow us up, but satisfied themselves by cutting off our baggage, and murdering our poor sick comrades. I, as well as the rest, lost everything, but I did not hear one of our men complain. After receiving some reinforcements, which made our army between 10 and 11,000 strong, the enemy took up their position on the plains of Aliwal, and entrenched themselves; their numbers were, on that morning of the 27th, 20,000 men and 56 pieces of cannon; on the night of the 27th they received 4,000 men and 12 pieces of cannon. On the 28th, about six in the morning, we advanced on them, and one of the most decisive and brilliant victories was the result. About 9 we came in sight of them, and formed our line in most beautiful order, advanced to the attack, their long guns firing on us at the time. As we advanced the firing increased, but British troops were not to be deterred; on we went, as steady as if at drill, and many a fine fellow was destined not to meet the foe, the enemy's guns made such havoc amongst our men. The cannonading on both sides was terrible. At length we received orders to charge: we gave three hearty cheers, and went on at a steady trot, till we had arrived within 40 yards of the enemy, who were in square; we gave a loud British hurrah, which was answered by a tremendous volley, and in a few moments we were in their squares, which being broken, the work of death commenced. We gave no quarter, nor was it asked by us; in vain the trumpet sounded the recall; the infantry came to our relief, and from this time we made a complete victory, took their guns, and slew their soldiers, our artillery firing on their flying ranks with grape-shot and shell. From where we charged, to the ford in the Sutlej river, we kept taking their guns, which were of the most beautiful description: never was a more complete victory obtained. We had to storm their entrenchments. But now to tell you of the enemy's loss: 9,000 is owned by themselves to have been their loss: our loss in killed and wounded is not 600, but 150 of that number belong to the 16th Lancers, 57 of whom were killed, and the greater portion of the wounded have lost limbs. I have not

received a scratch, nor my horse, nor any of the lucky Cambridge men. I saw Gee, Edmunds, Jarvis, Mayes, Everet, and Blinkhorn, on the field of battle, and poor old Edmunds came and shook me by the hand as if I had been his brother. I had the hair M. and H. sent me round my neck; it seemed to turn the balls aside; how I escaped, or any from such a fire, God only knows. One of my stirrups was cut away, and also the lines of my cap; but before I went in the action I prayed to God in silence, and he heard it. As soon as the Commander-in-Chief received the despatches, which he did on horseback whilst reconnoitring, he leaped from his horse and gave three cheers, a salute of 18 guns was fired and the whole line gave three hearty cheers for us, their gallant comrades, as they called us. My dearest mother, give my best love to father, and my dear brothers and sisters. I wish they would all write and send some newspapers. Also my dear mother, tell R- H- I thought of her in the battle's heat, and that as I cut at the enemy and parried their thrusts, my arm was strong on her account. If you can get me a paper with the account of the battle send it. The General gives, in his despatches, the greatest praise, as I suppose they will do the same; he told us that when our regiment was in Lahore, in 1837, that the King thought us all gentlemen, but had he seen us on that day, he would have proclaimed us all devils for you charged their ranks more like them than anything else. As he left us we saw tears in the poor old man's eyes, and he said, 'God bless you, my brave boys, I love you

Now, dear mother, farewell, from your affectionate son till death

J. Eaton.'

Sold with copy discharge papers and old copies of both published letters, *these faded*.



239

Sutlej 1845-46, for Moodkee 1845, 3 clasps, Ferozeshuhur, Aliwal, Sobraon (Joseph Killackey 31st Regt.), *suspension slack, light contact marks, nearly very fine*

£800-1,000

Joseph Killackey enlisted into the 31st Foot at Ballinasloe, County Galway, on 28 June 1842, a labourer by trade from Woodford, Galway. He joined the regiment in India at Umballa in March 1845 and thereafter participated in all four of the principal engagements of the Sikh War between 18 December 1845-10 February 1846.

Killackey returned with the regiment to England in January 1847, and was based in various locations in England and Ireland until January 1853 when the regiment embarked for the Greek Islands. He was promoted to Corporal in September 1847, reduced to Private in December 1848 following a period in confinement, reinstated to Corporal in August 1851, and promoted to Sergeant in April 1854. In May 1855 he embarked for the Crimea where the regiment was engaged in the siege of Sebastopol until its fall in September 1855. The regiment afterwards departed for Gozo where Joseph Killackey died from unknown causes on 10 January 1857; sold together with copied extracts from muster rolls.

- 240 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (**Serjt. T. Johns, 32nd Foot.**), *nearly very fine* £260-300
Thomas Johns was one of the original garrison in the Defence of Lucknow and died during the siege, on 26 July 1857; sold together with copied confirmation.
- 242 India General Service 1854-95, 1 clasp, Hazara 1888 (**1281 Sepoy Bir Singh 45th Bl. Infy.**), *contact marks, very fine* £80-120
- 243 India General Service 1854-95, 2 clasps, Hazara 1891, Sikkim 1888 (**1879 Sepoy Kala Singh 32d Bl. Infy.**), *nearly very fine* £80-120
- 244 Indian Mutiny 1857-59, no clasp (**Chas. Russell, 3rd Bombay Europn. Regt.**), *contact wear, otherwise about nearly very fine* £100-140
- 245 Indian Mutiny 1857-59, no clasp (**Ed. H. Lushington, Civil Service**), fitted with silver riband buckle, *good very fine* £300-500



Edward Harbord Lushington was born in 1822, eldest son of Rt. Hon Stephen Lushington, M.P., who was a radical for the abolition of slavery and capital punishment. Young Lushington was appointed to the Bengal Civil Service, from Haileybury, in 1841, and served in Bengal as Assistant Collector and Magistrate. He was appointed Deputy Collector of Government Sea Customs at Calcutta in 1855; Collector at Nuddea in 1856; Junior Secretary to the board of revenue for the Lower Provinces in 1857; and as Acting Commissioner of Bardwan, Manbhum, and Singbhum during the Indian Mutiny in 1857-58 (Medal without clasp). He was present at an engagement with the Porohaut insurgents on 24 December 1857, and at an engagement with the Kole rebels near the village of Koochrae on 14 January 1858.

On this latter occasion Mr. Lushington, attended by Dr. Hayes and accompanied by Captain Hale, Lieutenant Birch, and fifty Sikhs, who had been engaged in seizing men convicted of murder, found themselves suddenly surrounded by not less than three to four thousand infuriated Koles, armed with arrows, who had stolen up unperceived. Nothing but the steady gallantry of the Sikhs extricated the party from their perilous position. They had to fight their way through their numerous opponents, and it was only by great perseverance, and at the expense of a large casualty roll, that they ultimately succeeded. Twenty-five Sikhs were wounded, one mortally; one was killed. Captain Hale was wounded in four places; Lieutenant Birch had his arm pinned to his side by an arrow; Mr. Lushington and Dr. Hayes were also wounded, and Mr. Lushington also had his horse wounded under him. Of the enemy a hundred and fifty are said to have fallen.

Lushington subsequently accompanied the force under Colonel Forster, of the Shekawatti Battalion, during its operations in Colehan, and was present at an engagement at Sagarkattan on 9 February 1858. After the suppression of the Mutiny, he held several important positions including those of

Commissioner of Revenue at Nuddea 1861; Secretary to the Government of Bengal 1861; Secretary to the Government of India in the Financial Department, Government Director of the Bank of Bengal, and Member of the Mint Committee 1863. He retired from the service in 1871, after which he returned to England and became a Justice of the Peace for Surrey and London. He died on 28 October 1904 and is buried in the Cobham Cemetery; sold together with an old photograph of the recipient wearing his Medal.

For his miniature dress Medal, please see Lot 483.

246 **The Second China Medal awarded to Lieut. G. F. Dowdeswell, 11th Bengal Cavalry (Probyn's Horse)**

China 1857-60, 2 clasps, Taku Forts 1860, Peking 1860 (Lieut. G. F. Dowdeswell, 11th Bengal Cavalry.), officially impressed naming, *nearly extremely fine*

£500-600

Ex-Ritchie Collection, March 2005.

George Francis Dowdeswell, a native of Redmarley, Worcestershire was born in 1829, the son of George Dowdeswell, the Chief Secretary to the Government of India and a member of the Supreme Council of India.

Educated at Eton College, he went up to Magdalene College, Cambridge and was admitted to Lincoln's Inn in November 1850. Quite what prompted him to pursue the Army as an alternative career is not known but he became an Ensign without purchase in the 89th Regiment in May 1855, being advanced to Lieutenant in 1857 and appointed one of twelve additional Officers with the 1st Regiment of Sikh Irregular Cavalry (otherwise styled the 11th Bengal Cavalry or Probyn's Horse) on 9 February 1860, while on foreign service in China.

The 11th Bengal Cavalry was originally formed as Wale's Horse by Captain Frederick Wale on 1 August 1857, during the Great Revolt of 1857. Initially stationed at Lucknow, Captain Wale was succeeded by Major Dighton Probyn V.C., after the former was killed by the rebels while leading the unit on 1 March 1858. The Regiment was sent to China in 1860, where it participated in the Second Opium War.

The 1st Sikh Cavalry (Probyn's Horse) consisted of 17 Officers, 446 men and 433 horses. Service overseas was voluntary and each man was asked if he was prepared to go - all agreed. They marched from Lucknow to the railhead at Ranigani (some 600 miles in 18 days) embarking on 1 April for Hong Kong. The expedition arrived at Odin Bay and landed on 1 August.

Sharing in the actions on the 3, 12 and 14 August around Sinho, Probyn's Horse were armed with the lance for the first time and were up against Tartar cavalry armed with bows and arrows. Their casualties were two Officers, two Sergeants and two other-ranks wounded.

The advance to Peking, some 100 miles from the Taku Forts, resumed on 8 September, in another action during the advance, Probyn's Horse played a major role:

'Chinese cavalry hovered in large masses on our entire left flank, so that Sir J Michel was unable to perform the flank movement that had been intended, until the 1st Sikh Cavalry had, by a brilliant charge, discomfited the Tartar Horse'.

This enabled the Allies to advance and drive the enemy back for some miles; Probyn's Horse suffered six more wounded. Another fight at Pa-li chiao involved a cavalry charge which drove the enemy back to within 6 miles of Peking. The British entered Peking on 24 October 1860 under Lord Elgin and put on a show of strength with a parade. The Emperor's fabulous Summer Palace was sacked and burned, although this is not necessarily surprising as there was great anger at the way British and French envoys had been tortured to death over four days. The force stayed on into 1861 and did not leave until the autumn. The cavalry embarked at Taku at the end of November, the Regiment losing 15 horses on the way home due to stormy weather. The bravery of the Indian troops impressed everyone involved and Probyn's Horse were said to have 'performed their work most admirably. On more than one occasion they successfully charged a vastly superior force of the enemy's cavalry.'

Following the return of Probyn's Horse from China in early 1861, he remained with the unit after the reduction in establishment to seven Regimental officers until January 1865. The Regimental Lists show that he was on leave in 1863 and did not take part in the Umbeyla campaign.

Dowdeswell retired by sale of his commission in May 1866; that same year he was called to the Bar, practised as a Barrister, and died on 5 October 1891 at Kingsholm Lodge, Gloucester.

The Gloucestershire Archives hold a series of personal papers and correspondence, which include letters referring to accusations of dishonesty [*D4453/Box 2/3*, refers].

- 247 Afghanistan 1878-80, no clasp (**Lieutt. S. H. P. Graves 26th Punjab Infy.**), *very fine* £160-200
- 248 Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (**Sepoy Bhagut Singh 15th Regt. N.I.**), unofficial rivets between clasps, *pitting from Star, nearly very fine* £100-140
- 249 Egypt and Sudan 1882-89, undated reverse, 2 clasps, Suakin 1885, Tofrek (**Sepoy Nund Singh 15th Bengal Infy.**), *good very fine* £240-280
Ex-A. M. Shaw Collection, 2012.
- 250 Central Africa 1891-98, ring suspension, no clasp (**Sepoy Jhanda Singh. 32nd. Bl. Infy.**), *toned, good very fine* £500-700
- 251 Central Africa 1891-98, no clasp, ring suspension (**2833 Sepoy Dasunda Singh, 23d Bl. Infy.**), officially engraved naming, *nearly extremely fine* £600-800
Approximately 26 Central Africa Medals issued to the 23rd Sikh Pioneers.
- 252 Jummoo and Kashmir 1895, 1 clasp, Chitral 1895 (**770 Amar Singh 4th Kashmir Rifles**), *very fine* £300-400



- 253 India General Service 1895-1908, 1 clasp, Defence of Chitral 1895 (**1988 Sepoy Sundar Singh, [14th] Sikhs**), *clasp reverse with fittings for brooch, edge bruising and contact marks with some loss to unit, good fine* £400-500
- 254 India General Service 1895-1908, 1 clasp, Defence of Chitral 1895 (**1829 Sepoy Khem Singh 14th Bl. Infy.**), *good very fine* £1,400-1,800

- 255 **The scarce camapign medal for the Defence of Chitral to Sepoy Khem Singh, 14th (Ferozepore Sikh) Regiment of Bengal Infantry**
 India General Service 1895-1908, 1 clasp, Defence of Chitral 1895 (1858 Sepoy Khem Singh, 14th Bl. Infy.), *nearly extremely fine* £1,000-1,400
 PROVENANCE:
 Glendining's, December 1915.
 Of the epic defence of Chitral Fort, Lord Elgin was moved to write that '...the steady front shown to the enemy, the military skill displayed in the conduct of the defence, the cheerful endurance of all the hardships of the siege, the gallant demeanour of the troops, and the conspicuous examples of heroism and intrepidity recorded, will ever be remembered as forming a glorious episode in the history of the Indian Empire and of its Army.'
- 256 India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (**Asst. Surgn. J. P. Montgomery I.S.M.D.**), *good very fine* £240-280
- 257 India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Malakand 1897 (**3545 Sepoy Pola Singh 45th Sikhs**), *edge bruising, very fine* £80-120
- 258 India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Malakand 1897 (**1301 Sepoy Sundar Singh, 35th Sikhs**), *good very fine* £100-140
 A detachment of 35th Sikhs were attached to the 45th Sikhs at the Defence of Malakand Fort.
- 259 India General Service 1895-1908, 2 clasps, Waziristan 1901-2, Relief of Chitral 1895 (**2159 Bugle Major Bar Singh 23rd Bl. Infy.**), clasps in this order, *very fine* £100-140
- 260 India General Service 1895-1908, 3 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Tirah 1897-98 (**39 Sepoy Gurdit Singh 4th Sikh Infy.**), *private rivets, very fine* £100-140
- 261 India General Service 1895-1908, 3 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (**591 Naik Pala Singh 3rd Sikh Infy.**), *very fine* £120-150
- 262 India General Service 1895-1908, 3 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (**307 Sepoy Chur Singh 2d. Punjab Infy.**), *suspension slack, contact marks, nearly very fine* £100-140
- 263 India General Service 1895-1908, 3 clasps, Punjab Frontier 1897-98, Malakand 1897, Tirah 1897-98 (**3718 Sepoy Indar Singh, 45th Sikhs**), *severely polished, fine* £100-140
 The 45th (Rattray's) Sikhs played a distinguished part in the Defence of Malakand, winning no less than 13 Indian Orders of Merit.
- 264 India General Service 1895-1908, 4 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (**3668 Sepoy Bagga Singh, 15th Bl. Infy.**), *suspension rod loose, otherwise nearly very fine* £140-180
- 265 Khedive's Sudan 1896-1908, no clasp, silver issue (**408 Sepoy Gurmukh Singh, 35th Bl. Infy.**), *nearly very fine* £70-90
- 266 East and Central Africa 1897-99, 2 clasps, Lubwa's, Uganda 1897-98 (**3105 Sepoy Atma Singh, 15 Sikhs Regt.**), impressed naming, *nearly extremely fine* £400-500
 Ex-Brian Ritchie Collection, March 2005.
- 267 **The Tibet Medal awarded to Subadar K. Singh, 32nd Pioneers, who displayed conspicuous gallantry during the assault at Palla village in 1904, earning the Indian Order of Merit in the process**
 Tibet 1903-04, no clasp, silver issue (Sub. K. Singh, 32nd Pars (sic)), engraved in running script, possibly a slightly later issue, *good very fine* £240-280
 PROVENANCE:
 DNW, July 2003.
 [I.O.M., 3rd Class] awarded 1905:

‘For conspicuous gallantry at the assault on the village of Palla, on the 26th May 1904. This Indian Officer personally superintended the laying of four mines against the walls of buildings in the village, on each occasion under heavy fire, and, after effecting a breach in the most formidable house in the village, he was the first to enter the building which was crowded with the enemy, shooting one of them.’

The attack at Palla village was the turning point of the Tibetan campaign as related by Sir Francis Younghusband in *India and Tibet*:

‘This blowing up of houses crammed full of armed men is indeed a desperate undertaking, but except by this method of deliberately rushing up and placing a charge under manned walls, and firing the charge, there was no means of getting in, and Sheppard, Garstin, Walker, and O’Connor deserve all the honour that is due to the bravest of military actions.

Breaches had been made, but the village had yet to be stormed, and Major Peterson, with his Sikh Pioneers, as soon as it was light, gallantly stormed house after house, while Colonel Brander supported him with the guns on the hillside a few hundred yards off. The Tibetans fought stubbornly, as they always did in these villages, but Major Peterson pressed steadily on, and by 1.30 the village was in Colonel Brander’s hands.

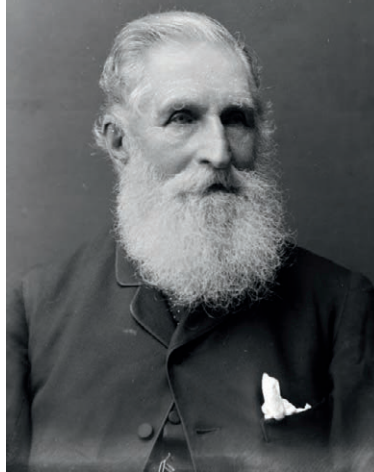
Our losses were, besides Lieutenant Garstin, Royal Engineers killed, Captain O’Connor, Lieutenant Mitchell, 32nd Pioneers, Lieutenant Walker, Royal Engineers, and nine men wounded. It was a heavy casualty list for our little garrison to sustain, but the capture of the village was a great shock to the Tibetans, who till then, according to a Chinaman whom Mr. Wilton met when accompanying one of our sorties, had become very truculent, and talked of first attacking us and cutting all our throats, and then murdering all Chinese.

The Palla village was occupied by our troops, and at 1.30 on the morning of May 30 the Tibetans, who had for long been trying to screw themselves up for an attack upon us, attacked both this and a Gurkha outpost we had established. It was a beautiful sight to watch, with the jong keeping up a heavy fire on us, and the houses at the foot of the jong firing away hard on the village. But the Tibetans were easily repulsed, for Colonel Brander had been careful to fortify the place well, and the Tibetans after this never ventured to take the offensive against us, and the tide now definitely began to turn.’

Kesar Singh served with the 32nd Pioneers in Afghanistan at the occupation of Kandahar and Girishk in 1880, (Medal & clasp). On the N.E. Frontier at Sikkim in 1888 and on the N.W. Frontier at Hazara in 1891, (Medal & two clasps), and at the Relief of Chitral 1895 and in Waziristan during 1901-2, (Medal & two clasps).

268	India General Service 1908-35, 1 clasp, North West Frontier 1908 (2750 Sowar Kala Singh, 19th Lancers.), <i>very fine</i>	£30-50
269	India General Service 1908-35, 1 clasp, Waziristan 1919-21 (528 Sepoy Amrit Singh, 2-94 Infy.), <i>claw tightened and contact wear, very fine</i> Russell’s Infantry.	£20-30
270	India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (7774 Sep. Jagir Singh, 1-11 Sikh R.), <i>very fine</i>	£20-30
271	Victory Medal 1914-19 (Lt. Col. J. C. Russell.), <i>part of surname officially corrected, nearly extremely fine</i> [D.S.O.] <i>London Gazette</i> 1 January 1917. James Cosmo Russell was born on 18 October 1878 and was commissioned into the 4th Hussars on 20 May 1899. Transferred to Hodson’s Horse on 15 May 1902, he was killed in action at Frezenberg Ridge on 31 July 1917 whilst serving attached to - and in Command of - the 6th Battalion, Cameron Highlanders.	£50-70
272	Victory Medal 1914-19 (2) (4619 Sepoy Arjan Singh, 14 Sikhs; G-17734 Pte. F. Huttleston. E. Kent. R.); Indian Army L.S. & G.C., G.V.R. (2) (296 Sep. Bhagat Singh, 1-11 Sikh. R.; 2417 Sepoy Mehar Singh, 3-11 Sikh. R.), <i>the second lacking ring and officially re-impressed, very fine</i> (4)	£60-80
273	Great War Bronze Memorial Plaque (Partab Singh), <i>polished, nearly very fine</i>	£20-30
274	General Service 1918-62, 1 clasp, Kurdistan (4392 Sepoy Sajjan Singh, 2-11-Sikh R.), <i>good very fine</i>	£40-60

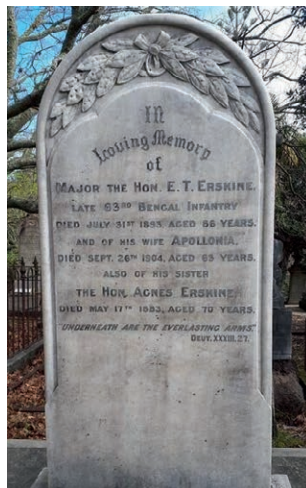
- 275 India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (49 Sqdn. Dfdr. Maj. Pala Singh, Skinner's Horse.), *official corrections, very fine* £40-60
- 276 Pair: Major The Hon. E. T. Erskine, 63rd Native Infantry, who settled in New Zealand after his military service
 Army of India 1799-1826, 1 clasp, Bhurtpoor (Lieut. F. E. T. Erksine, 63rd N.I.), short-hyphen reverse, officially impressed naming; Sutlej 1845-46, for Ferozeshuhur, 1 clasp, Sobraon (Capt E: T: Erskine 63rd Regt. N:I:), *very fine* (2) £1,400-1,800
- PROVENANCE:
 Sotheby's, October 1987.



Erskine Thomas Erskine was born in July 1807, the eldest son of Thomas Erskine, 1st Baron Erskine, Lord Chancellor, with his second wife. Made a Cadet in the East India Company's Forces in 1823, he arrived in India in October 1824 and was made Lieutenant in December 1825. Having seen active service at the Siege of Bhurtpore (Medal & clasp), he was latterly present in the Sutlej (Medal & clasp), being invalided from the service in December 1849.

Having been married at Westminster in 1861, Erskine, together with his wife and children, emigrated for New Zealand in late 1869 and arrived at Nelson in January 1870. Having settled into life there, his health sadly suffered and the Major died on 31 July 1896. A newspaper from the period states:

'Ever respected and admired by his military comrades in India, and of gentle and courteous manner, he was equally esteemed by all who had the pleasure of his acquaintance here. He died in the faith and hope of a Christian.'



Erskine is buried in the Wakapuaka Cemetery and had issue of seven children, of whom just three made it past infancy. Photographic images of him and his family are held by The Nelson Provincial Museum.

276A Three: **Lieutenant-Colonel W. Graydon, 16th Bengal Native Infantry**

Maharajpooor Star 1843 (Lieutenant W. Graydon 16th Regt. Grenadier); Indian Mutiny 1857-59, 1 clasp, Delhi (Capt. W. Graydon. 16th B.N.I.); India General Service 1854-95, 1 clasp, Northwest Frontier (Capt. W. Graydon, 16th Bengal N.I.), *good very fine, very fine* (3)

£500-700

Sold together with a leather-cased pair of photographs of the recipient (additionally wearing three other Medals) on his wedding day, the outer with inscription ‘The bride and bride-groom Lieut. Colonel & Mrs W. Graydon Sep. 26. 1865’.

277 Pair: **Major-General W. C. Russell, Bengal Artillery, Commissary Captain of the Allahabad Arsenal during the Indian Mutiny - it was he who was famed for having ensured it did not fall to the Mutineers**

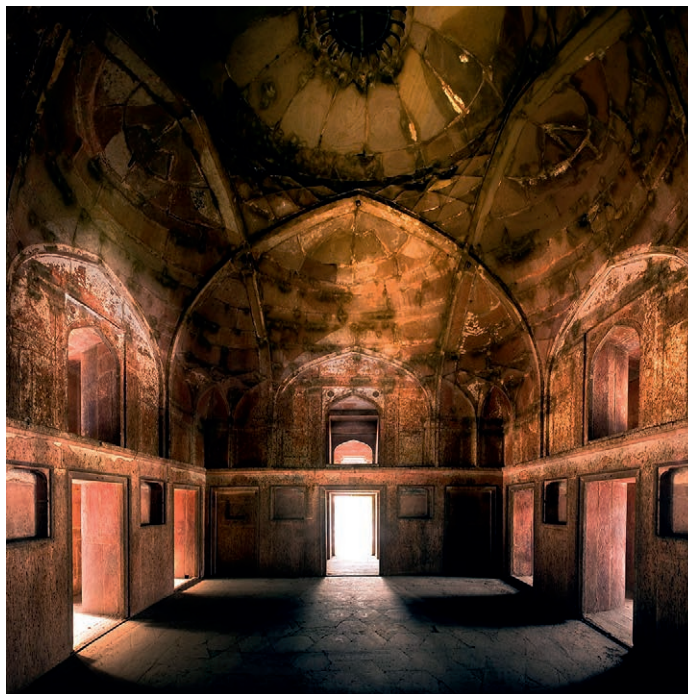
Sutlej 1845-46, for Ferozeshuhur 1845, 1 clasp, Sobraon (Lieut. W: C: Russell 1st Brigade H: Ay.); Indian Mutiny 1857-59, no clasp (Commy. Capt. W. C. Russell. Ordce. Dept. Allahabad Al.), *very fine* (2)

£800-1,200

M.I.D. *London Gazette* 14 July 1859. This entry offers detailed praise for the services and bravery of Russell.

William Carmichael Russell was born on 11 August 1824 and was educated at Bedford School. Having first been commissioned into the Bengal Artillery in June 1842, he served during the Sikh War (Medal & clasp).

It was however, during the Indian Mutiny, that Russell made his name. At the time of the outbreak of conflict, he was Commissary Captain of the Allahabad Arsenal, including the 16th-century Akbar’s Fort. The city was the new centre of Government of the North-Western Provinces, and throughout the whole of the Mutiny in 1857-58 it remained the only part of Allahabad that remained in British hands from start to finish. Despite its treasury being plundered, the Fort itself was ‘...saved by a very close shave’. Rather than lose it to the rebels, Russell had elaborately wired the Fort and distributed the magazine throughout so that, had it been captured, the insurgents would have found the coveted Fort and Arsenal little else but an empty mass of blackened ruins. He was duly ‘mentioned’ and it seems rather unusual that for his gallant services over a prolonged period that he did not earn any decoration. He was also praised by Field Marshal Lord Roberts in *Forty-one years in India From Subaltern To Commander-In-Chief*. Retired in March 1878, the Major-General died at Shirley, Southampton on 10 February 1905.



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An interesting campaign pair to General Sir J. L. Vaughan, G.C.B., 5th Punjab Infantry (later Vaughan's Rifles), a special correspondent for the *Times* during the second Afghan War

Indian Mutiny 1857-59, no clasp (Major I. L. Vaughan, 5th Punjab Infy.); India General Service 1854-95, 2 clasps, North West Frontier, Umbeyla (Lieut.-Col. J. L. Vaughan, Comndt. 5th Punjab Infy.), *light contact marks, good very fine* (2)

£1,400-1,800



John Luther Vaughan, the fourth son of the Rev Edward Vaughan, of Leicester, was born on 6 March 1820 and was educated at Rugby, where by his own account he failed to share the enthusiasm for school-life felt by the author of *Tom Brown's Schooldays*. He was no believer in 'the occult influence of Dr. Arnold's personality', and was nothing if not outspoken in his sole encounter with the great man. In an encounter that reads like an excerpt from George MacDonald Fraser's *Flashman* series, the schoolboy Vaughan, returning from a coaching inn at Dunchurch in a state of intoxication, was reported by an ill-natured servant to his housemaster who in turn sent for the Reverend Doctor. Arnold was cracking down on drinking and in this direction he had been largely successful, often filling the offenders with a deep sense of remorse and even reducing the most loutish of youths to tears. However, on asking Vaughan some question as to his motive, the wavering schoolboy told the headmaster, 'You are drunk, Sir.'

Expelled from Rugby, Vaughan studied under a clergyman at Leicester, though was anxious to follow a military career. His widowed mother lacked the funds to support him as an officer in a British regiment, and he considered himself doomed by the prospect of varsity life. Then in 1840 a Cadetship in the Bengal Infantry was offered and on 12 October of the same year he sailed for India, arriving at Calcutta on 21 February 1841. His next ambition was to avoid service with Sepoys and join one of the Bengal European regiments. He was, however, persuaded by friends against this course of action and accepted without appeal his nomination to an Ensigncy in the 21st N.I. a thousand miles away at Moradabad. After an expensive journey he could ill afford, he joined his corps and soon fell in with an old school fellow, Lieutenant Chambers, the Interpreter and Quartermaster of the regiment, who at Rugby had won considerable acclaim for a 'fistic encounter with a noted bully of the town twice his age and height' - here, again, hints of Harry Flashman. Chambers' great zeal for his soldiering was shared by Vaughan, but by none of the other officers, old or young. The regiment had not seen service since Bhurtpoore in 1826, and further suffered from the fact that Moradabad was a single-regiment station: in short Vaughan was deeply disappointed with the 21st which in every point fell far short of his ideal.

Having qualified in Hindustani at Fort William, Vaughan, through the patronage of the Commander-in-Chief, Sir Jasper Nicolls, was appointed Acting Interpreter and Quartermaster to the 53rd N.I. at Meerut, which provided a convenient stepping stone to a minor appointment in the Commissariat Department which, promisingly, was attached to Sir Hugh Gough's field force that was about to invade Gwalior. Vaughan, eager for his first taste of battle, approached Major-General John Littler (see Lot 33) and further enhanced his prospects by asking to serve as an extra A.D.C. if and when Littler's brigade was engaged. Littler consented and on 29 December 1843, Vaughan, mounted on a powerful country-bred horse, found his way to the fore in the battle of Maharajpore.

In a letter written immediately after the battle Vaughan described his baptism of fire: 'And now began a scene which I had often burned to be a sharer in: as we (the 39th Foot and the 56th Native Infantry) advanced, they got our range exactly, and every shot came plump into the column. I speak of the 39th, as I was with them, the 56th being more to the right. If it had not been that the ground was very soft (having been lately ploughed up, and chiefly covered with young wheat) the ricochet of the shot must have killed many more. The men generally fell by twos, front and rear rank men; of course we could not stop then to render them any assistance, so poor fellows were left where they fell, to take their chance of reaching the field hospital in the rear. It seemed an awful while before we

got to the village; when 300 or 400 yards from it, the order was given to deploy into line ... they commenced firing grape, canister, old iron, horse-shoes, etc., and anything they could cram in, and here we lost most of the men who fell. The sound of the shells was unmistakable, even to a novice, and anything but pleasant. However they were quickly stopped by the British bayonets of the 39th and 56th. The battery presented a most curious sight. The guns, which were painted blue and red, were blackened with smoke, and at the foot of each lay ten or twelve men on whom the bayonet had left its deadly mark

... At this moment I was ordered by the General to go to the officer commanding the 56th, and direct him to dress his regiment ready for the rush into the guns. I delivered the message, but in returning to the General's side, my horse, which had been in a very excited state throughout, became perfectly unmanageable, and went straight away for the enemy's battery! I saw that my only chance was to pull him up instantly, so stooping forward I laid hold of the head-stall, and wrenched his head round. In doing this my curb-bit came in two! I can only suppose that the horse was as much surprised as myself, for it quietened him at once. I dismounted, waited till the 39th came up, and then, letting him go (for a led horse would be rather an encumbrance in charging a battery), I fell in with the Grenadiers of the 39th, and had the honour of making the final charge with them ... I do not make any mention of the horrors of battle - the dreadful wounds exhibited both by horses and men. They are such as I shall never forget, and yet with all this I would willingly sacrifice everything I possess hereafter, for one more day like December 29, 1843.'

Vaughan was mentioned in Littler's despatch, but more important to him was the award of his first medal. 'I am afraid it was owing chiefly to the desire to exhibit this decoration as quickly as possible to my comrades of the 21st, that I resolved to rejoin my regiment instead of returning to my duties, as I might have done with the 53rd N.I. at Meerut. I had in my boyhood read in one of Marryat's novels of a young hero who, after his first action, returned to his friends, 'with the bronze of battle on his brow'! I almost fancied myself such a young hero, and thought to display the 'bronze of battle' which I had acquired at Maharajpore to the admiring eyes of comrades and the regimental womankind!

He rejoined the 21st at Barrackpore, slipping into the post of Interpreter and Quartermaster recently vacated by Chambers, and shortly afterwards found some justification for his thinly-disguised contempt for the Bengal Sepoy. The issue of a new item of equipment, which the Sepoys were obliged to pay for through stoppages in their pay, caused resentment towards the young Quartermaster. Groups of Sepoys collected in the lines to grumble amongst themselves, and a 'mutinous scoundrel' threw a stone at Vaughan. Vaughan reported the incident to the peppery old Colonel who could scarcely be persuaded to leave his hookah in order to look into the matter. When he eventually went down to the lines he harangued the men in a jocular manner, and, to Vaughan's chagrin, ordered the release of the ringleaders whom Vaughan had arrested. 'From that day', wrote Vaughan, 'a deep distrust of the Sepoys took possession of me ... I regarded with aversion the thought that my life was to be spent with men whom I now saw to be ready to mutiny for a trivial cause, and who had shown that they held their officers in no real respect or affection.' And this was 1844! A few months later Vaughan became Adjutant, and notwithstanding his new-found feelings, he resolved to turn the 21st into 'the smartest regiment in the Army'. By 1850 the corps had a reputation second to none for discipline and smartness, and when the Mutiny broke out in 1857, the 21st was the only regiment at Peshawar which Sir Sydney Cotton allowed to retain its arms. The 21st survived to become the 1st Native Infantry post-Mutiny.

When Sir Hugh Gough succeeded Nicolls, Vaughan lost the patronage of the C-in-C and was unable to obtain any appointment during the Sikh Wars, though his applications were many. He was so desperate to get to the front that he familiarised himself with 'the science of electricity' and submitted a wheeze by which he thought he might be able to explode mines under the Sikh camps with an electric battery. His hare-brained scheme was rejected out of hand, but it stuck in the mind of Sir Henry Lawrence that a young officer should go to such lengths and, five years later, when casting about for officers for the newly raised Punjab Irregular Frontier Force, he wrote to Vaughan. Vaughan called upon Sir Henry at Lahore, through which the 21st were passing, to learn the nature of his future employment, and was bidden to luncheon where he met John Lawrence and a fellow Old Rugbeian by the name of Hodson who was evidently in favour with the Lawrences and was employed by them as a sort of military secretary. Also present was Sir Henry's A.D.C. (coincidentally a son of Dr. Arnold), who later wrote a novel set in India which Vaughan liked to think met with little success.

Gazetted second-in-command of the 2nd Punjab Infantry at Kohat, Vaughan at once fell into temporary command of the regiment, and became associated with the great men of the frontier school - John Nicholson, Reynell Taylor, John Coke, Sam Browne, Wilde, Daly, Keyes and the rest. In the summer of 1850, Vaughan was placed in command of a mixed force of about 1,000 men at Nurree to protect the salt mines against incursions by the Wuzeeris. 'I passed the next nine months in command of this Nurree post. I was the only European, officer or man, and spent my time, not

on the whole unpleasantly, in exploring a then unknown country, and in making friends, according to my instructions, with the people of the valley. I soon acquired a colloquial knowledge of the language they spoke - Pushtoo or Afghanee - and the idea then occurred to me of constructing a grammar of the language, a task never seriously attempted before. In this I eventually succeeded, and published it two years later in Calcutta. It was, of course, very elementary and unpretending, but was found useful by my comrades of the Force, and gained me credit with the Punjab Government and with my chiefs, General Hodgson [qv] and Neville Chamberlain [qv]. The latter, in subsequent years, in his tours of inspection, often used me as his confidential interpreter where secrecy was desirable.'

In 1851 Vaughan was promoted to the command of the 5th Punjab Infantry at Dera Ghazi Khan in the lower Trans-Indus country. In the autumn of 1854 he was laid low while staying at the club house used by 'Piffer' officers on shooting expeditions in the Trans-Indus mountains with an abscess in the hand. In the absence of a doctor his condition became serious, and he was subsequently advised to take furlough to England. He sailed in April 1855 from Bombay and fell in with a like-minded officer of the Madras Army. The Crimean War was at its height and they agreed 'it would be a fine thing if we could get service in the Turkish contingent, and spend our furlough in fighting the Russians, instead of amusing ourselves in England'. Though anxious to serve before Sebastopol, Vaughan and his friend were subsequently employed at the headquarters at Kertch which soon proved to be the backwater that it was - the closest he came to the Russians was when he took part in a reconnaissance of the Spit of Arabat in a Royal Navy gun boat.

War service and leave complete, Vaughan rejoined the 5th P.I. at Kohat in early 1857 a few months before the Bengal Mutiny erupted. One evening in mid May he received a message from Chamberlain with news that the Meerut garrison had mutinied and ordering him to secure the important bridge of boats at Attock then in the hands of the 55th N.I. He set out with his regiment that night, and after four long marches entered the old Sikh fort at Attock. He then sent one of his three British officers to relieve the bridge guard of the 55th. At first the Sepoys refused to move without orders from their own C.O., Colonel Spottiswode, but as the latter was miles away the British officer threatened to use force and the guard was eventually persuaded to withdraw and rejoin the main body of their corps at Mardan. Vaughan then received further orders from John Lawrence 'and his able coadjutors, Neville Chamberlain, Sydney Cotton, Herbert Edwardes, and John Nicholson, who at that time formed a sort of committee of public safety at Peshawar', to leave half his regiment at Attock and proceed with all possible haste with the rest to a rendezvous with Nicholson four miles from Mardan, as the 55th was now considered unreliable despite Spottiswode's protestations to the contrary.

The rendezvous with Nicholson was made shortly after sunrise, and together they approached Fort Mardan. A hundred Sepoys, together with the British officers of the 55th, came out to meet them and said that the rest of the regiment between 700 and 800 strong had deserted at dawn and that Colonel Spottiswode 'had blown out his brains in disgust at their conduct'. 'This sad news', Vaughan recalled, 'was confirmed by a letter found on the Colonel's table addressed to me. In this letter Spottiswode reproached me as being the cause of the mutiny of his regiment and his consequent suicide ... The letter was painful reading ...' Arrangements were quickly made for a pursuit, and Nicholson started hot-foot with a few Sowars of his personal escort, closely followed by Vaughan and his irregular infantrymen. A few stragglers were overtaken and killed (and 120 prisoners taken and returned to Peshawar to face the wrath of Sydney Cotton) but the greater part of the 55th escaped only to be savaged over the ensuing months by wild hillmen with whom they hoped to ally themselves.

At John Lawrence's insistence, and to Vaughan's disappointment, the 5th P.I. was detained in the Punjab and subsequently employed in suppressing several risings fomented by the colony of Hundustani fanatics which had established itself some years earlier at Sittana. During the first of these operations, Vaughan had a close call: 'Whilst my regiment was making its way through the intricate lanes of Narinjee, eight or nine men, easily recognizable as Hindoostanee fanatics from Sitana, appeared from behind from behind a wall, naked tulwar in hand, and advanced towards me in the attitude of attack as practised in the native gymnasia. I fired at the group with the Dean and Adams revolver I then carried, but for the life of me I could not discharge the second chamber! I probably forgot, in the excitement of the moment, that the pressure on the trigger had to be withdrawn after each shot in order to clear the action for the next. I thought all was over with me, but a section of Sikhs happily saw my danger, and promptly came to the rescue. Since then I have always carried in service a Colt revolver.'

Following the fall of Lucknow in early 1858, Vaughan arrived in Oudh with his regiment and was brigaded in the division commanded by Sir Hope Grant (Ritchie 1-110). 'The rest of the year was spent in eternal marches and counter-marches through the length and breadth of Oude, varied by occasional indecisive encounters with an ever-vanishing enemy. There was just sufficient excitement to outweigh the discomforts of a hot weather campaign in India.' During much of this period

Vaughan was detached on independent commands, and it fell to him to track Nana Sahib, the 'Beast of Cawnpore', to his last-known resting place in Nepal beyond the Raptree. Vaughan's Mutiny experiences brought him the thanks of the Government of India on two occasions, and more importantly helped establish the full value of the frontier regiments. In connection with the latter, Field Marshal Lord Wolseley wrote: 'These Punjab regiments consisted of fine fighting men, soldiers by instinct and by birth: Pathans, Paunjaubee Mussulmans, Sikhs and even Afridees from beyond our frontiers ... no men ever fought more gallantly than they did under the remarkable officers selected to lead them. Under men like Sir Dighton Probyn [qv], Sam Browne, Hodson, Wilde, Vaughan, and other famous leaders, they could be depended on to go anywhere and attempt anything.'

After a short furlough to England, Vaughan returned to Calcutta where he renewed a slight previous acquaintance with Colonel (later Field Marshal Sir) Henry Norman.

'He acquainted me with some of the ideas under which he had evolved the scheme of the Staff Corps; and it was with his approval that I wrote an article on the Staff Corps in the Calcutta Review. The object of the article was to popularize the idea of the Staff Corps by explaining how it would affect the future of those who joined it, as well as those who stood aloof from it ... It seemed to me then, and it does now, that to belong to a corps of officers created to provide a suitable man for every branch of the public service, from Governor-General to subaltern in a marching regiment, is something to be proud of. There is really no exaggeration in the above description of the elasticity of the Staff Corps, for the deviser of it - [Norman] himself an officer in it - was actually, we know, offered (and refused) the Viceroyalty of India!'

In spite of Sir Sydney Cotton's successful campaign against the fanatics at Stitana in 1858, the group soon re-established itself amidst the Pathan tribes and their presence was once more detected in disturbances on the Yusafzai frontier. In the autumn of 1862 Vaughan spent some weeks with Chamberlain obtaining intelligence about them, and early the next year the Government sanctioned the formation of Chamberlain's Yusafzai Field Force of 5,600 men which was to drive one group who had been raiding from their village at Malka out into the plains beyond the Chamla Valley. The force marched on 18 October 1863, intending to advance into the Chamla via the Umbeyla Pass, but great difficulty was experienced in getting the elephants and baggage through the defile, and after three days the whole expedition came to dead stop. The Bunerwals, who lived nearby but who were not originally involved, were afraid that the British had come to annex their territory in the valley, and in alarm they attacked the force, wrecking in one fell swoop the original plan. A direct advance on Malka up the Chamla with the Bunerwals flanking the seventeen-mile line of march was now out of the question, and Chamberlain, with one man in ten sick, was forced to take up a defensive position near the pass as other tribes flocked to join the Bunerwals.

Vaughan served in command of his regiment throughout the campaign, firstly in charge of the left of the defences on Gurroo Mountain at the head of the pass. Withdrawn from that position, his regiment was engaged in fatigue duties at the upper camp on 20 November when Crag Picquet was overrun by enemy tribesmen:

'What was happening at the Crag picket was seen by General Chamberlain at the main camp almost as soon by us. In the space of a few minutes the General's orders reached me not to move, but to await the reinforcements he was bringing. In about a quarter of an hour he arrived, bringing the 71st Highlanders and the 5th Goorkah regiment. He directed Colonel Hope to lead his Highlanders straight up the rocky path which led to the captured picket, and told me to lead the 5th Goorkahs and my own regiment up the hill by a slight circuit, so as to take the enemy in the flank and rear. No time was lost. The advance of the Highlanders under the leading of Colonel Hope was very imposing, and attracted the admiration of all who witnessed it. With equal spirit, but in less compact order, owing to the nature of the ground, the Goorkahs and my own regiment breasted the ascent and performed the task assigned them. It was a steep pull to the crags which gave the picket its name, but not for a moment was the issue doubtful. The united columns followed the flying tribesmen for about half a mile, the men burning to avenge the distressing sight of the mutilated bodies of the gallant defenders, British and Native, of the captured picket.'

'General Chamberlain himself accompanied and directed the advance of the troops to recover the Crag picket. He retained me at his side to receive any further instructions which might be necessary till the picket was retaken. When about two-thirds of the ascent had been accomplished, the General was unfortunately struck by a bullet in the forearm. He, however, continued to direct the advance, and it was only when the victory was won that he was persuaded to return to camp, and have his wound attended to. It need not be said how we all deplored the mishap which had befallen our Chief ... About the same time ... I was struck by a bullet fired from the direction of the water picket ... The sensation was as if someone had hit me a most violent blow across both thighs. The wound, though it bled freely, was happily superficial, and I was able to lead my men till the two attacking columns were re-united half a mile beyond the Crag picket.'

The Commander-in-Chief, Sir Hugh Rose, was obliged to replace Chamberlain with General Garvock, and in the meantime he sent two staff officers from Simla to take note of the situation. Vaughan recalled: 'The two officers were, Colonel Adye, subsequently honourably known as General Sir John Adye, and Major, now Field Marshal Lord Roberts, our late Commander-in-Chief. I well remember the feeling, compounded partly of anger at what we thought implied a slight to our General, and partly of approving envy, with which we, in our soiled fighting dress, watched the trim uniforms and well polished boots of the Simla emissaries, as they were conducted over the position!' On 15 December, Garvock and his reinforcements moved out to attack the tribesmen blocking the route. Vaughan remained in command of the camp. 'Simultaneously with the attack on our left', Garvock reported to Rose, 'the camp was assailed by a large body of the enemy. But the force left to defend it under that very excellent officer, Lieutenant-Colonel Vaughan, well discharged its important duty'. Vaughan concluded:

'The Umbeyla campaign won for me the much coveted distinction of a Companion of the Bath, and the award of a medal, with clasp in addition, for general service on the North-West frontier.'

At the close of the campaign Vaughan went to Noshwera where he was well-received by Sir Hugh Rose, and thence to Peshawar. He rejoined the 5th P.I. at Kohat and, as the senior officer, found himself in command of a sizeable force of all arms. From this now-quiet quarter, he took a characteristic view of events occurring elsewhere. In February 1866, he wrote to relatives in England, 'We are all very sorry to see the latest accounts from America. How sadly the war has been turning against the Confederates', and, later in November, he commented, 'How grievous English politics are now ... We are sadly going down in the world'. In view of the fact that he would soon be obliged to leave the 5th on promotion to full Colonel, and that the command of Frontier Force had just been given to Colonel Wilde, Vaughan arranged to take his next annual leave at Simla in order to make himself known to Rose's successor, Sir William Mansfield, and 'the official dispensers of army patronage'. To this end his efforts were in some measure successful and in 1868 he was appointed to the command of a brigade consisting of H.M.'s 1/6th Foot, the 2nd Gurkhas and the 3rd Sikh Infantry in the brief expedition of October 1868 to the Black Mountain. He returned briefly to his regiment but was shortly obliged to bid it a tearful farewell. Over a quarter of a century later, however, on the renumbering of the Indian Army in 1903, he had the honour of learning that the 5th Punjab Infantry, which he had commanded 'for seventeen years in all the vicissitudes of frontier service', was to be redesignated 58th Vaughan's Rifles (Frontier Force).

In January 1869 Vaughan was appointed to the command of the Gwalior district with the rank of Brigadier-General on the Army Staff. He was introduced to the then Maharajah Scindia at a formal interview by Major-General Crawford Chamberlain (qv). The formalities however belied a fact which surprised Vaughan - several 18-pounder guns were perpetually levelled at the Maharajah's palace. This indignity, however, ceased shortly afterwards, and the British garrison which had occupied Scindia's ancestral fortress since Mutiny days was also withdrawn. After only a year in this brigade command Vaughan was unexpectedly promoted Major-General due to readjustment to the dates of commission of senior officers. Consequently he had to give up his command at Gwalior, and could only find temporary employment in command of the Allahabad Division until the nominated officer arrived from England.

Bearing a definite grudge, Vaughan returned home short of money and was perforce 'reduced to the idle dilettanti life of the London club'. For three or four years he submitted articles to the periodicals of the day, but without much success, whilst waiting for a recall to military duty. When none came he somewhat reluctantly accepted an offer of employment as the General Manager of the London and North Western Railway at Euston Station. After four years of 'the eternal racket of railway life', Vaughan was informed by his employers that his services were no longer required. He felt, however, the loss was entirely the L.N.W.R.'s since they would no longer benefit from the services of 'a general and a gentleman'.

The prospect of war with Afghanistan in 1878, however, offered new hope of military employment. Vaughan conceded that the claims of Sir Sam Browne and Sir Donald Stewart were worthier than his own to the commands of the two of three columns that would enter the country, but privately he thought himself at least as well qualified as Roberts for the command of the other. When his hopes were dashed, he offered his services to the *Times* and was duly appointed war correspondent. A press pass from the *Times* opened all the right doors on his arrival at Calcutta in early 1879, giving him ready access to the Viceroy, Lord Lytton, and his private secretary, Colonel Colley, who was destined to lose his life not long after under miserable circumstances in Natal. At Gandamak, Vaughan interviewed Sir Louis Cavagnari, the soon-to-be murdered envoy at Kabul, then awaiting the arrival of Yakub Khan to discuss treaty terms. As soon as the Treaty of Gandamak was signed, Vaughan was ordered by his employers to withdraw and was in the Middle East when he received news of the demise of the Kabul embassy. He immediately about-turned to join Frederick Roberts.

On 21 October 1879, Lytton wired Roberts from Simla: 'General Vaughan is about to proceed thither [Kabul] as correspondent for the *Times*. I will give him a letter to you; and I want you to be

particularly civil to him. The *Times*, which reflects, I think, the present disposition of the Cabinet, has been strongly deprecating any further annexation beyond the limits of the districts assigned to us by the Gundamak Treaty ... General Vaughan is ready to write up any policy, of which the cue is given to him by me, or by you on my behalf. His letters to the *Times* from Kabul may have a considerable effect upon public opinion at home, and through it, possibly, on the attitude of the Cabinet. I want you, therefore, to keep him in good humour and up to the mark.'

Roberts, an expert manipulator of the press, replied on 30 November: 'General Vaughan has been talking to me about the future of Afghanistan: he seems to agree with my views and as he will probably write about them I should like to be favoured with Your Excellency's instructions as to whether they are such as you would wish advocated in the London papers.'

It appears that Roberts was entirely successful in his dealings with Vaughan in accordance with Lytton's wishes, for Vaughan recalled:

'I do not remember that during my ten month's stay at Kabul with Roberts' army, or on the subsequent march to Kandahar, anything in the nature of a censorship of the Press existed. It might have been different had there been many correspondents of the London Press in camp, but ... the *Times* was the only London paper represented by a special correspondent. My intercourse with Roberts was of such a pleasant character that I was allowed by him, to my great satisfaction, as well as to the advantage of the *Times*, to put before him some of my more important letters and telegrams before despatch; and he often enabled me to make them more full and accurate.'

In the camp of the defeated Ayub Khan near Kandahar it was Vaughan's duty to report the discovery of the body of Lieutenant Hector Maclaine who had been taken prisoner during the retreat from the battle of Maiwand. With the Afghan War at its end, Vaughan left for England, but on the way home he was redirected to cover the operations against the Boers in South Africa. These operations, however, were brought to an unsatisfactory conclusion before he arrived. In 1884 his various services were officially acknowledged when he was created a Knight Commander of the Bath. He ultimately attained the rank of full General and in 1905 was further advanced to a G.C.B. At the age eighty-two, Vaughan took a bride, Agnes, daughter of Canon Gilbert Beresford, and, finding it an enlightening experience, recanted his former condemnation of the married condition as 'domestic insipidity'. The General retired to Tunbridge Wells and died on 2 January 1911.

Refer to Who Was Who; My Service in the Indian Army and After (Vaughan); Roberts in India The Military Papers of Field Marshal Lord Roberts, 1876-1893; The Life of Field Marshal Sir Neville Chamberlain (Forrest).

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The campaign group of four awarded to Lieutenant-General Sir Alexander George Ross, K.C.B., 1st Sikh Infantry, who was 'mentioned' on no less than five occasions during his distinguished career

Indian Mutiny 1857-59, no clasp (Ensn. A. G. Ross, 35th Regt.); Abyssinia 1867 (Lieut. A. G. Ross, 1st Sikh Infy.); India General Service 1854-95, 1 clasp, Jowaki 1877-8 (Major A. G. Ross, 1st Sikh Infantry); Afghanistan 1878-80, 1 clasp, Ali Musjid (Maj. A. G. Ross, 1st Sikh Inf.), *very fine or better* (4)

£1,600-2,000

[K.C.B.] *London Gazette* 30 June 1905.

[C.B.] *London Gazette* 21 June 1887.

Alexander George Ross was the eldest son of George Ross, Indian Civil Service, and Isabella, daughter of Justin McCartie of Carrignavar, County Cork. He was born at Meerut on 9 January 1840, was educated at the Academy, Institute and University of Edinburgh, and was commissioned Ensign in the Bengal Army on 4 November 1857. Intended for the 17th Native Infantry (which mutinied on 3 June at Azimgahr) he was detained 'at Barracks in Calcutta' until February 1858, when he was attached to H.M.'s 37th Regiment. In March he was attached to H.M.'s 35th Regiment and was employed with them in the attack on Arrah. He afterwards served with the 79th Highlanders in the Oudh Campaign and took part in numerous actions including the capture of Fort Rampore Kussia and the passage of the Gogra at Fyzabad.

Promoted Lieutenant on 13 December 1859, while doing duty with the Agra Levy, he joined the Bengal Staff Corps on its formation in 1861 and was gazetted to the 1st Sikh Infantry, Punjab Frontier Force. In 1867 he was appointed to raise, equip and command a mule transport train at Lahore for field service in Abyssinia. Accompanying the train to Annesley Bay below Massowah in January 1868, he participated in the three-hundred-mile march to Arrogie, and took part in the successful action at that place. The Abyssinian capital of Magdala was reached soon after and razed to the ground on 17 April. King Theodore of Abyssinia committed suicide, and Ross was mentioned in despatches.

Ross was advanced to the rank of Captain in November 1869 and served as Wing Officer, 1st Sikhs,

until 1875. Appointed Officiating Commandant in May 1877 and promoted Major and on 4 November of that year, he took part in the expedition to suppress the Jowaki Afridis, who, having occupied the territory between Peshawar and the Kohat Pass, continually preyed on the neighbouring tribes. The expedition was divided into two columns - the Kohat, and the Peshawar. The 1st Sikhs were employed with the main force, the Kohat Column, which, under Brigadier C. P. Keyes, attacked and captured Jummo, the principal stronghold of the Jowaki Afridis on 1 December 1877. On 23 and 24 January 1878 the Jowaki tribesmen sued for peace and the expeditionary force withdrew after a campaign of ten weeks. Ross was again mentioned in despatches.

Shortly before the start of the Second Afghan War, the 1st Sikhs under Ross's command marched from Kohat to Peshawar on 3 October 1878, and on 9 November was placed on the strength of Lieutenant-General Sir Sam Browne's Peshawar Valley Field Force, being brigaded with the 1/17th (Leicestershire) Regiment and the Guides Infantry in the 2nd Brigade, 1st Division. The Peshawar Valley Field Force moved into the Khyber Pass on the evening of the 20 November, with the 1st Sikhs and Guides making a flanking march via Lashura and Sapri to the hills above Kata Kushtia, where they arrived on the 21st in time to open fire on the Afghan cavalry retreating from Ali Musjid. Next day the 1st Sikhs were present at the surrender of a portion of the Afghan infantry. For his part in the occupation of the hill fort of Ali Musjid, Ross received another mention in despatches.

Ross's regiment next garrisoned the fort of Daka till 12 December, and then moved to Jellalabad via Basawal. Remaining at Jellalabad with other units of the 1st Division from 20 December until shortly after the signing of the Treaty of Gandamak on 30 May 1879, the regiment provided detachments to take part in several expeditions. In February 1878 Ross commanded a detachment of 250 men on Brigadier-General Jenkins's expedition into the Lughman territory. Sirdar Azmatallah Khan of Lughman still refused to tender his submission and had incarcerated two brothers of the native Governor of Jellalabad. It was therefore decided to enter his territory on the 22nd, 'overawe' the inhabitants, and effect the release of the prisoners. The expedition consisting of the Sikhs, a troop of the 10th Hussars, a squadron of Guides Cavalry, two Mountain guns, 200 of the Rifle Brigade and 250 of the Guides Infantry, was entirely successful and returned to Jellalabad on the 25th without firing a shot.

Promoted Lieutenant-Colonel by Brevet for services in Afghanistan, Ross became full Colonel on 22 November 1879, and in 1881 took part in the Mahsud Waziri Expedition for which he was mentioned in despatches. In 1887 he was appointed a Companion of the Bath, and at the close of the year 1890 was given command of the Punjab Frontier Force Column - one of two columns under Major-General Sir George White, employed in the Zhob Valley for the purposes of exploration and the subjection of some sections of the Kidarzai Sherani tribe. Ross's column consisted the 1st and 3rd Punjab Cavalry, No.1 (Kohat) and No.7 (Bengal) Mountain Batteries, and half-battalions of the 1st and 2nd Sikhs. Operations were carried out in poor weather and over rugged terrain, but fortunately there was little enemy resistance. By 3 December all the objectives of this minor expedition - for which no Medals were awarded - were achieved and the columns were disbanded and returned to their normal stations. A further mention in despatches followed for Ross.

Ross was promoted Lieutenant-General on 10 December 1897, and was transferred to the list of unemployed officers on 20 January 1899. He retired to 16 Hamilton Road, Ealing, West London, and in 1905 was created a Knight Commander of the Bath. Sir Alexander, who married Emma Walwyn, the daughter of Lieutenant-General G. E. Gowans, C.B., R.A., in 1870, died on 22 June 1910.

Refer to IOL L/MIL/10/87; IOL L/MIL/10/92; IOL L/MIL/10/93; Hart's Army List 1881; War Services of Officers 1909; Who Was Who; The Afghan Campaign of 1878-1880 (Shadbolt).

280 The campaign group of three awarded to Colonel W. Campbell, Bengal Army, an original Defender at Lucknow, later 14th Ferozepore Sikhs



Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (Ensn. W. Campbell, 71st Regt. N.I.); India General Service 1854-95, 1 clasp, Jowaki 1877-8 (Major W. Campbell, 14th Bengal N.I.); Afghanistan 1878-80, 1 clasp, Ali Musjid (Major W. Campbell, 14th Ben. N.I.), *suspension claw repaired on the first, contact marks, otherwise nearly very fine* (3)

£2,800-3,200

Ex-Barker Collection, 1950.

Wellesley Campbell was born at Meerut on 20 March 1839, son of Colonel Colin Campbell of Tyndrum, County Perth, late 53rd Bengal Native Infantry. He was appointed Ensign in the 71st Bengal Native Infantry at Lucknow on 4 March 1857. Three months later, on Sunday, 31 May, he was marching out to the Lucknow race-course to drive off the men of his Regiment who the night before had mutined and run amok in the civil lines. He served throughout the Defence of the Residency, and following the arrival of the first Relief Force on 25 September, served as a Volunteer with the 78th Highlanders. Late on the 26th, he accompanied a force - under Colonel Robert Napier - consisting of a hundred men of the 78th, a hundred of H.M's 32nd, and some troopers of the 3rd Oudh Irregular Cavalry, which was sent out to the Mootee Munzil to bring in Havelock's and Outram's sick, wounded, heavy guns and ammunition, left behind with the relieving force's rear guard. That night, at considerable personal risk, he was sent back to the Residency to report to Outram that more dhoolies were required for the sick and wounded.

After the final relief of Lucknow, he served with the army under Sir Colin Campbell and was present at the re-capture of Cawnpore from the Gwalior Contingent. Promoted Lieutenant on 30 April 1858, he served successively with the 16th (Lucknow) Regiment of N.I., the 44th Sylhet Light Infantry, and the 25th Punjab Native Infantry. He commanded a detachment of the 44th Sylhet Light Infantry in the rebellion in the Cossyah and Jynteah Hills, 1862-63, and, in January 1862, received the thanks of the Government of Bengal for saving records and treasure from being destroyed by lightning while in temporary charge of the office of the Deputy Commissioner of Khasiah and the Jaintiah Hills.

In 1864 he was with the 5th Bengal Police Battalion and by 1868 he was serving with the 14th (The Ferozepore) Regiment of Native Infantry, (14th Sikhs). He became Captain on 4 March 1870 and Major exactly seven years later. In 1877-78 he participated with his regiment in the campaign against the Jowaki Afridis as part of the force under Brigadier C. C. G. Ross, and at the start of the Afghan War of 1878 was present with the 14th Sikhs at the taking of Ali Musjid, the passage of the Khyber Pass and the advance on Dakha. Campbell became Lieutenant-Colonel on 28 April 1879, and officiated as Base Commanding Officer at Ferozepore in the Commissary Department for seven

months during the second campaign. In 1884 he was commanding the North Bengal Volunteer Rifle Corps. Colonel Campbell died at Calcutta on 2 February 1886, and was buried the following day in the Military Cemetery with full military honours, the firing party formed by men of the The Queen's (Royal West Surrey) Regiment.

Refer to Ubique - War Services; IOL L/MIL/10/92.

281 **Four: Senior Apothecary D. J. Tresham, Indian Medical Department**

Indian Mutiny 1857-59, 2 clasps, Lucknow, Relief of Lucknow (Asst.-Apothy. D, I, Tresham. 2nd. Bn. Mily. Train), *private attempt to correct second initial*; Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (1st. Cl: Apothy. D. J. Tresham. B.M.D.); India General Service 1854-95, 1 clasp, Burma 1885-7 (Senior Apothy. D. J. Tresham I.M.D.); Khedive's Star 1882, *good very fine and an unusual combination* (4)

£600-800

Another Indian Mutiny Medal, named with the rank 'Offg. Asst. Apothy.' was sold at DNW in 2007. Shown in the published roll as being entitled to the clasps: Relief of Lucknow, Lucknow and Central India. Roll additionally states, 'Since attached to 6th Foot in Bengal'.

282 **The Central Africa and North West Frontier campaign pair to Naik Kishan Singh, 25th Punjabis**

Central Africa 1891-98, 1 clasp, Central Africa 1894-98 (1548 Sepoy Kishan Singh, 25th Bl. Infy.); India General Service 1908-35, 1 clasp, North West Frontier 1908 (1548 Naick Kishen Singh, 25th Pjbis.), *small official correction to naming, light contact marks, otherwise very fine or better and a most unusual combination* (2)

£800-1,000

Medal Roll shows only nine Medals for Central Africa to this Regiment, all with clasp.

283 **A scarce campaign group awarded to Colonel F. D. Russell, 1st Duke of York's Own Lancers (Skinner's Horse), Indian Army, one of 55 British Officers serving in the Indian Army to be awarded the Queen's South Africa Medal; he was also thrice 'mentioned' during his career**



India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (Lieutenant Francis Deane Russell 1st Regiment of Bengal Lancers); Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Wittebergen (Lieutenant Francis Deane Russell 1st (The Duke of York's Own) Regt of Bengal Lancers); China 1900, no clasp (Bengal Lancers, Skinners Horse); 1914-15 Star (Lt Col F D Russell, 1/Lancers); British War and Victory Medals (Lt Col); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Lt Col 1/Lncrs); Delhi Durbar 1911, *the first and third with officially re-engraved naming, lacquered, very fine* (8)

£500-600

PROVENANCE:
Spink, April 2003.



Francis Deane Russell was born on 4 July 1873 at London, son of John Thomas Norreys Russell, Barrister, and the great grandson of Francis William Russell, the Liberal MP for Limerick from 1852-71. Young Russell was educated at Reverend Bartholomew's School, Park House, Reading and Winchester College from September 1886-December 1889. He went up to Sandhurst and was commissioned 2nd Lieutenant on 30 August 1893.

He served on the North-West Frontier at Buner and was present at the action at Dargai, and at the capture of the Sampagha Pass, also sharing in the operations in the Bazar Valley from 25-30 December 1897 (Medal & two clasps). Serving in South Africa as a Special Service Officer, Russell qualified for the Q.S.A., one of approximately 55 British Officers in the Indian Army to do so. Major Daniel's *Regimental History* continues;

'In 1900 a small party was sent with horses for Mounted Infantry to South Africa and remained there on duty throughout the campaign. Captain C. Davis and Lieutenant F. D. Russell also served in South Africa but re-joined the unit in China'.

Skinner's Horse were the first Indian Army unit to be sent to China, making a brilliant charge cutting up the Tartar cavalry, capturing three Standards and some cannons during their march up to Peking. It also made a joint attack with a Cavalry unit of the United States, the first time where forces of India and the United States served together on the battlefield.

Russell married Ina Beatrice Webster, daughter of Rt. Hon. Sir James Parker Deane, Q.C. on 22 August 1909 in London, later leaving for India with Russell's Regiment.

The Regiment was at Meerut when the Great War broke out, part of the 7th (Meerut) Cavalry Brigade, 2nd Indian Cavalry Division. Russell and the Regiment left India for France on 9 December 1914 where they remained until August 1916. Seeing extensive action in many parts of France, the Regiment was richly rewarded with the battle honour 'France and Flanders'. It next went to Mesopotamia as a part of the 7th Meerut Cavalry Brigade Headquarters. Ordered back to India, the Regiment concentrated in Rawalpindi in August 1916 for operations in Afghanistan until 1919. A detachment of the Regiment was tasked to guard the post at Gumboz and hold against the attack by the Marris on 17 February 1918. Russell was thrice 'mentioned' during this period (*London Gazette* 1 January 1915, 15 June 1916, and 18 May 1920 (Afghanistan), refers).

Appointed Colonel in 1920, he retired in 1922 and died at Black House, West Firle, Lewes, Sussex on 10 July 1936.

His United States Military Order of the Dragon is held by the National Army Museum [*NAM1963-11-113*, refers].

- 284 **Pair: Sepoy Dhanna Singh, 35th Sikhs**
 India General Service 1895-1908, 2 clasps, Waziristan 1901-2, Punjab Frontier 1897-98 (1350 Sepoy Dhanna Singh 35th Sikhs.); Indian Army L.S. & G.C., G.V.R. (1350 Sepoy Dhanna Singh 35th Sikhs.), *good very fine* (2) £140-180
- 285 **Five: Lieutenant (Surgeon) J. P. Montgomery, Indian Medical Department**
 Queen's South Africa 1899-1902, 3 clasps, Defence of Ladysmith, Orange Free State, Transvaal (Asst:-Surg: J. P. Montgomery. Ind: S. M. Dept.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Asst: Surgn: J. P. Montgomery. Ind: Con: S.A.F.); 1914-15 Star (1Cl. Asst-Sgn. J. P. Montgomery. I.M.D.); British War and Victory Medals (Lieut. J. P. Montgomery. I.M.D.), *good very fine* (5) £300-400
- 286 **Six: Jemadar Kartar Singh, 8th Sikh L.A.A. Regiment Indian Artillery, late 2-11 Sikhs**
 India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (9776 Sep. Kartar Singh. 2-11 Sikh R.); India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (9776 Sepoy. Kartar Singh. 2-11 Sikh R.); 1939-45 Star; Burma Star; War Medal 1939-45; India Service Medal 1939-45, *both named awards with minor official corrections, the first polished and thus good fine, the remainder very fine or better* (7) £160-200
- 287 **An impressive campaign group of twelve awarded to Assistant-Surgeon G. T. Wrafter, Indian Medical Department, later Major, Army Medical Corps**



1914-15 Star (4/Cl. A. S./G. T. Wrafter. I.M.D.); British War and Victory Medals, with M.I.D. oak leaves (4-Cl. A. Sgt. [sic] G. T. Wrafter. I.M.D.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (3/Cl. Asstt. Sgn. G. T. Wrafter. I.M.D.); 1939-45 Star; Africa Star, clasp, 8th Army; War and India Service Medals 1939-45, with M.I.D. oak leaves; Jubilee 1935; Army L.S. & G.C., G.V.R., crowned head issue, India (Asst. Sgn. G. T. Wrafter, I.M.D.); Indian Independence 1947 (M-22468 Maj. G. T. Wrafter [sic], A.M.C.); Serbia, Kingdom, Order of the Star of Karageorge, breast Badge, bronze with silver Swords, mounted as worn, *the L.S. & G.C. and Indian Independence detached, one or two minor official corrections, good very fine* (12) £600-800

M.I.D. *London Gazette* 24 June 1943.

Sold together with pressed card identity tags, riband bar, a number of his Red Cross armbands and two photographs.

- 288 **Pair: Lieutenant H. L. Russell, 27th Cavalry, Indian Army**
 British War Medal 1914-20 (2. Lieut. H. L. Russell.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Lieut. H. L. Russell, 27 L. Cavy.), *lacquered, good very fine* (2) £80-120
- H. L. Russell** earned a single British War Medal for his service in India during the Great War, the Medal being sent to his father at Lyghe (now spelt Leigh) near Tonbridge, Kent.

289 Three: **Major R. C. B. Williams, 36th Sikhs**

British War and Victory Medals, with M.I.D. oak leaves (Maj. R. C. B. Williams.); Delhi Durbar 1911, *edge bruising, very fine* (3)

£140-180



Raymond Carol Bridgewater Williams was born on 15 October 1882 and commissioned on 18 January 1902. He earned the 1911 Durbar Medal (one of just four to European Officers of the 35th Sikhs whilst Aide-de-Camp to the Lieutenant-Governor of Bengal) and served during the Great War, earning a 'mention' for his services in the operations against the Mahsuds from March-August 1917 (*London Gazette* 17 May 1918, refers); sold together with copied research and an image of the recipient.

290 **A China 1900 C.B. group of three miniature dress medals worn by Colonel R. F. Gartside-Tipping, 1st Duke of York's Own Lancers (Skinner's Horse), who was Commandant of that famous unit 1894-1901**

The Most Honourable Order of the Bath, C.B. (Military) Companion's breast Badge, gold and enamel, with integral riband buckle; Afghanistan 1878-80, no clasp; China 1900, 1 clasp, Relief of Peking, mounted as worn, *good very fine* (3)

£140-180

C.B. *London Gazette* 25 July 1901.

Robert Francis Gartside-Tipping was born on 17 August 1852 at Rossferry, County Fermanagh and was educated at Oswestry. He was commissioned into the 51st Light Infantry in 1873 and transferred to the Indian Army, joining the 2nd Bengal Lancers, but in 1879 joined Skinner's Horse. He saw active service in Afghanistan, when the unit were in the Kurum Valley (Medal without clasp) and thence on the Miranzai Expedition to the Northwest Frontier in 1891 (Medal & clasp) and the Isazai Expedition in 1892.

He was made Commandant of Skinner's Horse on 10 September 1894. The unit - with Gartside-Tipping at the head - served with distinction in China during the Boxer Rebellion. They took part in several brilliant cavalry charges and in one particular action cut up the Tartar cavalry and captured three enemy standards and a number of cannon (*The Fists of Righteous Harmony*, Keown-Boyd, refers) - the image of the Colonel with his men and the captured standards was featured in *The Sphere* in October 1900. They also shared an attack with some American cavalry, surely the first occasion in which the forces of India and the United States have served alongside. He held the calibre of the French column 'beneath contempt' but was positive in his reports of the Japanese who formed part of the international force who rounded upon Peking. On 23 August, he was in action against a small force which resulted in his collapse under a tree. The treatment he was afforded sounds rather medieval, as recalled by David J. Silbey:

'...ether was injected, artificial respiration resorted to and a teacupful of brandy poured down.'

Above all, however, was his love of his loyal Indians, '...inferior in courage to no soldiers in the world.' Gartside-Tipping was made C.B. and 'mentioned' (*London Gazette* 14 May 1901, refers) for his part in the China operations and resigned his Commandancy on 9 September 1901. Having retired, by 1911 he was living at Davenport Hall, Cheshire, with his wife, daughter and a staff of seven. He died at Kensington on 16 December 1926 as is buried at Brompton Cemetery.

An image of his grave was donated to the collection of the National Army Museum (1996-02-252) by Brian Russell. They also hold a collection of his letters, documents, cuttings and photographs, besides his Officers' lungis.

291 **The mounted C.B., D.S.O. group of eight miniature dress medals worn by Colonel F. S. Keen, C.B., D.S.O., 45th Rattray's Sikhs**

The Most Distinguished Order of the Bath, Military Division Badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., gold and enamel; India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-8, Tirah 1897-8; Africa General Service 1902-56, E.VII.R., 2 clasps, 1898, Uganda 1899, on an East and Central Africa 1897-99 riband; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; India General Service 1908-35, 1 clasp, Waziristan 1919-21, mounted court-style as worn, *very fine* (8)

£240-280

The recipient's full-size awards sold in these rooms in April 2021, Lot 339 (Hammer Price £6,500).

C.B. *London Gazette* 3 July 1926.

D.S.O. *London Gazette* 14 January 1916.

Frederick Stewart Keen was born on 22 June 1874, the third son of Colonel Sir Frederick John Keen, K.C.B. Educated at Haileybury and Sandhurst, he was attached as a subaltern to the Royal Welsh Fusiliers in 1894, prior to being appointed to the 45th (Rattray's) Sikhs in the following year.

Having then witnessed active service with the Tirah Field Force in the Bara Valley operations of 1897-98 (Medal & two clasps), he was seconded for service in East Africa.

Arriving in Mombasa in March 1898, he took command of a company of the Uganda Rifles at Kismayu that July; he was subsequently actively employed in the Ogaden Expeditionary Force in Uganda until October of the same year (Medal & clasp), and was likewise actively employed during the 3rd Nandi Expedition in May-October 1900 (2nd clasp).

Keen departed Mombasa for India in May 1901 and became a Political Officer after being advanced to Captain in early 1903. It was in this capacity that he was mentioned in despatches for his supporting work in respect of operations on the North-West Frontier (*London Gazette* 14 August 1908, refers).

Having then graduated from the Staff College, Quetta in the class of 1909-10, he was advanced to Major in Rattray's Sikhs in January 1912. It was in this capacity that he first saw action in the Great War, albeit on attachment to the Indian Expeditionary Force sent to the defence of British East Africa in late 1914.

In January 1916 he delivered a lecture at Simla - 'The Campaign in East Africa'; a copy of his talk was subsequently published in the *Journal of the United Service Institute of India* and it makes for fascinating reading. The challenges of a determined enemy were one thing, but, as Keen was to relate, other local inhabitants were of equal concern:

'Apart from the active and enterprising foe, wild beasts frequently gave our patrols a lively time. Mounted parties had great difficulty in preventing their animals from being stampeded at night by prowling lions, and many a patrol was charged by rhinoceros. On one occasion a rhino charged alternately a British and a German patrol who were skirmishing north of the Tsavo river, and finally assaulted some Masai who were watching the contest and awaiting the result, killing one of them. Both patrols and the Masai retired, leaving the rhino in charge of the field...'

In concluding his lecture, Keen referred to the Germans as having - on the whole - 'played the game':

'I saw German doctors and nurses in Tanga hospital treating out wounded, black and white, just the same as our own. There were unfortunately instances of our wounded being shot by askaris, but there were also numerous instances where German officers saved our wounded from their own askaris.'

In addition to his award of the D.S.O., Keen was also mentioned in despatches for operations in the East Africa Force (*London Gazette* 30 June 1916, refers); such had been the prominence of his role in the campaign that he was invited to contribute to the official history of the campaign in the early 1930s.

Re-united with Rattray's Sikhs, Keen went on to witness further active service in Mesopotamia, gaining at least two further "mentions" (*London Gazette* 21 February and 5 June 1919, refer), in addition to participation in the Waziristan operations of 1921-22, as C.O. of the 15th Sikhs (Medal & clasp).

Latterly Commandant of the Small Arms School in India, he was placed on the Retired List in 1926, the same year in he was awarded the C.B. The Colonel settled at Seaton, Devon and died in August 1949.

292 **The mounted group of seven miniature dress medals worn by Assistant-Surgeon G. T. Wrafter, Indian Medical Department, later Major, Army Medical Corps**

1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919; Jubilee 1935; Army L.S. & G.C., G.V.R.; Serbia, Kingdom, Order of the Star of Karageorge, Badge with Swords, silver and enamel, mounted as worn, *first present but detached, very fine* (7)

£60-80



293 **India, Princely States, Patiala, Nishan-i-Phul, The Royal Family Order (4), two sets of Miniature Insignia, comprising the breast Star and Badge of the Order, by Garrards, London; Badge, 28 x 15mm., gold, with central double-edged khanda above two crossed tulwars separating a trident, star and crescent, all diamond-set, enclosed by a blue enamel band within two diamond-set bands, bearing the inscription in Gurmukhi script, 'Your home is my refuge', the whole surmounted by a four-arched diamond-set crown; Star, 24mm., gold, formed of four khanda and sixteen kirpan, diamond-set, radiating from a central gold medallion bearing the head of the Maharajah, a diamond-set crown, trident, star and crescent resting upon the rays, a hook attachment on the star reverse supports the badge, *extremely fine, rare* (4)**

£2,400-2,800

PROVENANCE:

Christies, 22 November 1988, Lot 388. The Lot was composed of a gold miniature Collar Chain of The Most Eminent Order of the Indian Empire. From the central link was suspended a diamond-set miniature portrait of Maharajah Bhupindar Singh; pendant from each other link was a diamond-set miniature order representing those awarded to the Maharajah. To either side of the central portrait medallion were the miniature Star and Badge of the Nishan-i-Phul (as above).

The Nishan-i-Phul was created by the Maharajah of Patiala, Bhupindar Singh probably in the early 1920's and was the highest order of the state. It is believed that both the full-size diamond-set star and badge (Christies, 19 July 1988) and the gold and enamel star and badge (DNW, 2 July 2003) were worn only by the Maharajah. Smaller breast badges may have been worn by certain male members of the Royal Family. The miniatures (above) differ from the full-size diamond-set insignia in that the star has a central medallion bearing the head of the ruler in place of a Persian inscription and has diamond encrusted (instead of plain) rays.

Lieutenant-General H.H. Sir Bhupinder Singh, G.C.S.I., G.C.I.E., G.C.V.O., G.B.E., A.D.C., Maharajah of Patiala was born in 1891 and succeeded in 1900. He was granted limited powers on attaining his majority in 1909, and invested with full powers by the Viceroy, Lord Minto, in person in 1910. His Highness received the dignity of Knight Grand Commander of the Order of the Indian Empire at the Delhi Durbar in December 1911. At the outbreak of the Great War, the Maharaja placed the entire resources of his State at the disposal of His Majesty the King-Emperor and offered too his personal services. He was selected by the Viceroy to represent the ruling princes of India at the Imperial War Conference and Imperial War Cabinet in June 1918. It was at this time he visited the major fronts of the war and received a number of foreign awards. In 1919, with the outbreak of the Third Afghan War, the Maharajah served personally on the frontier on the Staff of the General Officer Commanding and for his services was mentioned in despatches. He represented the Indian Princes at the League of Nations in 1925 and was elected to serve as Chancellor of the Chamber of Princes in 1927-30 and 1933-36. Maharajah Bhupindra Singh died on 23 March 1938 and was succeeded by his eldest legitimate son, Maharajah Yadvindra Singh.

The Maharajah may have commissioned his miniature collar chain with its pendant miniatures from Garrards sometime between the summer of 1918, when he received most his foreign orders, and early in 1921, when he was made a Knight Grand Commander of the Star of India, an Order having precedence over the Order of the Indian Empire.

- 294 Pondicherry Taken 1761, George III, bronze medal by T. Pingo, obverse, laurate bust right, within border, reverse Victory right, inscribing a shield, 39mm, *good very fine* £80-120
Ex-Dr King Collection, 2003.
- 295 Pondicherry Taken 1761, George III, silver medal by T. Pingo, obverse, laurate bust right, within border, reverse Victory right, inscribing a shield, 39mm, *small edge bruises at 8 & 9 o'clock, otherwise toned, extremely fine and scarce in silver* £240-280
- 296 Defeat of Tippoo Sultan, 1792, bronze medal, by Küchler, 47.7 mm. (B.H.M. 363; Eimer 845), a late Soho Mint strike, *nearly extremely fine* £80-120
PROVENANCE:
Seaby, June 1974.
Dr King Collection, 2003.
- 297 Defeat of Tippoo Sultan, 1792, bronze Medal, by *Küchler*, the obverse of a uniformed bust of Cornwallis left, the reverse depicting Cornwallis and his aides receiving Tippoo Sultan and his two sons, 47.5 mm, (B.H.M. 363; Eimer 845), *a later Soho striking, good very fine* £100-140
PROVENANCE:
Seaby, 1974.
Morton & Eden, Dr King Collection, Lot 470, October 2003.
- 298 British Victories in India, 1818, by the Marquis of Hastings, Pindaree & Mahratta Confederacy Defeated, by William Wyon (B.H.M. 974; Eimer 1108), bronze, *good very fine* £40-60
Ex-Dr King Collection, 2003.
- 299 Indian Mutiny 1857-59, Commemorative Medal by *Pinches*, the obverse depicting Justice standing with foot resting on a dead tiger, an Indian captive behind, the reverse of inscription within wreath, 63 mm (B.H.M. 2601; Eimer 1515), bronze and white metal, *good very fine (2)* £100-140
PROVENANCE:
Morton & Eden, Dr King Collection, Lot 515, October 2003.
- 300 Cawnpore Rifle Volunteers, an extremely scarce white metal helmet/pagri badge, featuring a Guelphic crown over an oval title-strap enclosing the 'Angel of the Well', with stout pin fastener, *very fine* £160-200
- 301 101st Grenadiers, an other-ranks bi-metal pagri badge, being a fused grenade with a white horse mounted on the ball, slider with maker's mark, '...sin & Co. Ludhiana' (grenade similar to *Cox 2533* and the horse galloping, not rearing); Indian Mountain Artillery, a cast white metal pagri badge (*Cox 2373*) pin fastener; two unidentified pagri badges featuring a tiger over laurel wreaths with script 'GRD' within, one cast brass, one cast white metal, pin backs, *very fine (4)* £30-50

MEDALS FOR SERVICES TO THE ROYAL HOUSEHOLD

302 A well-documented 1944 M.V.O. group of three awarded to G. A. Conyard, Deputy Receiver of the Duchy of Cornwall, whose archive includes several autographs of the Prince of Wales, later Edward VIII

The Royal Victorian Order, M.V.O., Member's 5th Class breast Badge, the reverse officially numbered '689', silver-gilt, silver and enamel, in its fitted *Collingwood* case of issue, this also numbered '5- 689' via a paper label to the reverse; Jubilee 1935; Coronation 1937, *good very fine* (Lot)

£600-800

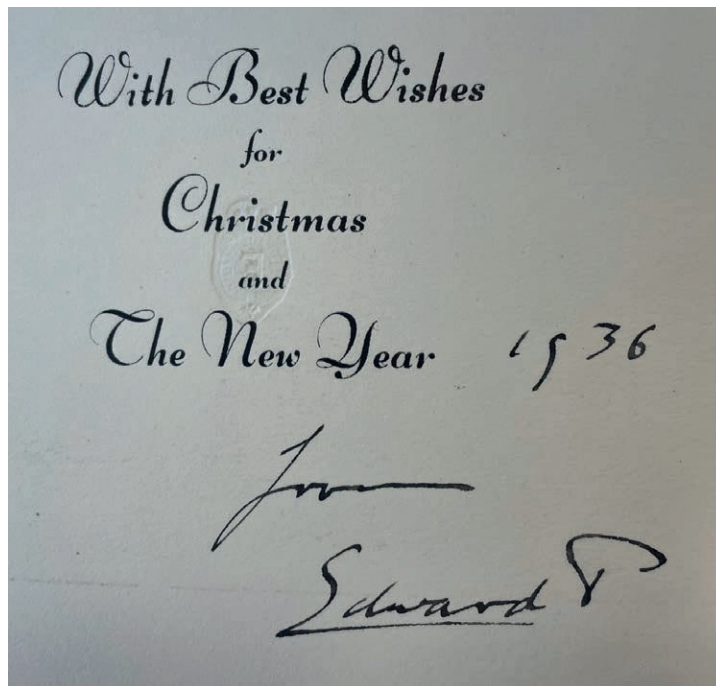
M.V.O. *London Gazette* 8 June 1944.

George Albert Conyard served in the administration of the Duchy of Cornwall in a turbulent and famous period of Royal history. He clearly crossed paths with some of the main players, including King Edward VIII.

Sold together with a very fine archive of original material, comprising:

(i)

Bestowal Document for his M.V.O. and his two Medals.



(ii)

An album containing a series of cards, the cover inscribed 'Duchy of Cornwall'. Album begins with Christmas cards for 1933 and 1936 from the Prince of Wales (later Edward VIII), both signed in ink 'Edward P.'; the remainder all Duchy of Cornwall Christmas cards, a number signed by Sir Clive Burn and Sir Patrick Kingsley.

(iii)

Eleven labels sent from His Majesty The King at Sandringham, sending various quantities of game from the Estate for Conyard.

(iv)

Admission tickets to the Coronation of King George VI, to the Queen Victoria Memorial Gardens Stands, with their named Badges, besides three tickets for the arrival of The Prince of Wales to Victoria Station.

(v)

Christmas cards from the Earl and Countess of Radnor.

(vi)

Various Duchy of Cornwall invitations, photographs and cards.

- 303 **An attractive R.V.M. and Royal Household Faithful Service Medal group of four awarded to Miss J. Grant, who worked at Windsor Castle**
- Royal Victorian Medal, G.VI.R., silver, unnamed as issued, mounted of Ladies bow and tails riband, in its box and outer card box of issue; Royal Household Faithful Service Medal, G.V.R., suspension dated '1903-1923', with Additional 'Thirty Years' and further 'Forty Years' Bar, this last inscribed 'G.R.VI'. to the reverse (Jessie Grant.), in its box of issue; Jubilee 1935; Coronation 1937, *good very fine* (4) £500-700
- R.V.M. *London Gazette* 11 June 1941 (Assistant Pastry Cook, Windsor Castle).
Confirmed upon the Jubilee Medal Roll of 1935 as Head Kitchen Maid at Windsor Castle.
-
- 304 **A well-documented Royal Household R.V.M. group of five awarded to D. W. Wise, Footman and Dining Room Assistant**
- The Royal Victorian Medal, silver, E.II.R., with its box of issue; Coronation 1953; Jubilee 1977; Royal Household Faithful Service Medal, E.II.R., with additional Thirty Years Bar, the suspension dated '1951-1971' (David William Wise), with its box of issue; Luxembourg, Grand Duchy, Medal of the Order of Civil and Military Merit of Adolphe of Nassau, bronze, *good very fine*, together with the Special Constabulary Long Service Medal of his father (Thomas R. Wise) (6) £500-700
- R.V.M. *London Gazette* 1 January 1974.
- David William Wise** was born at Ash, Sevenoaks, Kent on 26 August 1935 and entered the Royal Household in 1951 and served for some thirty years as a Footman, Dining Room Assistant and latterly in 'F' Branch of the Household. He travelled with The Queen for the Royal Visit to Australia in 1954 and Canada in 1959 and was also involved in the visit of the Grand Duke of Luxembourg in September 1972. Wise retired from Royal Service after thirty years, on 30 June 1981, on medical grounds. Wise died - the result of a drug overdose - on 27 October 1986. M. T. Parker, Assistant to the Master of the Household wrote to his parents:
- 'What particularly struck me about David was the cheerful and brave approach he had to his illness, which was a fine example to us all.'
- Sold together with the following archive of original material:
- (i) Bestowal documents and forward letters for all his awards, besides his riband bar.
 - (ii) Portrait photograph and Royal Household Social Club Buckingham Palace 19 December 1951 programme.
 - (iii) His security pass and letter related to the 1959 Visit to Canada, besides pass holder for the 1954 Australian visit.
 - (iv) Birthday telegram from Balmoral, a re-assembled letter from Mark Phillips, besides a number of 'circular' letters of thanks for various wedding presents etc.
 - (v) Printed Christmas and New Years Best wishes cards from The Queen and Duke of Edinburgh (10).
 - (vi) Telegram from the Admiralty to Britannia to confirm 'DAVID WISE PROGRESSING WELL. SENDS REGARDS TO FRIENDS ON BOARD' 25 January 1957.
 - (vii) Letter and confirmation of all those who made contributions to his retirement present.
 - (viii) A pair of packs of playing cards, in a leatherette box, the lid embossed with the GVIR cypher.

- 305 The rare Victoria Faithful Service Medal and Bar group of three awarded to Yeoman of the Ewry & Groom of the Great Chamber J. Martin, who served the Royal Household of Queen Victoria and King William IV for at least 65 years



Victoria Faithful Service Medal, with additional '10' Year Bar, silver, the reverse officially inscribed, 'To Mr John Martin, Yeoman of the Ewry, for faithful services to the Queen and her predecessor King William IV during 55 years, 1886', edge embossed, 'Presented by Queen Victoria 1872', complete with original elaborate suspension and tartan ribbon; Jubilee 1887, clasp, 1897, silver issue; Coronation 1902, bronze issue, *good very fine* (3)

£1,500-2,000

Ex-Tamplin Collection, 2008.

139 Medals awarded; this is the greatest period of service recorded on a Victorian Faithful Service Medal, only four others record 50 years or more.

John Martin was born during 1819 and was employed in the Royal Household in the following period, according to his statement given on 24 November 1885, at Buckingham Palace (now held in the Victoria Faithful Service Medal Register in the Royal Archives, Windsor:

'...employed in the Green Office from 1831 to 1837; was appointed Coal Porter in August 1837, Head Coal Porter in August 1839, and Yeoman of the Ewry on 1 October 1865. On 18 June 1881, he was appointed Groom of the Great Chamber in the Lord Chamberlain's Department.'

The ewry was responsible for the provision and storage of linen for the royal tables and, when originally established in 1660, to '...serve up water in the Silver Ewers after Dinner, whence the Office has its Name'. Martin was awarded the Medal in 1886, and added a Bar, which was affixed for him by *Messrs. Wyon & Martin* and acknowledged its receipt afterwards in a letter from Buckingham Palace dated 13 February 1896. He lived in Stanley Street, Pimlico, and latterly in Cornwall Road, St George's Square, where he died on 28 June 1903 with an estate of £5750 18s 11p; sold together with copied research.

x306 The very rare Victorian Faithful Service Medal and Bar awarded to Page of the Presence 1st Class R. K. Taylor, who served The Queen for over half a century



Victoria Faithful Service Medal, with additional '10' Years Service Bar, reverse officially engraved 'To Richard Keys Taylor Esq. Page of the Presence. For Faithful Services to the Queen during 33 Years', edge embossed as usual 'Presented by Queen Victoria 1872', on its original tartan riband, *good very fine and very rare*

£1,000-1,400

Richard Keys Taylor was born *circa* 1818 and entered the service of Queen Victoria as a Gentleman Porter in 1839. Made a 1st Groom Porter in 1845, he was made Page of the Presence 2nd Class in 1846 and advanced 1st Class in 1852. He was just the 10th recipient of this rare Medal, which was presented from the hand of The Queen at Windsor on 20 June 1872 and latterly earned the Bar. Last listed in 1891 - thus just missing out on a Second Bar - he died on 8 April 1899 at 45 Cambridge Street, Pimlico and is buried in Brompton Cemetery. He was also in receipt of the Hesse Medal of Merit in bronze.

307 The Victoria Faithful Service Medal and Bar awarded to Yeoman State Porter J. Hannis, who served the Royal Household for some 41 years



Victoria Faithful Service Medal, with additional '10' Year Bar, silver, the reverse officially inscribed, 'To Mr James Hannis, Yeoman Porter, for faithful services to the Queen during 26 years, 1880', edge embossed, 'Presented by Queen Victoria 1872', complete with original elaborate suspension and tartan ribbon, in its fitted *Wyon, London* case of issue, *good very fine*

£1,000-1,400

James Hannis was born in Oxfordshire in about 1827 and entered the service of Queen Victoria in 1854. First listed in the Imperial calendar as Yeoman State Porter in 1877, he was awarded the Queen's Faithful Service Medal in 1880 - the 63rd recipient of this rare Medal - and later added a further 10 Year Service Bar. Hannis retired in 1895 and died on 12 December 1897, at 63 Landor Road, Stockwell, Surrey. He was buried in Windsor Cemetery.

308

'I suppose no other Royal coachman will ever drive so many distinguished sovereigns as I have had the honour of so doing, and I'm certain none will ever have the care of such a Queen and lady as Her Gracious Majesty.'

Edwin Miller on his career as a State Coachman.

A rare group of four awarded to State Coachman E. Miller, Royal Household



Royal Household Faithful Service Medal, V.R. (To Mr Edwin Miller, State Coachman, for Faithful Services to The Queen during 36 Years. 1895); Jubilee 1887, clasp, 1897, silver; Germany, Prussia, Medal of the Order of the Crown, gilt; Thailand, Kingdom, Rajaruchi Medal, 5th Reign, King Chulalongkorn, silver, mounted court-style, *contact marks, very fine* (4)

£1,500-2,000

Ex-John Tamplin Collection, September 2008.



Edwin Miller was born in 1836 at Ringmer, Sussex, and entered the service of Sir Henry Ashley as a young lad. Following Ashley's death in 1858, he entered the service of Queen Victoria on 8 February 1859, and was sent to the Royal Mews. He was appointed State Coachman in 1891 and retired in 1898. Shortly afterwards he was interviewed by the *Daily Mail* and an interesting article was published on 15 September 1898, in which he speaks highly of his own career:

'I suppose no other Royal coachman will ever drive so many distinguished sovereigns as I have had the honour of so doing, and I'm certain none will ever have the care of such a Queen and lady as Her Gracious Majesty.'

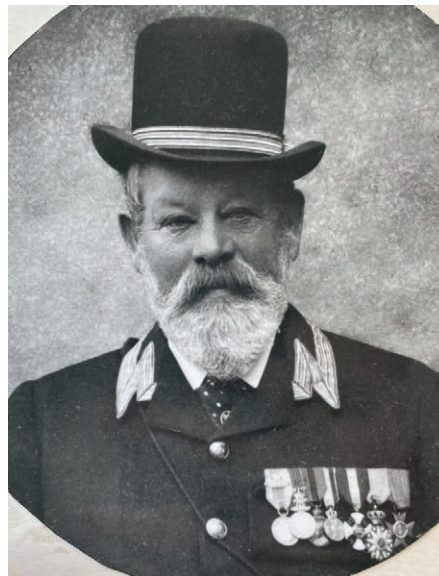
After his retirement, Miller owned and ran a public house called the 'Crooked Billet' in Portugal Street, Lincoln's Inn Fields. Some years later when the area was being redeveloped to create Kingsway and Aldwych, there was a case in the London Sheriff's Court when Miller claimed compensation for the loss of his property and his business, as a result of which he was awarded the sum of £6,140 by the jury; sold together with research including copies of articles published in *The Sketch* and the *Daily Mail*.

309 A Royal Household group of seven awarded to Goss Overton, Head Keeper of Windsor Great Park



Jubilee 1887, clasp, 1897, silver issue; Royal Household Faithful Service Medal, V.R. (To Mr Goss Overton, Keeper, Windsor Great Park, for Faithful Services to the Queen during 24 Years, 1893), *contact marks from wear obscure parts of inscription*; Coronation 1902, silver issue; Germany, Prussia, Order of the Red Eagle, 2nd type, silver; Italy, Kingdom, Order of the Crown, 5th Class Badge, gold and enamel; Portugal, Kingdom, Order of Villa Vicosa, 4th Class Badge, silver-gilt and enamel; Germany, Saxony, Ernestine House Order, Merit Cross, silver, with blank reverse centre, mounted court-style for wear, *nearly very fine* (7)

£1,600-2,000



Goss Overton was born on 16 December 1835. He first entered the service of the Prince of Wales (the future Edward VII) as a Game Keeper at Sandringham in 1864. He was later transferred to Windsor Great Park as Keeper and then as Head Keeper. Awarded the Faithful Service Medal by Queen Victoria in 1893, he is known to have accompanied several Royal shooting parties during the reign of Edward VII. Overton retired from Royal Service on 23 March 1906 and died on 15 December 1914 at Gosford House, 68 Longley Road, Tooting, Surrey. Fittingly, he was buried in Cranbourne Churchyard situated within Windsor Great Park. A photograph of Overton wearing his medals appears in *Royal Service*, Vol. III, by David Stanley; sold together with copied notes and extracts from *Windsor & Eton Express* and a photograph of him wearing his Medals.

310

An outstanding R.V.M. group of eleven miniature dress medals worn by Mr W. J. Blane, Principle Gentleman Porter to King Edward VII, Royal Household



Royal Victorian Medal, E.VII.R., silver; Victoria Faithful Service Medal, *attractively engraved* clasp, '10 Years', silver; Jubilee 1887, clasp, 1897, silver; Coronation 1902, bronze issue; Germany, Prussia, Medal of the Order of the Red Eagle, silver; Norway, Kingdom, King Haakon VII Commemoration Medal, silver-gilt; Spain, Kingdom, Order of Naval Merit, silver; Italy, Kingdom, Royal Service Medal, silver-gilt; Portugal, Kingdom, Coronation 1889, silver; Sweden, Kingdom, Royal Household Medal, with crown suspension, silver-gilt; Germany, Württemberg, Silver Medal of Merit, 1892, mounted court-style as worn, in their *Spink & Son* leather case, *overall good very fine and likely a unique combination in miniature* (11)

£1,400-1,800

PROVENANCE:

Wooley and Wallis, November 1985.
DNW, November 2005.



William Jonathan Blane was born in 1836 and joined the Royal Household as a Footman in 1861. Appointed 3rd Clerk of the Kitchen in 1883 he was promoted 2nd Clerk in 1890 and awarded his Faithful Service Medal the same year. With the death of Queen Victoria, Blane was kept on and appointed Principal Gentleman Porter to Edward VII in 1902. In this role he received a number of honours - notably in January 1904 the Italian Royal Service Medal, in February 1904 the Wurttemberg Silver Medal of Merit and later in August 1906 the Spanish Order of Naval Merit.

Blane retired in 1910 and lived with his family at 1 Balmoral Villas, New Road, Windsor. On the outbreak of the Great War three of his sons enlisted - with one, Trooper Alfred Blane, dying of wounds sustained at Hill 70, Gallipoli, while serving with the Berkshire Yeomanry. The other two children served with Territorial Battalions of the Berkshire Regiment. Blane senior died in late-1915 and is buried at Windsor Cemetery; sold together with a typed biographical note and copied research including extracts from the *Windsor Slough and Eton Express* and *Royal Service* as well as a photograph of the recipient, besides a copy of a Warrant of Entry to the Royal Household, 8 March 1866, and bestowal documents from Württemberg, Spain and Italy.

- 311 The rare Royal Household mounted group of eight miniature dress medals worn by First Yeoman of the Silver Pantry H. H. Shillito, Royal Household



Royal Household Faithful Service Medal, G.V.R., suspension dated '1893-1913', with 'Thirty Years' and 'Forty Years' additional service Bars; Royal Victorian Medal, G.V.R., silver issue; Jubilee 1897, bronze issue; Coronation 1902, bronze issue; Coronation 1911; Jubilee 1935; France, Republic, Medal of Honour, silver; Denmark, Kingdom, Royal Household Medal, mounted as worn, in fitted *J. R. Gaunt & Son* leather case, *minor contact marks, overall very fine* (8)

£400-600

Herbert Henry Shillito entered service with the Royal Household in June 1893, during the reign of Queen Victoria. Awarded the Royal Household Faithful Service Medal in June 1913, he is noticeably further entitled to the Romanian Decoration for Good Service and the Prussian Medal of Merit - though it is almost certain that these were disposed of upon the outbreak of the Great War. Shillito was further awarded the Royal Victorian Medal on 3 June 1925 as First Yeoman of the Silver Pantry; sold together with typed research.

A COLLECTION OF MEDALS FOR THE CHALLENGER EXPEDITION**INTRODUCTION**

'The greatest advance in the knowledge of our planet since the celebrated discoveries of the fifteenth and sixteenth centuries.'

John Murray speaking in 1895 on the achievements of the Challenger Expedition

The Challenger Society for Marine Science offers an insight into the ground-breaking expedition which the men to whom the following Lots were awarded each contributed;

'In 1870, Charles Wyville Thomson, Professor of Natural History at Edinburgh University, persuaded the Royal Society of London to ask the British Government to furnish one of Her Majesty's ships for a prolonged voyage of exploration across the oceans of the globe. On 7 December 1872, the expedition put to sea from Sheerness aboard the corvette H.M.S. *Challenger*.

The vessel was a three-masted square-rigged wooden ship of 2,300 tons displacement and some 200ft in length. She was essentially a sailing ship even though she possessed an engine of 1200hp. It was planned that the ship would be under sail for most of the cruise, using the engine primarily for manoeuvring when conducting scientific observations and deploying heavy gear. All but two of her guns had been removed to make way for purpose-built scientific laboratories and workrooms designed specifically for biological, chemical and physical work. Storage space for all the trawls and dredges was also necessary, together with space for the anticipated sample collection.

The commanding officer was Captain George Nares, with approximately 20 Officers (including Surgeons and Engineers) and 200 crew. Six civilian staff and scientists under the direction of Wyville Thomson included the naturalists John Murray and Henry N. Mosely, John Buchanan and the official artist J. J. Wild.

Between her departure in December 1872 and her return to Spithead on 24 May 1876, *Challenger* traversed 68,890 nautical miles, in the course of which she sampled in the North and South Atlantic and Pacific Oceans and travelled north of the limits of drift ice in the North Atlantic polar seas and south of the Antarctic Circle.

Wyville Thomson reported the Challenger to have made 362 sample/observation stations "at intervals as nearly uniform as possible".

Back at home, the scientific findings of the cruise were examined by over 100 scientists, primarily under the guidance of John Murray, who should receive the highest praise for the work's eventual publication. The Report of the Scientific Results of the Exploring Voyage of H.M.S. *Challenger* during the years 1873-76 occupied 50 volumes, each measuring about 13 by 10 inches and as "thick as a family Bible". Scientists involved with collecting and publishing the data were awarded with a specially-minted medal, the original Challenger Medal.

At its completion, The Report discussed with full detail of text and illustrations the currents, temperatures, depths and constituents of the oceans, the topography of the sea bottom, the geology and biology of its covering and the animal life of the abyssal waters. The cruise had laid the cornerstone of scientific oceanography and begun its introduction to the wider scientific and lay community.

x312 A Royal Humane Society Medal group of three awarded to Chief Petty Officer J. Shapter, Royal Navy



East and West Africa 1887-1900, 1 clasp, Witu 1890 (J. Shapter, C.P.O., H.M.S. Humber); Royal Humane Society, small silver Medal (successful) (Capt. of Fore Top, H.M.S. 'Nautilus' 26th Oct. 1886); Royal Humane Society, small bronze Medal (successful) (Joseph Shapter, A.B., H.M.S. 'Achilles' 1st Feby. 1877), with Second Award Bar, this uninscribed, and bronze buckle brooch bar, some contact marks, very fine (3)

£1,400-1,800

Joseph Shapter was one of 19 Boys who joined H.M.S. *Challenger* (List 13/99, refers) in Hong Kong, as replacements, on 1 December 1874. He was born on 27 August 1857 in Plymouth, Devon and was a farm servant upon his joining the Royal Navy as a 14 year old on 16 December 1872, signing on for 10 years from his eighteenth birthday. When he joined *Challenger* from *Victor Emmanuel* he stood at 4 feet 11½ inches tall with dark brown hair, brown eyes and a dark complexion. He subsequently grew another 6½ inches and acquired a tattoo in the form of a woman on his right arm. While on board *Challenger* he was promoted twice, to Ordinary Seaman and then advanced Able Seaman in May 1876.

Promoted to Leading Seaman in January 1879 and raised Petty Officer 2nd Class in April 1880, he was made Petty Officer 1st Class in November 1880 when on *Royal Adelaide*. Shapter was appointed Captain's Coxswain in August 1881 and Chief Petty Officer in October 1887 but was de-rated to Leading Seaman in October 1892 when aboard *Shannon*. He managed to regain his rank of Petty Officer 2nd Class in April 1893 and Petty Officer 1st Class in December 1894 before being pensioned in August 1895. Shapter joined the R.F.R. in March 1903 and was discharged due to his age in August 1907. He was not entitled to the L.S. & G.C. Medal.

Despite his patchy service record Shapter was a brave man and was responsible for three rescues:

At 4 pm on 1 February 1877, at Rock Ferry in the Mersey Estuary, Ordinary Seaman C. J. Crocker of *Achilles* fell out of the ship's boat when it capsized and was seen to be in some difficulties in the icy waters. Shapter jumped overboard and supported him until a rescue boat arrived. For this rescue Shapter was awarded the R.H.S. Bronze Medal (Case no. 20082).

Shapter was Captain's Coxswain when at 7pm on 30 March 1882, on the Gallenas River, West Africa, he rescued several persons when their boat capsized about half a mile from a beach on which a heavy surf was breaking. The people in the water were in danger of being taken out to sea where there were many sharks. Shapter assisted and supported all those that required help by swimming out to them with oars or anything he could find that floated, keeping them afloat for upwards of an hour until they were picked up by a boat. For this he was awarded the Bar to his bronze medal (Case no. 21729).

At 11 am on 26 October 1886, H.M. Brig *Nautilus* was at sea off Plymouth when a Boy named John Whitmore fell from the hammock nettings into the sea. Captain of the Fore Top Shapter, without removing his clothes, jumped in after him and assisted in supporting him until a boat arrived. There was a heavy sea on at the time, with half a gale blowing making conditions difficult. For his bravery he was awarded the R.H.S. Silver Medal (Case no. 23350).

Sold together with copied research.

x313

'In the decade leading up to the First International Polar Year (1882-83), during which eleven nations were set to co-operate in the study of the physical nature of the Polar regions by establishing research stations, three British Naval expeditions made major contributions to science. Only three individuals participated in all three voyages - one of them was a Gloucester County youth.'

Glenn Stein FRGS, FRCGS, on Able Seaman Winstone.

The outstanding Arctic Medal awarded to Able Seaman G. Winstone, Royal Navy, whose exploration career spanned three of the most famed Victorian endeavours

He opened his account with the *Challenger* expedition before being specially selected - and the youngest - for expedition to the Arctic under Captain George Nares, on which occasion he was one of the famed Northern Sledging Party who set the Farthest North on 12 May 1876, his final share in exploration came again under the watch of Nares when he was part of the survey mission to South America



Arctic Medal 1875-76 (G. Winstone. A.B. H.M.S. Alert.), *traces of lacquer, good very fine*

£7,000-9,000

PROVENANCE:

Sotheby's, March 17, 1894.

Glendining's, May 1911, Gaskell Collection (£5-10s).

Christie's, July 1977.

Exhibited:

200 Years of Polar Exploration; 1819-2019, Spink, November 2019.

George Winstone was one of 50 Boys borne as a permanent supernumerary on *Challenger*.

He was born on 8 July 1855 at Cirencester, Gloucestershire and was a labourer by trade upon joining the Royal Navy as a Boy 2nd class at *Fisgard* on 24 May 1871, signing on for 10 years continuous service from his eighteenth birthday. He joined *Hector* and was made Boy 1st Class on 5 June 1872.

First Strike - Challenger

He joined the *Challenger* on 10 December 1872, standing at 5 foot 6 inches tall with, light brown hair, grey eyes and a fair complexion. He was promoted Ordinary Seaman on 1 July 1873.

Undoubtedly the best of the 50 Boys borne as supernumeraries, he was especially selected to accompany Captain Nares on the Arctic Expedition planned for 1875-76. It was at Hong Kong, after her adventures in the Antarctic and Australia, that Captain Nares took four men from *Challenger* to accompany him to the Arctic; these being Lieutenant Pelham Aldrich, Petty Officer Joseph Good, Captain's Steward Sphero Capato, and Winstone - who happened to be Good's nephew.

Second Innings - Arctic

He left *Challenger* on 31 December 1874 and transferred to *Adventure* for passage back to England, joined *Iron Duke* on 12 January 1875 and eventually *Alert* on 4 May 1875, having been made Able Seaman. He was to be the youngest who served on the Expedition and was to more than share in the events which were to follow.

Stein gives more detail of their time:

'In the fall of that year [1875], *Discovery* established winter quarters at the north end of Kennedy Channel in the High Arctic, a place now known as Discovery Harbor. *Alert* went further up the coast of Ellesmere Land (later discovered to be an island) making her winter quarters on the northeastern corner, at Floeberg Beach.

In the autumn Winstone joined the Northern Depot Laying Party, putting down supplies for next spring's sledge party and the expedition's primary objective: the North Pole. During the Spring of 1876 the main sledge parties departed from both ships. One party from *Discovery* surveyed a deep fjord to the south, now called Archer Fjord, after the officer commanding the party. The Greenland Sledge Party (Lieutenant Beaumont) also set off from this ship to determine the distance land extended to the north. Meanwhile, the Western Sledge Party (Lieutenant Aldrich) made its way from *Alert*, along the northern coast of Ellesmere.

Winstone had a place in the Northern Sledge Party under Lieutenant Markham. As it proceeded on its journey over the frozen sea, Markham's men not only dragged sledges, but also two sledge-mounted boats, in case leads of water were encountered on the march. The journey was agonizing, and one boat was abandoned on the way.

In its 72 days away from *Alert*, the party encountered massive pressure ridges and shifting ice. Progress was very slow, and insidious scurvy attacked the men. If left untreated, scurvy is invariably fatal. The early stages of the disease produce any of the following symptoms: gums become soft, tender and spongy, and teeth fall out; internal bleeding, and spots appear in various parts of the body, more so on the thighs and legs, looking like small blood-blisters, red and purple in color; severe joint and muscular pain; skin becomes pale, eyes are sunken, and the victim may be extremely irritable and appears depressed. Exhaustion, diarrhea, fainting, kidney or lung disease follow.

Tuesday, May 9: '... [three men] and George Winstone (A.B.), of the [sledge] 'Victoria,' are also complaining of great stiffness and soreness of the legs, some of which show slight symptoms of discolouration on the inside parts of their thighs and under the bends of their knees.'

Sunday, May 21: 'Ferbrache can scarcely move one leg before another; Rawlings, Simpson, and Winstone, are nearly as bad; yet they resolutely maintain their places on the drag ropes. ... All the of the party are more or less suffering from stiffness and aching bones.'

By the time a furthest north record was achieved on May 12 (Latitude 83¼ 20' 26' N), it was a fight for survival to get back to the ship. One by one, crippled sledgers fell out of the drag ropes and some were so bad off they had to be put on sledges. The other boat was also eventually abandoned. Markham recorded the sufferings in his sledge journal:

Tuesday, June 6: 'Winstone will scarcely last the day, and is of very little use on the drag ropes; but he perseveres bravely.'

Wednesday, June 7: 'Winstone is unable any longer to work on the drag ropes, and has to join our trail of 'hobblers' in rear of the sledges...We are pulling 220 lbs. per man, and, as the snow is very deep, we find it hard work.'

On the same day, the strongest man of the party, Lieutenant Alfred Parr, made a dash for help, 30 miles to the *Alert* - it was their only chance of everyone getting back alive. The following day Royal Marine Gunner George Porter died and was buried on an ice floe; hoping to save his life, his comrades had dragged him on a sledge for seven weeks. An advance dog sledge rescue party arrived from the ship on June 9. Out of the Northern Sledge Party's original 15 men, only three were capable of dragging a sledge. In view of their condition, Nares sent out relief for the Ellesmere Sledge Party; as it turned out, it too was ravaged by scurvy, with only its officer fit to pull the ropes.'

Winstone was indeed lucky to come away with his life, his service rated as 'Exemplary' and despite the North Pole remaining elusive, their achievements were stellar:

'Three hundred miles of new coastline was discovered, as well as a large section of the Arctic region; attainment of the highest latitude known to have been reached by humans; discovery of a fossil forest at 82¼ north latitude; observations of mammals and birds, and a complete collection of flora of the most northern known region were but some of its achievements.'

Hat Trick - South America

Returned from the Arctic and duly awarded his Medal, Winstone joined *Excellent*, qualified as a Navy Diver on 1 July 1878 and would appear to have a spectacular career in front of him. It can be no surprise he was selected to re-join *Nares* and *Alert* on 13 September 1878 for the survey of South America:

'Their mission was a survey expedition to the Straits of Magellan - a navigable sea route in southern Chile, separating mainland South America to the north and Tierra del Fuego to the south - and then on to the South Pacific. The latter covered the coasts of northeastern Australia and Torres Straits, and among the groups of Oceanic Islands in the Western Indian Ocean situated between Madagascar and the Seychelles.

Via Madeira, St. Vincent, Montevideo and the Falkland Islands, the Straits of Magellan were reached on New Year's Day 1879. During 1879 and the first half of 1880, *Alert* surveyed the coast of Patagonia, that vast southernmost tip of South America shared by Argentina and Chile and divided by the Andes Mountains, which yielded a variety of strange creatures.'

Nares was recalled after just one season and command devolved upon Captain Maclear. Their survey work was extremely detailed and the result was some 1,300 new specimens, of which nearly 500 were totally fresh discoveries for museums. Winstone deserted on 11 June 1880 at Coquimbo, Chile, at which point the curtain fell on his truly remarkable life.

His story is perhaps best told by Glenn Stein in his article *Able Seaman George Winstone: Three Historic Journeys*, which was expanded from the original article published in *The Polar Times* of July 2007.

x314 Ashantee 1873-74, no clasp (T. Walton. A.B. H.M.S. Encounter. 73-74), nearly very fine £200-240

Thomas Walton served as an Able Seaman served for just over a month aboard H.M.S. *Challenger* (List 5/70, refers). He was born on 6 August 1848 at Ely, Cambridgeshire and was a butcher by trade when he joined the Royal Navy as a 15 year old Boy (2nd Class), signing-on for 10 years from his eighteenth birthday. When he joined the Navy he stood at 4 feet 10 inches tall, but would grow another 5 inches whilst in the service, with grey eyes, brown hair and fresh complexion.

Walton joined *Challenger* at the very start of the expedition but deserted on 20 December 1872 when she was in Portsmouth, just 35 days into the cruise. Recaptured, he was sentenced and spent time in Lewes and Maidstone Prisons. After a brief period in the Naval Barracks, Walton next served aboard *Encounter* and saw active service during the Ashantee War (Medal without clasp).

His career would be ended in September 1874, when he was attacked by a shark and bitten on his side and on the back of his left hand, being admitted to Simons Bay Hospital on 11 September. Posted to *Basilisk* on 28 September 1874, he was invalided from the service on 8 January 1875; sold together with copied service record.

x315 Pair: Captain of the Mizen Top W. Scannell, Royal Navy
Baltic 1854-55, unnamed as issued; Royal Navy L.S. & G.C., V.R., narrow suspension (Wm. Scannell Capt. M. Top H.M.S. Challenger 20 Yrs.), engraved naming, good very fine (2) £300-400

William Scannell served as a Petty Officer 1st Class aboard H.M.S. *Challenger* (List 5/18, refers). He was born in May 1837 at Bally Edmond, Cork and joined the Royal Navy as a Boy in May 1853, aged 15, signing on for 10 years' service from his eighteenth birthday. He saw active service in the Baltic aboard *Blenheim* (Medal).

When he joined *Challenger* he stood at 5 foot 3 inches tall, with light brown hair, grey eyes, a fair complexion. Having been awarded his L.S. & G.C. Medal in 1875, he was shore pensioned in Queenstown six weeks after *Challenger* returned home.

x316 Four: Chief Carpenter's Mate R. W. Lavers, Royal Navy

Ashantee 1873-74, no clasp (R. W. Lavers, Car: Mate. H.M.S. Rattlesnake. 73-74.); Egypt and Sudan 1882-89, dated reverse, no clasp (R. W. Lavers. Ch. Carp's Mte. H.M.S. 'Thalia'); Royal Navy L.S. & G.C., V.R., narrow suspension (Robt W. Lavers. Ch. Carp. Mte. H.M.S. Falcon), impressed naming; Khedive's Star 1882, unnamed as issued, *contact marks, otherwise very fine* (4)

£400-500

Robert William Lavers served briefly on H.M.S. *Challenger* as a Carpenter's Mate, completing vital repairs and improvements. He was born on 9 January 1841 at Stoke Damerel, Devon and joined the Royal Navy on 6 April 1870 as a Carpenter's Mate. He saw active service aboard *Rattlesnake* during the early part of Ashantee War of 1873-74 (Medal). On 16 November 1873, along with six other men from *Rattlesnake* (Joseph Gale, Carpenter's Mate; George McCallum Cauker; John P. Mortimer, Cauker; Joseph Sturgeon, Shipwright; George Head, Shipwright and Samuel Lane, Carpenter's Crew) he spent two weeks on board *Challenger* whilst she was at Simon's Bay. Their work completed, they all were transferred to *Rattlesnake* via *Flora* (2-9 December). At that time Lavers stood at 5 foot, 6¼ inches tall with dark brown hair, hazel eyes and a ruddy complexion.

He saw further active service aboard *Thalia* (Medal without clasp; bronze Star). Awarded his L.S. & G.C. Medal in February 1884, he was put ashore with pension on 20 February 1888; sold together with copied service records.

x317 The fine campaign pair awarded to Cooper B. Shepherd, Royal Navy, who served during the Challenger Expedition and was a fine artist - his drawings on that famous voyage were later published by a maritime museum



Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (B. Shepherd, Cooper, H.M.S. Tyne.); Khedive's Star 1884-6, *good very fine* (2)

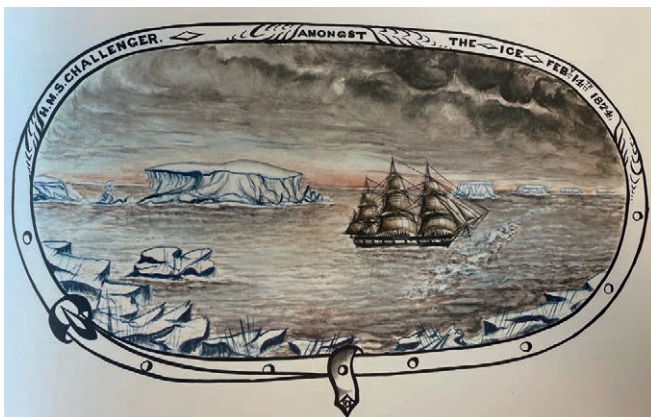
£400-600

Benjamin Shepherd/Shephard served as a Cooper on H.M.S. *Challenger* (*List 5/38*, refers). He was born on 18 September 1841 at Brixton, Surrey and was a Cooper upon his joining the Royal Navy on 9 May 1862, volunteering for 10 years continuous service. He spent eight days 'on the run', when he deserted *Chanticleer* on 25 September 1868. Recaptured on 3 October, he was sentenced to seven weeks in jail and re-entered the Royal Navy from desertion on 30 October 1868. Thereafter his conduct improved and he subsequently earned three good conduct badges after some losses.

By the time of the Challenger expedition, he was described as 5 foot, 7½ inches tall, with light hair, blue eyes and a fair complexion.

An artist of some skill, he made a number of water colour paintings of his time onboard.; one half of his portfolio (34 sketches), happened to be re-discovered in 1968 in Boston, Massachusetts and this was subsequently published in 1972 by the Philadelphia Maritime Museum (copy included with Lot).

Shepherd went onto see active service aboard *Tyne* and was present at Suakin in 1885 (Medal & clasp, bronze Star). Having been presented with his Medal on that vessel, Shepherd was discharged dead on account of phthisis (pulmonary tuberculosis) on 23 June 1887 at Albany, Western Australia; sold together with copied research and a copy of the book of his sketches.



x318 Royal Navy L.S. & G.C., V.R. (Chs. Hadaway Sergt. R.M. H.M.S. Challenger), disk only, *good very fine*

£160-200

Charles Hadaway was the senior Royal Marine on H.M.S. *Challenger* (List 11/1, refers). He was born in 1835 at Marden, near Maidstone, Kent and was a labourer upon his joining the Royal Marines for 12 years' service on 29 January 1858. At that time he stood at 5 foot 7 inches tall with a fair complexion, blue eyes, light brown hair and no distinguishing marks, scars or tattoos. Hadaway renewed his service on 1 January 1869 on board *Scout*, signing on for a further nine years, thereby completing 21 years for his pension. He served throughout the Challenger expedition and received his L.S. & G.C. Medal in 1875 - it was to be his sole entitlement. Hadaway retired on 31 January 1879 and was also in possession of five good conduct badges for which he added an extra 5d *per diem* to his pension; sold together with copied research.



x319 Voyage of H.M.S. Challenger, 1895, a cast bronze award medal, unsigned [by B. Rhind after W.S. Black], in the shape of a medieval knight, gauntlet at left, upright trident at right, reverse Neptune at left of framed bust of Athena, edge engraved 'T. W. Fulton', 75mm (BHM 3487; E 1797), *good very fine and rare*

£300-500

117 Medals awarded - six issued to the scientific staff of the Expedition, 31 issued to Royal Naval officers of the Expedition and 80 issued to the editorial staff and authors of the scientific reports of the Challenger expeditions.

Thomas W. Fulton was born in 1855, made M.D. in 1884 and also F.R.S.E., being awarded his Medal as a member of the editorial staff. He died in 1929.

AWARDS FOR GALLANT OR DISTINGUISHED SERVICE

Sold by Order of a Direct Descendant

320

The K.C.B. neck Badge attributed to Captain Sir Thomas Lavie, Royal Navy, who was knighted for his command of H.M.S. *Blanche* upon the occasion when she captured the French frigate *Guerriere* off the Faroe Islands in July 1806

The Most Honourable Order of the Bath, K.C.B. (Military) Knight Commander's neck Badge, gold and enamel, hallmarks for London 1814, *some loss of green enamel to wreath, one or two very minor chips to enameled arms, otherwise good very fine*

£4,000-5,000

PROVENANCE:

From the collection of Orders, Decorations and Medals awarded to members of the Lavie family, and thence by descent.



Thomas Lavie, son of Germain Lavie and Ann Gregg, was born in Putney on 16 October 1765 and first appears in the Naval Service as a Lieutenant on the books of H.M.S. *Astrea*, a 32-gun frigate. During Lavie's time with this ship and under the command of Captain Lord Henry Paulet, she took the French 42-gun vessel *Gloire* in an hour-long engagement; Paulet was awarded a Naval Gold Medal for this action, and as Lavie was promoted Master & Commander a few months later it is possible he too served in this action.

From 1796 through to 1800 Lavie was placed in command of several smaller vessels - namely the sloops H.M.S. *Bittern* and *Seagull* - before being promoted to Post Captain in January 1801. Though not appearing to remain actively employed during the Peace of Amiens (March 1802 - May 1803) Lavie clearly enjoyed an element of patronage at the highest levels within the Admiralty - no other personage than Lord St. Vincent requested he be appointed to a ship despite being "low on the post list" (*Selections from the Correspondence of Admiral John Markham During the Years 1801-4 and 1806-7*, p. 3, Navy Records Society, 1904, refers) - a stroke of extremely good fortune in such difficult times for officers of the armed forces. Despite this, Captain Lavie appears to have next been employed as commander of the 32-gun frigate H.M.S. *Iris* from the autumn of 1805, before removing in June of 1806 to H.M.S. *Blanche*, the 38-gun frigate in which he was shortly to make his name.

A Single-Ship Action, Capture, and Later Life

Lavie and *Blanche* were patrolling off the north-eastern coast of Britain with the objective of protecting merchant ships and trade routes from attack by French raiders and privateers when they received word of an enemy squadron in the area under orders for that very purpose. Sailing north from the Shetland Islands, on 18 July 1806 the French frigate *Guerriere* was spotted and Lavie made all sail to close with his opponent. The resulting battle was an exceptional result for the British captain and the men under his command: *Guerriere* failed to prepare for action (perhaps mistakenly believing the British frigate to be French) and by the time *Guerriere* began to fight back *Blanche* had already unleashed two broadsides into their opponent's hull. French gunnery appears to have been particularly bad on this occasion - not only did *Blanche* suffer minimal damage and a mere four men wounded - but conversely British gunnery was excellent, with *Guerriere* losing her mizzenmast in addition to having over fifty of her crew killed and wounded. Brought safely back to Britain, Lavie's reward was a knighthood and *Guerriere* was taken into the Royal Navy as H.M.S. *Guerriere*: she later met her end in a single-ship action against the famous American frigate U.S.S. *Constitution*.



Lavie (now Sir Thomas) continued in command of *Blanche* and saw further active service (capturing the *George Washington* in January 1807) - but on 4 March 1807 disaster struck: whilst en-route from Spithead to Brest to join Sir James Saumarez's blockading squadron, during a storm *Blanche* hit a submerged reef and swiftly began to break up. Thankfully Lavie and most of the crew survived, but were taken prisoner and spent the remainder of the Napoleonic Wars (some seven years) in French gaols.

Upon Lavie's release he was court-martialled as a matter of course for the loss of his ship, but exonerated from blame due to the court concluding that a large quantity of iron used in the interior construction of the ship, along with a significant number of firearms stored near the compass, caused an unforeseen navigational error. Though free from blame, Lavie appears not to have received another active command until the end of 1821 when he was appointed to the 74-gun H.M.S. *Spencer*; he was, however, one of the first naval officers to be appointed a Knight Commander of the Bath upon its' expansion in January 1815. Sadly Lavie's time in command of *Spencer* was short-lived as he died on 1 February 1822, aged just 56, at the Royal Naval Hospital, Plymouth, and was interred at Stoke Damerel. He had married Mary Sissmore in October 1797 and it appears that at least two of their six sons followed in their father's footsteps to become officers in the Royal Navy.

For the Medals awarded his great-grandson, Lieutenant Colonel H. E. Lavie, Yorkshire Regiment, please see Lot 372.



x321 The 'Second Battle of Heligoland Bight' D.S.O. group of six awarded to Engineer Captain J. B. Nicholson, Royal Navy, who had previously received a 'mention' for his services with H.M.S. *Royalist* at the Battle of Jutland, and was later to serve as an A.R.P. Warden during the Second World War

Distinguished Service Order, G.V.R., silver-gilt and enamel, with integral top riband bar; Queen's South Africa 1899-1902, no clasp (Ast. Engr. J. B. Nicholson. R.N. H.M.S. *Sappho*.); 1914-15 Star (Eng. Lt. Dr [sic]. J. B. Nicholson, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Eng. Commr. J. B. Nicholson. R.N.); Defence Medal 1939-45, *contact mark to second, otherwise nearly extremely fine* (6)

£1,200-1,600

D.S.O. *London Gazette* 27 June 1919, the original recommendation states:

'Eng. Cdr. Nicholson has constantly performed his duties with great efficiency. On the 17 November 1917 the ship had been less than 3 days out of dockyard hands, and I consider it is due to this Officer's professional ability and painstaking attention to details on this, and all other occasions that the ship maintained a speed of at least 28 knots for a prolonged period and kept station on "*Caledon*" throughout the action.'

James Bell Nicholson was born at Richmond, Surrey on 12 December 1876, the son of George and Elizabeth Nicholson. His father was a naturalist and curator of Kew Gardens; the young Nicholson was educated at King's College London and later Keyham College where he earned a 1st Class Certificate in Engineering. Joining the Royal Navy with the rank of Assistant Engineer on 1 July 1899 Nicholson was serving in that rank with H.M.S. *Sappho* during her service during the Boer War in 1901. Promoted Engineer Sub-Lieutenant he was further advanced to the rank of Engineer-Lieutenant on 1 July 1903.

Accepted as a member of the Institute of Mechanical Engineers on 23 March 1907 whilst still Engineer-Lieutenant, Nicholson was married later that year (12 September) to Ella Astbury at St. Mary's Church, Mortlake. Promoted Engineer Lieutenant-Commander prior to the outbreak of the Great War, the Battle of Jutland on 31 May found him serving with H.M.S. *Royalist* as part of the 4th Light Cruiser Squadron under Commodore Le Mesurier.

During the battle they served initially as an anti-submarine screen for the Grand Fleet; later they engaged the German destroyer screen and the squadron leader, H.M.S. *Calliope*, launched a torpedo attack towards the main German Fleet before they withdrew back towards the British line. Nicholson received a 'mention' for his actions during the battle, during which *Royalist* performed well.

Transferring to the 1st Light Cruiser Squadron in August 1917, *Royalist* was present for the Second Battle of Heligoland Bight: a 'test trip' by a German Fleet, attempting to find a way through British minefields around Heligoland Bight, was detected by the British codebreakers of Room 40. As with Jutland the action opened with the two fleets escort screens, *Royalist* taking her place in formation next to the light cruiser *Caledon*. As the German battlecruisers came into range *Caledon* took a shell to the forward turret, causing heavy damage and forcing the squadron to withdraw under covering fire from the battlecruiser *Repulse*.

It was for this action that Nicholson was awarded the D.S.O. and later promoted Engineer-Captain. Retiring from the military, his son - John Astbury Nicholson - continued family tradition by joining the Royal Naval Reserve. On the outbreak of the Second World War, Nicholson senior took on the role of A.R.P. Warden for his local town of Saltash. A tribute to his efforts was reported in *The Guardian and Gazette* on 19 April 1945, which states:

'The Mayor, in making the presentation said that Capt. Nicholson's past career as an officer in the Royal Navy and his experience and knowledge of staff control, had proved a great asset. He felt sure they would be doing Capt. Nicholson less than justice if they passed on without comment his devotion to duty and unfailing courtesy to everyone.'

It was during his work as a Warden that personal tragedy struck, as his son (now Lieutenant Nicholson R.N.V.R.) was killed in action whilst serving aboard the trawler H.M.S. *Alouette* on 19 September 1942. This vessel was torpedoed by *U-552* off Sesimbra, Portugal - as part of the aft was still afloat after the first strike, a second torpedo was fired into the starboard side of the trawler, which sank immediately. At the time, Nicholson was described as a member of scientific staff with R.R.S. *Discovery II* which implies he either saw work on arctic research or war duty with *Discovery II* as a R.F.A. vessel.

Nicholson senior died at Saltash, Cornwall on 9 March 1952; sold together with an original slip of issue for the Defence Medal named to 'Engr. Capt. J. B. Nicholson' and a handwritten service record, as well as copied research comprising I.O.M.E. proposal form, recommendations, *London Gazette*, *Guardian and Gazette* and War Supplement extracts as well as medal rolls and a Commonwealth War Graves certificate for Lieutenant J. A. Nicholson.

Sold by Order of a Direct Descendant

322 A remarkable Great War Prisoner of War's Medal of the Order of the British Empire group of five awarded to Able Seaman C. A. Tooke, Royal Naval Volunteer Reserve

A pre-war artist and illustrator, and rating in the London Division of the 'Wavy Navy', he was embarked for Holland in October 1914 as a dispatch rider for Hawke Battalion in the Royal Naval Division and, in common with the majority of his comrades, was taken Prisoner of War

Throughout his ensuing time as a captive at Doeberitz, outside Berlin, he gained notoriety on a number of counts, not least for designing the camp's coat-of-arms: one of the quarters depicted three cartridges to represent three of his comrades who were shot by their guards and another a British rating tied to a post - a much favoured German punishment

The coat-of-arms duly went into print as a postcard and many thousands were sold for the benefit of British camp funds, Berlin jewellers even using the design for enamelled brooches, pendants, and cigarette cases. And it took the Germans a full year before the real truth behind Tooke's 'quarters' finally dawned on them. They were not amused

Such joyous antics aside, Tooke also sent coded postcards to his sister, detailing enemy troop movements and other valuable intelligence, clandestine work that surely contributed to his award of the Medal of the British Empire

And when, in 1918, the Kaiser commissioned the famous German artist Arthur Kampf to undertake a portrait of a typical 'Jack Tar', it was Tooke who was chosen as the sitter. The finished portrait eventually appeared at auction in Hamburg in the 1930s, when it was purchased by the British Consul-General for inclusion in the Government's Art Collection

There, like too many state-owned works of art, it may have lain long forgotten but in 2021 - and full marks to him - Rishi Sunak, then Chancellor of the Exchequer, had it hung in his offices in Downing Street



Medal of The Most Excellent Order of the British Empire, Military Division, silver, on original pin, in its *John Pinches, London* case of issue; 1914 Star, rosette upon riband (L/23321. C. Tooke, A.B. R.N.V.R. Hawke Btn. R.N.D.); British War and Victory Medals (L.2-3321 C. Tooke. A.B. R.N.V.R.), *minor official correction to start of number on BWM*; Royal Naval Volunteer Reserve L.S. & G.C., G.V.R. (2/3321. C. A. Tooke, A.B. London Div. R.N.V.R.), these last four mounted as worn, *good very fine* (4)

£800-1,200

Medal of the Order of the British Empire *London Gazette* 14 February 1919:

‘For valuable services whilst Prisoners of War in Germany in promoting the welfare of their comrades.’



Cecil Arthur Tooke was born in Chelsea, London on 6 October 1880 and, in addition to his work as a watermarking artist and illustrator, was an early member of the “Wavy Navy”, having joined the London Division of the R.N.V.R. in November 1903. No doubt otherwise busy with his role as proprietor of the Savoy Studio, Tooke stood down from his naval commitments in 1913.

Recalled on the outbreak of hostilities in August 1914, in the rank of Able Seaman, he was drafted to Hawke Battalion, Royal Naval Division, lying about his age on his enlistment papers, stating that his date of birth was 22 November 1884. Duly embarked for Antwerp, as a dispatch rider, he was among those captured there in October.

Incarcerated in Doberitz prisoner of war camp, outside Berlin, his skills as an artist were quickly in demand, not least for the camp’s newsletter, *The Link*. But as evidenced by his early propaganda coup with the design of the camp’s coat of arms, he was not averse to taking risks.

The Coat-of-Arms

Tooke related the story his goon-baiting masterpiece in a post-war article:

‘The density of the average German mind - the complete lack of imagination, initiative and humour - must have struck most of the men, who, like myself, spent many weary months among the Huns. “Mad Englishers,” they called us, because we sought relief in jest and joke.

“Fritz can’t see a haystack at the end of his nose,” the boys of Doeberitz, where I spent four years if captivity, used to say. The comedy of the Doeberitz coat-of-arms proves this.



In November 1914, I designed a coat-of-arms to interest the boys in the camp, the quarterings of which had, for them, obvious meanings.

In one quarter I drew three cartridges representing three prisoners who were shot while clamouring for food outside the cookhouse by the guards. Another quarter depicted a sailor tied to a post - a favourite German punishment ...'

Tooke continues:

'Underneath I placed Alfred Lester's great phrase, "Always merry and bright."

There is no doubt that this inscription led the Germans to imagine that the whole design was a testimonial to the benefits of life at Doebornitz, for to my amazement not only did the guards ask me to draw the coat-of-arms for them, but even Colonel Alberti, the camp commandant, who sent for me one day, said how much he liked the design and asked me to do one for him.

I drew a special picture in colours and seized the opportunity of asking permission to have the design printed, which was readily granted. Not only were many thousands of cards sold for the benefit of our funds, but Berlin jewellers used the design for enamelled brooches, pendants, and cigarette cases.

For twelve months the Doeberitz coat-of-arms enjoyed unique popularity. Then came the crash. The German War Office suddenly became aware of the real meaning of the design through a small reproduction in an English newspaper, with an inscription to the effect the Germans evidently could not see then poignancy which lay behind the design.'

All hell broke loose, the commandant ordering the destruction of all printed versions of the coat-of-arms, together with any objects bearing its likeness. But as Tooke later happily recounted, one version remained in view for the duration of the war, namely on a rating who had the offending coat-of-arms tattooed on his arm.

Coded postcards

The story behind Tooke's coded postcards to his sister is explained by his son, in a letter to the Imperial War Museum:

'To understand this, you must know the full story of my father's involvement in sending information with regard to German troop movements.

As he sent his [art] work on postcards home on a regular basis, he devised a scheme whereby he laminated the information between card which he used for his drawings.

All his drawing card was made up from old letters and Red Cross parcel material glued together with flour and water, then pressed between the boards under his mattress.



Three generations of Tooke's

However, to get the information back to England on what - and how he was going to do it - was the problem.

Luckily, he had a sister who was extremely intelligent, and he knew that if he sent her a nonsense letter she would not think he was insane, and would follow the instructions in it.

So he sent this letter to his sister, Mrs. Daisy Heighton. With hindsight, it is easy to read 'between the lines' of this letter, but it must have been a bit of a shock to receive it and to follow the instructions through.

'A little story translated from the French by electricity'? Electricity at the time was something semi-magical, so this alerted her to think it was an extra special letter to do with French P.O.W.s.

The section about the bridge means, of course, the old Somerset House. He was told, I believe by a fellow P.O.W., where he should arrange for the information to be delivered, and this is recorded in the directions re. the library.

'A good postcard wasted' means that the next post card will have to be destroyed to gain access to the information.

Anyway, it worked, and several times information from both the British and French P.O.W.s was passed this way to the authorities.'

Sitting for the Kaiser

As cited above, it was at the Kaiser's behest in 1918 that Tooke was selected by the famous German artist Eric Kampf (1864-1950), to sit for a portrait of a 'typical English sailor'. A similar portrait was also commissioned of a typical English 'Tommy', namely Trooper C. G. King of the Royal Horse Guards. King is quoted in a *Daily Mail* feature published on 25 September 1936:

'The Daily Mail late last night found in London the English soldier whom Herr Kampf, the famous German artist, painted 16 years ago.

He is Mr. C. G. King, ex-trooper of the Royal Horse Guards and now chief inspector of the Canada Life Assurance Co., St. James's Square, S.W.

Herr Kampf painted Mr. King as a typical English prisoner, and, as announced exclusively yesterday in the Daily Mail, has sent his son to England with the original portrait to find him ...

Mr. King was selected from a prison camp as a typical English soldier. His friend, Mr. C. A. Tooke (now living in Blackheath, S.E.), of the Royal Naval Division, another prisoner of war, who had been captured at Antwerp, was chosen as a typical English sailor.

Mr. King said:

"Herr Kampf's studio was in the German Royal Academy, most of which was then being used as a temporary hospital. I well remember, as I stood for two hours in the morning and two hours in the afternoon while my portrait was being painted, listening to the groans of the wounded in the rooms adjoining, and seeing the limbless and heavily bandaged Germans being wheeled up and down the corridor outside.

After several sittings we three became friendly and hatched an elaborate plot to escape. The attempt was a miserable failure ...” ‘

Tooke’s striking portrait in oils was eventually placed with an auction house in Hamburg, in the early 1930s, and it was purchased by Joseph Pyke, then Consul-General. It was then loaned to the Ministry of Works from 1952, before becoming part of the Government Art Collection. And - as cited above - it was recently chosen by Rishi Sunak to hang in the corridors of Downing Street.

Tooke was repatriated in December 1918 and the award of his Medal of The Most Excellent Order of the British Empire, Military Division, was announced in February 1919.

Discharged in the following month, he was also a recipient of the Royal Naval Volunteer Reserve’s L.S. & G.C. Medal, which award had been approved back in March 1918.

He died in Orpington, Kent on 12 April 1966.

Sold together with the following original archive including:

- (i) His Doeberitz 1914-16 P.O.W. Badge, silver (reverse marked ‘Silber 990’) and enamel, with the motto *Always Merry & Bright*, with his own designs, as manufactured in Germany by the authorities.
- (ii)



A striking and high-quality large-format charcoal portrait of the recipient, signed ‘H. Mowbray, Dyrutz, 26.8.16’, this glazed and framed, overall 700mm x 590mm.

- (iii) A number of original photographs of the recipient.
- (iv) Original programme of *The Foolies*, put on at the New Doeberitz Empire, March 1918, the programme designed by Tooke and with him as overall Director, together with a number of his sketches.
- (v) Watercolour painting by Tooke, sent to his wife, with Doeberitz postmark, depicting the home he hoped they would have after the conclusion of hostilities.
- (vi) Watercolour of a Prisoner, entitled ‘Monkey Nuts’, by J. W. Bygrave, another contributor to *The Link*.
- (vii) A USB drive containing a series of newspaper cuttings and his illustrations from his time as a P.O.W.

323

A H.M.S. *Centurion* Battle of Jutland D.S.M. group of five awarded to Commissioned Engineer F. T. Farmer, Royal Navy, who served as Chief Engine Room Artificer at Jutland and was one of only two men aboard to receive the award for the battle



Distinguished Service Medal, G.V.R. (269442. F. T. Farmer, C.E.R.A. 1Cl. H.M.S. *Centurion*. 31. May, - 1. June 1916); 1914-15 Star (269442, F. T. Farmer, C.E.R.A. 1, R.N.); British War and Victory Medals (Art. Eng. F. T. Farmer. R.N.); Royal Navy L.S. & G.C., G.V.R. (269442 F. T. Farmer, C.E.R.A. 2Cl., H.M.S. *Centurion*), *minor pitting, very fine* (5)

£1,500-1,800

One of only two D.S.M.'s awarded to the ship for Jutland.

D.S.M. *London Gazette* 15 September 1916.



Frederick Thomas Farmer was born at Wolverhampton, Staffordshire on 11 August 1876 and was employed as a Fitter and Turner prior to enlisting with the Royal Navy on 21 September 1898. Posted to *Vivid II* as Engine Room Artificer Class IV he saw service with a number of ships and establishments prior to the Great War. This number including *Leander*, his namesake, *Blake* and *King Alfred* being promoted Chief Engine Room Artificer class II with the latter. Finally *Blake* was posted to the King George V-class Battleship *Centurion* on 22 May 1913 he was to enter the war with her, being promoted Chief Engine Room Artificer class I with her on 23 September 1915.

Centurion was part with the 2nd Battle Squadron with her sister ships of the King George V-class. Taking part in a number of the abortive or unsuccessful sallies into the North Sea between 1914-16 she was not to see action until the Battle of Jutland. 2nd Battle Squadron was at the front of Jellicoe's line with *Centurion* taking the 3rd position in line. As the fleets came into contact and opened fire *Centurion* initially targeted the Battlecruiser *Lützow*. Sadly before she could properly engage the *Orion* blocked her view, in the event *Centurion* fired 19 shots from her 13.5 inch guns.

After the Battle just two men were awarded the D.S.M. with the other being Petty Officer Telegraphist H. F. Thomas. Farmer received a Warrant Officer's commission in the wake of the Battle, being commissioned Acting Artificer Engineer and posted to *Vivid* on 11 December 1916. This is doubtless a reflection of his capacity overall however his service during the Battle would certainly have also played a role. Posted to *Bellerophon* on 20 January 1917 he was to remain with her for the rest of the war, being confirmed in his rank on 13 April 1918.

Posted to the South American Station with *Southampton* on 9 April 1919 Farmer's rank was altered to Warrant Engineer. A rank he was to hold for the rest of his service, being posted Home in June 1921, he never again served outside Britain. Retiring on 11 August 1926 Farmer did receive one more rank alteration to Commissioned Engineer on 5 April 1949; sold together with an original photograph, newspaper cutting and postcard of H.M.S. *Centurion* addressed to the recipient's wife as well as copied service records.

- 324 **A Great War ‘Destroyer Flotilla’ M.B.E. group of six awarded to Paymaster Sub Lieutenant D. W. Abbey, Royal Navy, who saw service at Jutland as one of two Assistant Paymasters aboard H.M.S. *Cochrane***
- The Most Excellent Order of the British Empire, M.B.E. (Military) Member’s 1st type breast badge, silver, hallmarks for London 1919; Defence and War Medals 1939-45; 1914-15 Star (Clk. D. W. Abbey, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Payr. S. Lt. D. W. Abbey. R.N.), *heavy polishing and some pitting, overall nearly very fine* (6) £260-300
- M.B.E. *London Gazette* 11 June 1919:
 ‘For valuable services as Secretary to Captain (D) of the 3rd and 21st Destroyer Flotillas.’
- M.I.D. *London Gazette* 17 March 1919:
 ‘For services in destroyers of the Grand Fleet Flotillas between 1 July and 11 November 1918.’
- Douglas Wilson Abbey** was born on 5 June 1895 and entered the Royal Navy with the rank of Assistant Clerk on 15 July 1912 and stationed at the shore establishment *Victory*. Posted to the armoured cruiser H.M.S. *Cochrane* on 31 July 1912 he was further advanced Clerk on 30 August 1913. On the outbreak of war *Cochrane* was stationed at the Shetland Islands with her consort and sister-ship *Achilles* as part of the 2nd Cruiser Squadron. Not long after hostilities began the Squadron was reassigned to join the Grand Fleet.
- Abbey remained with *Cochrane* for the early years of the war being promoted Assistant Paymaster on 18 January 1916. It was in this rank that he took part in the Battle of Jutland, being one of only two men on the ship acting as Assistant Paymaster. 2nd Cruiser Squadron was part of Admiral Jellicoe’s Battlefleet which sallied to support the Battlecruiser Fleet in the face of Admiral Scheer’s High Seas Fleet.
- Posted to *Minotaur* - another vessel of 2nd Cruiser Squadron - on 18 January 1917 Abbey was stayed with her for most of that year. Later transferred to the Depot Ship *Woolwich* he was promoted Paymaster Sub-Lieutenant on 15 July 1919. It was here that he received both his ‘mention’ and later his M.B.E. as a result of his work for the destroyer flotillas of the Grand Fleet. He was placed on the retired list at his own request on 3 September 1920; sold together with copied service records.
- 325 *‘About 1330 the blast from Spartak’s forward gun, trained too far aft, knocked down the charthouse, scattered and tore the charts, damaged the bridge, and concussioned the helmsman, so that the ship’s position could not be determined. Ten minutes later it was realised from her wash that the Spartak was in shallow water. Course was altered too late; at about 1340 she stranded on Divel Shoal, losing her screws. The enemy ships were then about 3 miles from the Spartak which ceased fire and struck her ensign. Closing to five cables the British ships stopped engines, lowered boats, and sent a boarding party across. The Spartak was then towed into Reval.’*
- The capture of the destroyer *Spartak* on 26 December 1919, as described in *Red Waters*
- A rare ‘Riga Operations 1919’ D.S.O. group of six awarded to Commander J. Harrison, Royal Navy, a Jutland Veteran who commanded *Vortigern* in the Baltic Sea and was credited with the capture of the destroyer *Avtroil***
- Distinguished Service Order, G.V.R., silver-gilt and enamel; Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (Lieut. J. Harrison, R.N., H.M.S. *Philomel*); Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-14 (Lieut. J. Harrison, R.N., H.M.S. *Philomel*); 1914-15 Star (Lt. Comr. J. Harrison, R.N.); British War and Victory Medals (Lt. Commr. J. Harrison, R.N.), *very fine* (6) £2,500-3,000
- D.S.O. *London Gazette* 8 March 1920. The original recommendation states:
 ‘For services in H.M.S. *Vortigern* in operations at Riga, 24 October to 23 November 1919. This officer is recommended for his great assistance generally and for his zeal and enthusiasm in carrying out any duties, detached or otherwise, that he was called upon to perform.’

Julian Harrison was born in Newcastle in 15 October 1886 and was posted as a Naval Cadet to H.M.S. *Britannia* on 15 May 1901. Promoted Midshipman on 8 November 1902 with *Good Hope* and later *Donegal* he was finally commissioned Sub-Lieutenant at the shore establishment *Drake* on 7 May 1907. Further advanced Lieutenant here that same year on 7 November, his record holds a note from the Admiralty that he was responsible for the loss of a Whaler whilst on watch and find the sum of £10, the first of many such notes. Harrison was posted to the cruiser H.M.S. *Philomel* on 27 July 1909 and served with her during operations off Somaliland (Medal & clasp) and later against gun runners in the Persian Gulf (Medal & clasp).

After a short period in command of *Hecla* he was awarded his first real command, H.M.S. *Sprightly* on 1 June 1912. It was not long before he had another collision against his name, having struck a Dredger on 27 August 1913. Harrison was posted to the battleship H.M.S. *Monarch* on 7 April 1914 and once again came in for reprimand as the result of a 'fatal accident' which killed three men and injured three others. Promoted Lieutenant-Commander on 15 August 1915 he was posted to the destroyer *Itchen* on 24 October. This vessel was part of the 9th Flotilla, running anti-submarine and counter-mine patrols around the Firth of Forth.

Remaining with her for the rest of the year Harrison was removed to another destroyer - H.M.S. *Martial* - on 5 March 1916. With this vessel he was present at Jutland, where *Martial* formed 11th Destroyer Flotilla, tasked with escorting the 4th Battle Squadron. This unit was unable to mount an attack against the German line when the opportunity presented itself due to the caution of Vice-Admiral Jerram. They did however have an encounter with the German fleet while withdrawing, running into a group of Light Cruisers in the low light of the evening. *Castor* came in for a heavy fire while the rest of the Flotilla let off a couple of torpedoes.

Harrison's final wartime appointment was the destroyer *Vortigern* in January 1918. This vessel was posted to the Baltic as part of Operation Red Trek in October 1919, under the command of Admiral Alexander-Sinclair. Whilst generally fated for his performance in the months that followed Harrison's finest achievement was certainly the capture of the destroyer *Avtroil*. Following the capture of *Spartak* on 26 December - in which she had played a role - *Vortigern* was sent to patrol the entrance to the Gulf of Finland.

Here - as the *Avtroil* attempted to avoid the net of British ships slowly closing about her - they lay in wait. Their quarry slowly gained pace, preparing to make a run for Kronstad but the destroyers sprang the trap and opened fire. Whether by luck or fine gunnery, *Avtroil's* topmast was brought down in the opening salvo, and after about twenty minutes of fighting a demoralised crew surrendered. *Vortigern* swiftly got a prize crew aboard her, a fine catch to cap off two productive days.

Harrison was awarded his D.S.O. in an investiture at Buckingham Palace in November 1920. Posted to the gunboat *Teal*, China Station on 20 January 1921. Here he was commended by the French Government for assistance rendered during the grounding of the French gunboat *Doudart de Lagree*. The official correspondence stating:

'But in particular I desire to express our thanks to Lieut. Commander Julian Harrison, Commanding Officer of H.M.S. "TEAL", who saved "Doudart de Lagree" from certain loss. At the time when she floated off the gunboat was swiftly carried down river by the current to the entrance of the Mitau Gorge. Manoeuvring with the greatest skill, which held the admiration of the French seamen, and partaking without hesitation of all their dangers, Lieut Comdr. J. Harrison succeeding [SIC] in taking "Doudart de Lagree" in tow.

Promoted Commander on 4 October 1926 he was placed on the retired list at his own request two days later. Harrison took up a civilian appointment as Marine Officer in the Railway Department, Tanganyika. He died in May 1937; sold with a quantity of original correspondence regarding the *Teal* incident as well as copied research comprising service records, A list of the activities of H.M.S. *Philomel* in the Persian Gulf, medal rolls and Navy lists and well as recommendations and citations relating to the Baltic and extracts from *Red Waters* and *The Times*.

The exceptional destroyer Commander's 'Operation Red Trek, Baltic 1919' D.S.O., and Battle of Jutland Russian Order of St Anne awarded to Commander R. V. Eyre, Royal Navy



Distinguished Service Order, G.V.R., silver-gilt and enamel; 1914-15 Star (Lt. Commr. R. V. Eyre. R.N.); British War and Victory Medals (Commr. R. V. Eyre. R.N.); Russia, Imperial, Order of St. Anne, 3rd Class breast Badge, gold and enamel, mounted court-style as worn, *slight wear to campaign awards, overall good very fine* (5)

£2,500-3,000

PROVENANCE:

Ex-R. C. Witte collection, D.N.W., September 2012.

D.S.O. *London Gazette* 8 March 1920, the citation stating:

'For distinguished Services in Command of H.M.S. *Wryneck* in the Baltic 1919.'

Russian Order of St. Anne *London Gazette* 5 June 1917.

Ralph Vincent Eyre was born at London on 21 September 1882 the son of Eva and Colonel Henry Eyre, Coldstream Guards. Entering H.M.S. *Brittania* as a Naval Cadet on 15 May 1897 he was promoted Midshipman on 15 September 1898 and posted to the Battleship *Illustrious* for his first period of service afloat.

Seeing further stretches both ashore on aboard ship Eyre was commissioned Sub-Lieutenant on 29 April 1902, being advanced Lieutenant with the Torpedo Boat Destroyer *Albatross*. Continuing to serve in this rank Eyre assembled valuable experience aboard such vessels as *Doris*, *Arrogant* and *Salmon*. He served in command of the last for several periods in 1909, with a remark on his record at the time reading "Valuable for Destroyer Service. Recd. for fully manned flotilla."

Joining the Destroyer *Brisk* on 1 January 1912 he was serving in command by the outbreak of the Great War. This Acorn-class destroyer was serving as part of the Second Destroyer Flotilla at this point and was soon employed on anti-submarine patrols throughout 1914. Eyre was promoted Lieutenant-Commander on 30 June 1915 and not long after in October 1915 given command of the M-class destroyer *Mounsey*.

Stationed with the 11th Destroyer Flotilla she took part in the Battle of Jutland in support of the Grand Fleet under Admiral Jellicoe. Taking station by *King George V* - the leading battleship in the British line - they launched a counter-attack against a German destroyer squadron however this was aborted before it could strike home. Remaining on station for the rest of the engagement, during the confused withdrawal that night they did have a close call. At around 11:05 *Mounsey* and her flotilla ran into the German Light Cruisers acting as pathfinders for the main fleet. Both sides were taken by surprise and unable to fully capitalise with the destroyer *Castor* taking heavy fire and 11th Flotilla managing only two torpedoes in return.

Eyre received the Russian Order of St. Anne for 'Distinguished Services rendered in Battle of Jutland' and added to his laurels with a 'mention'. He remained with *Mounsey* for the bulk of the conflict with her operations focused mainly around anti-submarine patrol or convoy escort work. Promoted to the rank of Commander - quite possibly as a result of his steady handling of *Mounsey* at Jutland - on 31 December 1916. He was finally posted ashore on 16 January 1918 to Victoria, Canada on the Staff of the C.S. Torpedo Boat Destroyers. Here Eyre's success may have resulted in some overconfidence as he caused an accident, his service papers calling it a 'Collision between Vancouver and Victoria' in May 1919.

Despite this small humiliation his record still spoke for itself and he was let off with a warning to be more careful. Soon afterwards being posted to the 'W'-class Destroyer *Wryneck* on 19 September 1918. This vessel was posted to the British Squadron in the Baltic as part of Operation Red Trek and stationed at the base of Libau. Here she was instrumental in delivering reinforcements to the garrison of Windau on 5 November, coming under heavy fire in the process. Latterly she was still at Libau with the rest of her Flotilla when the Germans attacked the town between 4-14 November 1919 as part of their effort to reassert control over the Baltic. *Wryneck* provided fire support to troops on the ground, it is likely for this event that Eyre received his D.S.O. Admiral Cowan - British Commander in the region and famously inspiration for a series of mutinies not long before - noted in his report that the withdrawal of the German forces here was:

'a death blow for the German attempt to once again overwhelm and dominate the Baltic.'

Eyre was invested with the D.S.O. at Buckingham Palace by the King on 23 July 1920, again adding to his laurels with a mention several months earlier on 9 April 1920. His final posting afloat was the sloop *Magnolia* between 15 October-21 December 1922. Eyre was placed on the retired list on 2 March 1923, despite this he was still advanced Captain on 21 September 1927. He died on 18 April 1940 at Cliff Coombe, Tunbridge Wells, Kent; sold together with copied research comprising service papers, a family tree and list of Russian awards made at Jutland along with extracts from Admiral Cowan's report regarding the actions in the Baltic, the *London Gazette*, *At War with the Bolsheviks* and *Cattaro to Krinstadt*.

327 *'He was also Medical Officer in Charge of the RN Sick Quarters at Wei-Hai-Wei in 1940 and, when the Japanese sent a deputation to occupy the place, Arnold received them in frock coat and sword and advised them to depart, which they duly did.'*

His obituary by Surgeon Rear-Admiral D. P. Gurd, refers

The 1957 C.B. and 1941 O.B.E. group of nine awarded to Surgeon Rear-Admiral A. A. Pomfret, Royal Navy, who was awarded the Gilbert Medal in 1935 and later became the last Naval Commander of the Wei-Hai-Wei concession, defying the Japanese attempts to intimidate them into a withdrawal in the tense build-up to the Second World War

The Most Honourable Order of the Bath, Military Division, Companion's (C.B.) neck Badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, Military Division, 2nd Type Officer's (O.B.E.) breast Badge, silver-gilt; The Most Venerable Order of St. John of Jerusalem, Commander's neck Badge, silvered and enamel; 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Coronation 1953; Gilbert Blane Gold Medal (Surg. Lieut. Commdr. Arnold Ashworth Pomfret, M.B., Ch. B., D.O.M.S., R.N. Promotion Exam, 1935.), the O.B.E. and campaign awards mounted as worn, the mounting bar engraved to the reverse 'Surg. Capt. A. A. Pomfret. O.B.E. R.N.', *minor enamel damage to third, otherwise good very fine* (9)

£2,000-2,400

C.B. *London Gazette* 13 June 1957.

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

This idyllic life was set to change however as the Japanese had set their sights upon the concession. Technically the island was leased by the British and therefore was Chinese property and - as they were at war with China - the Japanese felt vindicated in seizing it. Leading to the odd situation of the island being captured but the lease remaining, a position neither side found to their liking. As they were not at war with Britain the Japanese could not openly attack so instead, they resorted to intimidation, even going to far as remove all the British flags under cover of night. They also targeted any Chinese citizens who were employed by the British, knowing that this tactic would cause anger amongst the local population. Japanese Officers often arrived to call upon Pomfret - as was required by diplomatic etiquette - though they rarely observed any level of politeness themselves:

‘The Japanese Captain came to call on Grandpa at the house complete with a troop of fully armed body guards. When he was invited in, this gang tried to follow on behind. “Stop!”, said Grandpa, “I’m not having that lot in my drawing room!”, making them wait outside the front door. When I came back from playing golf, we found this lot sitting on the steps.’

However things continued to grow worse, Pomfret even asked the Japanese Commander - presumably unofficially - what would happen to him and his family war occur. He was told that he would be shot and his family interned in Shanghai camp, it was perhaps at this point that he decided to give medical supplies to the Chinese guerrillas. Told bluntly to leave Pomfret replied that he took his orders from the Admiralty and wouldn’t be moved. The situation however was untenable and he was finally allowed to leave, with the family travelled first to Shanghai and thence to Canada.

From here they passed through a number of positions, Bermuda, Jamaica and finally back to Britain where Pomfret underwent an operation to remove a cancerous tumour on his lower lip. As a habitual smoker he was to suffer from health-related issues for the rest of his life. While in London he served as Assistant to the Medical Director General, a position which he held despite his forthright nature which occasionally created what his friend Surgeon Rear Admiral Gurd called ‘very forcible’ exchanges.

Promoted Surgeon Captain in 1944, he was posted back to the cape as Medical Officer in Command of the Royal Naval Hospital at Simonstown in 1946. After a stint of two years, he was moved on to the same role at the Royal Naval Hospital Portland and finally to Bermuda. Returning to Britain he became Surgeon Rear Admiral at Plymouth in 1954, also accepting the role of Queen’s Honorary Surgeon during the same period. Pomfret died on 3 April 1984; sold together with a copy of *Cabin Trunks & Far Horizons*, four sporting medals, two named to the recipient and all in their boxes or cases of issue with a case of issue for the O.B.E. and box of issue for the coronation medal along with copied research comprising, research on the Gilbert Blane medal, two *London Gazette* entries, a typed service history and two obituaries.

For the recipient’s miniature dress medals, please see Lot 471.

- 328 **The Royal Fleet Auxiliary ‘Operation Iceberg - Invasion of Okinawa’ O.B.E. group of twelve awarded to Commodore W. B. Browne, Royal Fleet Auxiliary, late Royal Naval Reserve, who saw ‘Q ship’ service with *Dunclutha* and survived the sinking of *Marmora*; during the Second World War he proved an able Captain of the *Wave Monarch***

The Most Excellent Order of the British Empire, 2nd Type, Military Division, (O.B.E.) Officer’s breast Badge, silver-gilt; British War and Victory Medals (); Mercantile Marine War Medal (); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Pacific Star; Italy Star; Defence and War Medals 1939-45; Coronation 1953, mounted court style as worn, *good very fine* (12)

£400-500

O.B.E. *London Gazette* 11 June 1946:

‘For distinguished services during the war in the Far East.’

William Brunswick Browne was born at Stepps, North Lanarkshire, Scotland on 28 September 1894. Serving with the Merchant Marine for the first two years of the Great War aboard the *Glenorchy* he later enlisted in the Royal Naval Reserve with the rank of Sub-Lieutenant on 8 March 1916. His first posting was with *Pyramus* but he was soon transferred to *Philomel* (in September 1916) and was transferred from here to Karachi on the northern tip of the Arabian Sea. In this location he was posted to serve as a gunnery officer aboard the Q-Ship *Dunclutha*, a converted collier. Keble-Chatterton notes this particular vessel in the book *Q-Ships and their story*, stating:

‘Soon after this date the Q-ship *Dunclutha* left for that part of the Atlantic which is between the north-east coast of South America and north-west coast of Africa. This ship, together with *Ooma*, both of them being vessels of between 3,000 and 4,000 tons, had commenced their special service at the end of 1916 and been sent to work under the British Commodore off the east coast of South America in the hope of falling in with one of the German raiders, such as the *Moewe*. In May, 1918, both these vessels had to be withdrawn from such service, as the shortage of tonnage had become acute, and were required to load general cargo in a Brazilian port.’

Browne was to serve with her until 22 July 1918 when he was lent to the Armed Merchant Cruiser *Marmora*. This timing was extremely poor for Browne, as the very next day she was torpedoed off the southern coast of Ireland by the U-Boat *UB-64*. Surviving the loss of this vessel, Browne was sent to *Cormorant* and promoted Lieutenant on 6 March 1918, continuing to serve afloat until 24 August 1919.

Returning to the Merchant Marine he had reached the rank of Master by the outbreak of the Second World War; he was appointed Master of the fast tanker *Wave Monarch* from 3 July 1944 with her first convoy being *UC 45A* to New York. She was later part of the British task force assembled for operations against Okinawa (Operation Iceberg), arriving there on 13 March 1945.

Wave Monarch served in the area until late May when she headed to Australia by way of New Guinea. His Second World War Medal entitlement is confirmed on his Merchant Navy card and indicates a great deal of service prior to his position with *Wave Monarch*. He was further promoted Commodore and died on 19 September 1978; sold together with an R.F.A. patch, matching riband bar and a silver dog-tag (hallmarks for London) inscribed 'W. B. Browne Lieut. R.N.R.' along with copied research comprising a former auction listing, service papers and Merchant Navy medal card as well as a *London Gazette* extract and casualty list of R.F.A. members.

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'At 1615hrs the bomb struck the ship. The starboard wing of the glider-bomb hit the foremast; this turned inboard and downwards, then it hit No. 3 derrick and exploded on the port side of the hatch. The explosion was extremely violent, and debris was thrown to a tremendous height.

I was knocked over by the blast and was dazed for a few minutes. The Master on the bridge, the lookout on the monkey island and the Assistant Steward in the saloon were all killed instantly...The explosion shattered the bridge, chartroom, wireless room leaving them a complete shambles...fortunately the engine room was undamaged.'

Master Marshall, in his own words on the bomb which struck the M.V. *Delius*.

The outstanding O.B.E. group of five awarded to Master G. Marshall, Merchant Navy, decorated after *Delius* took a direct hit during convoy duties on 21 November 1943; after all their senior officers had been killed, having began the journey as Second Mate, Marshall assumed command and it was down to his cool actions that she was somehow saved, made it back into formation and their precious cargo made port

The Most Excellent Order of the British Empire, (O.B.E.) Officer's Civil Division, 2nd Type breast Badge, silver-gilt, in its *Royal Mint* case of issue; 1939-45 Star; Atlantic Star; Italy Star; War Medal 1939-45, in their box of issue, this named to 'Gordon Marshall, O.B.E., 229...Road, Caffrington Road, Hull' and with their Minister of Transport forwarding slip, confirming these '4' awards, *ink a little faded on the box of issue, good very fine* (5)

£300-500

O.B.E. *London Gazette* 18 April 1944. In a joint citation with another O.B.E. for Gilbert Filshie, the Chief Engineer Officer and two B.E.M.'s:

'The ship, sailing in convoy, was attacked and hit by enemy aircraft. The Master and three of the crew were killed and fire immediately broke out on board. The steering gear had been put out of action but alternative gear was immediately connected up and the ship manoeuvred to regain her place in the convoy. Meanwhile a fire-fighting party was organised to deal with the fire, and their determined efforts kept it under control, although it could not be extinguished until the vessel reached harbour five days after the attack.

The Chief Officer displayed great courage and exceptional judgment throughout. When the Master was killed he immediately assumed command and set about the task of getting the ship back into position in the convoy. He organised the fire squad and saw that the injured were tended. It was undoubtedly greatly due to his determination, skill and leadership that the ship and her cargo were saved.

The Chief Engineer Officer showed courage and coolness of a high order. Mr Filshie's skill and co-operation, undertaken in difficult and dangerous circumstances, prevented the fire from assuming dangerous proportions and helped greatly in the saving of the ship. Carpenter Philpott and Boatswain Page showed courage and devotion to duty. They worked almost unceasingly at the pumps and were conspicuous in their fire-fighting efforts which were carried out without regard to their personal safety.'



Gordon Marshall was born at Hull on 18 December 1914 and was a Merchant Seaman by trade. He was the Chief Officer aboard the *Delius* when she was struck by a glider-bomb launched from a He117 of KG40. The *Marsa* had already been rounded upon and was eventually abandoned, whilst it was the turn of the *Delius* to be targeted, for she was only able to steam at a little over seven knots. The following account was offered by her Carpenter, Reginald Philpott, who earned a B.E.M. in the events which followed:

‘Just before dawn on a Friday morning, we left a West of England port, bound for India, in convoy, and on our first Sunday at sea a man was lost overboard. Nobody saw him fall, and it was not until the ship astern put up the signal “man overboard” that it was noticed that he was missing. Each ship in line threw life-belts to him as they passed, but by the time the escort reached the spot, he had disappeared.

From that time onwards it seemed as though we had a hoodoo on board; nothing seemed to go right, even the food went bad as the refrigeration went wrong; however nothing else happened until we got into the Indian Ocean. It was at the end of the monsoon season and the weather was very hot when the chief steward was taken ill; after three days of lingering with this illness, which we took to be simply the effects of the heat, he appeared on deck at about 5 o’clock in the morning, lay down in a hammock that was stretched on the boat deck, and died. We were all shocked at this, and began to think that it really was an unlucky trip. We buried him at sea, and those readers who have seen a burial at sea, will agree with me when I say, that it was a very solemn occasion. We carried on from there to our port of discharge in India, and there our bad luck showed itself again.

All hands on board, with very few exceptions, fell ill with malaria or dysentery, or both. We managed to get over it however, and started for home again, wondering what else was in store for us. We were not left waiting long, because we had hardly arrived at the Suez Canal when the chief officer fell ill, and took to his bunk. On arrival at Port Said he was so bad it was decided to put him ashore to hospital. Little did we know that we would not see him again, for four hours after being admitted to hospital he died.

So we left Egypt minus three of our original crew, and fully convinced that fate was not on our side. We safely passed through the Mediterranean and out into the Atlantic Ocean. We had barely got clear of Gibraltar however, when a single enemy plane came out, and commenced to circle the convoy, keeping well out of range of our guns. Each night he would go away; but the following morning he was back. The fact that he did not attack us convinced us that he was only acting as a spotter for other planes or submarines. After some days like this, it was noted on one day that the plane was not to be seen, so we decided that this was the day for our final piece of bad luck.

Sure enough at about 3.15 p.m. the aircraft warnings sounded and we all took up our action stations. Being the ship’s Carpenter, I was in the repair party, and so I took up my station with the Bosun on the boat deck. About nine planes came out and most of these got through to the convoy. They first attacked a ship that had dropped astern of the convoy a short distance, owing to some engine trouble; they dropped about ten bombs, of which only one scored a hit, but unfortunately that one was enough to sink her.

After this, the *Delius*, became the target, and as a bomber came towards us from the direction of the stern quarter, a strange thing happened. A small plane appeared to drop from the rear of the bomber, and gathering speed all the time, flew over the top of the bombers, circled and came at us. We were



taken completely by surprise, and thought it was an R.A.F. fighter that had come to protect us. However, as it appeared to be making straight for us, we decided to take no chances, and our gunners fired at it, and scoring a direct hit, it exploded near the ship.

Then it dawned on us that this was Jerry's secret weapon, that we had heard rumours about, and was called a "shelic bomb". The advantage of this new bomb for the enemy, is that the parent plane can keep out of range of our guns, and direct his shelic bomb by radio control to whichever target he wishes. This he did to us, after we exploded the first bomb. He flew past and went towards another ship, launched his bomb, which turned around and came back at us.

As I said earlier, I was on the boat deck with the bosun, and with us was an ordinary seaman, and behind us was a gunner. As I saw the bomb coming I shouted to the others to take cover, and dived for a door leading into the funnel, which was the nearest cover available. I had hardly got there with these two seamen when the bomb landed on the foredeck. I could not move forward or back, but just stood swaying from side to side; the blast hit us from one side then the other, and we saw all kinds of sparks, lumps of wood, metal, and a thick cloud of smoke go past us on the deck. I could not quite realise that we had been hit until I saw that the bosun was badly wounded, and the gunner was staggering around holding his stomach.

The Bosun died while I was with him, and after seeing the gunner was being cared for by the first aid party, I went to the fore deck where the lamp trimmer was trying to put out the fire caused by the bomb when it struck No.3 hold. He was throwing burning bags and pieces of tarpaulin over the side, and after a few minutes we thought that everything was out. Then we saw smoke coming from another hole and we went to investigate, having been joined by other men by this time.

We discovered that it was just smoke coming along the top of the cargo in the shelter deck, so we commenced to cover up again. As we were doing so Jerry came back again and we all tried to find some hole to crawl into for protection, but he was only taking photographs of his handiwork, so we were all right.

We got back amidships to find that besides the bosun, our captain, a steward and an A. B. had been killed while quite a number of others were injured. We sent out a call for a doctor, and shortly afterwards one was transferred aboard. I would like to say here how very good and sympathetic the naval escorts were to us. Every so often a corvette would come as close as possible and ask us if there was anything we needed, and they supplied us with hoses, medical stores, and even cigarettes.

That night we discovered that a piece of hot shrapnel had gone down a ventilator to the lower hold and the cotton which was stowed there was on fire. So a few of us stood by all night, pumping water down the ventilator in a vain effort to extinguish the fire. Next morning came the job of burying our dead. I mentioned before how solemn it is to witness a burial at sea. Imagine it as we watched four of our shipmates, one after the other, go into the sea; men who just a few hours earlier had been very much alive.



Later we took on board three officers from the ship that had been sunk previously; they had volunteered to come on board to help us when they heard that we had only one officer left. And were they a help to us? Right here, I thank God for men like them, who although, they themselves had lost everything when their own ship was sunk, volunteered to go to the help of other comrades who needed help. They cheered us up with their wise-cracks and jokes, and at that time we needed their support, because besides the fire we discovered that the water we were pumping into the hold was lodging on the starboard side of the ship and was giving the ship a very bad list.

To make matters worse, a heavy sea came up which held the ship further over. It was so bad that none of us on board thought that she would right herself each time she rolled over. We were expecting her to turn right over, and had that happened not one of us would have been saved. The water in the hold had now penetrated into the steward's stores, entry into which was possible from the main deck.

So we started the portable pumps going to try and pump the water away and to right the ship. The trouble was, that the cargo of peanuts in the hold were floating round in the stores kept getting into the sucker of the pump, stopping the water from going out. As a result, at least one of us had to stay down there all the time to keep the suction clear. Some of us were down there at least eight hours at a time. So we carried on for the rest of the voyage, 1,000 miles to go, and the ship on fire with a very serious list to starboard, and with injured men on board.

At times the ship fell back from the convoy, but eventually managed to catch up and keep her station. The engineers in an effort to save her, drilled holes in the bulkhead between the engine room and No.3 hold, through which they pumped steam to help control the fire.

In spite of all this we managed to get the ship into a British port. We had no compasses, no degaussing gear, the steering gear was faulty, and two of the six cylinders of the engine were out of action. The ship was steered by the stars at night while making port.

I would like to point out that the bringing home of this ship from the point where we were bombed was entirely due to the 28-year-old Second Mate [Marshall], who was the only officer we had left. On the death of the Chief Petty Officer, he took over the job; and when the Captain died, he took over the Captain's position in command. It was owing to his endurance and good spirits that we were able to carry on.

To give an example, owing to the fact that the dining saloon was wrecked the officers and engineers had to take their meals in the P.O.'s mess, and the table was only meant for six men. Imagine the sight of 18 men eating in there. It was a common sight to see the officer in command of the ship, sitting on the deck with his plate on his knees, while apprentices and junior engineers were sitting at the table.'

Marshall remained in the Merchant Navy until at least May 1971, by which point he had made Master, and died in March 2001; sold together with his British Seaman's Identity Card, including an image of the recipient and copied research.

'We were about 40 ft. from the ship's side when the 3rd Officer [Granville Drayton] came running along the fore-deck from the focs'le-head shouting "Wait for me, wait for me!" He dived over the side and we picked him up. At the same time there was another man on the focs'lehead shouting, but there was nothing we could do because out of the five or six who got away into the boat, only three were able to row.

Slowly the ship drew ahead of us whilst we struggled to keep clear of burning sea. We heard some screams for help and rowed over and pulled out of the water a fireman who was terribly burned, so much so that when we pulled him into the boat, the skin from his body and arms came off in our hands like gloves, and he was in a very bad way indeed. Eventually we heard two other cries for help and found in the water an Able Seaman who was clothed and not burned. Shortly after we picked up a pumpman in the same condition. We tried to pursue the ship, looking for survivors, but it was an impossible task because those in the boat were so gravely injured and collapsing, leaving only three to row against the wind and sea. So we stopped rowing and found the first apprentice terribly burned, so much so that his hands had to be freed from the oars with scissors.

The 3rd Officer and I attended to the wounded and were horrified at the extent of their injuries. There seemed no further signs of life anywhere so we hoisted sail and set course for Trinidad. This time, the fireman who had been in such agony all night, died, and within minutes the second steward who had suffered terrible abdominal wounds and burns also passed away. I went over to him and lifted the blanket covering him and noticed the whole of his stomach badly injured and exposed. He had been very patient during the night and the only thing he complained of was the cold. Both these men were committed to the deep. We had been sailing for an hour or two when the Second Mate called me. He had been badly burned and severely injured below the waist. He wanted water which I gave him, but even then I knew it was hopeless and a few minutes later he passed away, and as I covered him up with a blanket I noticed that the senior apprentice's life was also drawing to a close.

About midday he died having been very badly burned all over his body; and had been so very brave trying to keep up the morale of the rest of the men by singing. The most pathetic thing about the whole tragedy was the extreme youth of these lads, which was uppermost in my mind as I committed them to the deep.

We continued our voyage, in utter despair and sadness ...'

(Chief Officer Thomas Finch, G.M., recalls the terrible ordeal suffered by the handful of survivors who got away from the blazing inferno of their torpedoed tanker, the *San Emiliano*.)

The outstanding Second World War 'George Cross action' M.B.E. group of five awarded to Second Officer G. R. Drayton, Merchant Navy

A victim of the U-155, his ship, the tanker M.V. *San Emiliano* - laden with high octane fuel - burst into a ferocious fireball from stem to stern, an inferno in which most of the ship's company suffered a terrible end

Just a dozen men managed to get away in a lifeboat, some of them severely burnt, a case in point being 17-year-old apprentice Donald Owen who, despite his fearful injuries, pulled heartily on one of the boat's oars for two hours before collapsing - his burnt hands had to be cut away from the oar

He was awarded a posthumous George Cross and the eight men who survived the ordeal were likewise decorated or commended, including the award of Third Officer Drayton's M.B.E. and two George Medals, thereby likely gaining the accolade of most-decorated lifeboat in the annals of the Merchant Navy

Their story was subsequently featured in the World at War television series but of particular interest in respect of Drayton's role is the fact his privately printed memoirs are today held at the Imperial War Museum

The Most Excellent Order of the British Empire (M.B.E.), Civil Division, Member's 2nd type breast badge, in its Royal Mint case of issue; 1939-45 Star; Atlantic Star; Pacific Star; War Medal 1939-45, extremely fine (5)

£400-500

M.B.E. *London Gazette* 20 July 1943. The original recommendation states:

'He displayed great courage and coolness, remaining on board until forced by the flames to jump overboard. Later, he was of great help to the Chief Officer in the boat.'



Granville Richard Drayton was born in Scunthorpe, Lincolnshire on 6 April 1921 and completed his education at Trinity House, Hull before obtaining an apprenticeship in the Brown, Atkinson & Co. shipping line.

He subsequently joined the Eagle Oil & Shipping Co. and his first wartime appointment was on the Atlantic run in the S.S. *Blairesk* but he was severely wounded when the ship was attacked by enemy aircraft off Scotland in August 1940. Hospitalised and then sent home for an extended period of recovery, he finally returned to duty as a Third Officer in the tanker M.V. *San Emiliano* in September 1941. And he was likewise employed at the time of her loss to the *U-155* on the 9 August 1942.

Having departed Swansea in April 1942, the *San Emeliano* - laden with 11,500 tons of high octane aviation fuel - was bound from Trinidad to Cape Town when, on the 9 August, she was hit by two torpedoes fired by the *U-155* and immediately burst into flames. A brief summary of events is to be found in a U.S. Navy report, based on the accounts of her eight survivors, the remaining 40 having been killed or mortally wounded:

‘The ship was being conned by the Third Mate [Granville Drayton], who had the watch, but the Master was on the bridge. The weather was clear, slight sea running, wind East force 2 to 3, visibility good, no moonlight. At the time of attack the lights of the Red Cross Ship *Newfoundland* were visible, about 10 miles distant on the starboard bow.

The first torpedo struck on the starboard side of numbers hold, 15 feet below the water line. The explosion seemed to split the ship in two, and gasoline was thrown over the entire ship. About 30 seconds later a second torpedo hit in starboard in number 3 hold and ignited the gasoline which had been strewn over the ship which immediately became a raging inferno. The first torpedo made a hissing noise as it approached the ship. No distress signals could be sent. There was no opportunity to offer a counter offensive as the aft gunners were enveloped in flames.

The crew numbered 48 and all but 12 were burnt to death before there was any opportunity to abandon ship. One lifeboat was launched with eight survivors, and four other members of the crew dived overboard, were picked up by the lifeboat; but were so severely burned these four died within a short time. The eight survivors were picked up by the *General Thomas S. Jessup* on 10 August and landed at Paramaribo on the 11th. Planes of the U.S Army Air Force dropped supplies and medicine to the survivors and directed the rescue vessel to the lifeboat.

The U-boat, which was seen only for a moment, was over 800 feet long, painted a dark blue, with a light grey conning tower, which had a dark blue band near its top.’

The harrowing accounts of those who survived - and much besides - may be found on this website:

<https://www.benjidog.co.uk/MiscShips/San%20Emiliano.php>

By way of conclusion, their suffering is perhaps summarised by the closing words of the Thomas Finch, the senior surviving officer:

‘Before I was put under sedation, the captain [of the *General Jessup*] asked me what to do with the life-boat, and I told him to sink it as it had been such a boat load of misery, despair, and death, and I wanted no more to do with it. I learnt later that I could have sold it and with the cash I could have clothed the survivors.’

Postscript

Repatriated and sent on furlough, Drayton was invested with his M.B.E. at Buckingham Palace.

He returned to sea in another tanker - the M.V. *San Ambrosio* - in December 1942 and remained likewise employed - latterly as Second Officer - until November 1943.

His final wartime appointment was in yet another tanker - the *San Roberto* - but, as revealed in a medical report dated in December 1945, memories of the terrible events of August 1942 were still taking their toll on him. The report recommended he obtain a discharge on medical grounds, or:

‘The alternative to this would be that you remain on shore for a period of approximately 12 months, during which time you should obtain psychological treatment.’

Drayton accepted the former recommendation and, it appears, trained in land management as a second career. He is recorded as working at the Paddockhurst Estate in Balcombe, Sussex as late as 2005.

Sold with a quantity of original documentation, including wartime correspondence, the recipient’s Eagle Oil & Shipping Co. Certificate of Service and his membership book for the Navigator and Engineer Officers’ Union; the correspondence includes details of the above cited medical report from December 1945 and his captain’s report from the M.V. *San Ambrosio*, dated 23 July 1943

- 331 **The ‘saving the *Shikari*’ 1943 B.E.M. group of eight awarded to Stoker Petty Officer E. T. Prowse, Royal Navy, a veteran of the Battle of Jutland, who joined the destroyer before the trails of Operation Dynamo when *Shikari* became the last Royal Navy ship to leave the beaches**

Although his gallantry and skill saved the vessel from floundering, his reward was delayed when her Skipper was ‘relieved with little notice’

British Empire Medal, Military Division, G.V.I.R. (Ch. Sto. Edwin T. Prowse. D/KX86825. R.N.); 1914-15 Star (K.16030. E. T. Prowse, Act. L. Sto., R.N.); British War and Victory Medals (K.16030. E. T. Prowse. S.P.O. R.N.); 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R. (K.16030, E. T. Prowse. S.P.O. H.M.S. Frobisher), *the Great War awards polished and worn, fine, the remainder better* (8)

£600-800

B.E.M *London Gazette* 14 December 1943, the original recommendation states:

‘Has served in “*Shikari*” since commencement of hostilities. This rating in company with Mr. J. N. Hemmens, Wt. Eng. R.N., was instrumental in saving the ship when the after funnel was carried away in March last. No award was made at the time because the then Commanding Officer was relieved with little notice. This rating displayed considerable gallantry in dealing with a rapidly flooding boiler room where one boiler had to be kept alight. Failure to keep the ship under way with so large a hole in the upper deck would probably have resulted in the loss of the ship, while any hesitation in dealing with the situation would almost certainly have meant the blowing up of No. 2 when the water reached it and the then certain loss of the ship. This rating has always set a high standard of efficiency. No award has ever been made to any officer or rating of “*Shikari*” since the commencement of hostilities.

Edwin Theodore Prowse was born at Devonport, Devon on 5 May 1894 and enlisted with the Royal Navy on 12 September 1912. Posted to *Vivid II* as Stoker Class II, he was promoted Stoker Class I aboard the armoured cruiser *Devonshire* on 2 September 1913. Posted to the battleship *Orion* just prior to the war on 3 February 1914 he was promoted Leading Stoker just after hostilities on 26 November 1914.

This vessel was part of the 2nd Battle Squadron and the flagship of Rear Admiral Leveson. It was in this role that they joined Admiral Jellicoe’s Grand Fleet as it left Scapa Flow to take part in the Battle of Jutland on 31 May 1916. *Orion* was the fifth ship in the British Line as it ‘crossed the T’ of the German fleet and fired a total of 51 of her 13.5-inch shells. She was notably accurate with hits to *Markgraf* and *Lutzow* during the fighting. This fire even managed to disable one of *Markgraf*’s guns, not only knocking it out but killing the crew. The *Lutzow* had been hit by a number of warships and was scuttled not long after the battle.

Prowse continued to serve with *Orion* after the battle, being promoted Stoker Petty Officer aboard

her on 1 September 1917. Posted to the monitor *M31* in the last months of the war he was to leave her on 28 February 1919, going ashore to *Vivid II*. He served with a variety of vessels and shore establishments over the next decade, notably, *Dauntless*, *King George V* and *Frobisher*. Prowse was still serving as Chief Stoker by the outbreak of the Second World War, being posted to the S-Class destroyer *Shikari*.

This vessel had been used as a control ship on naval exercises but was withdrawn for service upon the commencement of hostilities in September 1939. Deployed for convoy duties around the coast in the Spring of 1940 she was transferred to Dover command as part of the evacuation of Allied troops from Dunkirk during Operation Dynamo. Deployed on operations here from 28 May 1940 *Shikari* was notably involved in rescuing French soldiers from the sinking S.S. *Prague* off Gravelines on 1 June. She gave further aid to her allies over the next few days as the withdrawing French troops who had been guarding the Dunkirk beaches were evacuated. Indeed she was to prove the last of the Royal Navy ships to make the dangerous run in as the German Army closed on the Allied enclave, exchanging fire with shore batteries as she escaped the net.

On the completion of the evacuations *Shikari* was posted back to convoy duty, being given Atlantic duty in September. Stationed on convoy defence in the North-Western Approaches in March 1943 it was here that the ship hit bad weather and would have foundered without the work of Prowse and Warrant Engineer Hemmens. Despite this they would not receive an award for some time as a result of changes to command. The words of Commodore Simpson, responsible for the destroyers in the Western Approaches give further details:

‘This rating would normally have been recommended for an “Operational” award for the services mentioned above. Owing to the sudden change of Commanding Officer, it was decided to delay the recommendation until the present occasion of rendering “Periodic” recommendations.’

Shikari survived her ordeal and was later active in Operation Rosegarden while operating out of Iceland. During this time she faced heavy attack from U-boats before returning to the North-Western Approaches. She had served faithfully for much of the war but by this time the S-class was being replaced by the American leased Captain-class. *Shikari* was withdrawn from Operations in September 1944 and saw only training duty for the rest of the war; sold together with copied research comprising, a former auction listing, recommendation for award and service papers as well as information on the actions of H.M.S. *Shikari* and a *London Gazette* extract.

332

A Second World War B.E.M. group of three awarded to Boatswain J. Gunn, Merchant Navy

A Shetland Islander and long-served seafarer, his skills as Boatswain were in much demand at the time of Operation “Torch”, not least on the occasion his ship - the troopship *Cameronia* - was hit by a torpedo dropped by a Junkers 88 on 22 December 1942: it blew a 288 square ft. hole in her side and killed 17 of her crew

British Empire Medal, G.V.I.R., Civil Division (James Gunn); British War Medal 1914-20 (James Gunn); Mercantile Marine War Medal 1914 1918 (James Gunn), *very fine* (3)

£240-280

James Gunn was born at Weathersta, Delting in the Shetlands on 22 June 1898, the son of Thomas Gunn, a crofter and fisherman.

Having served in the Mercantile Marine during the Great War, James remained similarly employed between the wars and, on the renewal of hostilities in September 1939, he was employed as a Boatswain by the Anchor Line. Moreover, given his subsequent award of the B.E.M., it is likely he was serving aboard the S.S. *Cameronia*.

The *Cameronia* made a dozen unescorted trips from Glasgow to New York in the period leading up to December 1940, when she was requisitioned as a troopship. Thereafter, she undertook several voyages to Sierra Leone and Cape Town, prior to assisting at the evacuation of Crete in May 1941.

But it was during her part in Operation “Torch” that she witnessed action of a memorable kind, being hit by a torpedo delivered by a Ju. 88 of *KG 26* off Algiers on 22 December 1942. The resultant explosion killed 17 men and blew a massive hole in the ship’s starboard side. A glimpse of those events is to be found on the BBC’s ‘People’s War’ website, via the diary of George Chadwick, one of *Cameronia*’s stewards:

‘21 December 1942: We call at Algiers. Leave at about 9.30 p.m. Are warned to keep our guns manned as we may expect a torpedo attack from the air. 10.30 p.m. “Action Stations” sounded. We put up a terrific barrage from the ship.

22 December 1942: The “All Clear” is sounded at 1.30 a.m. We get a thankful rest until 4.00 a.m. when we have to go to “Action Stations” again. The planes seem very determined to get us as, all their attacks are concentrated solely on us. An aerial torpedo hits the ship on the starboard quarter. We proceed to our boats. I myself was amazed at the calmness displayed by the troops and it was a



The Cameronia in her role as a troopship

masterpiece of organisation considering there was over 4,000 souls on board. With relief we are told that the ship is in no immediate danger and with a powerful escort we limp back to a place called Bougie. So much for our short trip through what is known as “Suicide Alley”. We have a few casualties, a few fatal. The catering department has to commence to salvage stores while the pumps keep the water at bay. We are successful on the above. The ship rapidly assumes normality even though there is a gaping hole in her side about 18’ by 16’.

30 December 1942: We leave Bougie at 7 p.m. This is one of the most perilous voyages I have ever made. We still have a gaping hole in the ship’s side and it’s amazing the bulkhead on the opposite side does not give way with the pressure of water being hurled against it.

31 December 1942: This morning we bury at sea the last one of the soldiers who lost his life when the torpedo hit the ship. Ironically the remnants of the “tin fish” lie on the after deck for all to see. We have a very strong escort including fighter protection as we make our critical journey at just over 5 knots per hour. Our arrival in Algiers at 1 a.m. New Year’s Day coincided with an air-raid warning but fortunately there was no activity. We had very dirty weather for the above short trip, which made it very dangerous to the ship.’

We may be sure that Gunn, in his capacity as *Cameronia*’s Boatswain, was painfully aware of those dangers. Happily, his services were rewarded by his B.E.M. in the New Year.

He remained in the *Cameronia* until mid-June 1944, seeing further active service off Italy and Normandy.

His full wartime campaign medal entitlement comprised the 1939-45 Star, Atlantic Star, with France & Germany clasp, Africa Star, with North Africa 1942-43 clasp, Italy Star and War Medal 1939 45.

Gunn lived to a ripe old age, dying at Lerwick in the Shetlands on 24 May 1996, aged 97; Sold with a quantity of original documentation, including official correspondence in respect of the award of his B.E.M.

333

The ‘Royal Marine Mobile Naval Base Defence Organisation, Sicily 1944’ B.E.M., ‘1958’ Order of St John group of nine awarded to Sick Bay Petty Officer H. E. Brice, Royal Naval Auxiliary Sick Berth Reserve

The Most Venerable Order of St John of Jerusalem, Serving Brother’s Badge, silver and enamel; British Empire Medal, G.VI.R., Military Division (S.B.P.O. Herbert E. Brice. D/S.B.R./X 6117); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Royal Naval Auxiliary Sick Berth Reserve L.S. & G.C., G.VI.R. (6117 H. E. Brice. L.S.B.A. R.N.A.S.B.R.); St. John Service Medal, silver (15270 H.Sgt. H. E. Brice. Fry&Sons Div No2 Dis SJAB 1936.), mounted as worn in that order, *minor enamel damage to the first, otherwise very fine* (9)

£500-700

B.E.M. *London Gazette* 8 June 1944, the original recommendation states:

‘Recommended for the unfailing energy and efficiency with which he has carried out his duties in the hospital and in the field throughout his 14 months service with the R.M. Group MNBDO II. The initiative which he has shown in mastering unfamiliar routines and his constant devotion to duty in varied and often trying conditions have provided a fine example.’

Harold Ernest Brice was born at Bristol, Gloucestershire in 1904, the son of Ernest and Florence Brice of 7 Mitchell Road Redfield Bristol, Bristol. He was serving with the Royal Naval Auxiliary Sick Berth Reserve during the Second World War, being posted to Royal Marine Mobile Naval Base Defence Organisation II. This unit was formed on 1 January 1941 and based on Hayling Island, near Portsmouth and was involved in the Air and Coastal Defences for the next two years. Posted to the Middle East in early 1943 many units saw detached service with the Eighth Army. Later they were to join this same formation in Sicily. After the war he became a Serving Brother with The Order of St. John on 10 January 1958, having served as a Sergeant with The St. John’s Ambulance Brigade; sold together with copied research comprising *London Gazette* extracts, a medal roll and recommendation for award.

334

A well-documented 1944 ‘Home Waters’ B.E.M. group of five awarded to Able Seaman E. McClean, Merchant Navy, late Deck Hand, Royal Naval Reserve, an experienced seaman in small vessels who shared in the famous Zeebrugge Raid on St George’s Day 1918 aboard ML-525

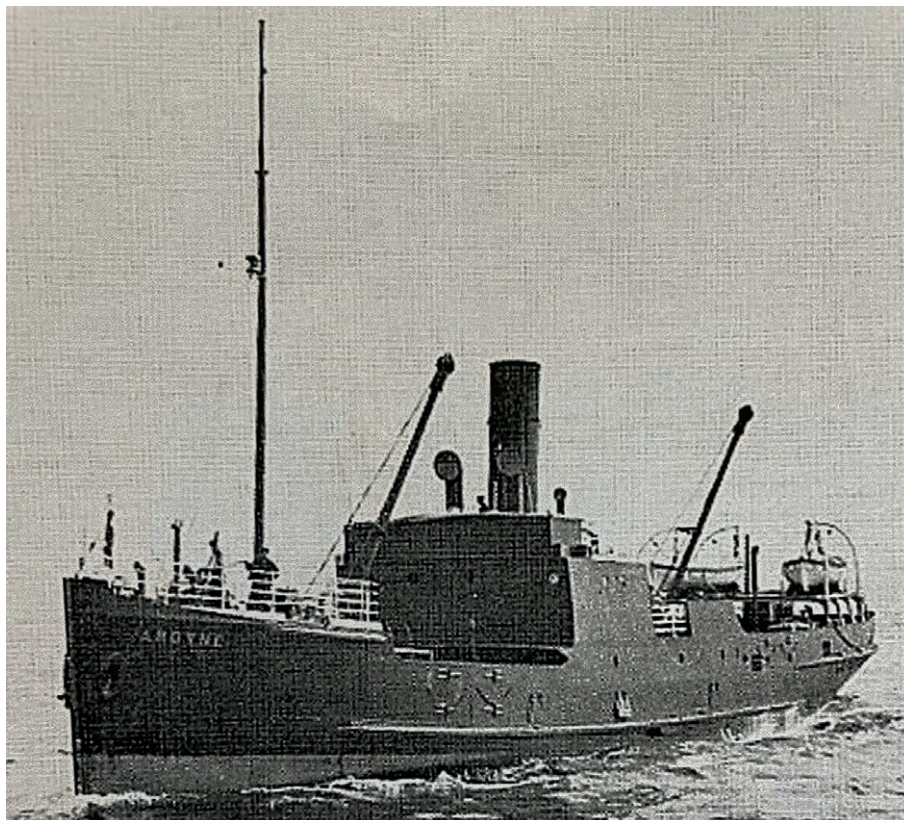
British Empire Medal, Civil Division, G.VI.R. (Edward McClean); British War and Victory Medals (12591 D.A. E. McClean. D.H. R.N.R.); 1939-45 Star; War Medal 1939-45, mounted as worn, *good very fine* (5)

£300-400

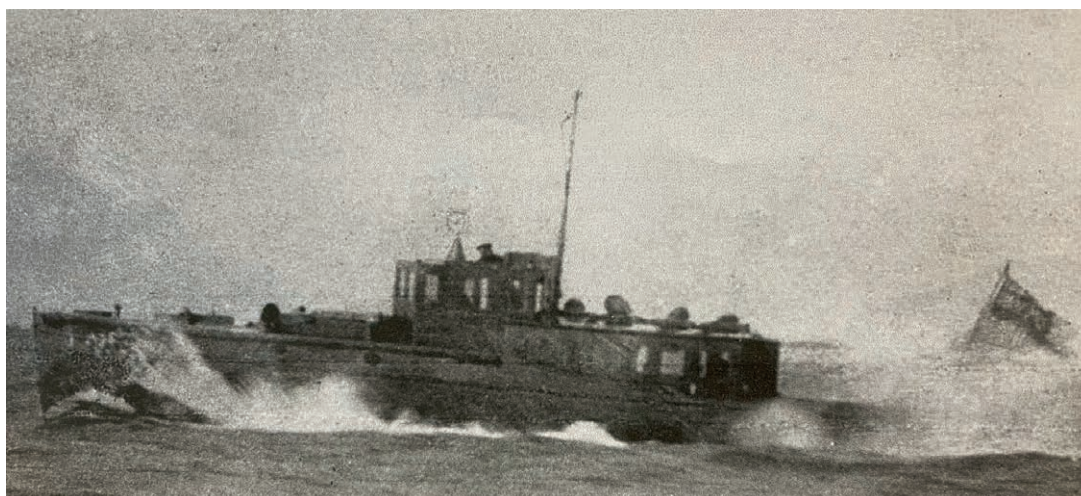
B.E.M. *London Gazette* 2 June 1944. A letter from the Ministry of War Transport, dated 10 June 1944, refers to the fact their Division covers ‘...coasting and short sea shipping.’



Edward McClean was born at Saddell, Argyll on 29 April 1884 and was a Piermaster and Seaman by trade. During the Great War served as an Able Seaman in the Merchant Navy and was then transferred to the Special Trawler Reserve of the Royal Naval Reserve in October 1916 and also shared in the actions of the famed Zeebrugge Raid on 23 April 1918, when present aboard *ML-525*. This vessel was one of some thirty-three motor launches which were involved in this action and she was conferred the Battle Honour ‘Zeebrugge April 1918’ for her part.



Demobilised in May 1919, McClean remained at sea for the remainder of his life and it was no surprise he returned to the Royal Naval Reserve during the Second World War. He was present aboard *Dalriada* from 1938-41 and thence with *Ardene*, with whom he shared in twenty-voyages from July 1941-July 1948, all of these on home trade duties, in which capacity it appears his B.E.M. was conferred - this being presented at Buckingham Palace on 14 November 1944. McClean died on 20 December 1959; sold together with his British Mercantile Marine Identity & Service Certificate, a quantity of Merchant Certificates of Discharge, letter from the Ministry of War Transport, Continuous Certificate of Discharge, letter regarding his Investiture and other copied research.



- 335 An unusual King's Commendation for Brave Conduct and Lloyd's Medal for Bravery awarded to Private K. Cavanaugh, East Yorkshire Regiment, a D.E.M.S. Gunner aboard the *Oud Beijerland*, who selflessly remained on his Lewis Gun when his vessel came under enemy attack, despite being riddled with enemy cannon-shell, he remained at his post and drove away the attack but succumbed to his wounds



1939-45 Star; War Medal 1939-45, with M.I.D. oak leaves; Lloyds Medal for Bravery at Sea, circular Silver Medal (Private Kenneth Cavanaugh, M.V. "Oud Beijerland" 27 March 1941.), mounted on its original pin and in its case of issue, *good very fine* (3)

£1,600-2,000

King's Commendation for Brave Conduct *London Gazette* 16 June 1941:

'The ship was attacked by enemy aircraft with cannon-shell. Much damage was done. A Gunner who had opened fire immediately with his Lewis Gun, was badly wounded in two places. Although his gun position on the well-deck was unprotected, he continued firing with great gallantry. His action helped to save the vessel from total loss. The Gunner afterwards died of wounds.'

Kenneth Cavanaugh, a native of Hull, was educated at Selby Street West School and worked on the Hull fish dock. Having married Muriel before the outbreak of the Second World War he was serving with the East Yorkshire Regiment and was transferred to serve with the Defensively Equipped Merchant Ship *Oud Beijerland* in early 1941. Having earned his two awards but lost his life, he was buried in the Hull Western Cemetery. On the third anniversary of his death, his widow left the poignant notice in the *Hull Daily Mail*;

'In loving memory of a dearly-beloved husband. In memory I see him just the same; As long as I live I shall treasure his name. Deep in my heart he is living yet; I loved him too dearly to ever forget - Loving wife Muriel. Baby Kenneth. Worthy of everlasting remembrance.'

Sold by Order of a Direct Descendant

336

A fine C.B. group of three awarded to Major-General C. A. Barwell, 71st Bengal Infantry, who was Brigade Major during the Siege and Defence of Lucknow and much in the thick of the fighting during that desperate occasion; he later became Chief Commissioner of the Andaman & Nicobar Islands



The Most Honourable Order of the Bath, Military Division, C.B., Companion's breast Badge, 18ct. gold, hallmarks for *Garrard, London* 1873, with integral gold riband buckle, in its case of issue; Punjab 1848-49, no clasp (Lieut. Intr. & Qr. Mr. C.A. Barwell. 71st N.I.); Indian Mutiny 1857-59, 2 clasps, Lucknow, Defence of Lucknow (Capt & Bt Major C.A. Barwell, Rohilcund Divn.), second clasp loose upon riband, campaign medals mounted as worn, *very fine* (3)

£2,400-2,800

C.B. *London Gazette*, 24 May 1873.

Charles Arthur Barwell, scion of a family with long-standing India connections, was commissioned Ensign in the 71st Regiment of Bengal Native Infantry on 20 June 1843 and appears to have spent the majority of his professional life 'out East'. Promoted Lieutenant in April 1847, it was in this rank with the additional responsibilities of Interpreter and Quarter Master that he served with the regiment during the Punjab Campaign of 1848-49 (Medal). Later stationed at Lucknow, and accompanied by his young wife Emily, Barwell was Brigade Major and Town Adjutant (and therefore a well-known figure) when the Indian Mutiny erupted; the 71st was one of those Regiments which went over to the mutineers - indeed Lady Julia Inglis's famous diary notes that "combustible arrows" were found in his compound: the Barwells likely had a lucky escape (*The Siege of Lucknow: A Diary*, 1892, refers).

Serving throughout the defence of the Residency until the final relief of the garrison in November 1857, during the intervening seven months Emily had given birth to the Barwell's first son, Percy Andrew. Charles, clearly a competent Staff Officer throughout and lucky to be neither wounded nor incapacitated through illness or disease, receives further mention in the well-known diary of Captain Thomas Wilson, the Deputy Assistant Adjutant-General commenting on the events of 22-23 November when the combined garrisons of Inglis and Outram evacuated the extended Residency position:

‘The retreat began at midnight, the lights being left burning in the entrenchment for the enemy to see. Inglis and Outram stood with Captain Wilson, Lieutenant Barwell, the Brigade Major, and Lieutenant Birch, watching each separate garrison march out in turn.’

Promoted Captain (Brevet Lieutenant-Colonel) on 30 June 1857 (*London Gazette* 2 December 1862, refers), Barwell continued to serve as Brigade Major in the field for further operations and was present at the battle of Cawnpore; appointed a Deputy Assistant Adjutant-General by the time of the final Siege and Capture of Lucknow there was to be no resting upon his laurels: he then participated successively in the attack on Fort Rooyah, the action at Allygunge, the reoccupation of Shahjehanpore, battle of Bereilly and action on the Sardah. He appears to have been wounded in this latter action, and amongst the honours for his gallant service received several ‘Mentions’, one years’ additional service on his record, and the Brevets of both Major & Lieutenant-Colonel - indeed, Barwell’s promotion from Captain to Lieutenant-Colonel in under two years is further testament to his abilities as a soldier.

Promoted full Colonel on 14 November 1865 and Major-General in May of 1870, Barwell was appointed C.B. in the 1873 Birthday Honours. From 1875-79 he was Chief Commissioner of the Andaman and Nicobar Islands (taking over from Major-General Donald Stewart, another Mutiny veteran who had the misfortune to be present during the assassination of Lord Minto in 1872) and, whilst in this post was promoted Lieutenant-General (*London Gazette*, 2 October 1877, refers). Barwell retired on 21 December 1880, at that time being noted of the Bengal Staff Corps, so ending nearly 40 years of service with the Colours.

Sold together with the following related ephemera:

(i)

A most interesting, *slightly damaged* china teapot, by family repute said to have been used by Emily Barwell during the Defence of Lucknow, accompanied by a hand-written note (dated 1937), further stating that it originated from the King of Oudh’s palace in the city.

(ii)

A pair of framed black-and-white portrait photographs of General and Mrs. Barwell, by *Maull & Fox* of Piccadilly, each 360mm x 440mm including frames.

(iii)

The original bestowal document for Major-General Barwell’s C.B., signed by Queen Victoria and dated 4 May 1873, in its’ original ‘*On Her Majesty’s Service*’ transmission envelope and addressed to Barwell at the United Services Club, Calcutta; together with a letter from the College of Arms, signed by Albert Woods as Garter King of Arms.

(iv)

A letter, addressed to Mrs. Barwell (daughter-in-law of General Barwell) and dated 2 February 1917, relating to the return of the General’s C.B. and campaign medals to the family, having originally been destined for a display case on the wall of the Officers Mess.

(v)

An officers’ shako or helmet plate badge, gilt and enamel, 110mm x 125mm.

(vi)

A military headdress curb-chain, gilt on velvet backing, and a quantity (17 large and four small) of Staff officers’ buttons.

(vii)

An officers’ waist-belt clasp, silver and gilt, bearing the legend ‘Unattached’ above the Royal Cypher.

For the Medals and archive of Major E.E. Barwell, another son of Charles and Emily, see Lot 68. For the sword worn by Charles Barwell whilst a General Officer, see Lot 464.

337

A rare pair awarded to Colour-Sergeant W. Lynch, Liverpool Regiment

Army L.S. & G.C., V.R., 3rd issue, small letter reverse (1449 Cr. Sgt. W. Lynch, L’pool R.); Empress of India 1877, silver, the reverse field neatly engraved ‘W. Lynch, 1/8th The King’s Regt.’, with its neck ribband as worn, *good very fine* (2)

£1,400-1,800

William Lynch, a Porter from St. Peter’s, Dublin, who enlisted in the Liverpool Regiment in July 1865, served with the Colours for 33 years, gaining advancement to Corporal in October 1880, Sergeant in March 1882 and, shortly after transferring to the 4th Battalion, Colour-Sergeant in November 1887. His final posting was to the 5th (Volunteer) Battalion in July 1892 and he was discharged in May 1899.

And his Empress of India Medal, in Silver, awarded while serving in 'D' Company of the 1st Battalion in 1877, is verified on his record of service, and by the following extract from *Regimental Records*:

'On 1 January 1877, there was a parade of all the troops in the garrison in review order, on the occasion of a proclamation being read announcing that Her Majesty has assumed the title of Empress of India. A feu de joie of one hundred and one guns was fired by the artillery, and three rounds by the infantry: each non-commissioned officer and soldier received a gratuity of one day's pay, and a silver medal was presented to one soldier in each corps selected by its commanding officer. No. 1449 Private W. Lynch, of 'D' Company, was the soldier of the King's Regiment selected for this distinction.'

The Empress of India Medal was given to very few selected officers and/or men of regiments in India in commemoration of the proclamation of Queen Victoria as Empress of India at a ceremonial Durbar held in Delhi on 1st January 1877.

Remarkably, although an official award (though of unusually large size and worn round the neck) it was very quickly ordered that it was not to be worn in uniform by its recipients. This regulation was later altered so that recipients still in service were authorised to wear it on 1 January each year, the anniversary of the Durbar.

338 **The North-West Frontier C.I.E. pair awarded to Sir R. C. Barker, Director-in-Chief, Indo-European Telegraph Department**



The Most Eminent Order of the Indian Empire, Companion's breast Badge, gold and enamel, in a *Gieves Ltd* fitted case; India General Service 1854-95, 4 clasps, Burma 1885-87, Burma 1887-89, Hazara 1888, Hazara 1891 (Mr R. C. Barker. Telegraph Dept.), *good very fine* (2)

£1,400-1,800

[K.B.] *London Gazette* 2 June 1923.

C.I.E. *London Gazette* 10 April 1889.

Rayner Childe Barker was born in 1858, son of the Rev. Thomas Childe Barker, rector of Carleton, Yorkshire. Educated at Bromsgrove and Wimbledon Schools, he entered the Royal Indian Engineering College at Cooper's Hill. Joining the Telegraph Department of India in 1879, he saw service during the Burma Expedition 1886-88 and latterly on the Hazara Expeditions of 1888 and 1891 (Medal & 4 clasps). Having been made a Companion of the Order of the Indian Empire, Barker was appointed Engineer and Electrician of Persian Gulf Section of Indo-European Telegraph Department, he excelled in this role and was afterwards made afterwards Director of the Persian Section.

Barker was extremely efficient and under him the company ran to a high level, despite the problems caused by hostile tribes and political instability. On the outbreak of the Great War Barker is credited with the realisation that Russian overland telegraph communications were under threat. He negotiated and successfully established new lines to be run through Persia which managed to ensure successful communication could be maintained.

He returned to Britain and settled at 8 Recliffe Gardens, Southsea with his wife Priscilla Guise Moores, whom he had married on 17 April 1894. Tragically his wife was killed in a car accident in 1930, Barker himself survived her and died in 1945; sold together with an extract from *Debrett's Peerage, Baronetage, Knightage, and Companionage* as well as typed research and a C.D. containing a number of research files including pension, pay and leave requests as well as newspaper articles and a marriage certificate.

339 **A superb C.I.E., C.B.E. and 'Malakand 1897' D.S.O. group of ten awarded to Lieutenant-Colonel A. K. Rawlins, 24th Punjabis and Bikaner Camel Corps, who was 'mentioned' on no less than five occasions in a career which spanned four campaigns**



(Part Lot)

The Most Eminent Order of the Indian Empire, C.I.E., Companion's 3rd type neck Badge, gold and enamel; The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 1st Type neck Badge, silver-gilt and enamel; Distinguished Service Order, V.R., silver-gilt and enamel, *top ribband bar adapted for mounting*; India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Malakand 1897 (Lieut. A. K. Rawlins. 24th Pjb: Infy.); China 1900, 1 clasp, Relief of Pekin (Capt. A. K. Rawlins. D.S.O. 24th Pjb: Infy.); Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jidballi (Capt: A. K. Rawlins. D.S.O. 24th Punjabis.); 1914-15 Star (Maj. A. K. Rawlins, D.S.O. Bikaner Camel Corps.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. A. K. Rawlins.); Delhi Durbar 1911, *a little chipping to enamel on C.I.E., very fine* (10)

£4,000-6,000

C.I.E. *London Gazette* 25 August 1916.

C.B.E. *London Gazette* 1 January 1919.

D.S.O. *London Gazette* 20 May 1898.

M.I.D. *London Gazette* 5 November 1897 (Malakand), 2 September 1904 (Jidballi), 6 July 1917, 7 October 1918 and 22 January 1919.

Arthur Kennedy Rawlins was born on 15 May 1868 at Dharmsala, the son of Major-General James Sebastian Rawlins, a senior officer of the Indian Staff Corps, and Emma Augusta Wilmot Parke. Educated at Haileybury and the Imperial Service College, he was commissioned 2nd Lieutenant in the East Surrey Regiment in December 1889 and was made Lieutenant in the Indian Staff Corps in May 1892.

Into action - Subaltern's D.S.O.

Rawlins was thrown into his first campaign on the North-West Frontier of India in 1897. This part of his career is told best by Winston S. Churchill's *The Malakand Field Force*, which takes up the story of the attack on the camp in late July 1897:

'All this time the fire from rim into the cup had been causing severe and continual losses. The enemy surrounding the enclosure on three sides, brought a cross fire to bear on its defenders, and made frequent charges right up to the breastwork. Bullets were flying in all directions, and there was no question of shelter. Major Herbert, D.A.A.G., was hit early in the night. Later on Lieutenant-Colonel Lamb received the dangerous wound in his thigh which caused his death a few days afterwards. Many Sepoys were also killed and wounded. The command of the 24th Punjab Infantry devolved upon a subaltern officer, Lieutenant Climo. The regiment, however, will never be in better hands.

At about one o'clock, during a lull in the firing, the company which was lining the east face of the enclosure heard feeble cries of help. A wounded havildar of the 24th was lying near the bazaar. He had fallen in the first attack, shot in the shoulder. The tribesmen, giving him two or three deep sword cuts to finish him, had left him for dead. He now appealed for help. The football ground on which he lay was swept by the fire of the troops, and overrun by the enemy's swordsmen, yet the cry for help did not pass unheeded. Taking two Sepoys with him, Lieutenant E. W. Costello, 24th Punjab Infantry, ran out into the deadly space, and, in spite of the heavy fire, brought the wounded soldier in safety. For this heroic action he has since received the Victoria Cross.

As the night wore on, the attack of the enemy became so vigorous, that the Brigadier decided to call for a reinforcement of a hundred men from the garrison of the fort. This work stood high on a hill, and was impregnable to an enemy unprovided with field guns. Lieutenant Rawlins volunteered to try and reach it with the order. Accompanied by three orderlies, he started. He had to make his way through much broken ground infested by the enemy. One man sprang at him and struck him on the wrist with a sword, but the subaltern, firing his revolver, shot him dead, reached the fort in safety, and brought back the sorely-needed reinforcement.'

Rawlins was duly rewarded with his D.S.O. and a further 'mention' by Brigadier-General Meiklejohn:

'Lieutenant A.K. Rawlins has behaved well all through. I would recommend him to His Excellency for the plucky way in which he went to the fort on the 26th July to bring reinforcements, and again for the dash he showed in leading his men on the 27th and 28th, of which Lieutenant Climo speaks most highly.'

China & Africa Service

Rawlins was made Adjutant of the 24th Punjab in 1899 and thence saw active service in China during 1900, and wrote to his brother to thank him for the parcels of supplies and to give his opinions of the combined international force which took to the field. It can be no surprise he listed the Native Indian Troops as the finest, followed by French, Germans, Russians and Americans with the Italian contingent bringing up the rear in his mind. He gave good insight into the makeup of his unit:

'I wish George could see our mounted Infantry, which consist of 50 men mounted on Chinese ponies & fitted out with the bandolier equipment. We have only organised them recently & they have proved most useful! I can assure you our Regts. have won the admiration of everybody, particularly the Germans & Americans who seem to have the most inquiring dispositions.'

Having been promoted Captain in December 1903, he also served in Somaliland and was present at the Battle of Jidballi, for which he earned another 'mention' besides another Medal & two clasps. It is worth noting that he served here with the Bikaner Camel Corps, his campaign award being issued from a special roll which has him as the only recipient of the silver Medal, with bronze Medals issued to his Bearer and Syce, the latter on campaign as his Private Servants.

Returned to India, Rawlins was posted for exploration work in Tibet, following the Younghusband Expedition of 1903-04. Taking a party from Gyantse, the group took in the great unmapped section of Tibet to the west of Shigatse, returning to India along the old Hindustan-Tibet Road. Having arrived safely at Simla, they could record the source of the River Sutlej which had been found far more westerly than previously considered. (*The Argus*, January 1905, refers)

Made a Company Commander in the 24th Punjabis in 1909, Rawlins joined the Imperial Service Troops soon after and was re-united with the Maharajah of Bikaner, whose Camel Corps he would command during the Great War. During that conflict he initially served as a Special Service Officer (17 August 1914) and thence went to the Camel Corps. Rawlins later served in Salonika and the Russian Transcaucasia, being further 'mentioned' on several occasions and adding the C.I.E. and C.B.E. to his laurels. Retired in 1921, the Lieutenant-Colonel died on 16 November 1943; sold together with copied research.

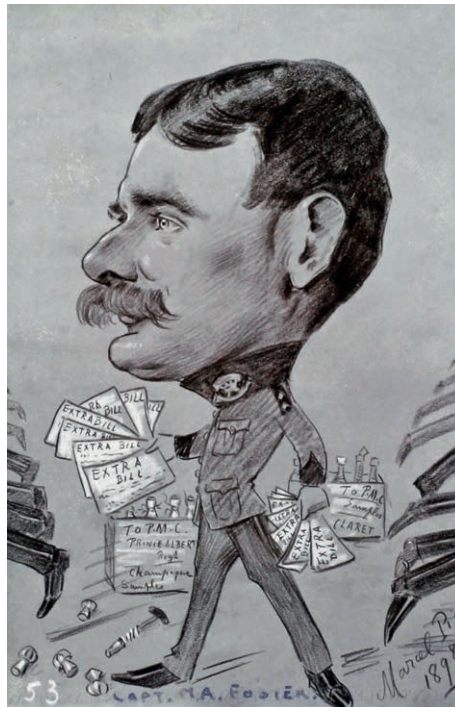
x340 **A scarce Boer War Militia Officer's D.S.O. group of four awarded to Major M. A. Foster, 4th Battalion, Somerset Light Infantry, who was further twice 'mentioned'**

Distinguished Service Order, V.R., silver-gilt and enamel, with integral top riband bar; Jubilee 1897, silver, unnamed as issued; Queen's South Africa 1899-1902, 1 clasp, Cape Colony (Capt. & Adj. M. A. Foster, D.S.O., Som. L.I.), *unit officially corrected to include post-nominals*; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Maj. & Adj. M. A. Foster, D.S.O., Som. L.I.), the last three mounted as worn in this order, *minor enamel damage to D.S.O. and contact wear overall, very fine* (4)

£1,800-2,200

PROVENANCE:
Spink July 2018.

D.S.O. *London Gazette* 27 September 1901.



Montagu Amos Foster was born on 19 March 1861, the son of William Foster of Wilbury Road, Brighton, Sussex. Foster was privately educated and became a notable linguist over the course of his life. Commissioned 2nd Lieutenant in the Second East Norfolk (Militia) on 10 December 1879, he was gazetted to a regular commission with the Somerset Light Infantry on 28 January 1882, with the rank of Lieutenant. Promoted Captain while there in September 1887, Foster returned to Britain on 10 November 1891.

Foster also returned to the Militia, serving as Captain and Adjutant with the 4th Battalion, Somerset Light Infantry. It was with this role that he appears upon the roll for the Jubilee Medal. Later entering the Boer War, with the Battalion sailing on the *Kildonan Castle* in Spring 1900, upon arrival they were split up with the majority of the unit divided along the lines of communication between East London and Queenstown, Cape Colony, while some officers were detached to the Staff. Foster's role would likely have been with one of the mobile columns that operated in the region hunting down the Boer Commandos - a role for which he was further 'mentioned' twice on 10 September 1901 and 29 July 1902.

Foster certainly came home to receive his D.S.O. in an investiture on 29 October 1901 - however he returned to South Africa, being promoted Major in April 1902 and is listed as stationed there until 13 May. Seeing further service in the East Indies between 1902 and April 1904, Foster returned to Britain on 16 April and served at home until March 1909 when he was placed upon the retired list. Foster had married Ida Frances, the daughter of Brigadier-General W. G. Thompson, C.M.G., D.S.O. and had two children with her, Mary and Cecil William Foster; sold together with copied research comprising a C.D. containing research and photographs, a copied caricature and career summery as well as a Record of Service, medal rolls and extracts from the *London Gazette* and *West Somerset Free Press*.

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A unique Albert Medal, Stanhope Gold Medal group of three awarded to G. H. Smith, an employee at the Woburn Sands Brick Works in Bedfordshire, who was decorated for his bravery in rescuing a comrade from a kiln in October 1908 - the latter had 'practically all of the skin burnt off the lower portion of his body up to the waist', while Smith himself was 'a good deal burnt about the hands and feet'



Albert Medal, 2nd Class, for Gallantry in Saving Life on Land, bronze and enamel, the reverse officially inscribed, 'Presented by His Majesty to George Henry Smith for Gallantry in Endeavouring to Save the Life of a Comrade at the Woburn Sands Brick Works on the 24th October 1908'; Royal Humane Society, Stanhope Gold Medal, 1st type (George Henry Smith); Royal Humane Society, small silver medal (successful) (George H. Smith, 24th Oct. 1908), *three of the applied obverse letters on the AM repaired, second and third naming strengthened due to wear, very fine (3)*

£8,000-12,000

PROVENANCE:

Spink, 29 March 1994, Lot 1024.

Only six A.M., Stanhope Gold Medal combinations awarded, the above described one thus being unique since all of the other A.Ms were for Services at Sea.

A.M. *London Gazette* 23 July 1909:

‘On 24 October 1908, a workman at the Woburn Sands Brick Works, named Charles Griffin, was precipitated to the bottom of one of the kilns owing to the roof collapsing, and was imprisoned by hot ballast and bricks, the upper part of his body alone being free. His comrade, George Henry Smith, on hearing of the accident at once went to his rescue, but to effect an entry proved to be a work of some difficulty as the wicket through which the bricks were taken into and removed from the kiln was almost completely blocked. He succeeded, however, in reaching his comrade and in removing the bricks and ballast imprisoning the fallen man, who was eventually drawn up to the top of the kiln by means of a rope fastened under his armpits. Griffin subsequently died of the injuries he sustained.’

Royal Humane Society’s Silver Medal (afterwards selected for the Stanhope Gold Medal by the Society’s General Court in 1908), *Annual Report*, Case No. 36,435 states:

‘At 9.20 a.m. on the 24th October 1908, Charles Griffin was engaged in cleaning ballast from the top of a brick kiln at the Woburn Sands Brick Works, when part of the roof gave way and he fell into the kiln, being buried up to his waist in the red hot ballast. The kiln is about eighteen feet by twenty with a domed roof, on which many tons of brick earth are placed in order to retain the heat when the kiln is working. This ballast, when bricks are being burnt, gets red hot, and holds its heat for a long time. The entrance to the kiln is by a wicket at the bottom, through which a man can readily pass, but when the fall took place the barrow which Griffin was using blocked this opening, leaving a space of only about a foot across. Through this opening Smith made his way and dug away the hot earth from around Griffin, and in about fifteen minutes succeeded in getting him out in a fearfully injured state, when he was removed to the hospital, where he died some days later. Great risk was incurred from the danger of a further fall of the tottering roof, the intense heat, choking dust and poisonous gases with which the kiln was filled.’

A local report published in the *Leighton Buzzard Observer* on 3 November 1908 adds further background information to Smith’s gallant exploits:



‘Above we give a portrait of George Henry Smith, who, on Saturday week, performed a deed of heroism which compelled the admiration of all who were cognisant of the facts. As recorded in our last issue, Charles Griffin, an employee at the Woburn Sands Brick Works of Messrs. Eastwood & Co. Limited, was precipitated into the bottom of a kiln through the roof collapsing, and buried up to his waist in red hot ballast. Smith immediately went to the assistance of his workmate, making his way to him by means of the wicket, an opening through which the bricks are taken into, and removed from, the kiln. Ordinarily the wicket would have afforded ample space through which to pass into the chamber, but when the barrow Griffin was wheeling fell down, it almost completely blocked the opening, and it was held in place by so large a quantity of brickwork and ballast, that it could not be shifted, Smith having to force his way through an opening, an opening scarcely a foot across. Realising the gravity of the task he was undertaking, Smith remarked to a fellow worker, ‘It means either one being rescued or two being buried.’ And with that resolve he bravely entered on his task.

The ordeal which the brave fellow went through can scarcely be imagined. But some idea may be had by realising a small chamber, perhaps eighteen feet by twenty feet, with a roof loaded with many tons of hot ballast, oscillating ominously, and threatening at any moment to precipitate its deadly load on the two young men beneath, one working feverishly to release his imprisoned friend, the other giving expression to heartrending cries as the hot earth seared his flesh. The rescuer's task was much impeded by reason of the intense heat, the choking dust, and the poisonous gases which emanated from the chamber's contents. When at last the work was completed, and Griffin was lifted out, followed by his rescuer, a sigh of intense relief went up from the hearts of those who had been silently watching the place where such a heroic struggle had been waged with death. From the time Smith entered the kiln to the time the rescue was effected was about a quarter of an hour, but it took a long time for him to recover from the effects of his most trying experience.

George Smith, who celebrated his 23rd birthday on Thursday, was born at Farcet, near Peterborough, and has been engaged during the whole of his working life in the brick-making industry, at present assisting his father, who is a brick-burner. He is above medium height, somewhat sturdily built, and possessed of much muscular strength. Of a modest and retiring disposition, he seemed loth to discuss his brave deed when interviewed by our correspondent. When asked if he could describe his experiences while underneath the shaking roof, he replied that he had no time in which to think of anything but the task which he had set himself. He was prepared, however, to do the same again, should circumstances demand it.

Mr. Mason, the works manager, described Smith's conduct as heroic. The oscillation of the roof was so pronounced that he felt sure had a train passed by at the time the two were underneath, the whole of it must have collapsed. We are indebted to Mr. Mason for his courtesy in giving facilities for the taking of the photograph, which shows the wicket of the kiln next to the one which collapsed.

We are glad to state the poor fellow Griffin was going on satisfactorily yesterday. If he recovers he will undoubtedly owe his life to his fellow worker.'

Sadly, Griffin, who in addition to his serious burns also sustained two severe head injuries from falling bricks and ballast, succumbed a few days later. As subsequently reported in The Times, Smith was invested with his Stanhope Gold Medal by the Prince of Wales - President of the Royal Humane Society - at Marlborough House on Saturday 27 February 1909:

'The Prince, in handing him the Gold Medal which is accompanied by £5, told him he was an exceedingly brave man.'



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342 A rare and unusual K.C.M.G., C.I.E. group of ten awarded to Sir Edgar Bonham-Carter, who drafted the legal framework for the Sudan at the behest of Lord Cromer, was called ‘father and founder of the legal system’ in post-War Iraq

In a remarkable career he was also wounded in the Katfia affair, a conflict in which he joined without military rank; besides this he was capped as an England Rugby International and is the Great Uncle of actress Helena Bonham-Carter

The Most Distinguished Order of St. Michael and St. George, Knight Commander’s (K.C.M.G.) set of Insignia, comprising neck Badge, silver-gilt and enamel; breast Star, silver, silver-gilt and enamel, with gold pin; The Most Eminent Order of the Indian Empire, Companions (C.I.E.) 3rd Type neck Badge, gold and enamel; British War and Victory Medals, with M.I.D. oak leaves (Sir E. Bonham Carter); Khedive’s Sudan 1896-1908, 1 clasp, Katfia, unnamed as issued; Egypt, Kingdom, Order of the Nile, 2nd Class set of Insignia, comprising neck Badge and breast star, silver, silver-gilt and enamel; Turkey, Ottoman Empire, Order of Osmania, 3rd Class neck Badge, silver, silver-gilt and enamel; Italy, Messina Medal 1908, silver, the campaign awards mounted court-style as worn, *some enamel wear to Order of Osmania, otherwise overall good very fine* (10)

£3,000-4,000

PROVENANCE:

Alan and Jane Woodliffe Collection, DNW, May 2011.

K.C.M.G. *London Gazette* 2 January 1920, as Senior Judicial Official in the Civil Administration of Mesopotamia.

C.M.G. *London Gazette* 25 June 1909, as Legal Secretary to the Soudan Government.

C.I.E. *London Gazette* 5 June 1919.

Order of the Nile, 2nd Class *London Gazette* 20 June 1916, as Legal Secretary, Sudan Government.

Order of Osmania, 3rd Class *London Gazette* 23 September 1902 as Legal Secretary, Sudan Civil Administration (Reorganising the Sudan’s Islamic Law Courts).

M.I.D. *London Gazette* 25 October 1916.

‘... to E. Bonham Carter, Esq., C.M.G., Legal Secretary, I am indebted for much valuable advice on legal and other matters.’

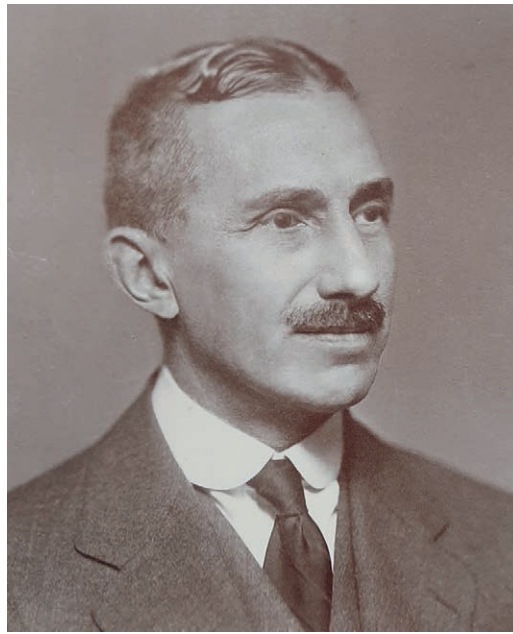
M.I.D. *London Gazette* 18 February 1919.

Mesopotamian Expeditionary Force. ‘... distinguished and gallant services and devotion to duty.’

M.I.D. *London Gazette* 27 May 1919.

‘..... finally, I cannot close this despatch without a reference to the loss the Sudan Government sustained in 1917 when Mr. E. Bonham Carter, C.M.G., decided to accept the post of Senior Judicial Officer in the new Administration in Mesopotamia. Mr. Bonham Carter’s services are too well known to Your Excellency to require commendation from me, but I should like to take this opportunity of thanking him for his unfailing support and sympathy and most helpful advice, not only in matters concerning his own Department, but in all the problems which confronted the Government during an anxious and difficult time.’





Edgar Bonham-Carter was born in London on 2 April 1870, the fifth of the eleven sons of Sibella and Henry Bonham-Carter. His father was a barrister and managing director of the Guardian Assurance Company while his mother was daughter of George Warde Norman, a director of the Bank of England. Also a relative - although entering her final years - was Florence Nightingale, who reportedly took an interest in his early career. Other notable relatives include his brothers General Sir Charles Bonham-Carter and Sir Maurice Bonham-Carter, Principal Private Secretary to Herbert Asquith between 1910-1916.

Educated at Clifton College and later New College, Oxford, he obtained second-class honours in jurisprudence in 1892, and notably played rugby as a forward for Oxford University being capped once for England (England v Scotland at Richmond, 7th March 1891). He continued playing rugby after leaving university, joining Blackheath, before turning out for the Barbarians in 1892. Leaving University he read law in the chambers of Edward Beaumont at Lincoln's Inn and was called to the Bar in 1895.

Despite his relative youth Bonham-Carter soon came to the notice of a number of prominent men including Lord Cromer, the British Consul-General in Egypt. In 1899, after the conquest of the Sudan, Bonham-Carter was chosen by Lord Cromer - though still only twenty-nine - to devise and prepare a complete framework of civil and criminal law in Sudan, where no legal system yet existed. Appointed Judicial Adviser and later Legal Secretary as well as a Member of the Governor-General's Council, he was the only senior civilian member of an otherwise military administration. The success of this new system was remarkably quick and complete. Introducing a simplified version of the Indian penal and criminal procedure codes in the first year of his appointment; his alterations to the Indian law of murder and homicide was considered by most Sudan judges to be an improvement.

Again drawing on Indian Law in he drew up a code of civil procedure in 1900 mixing in English common law, Sudan statute, and local customary law - especially as it pertained to land. He later reorganised the Islamic Law Courts in 1902 and provided them with appropriate jurisdiction to operate. The structure he created was widely well received and proved so enduring that it outlasted Anglo-Egyptian rule in the Sudan and was still in use after independence. Bonham-Carter was not only able to create an effective legal code but also uphold it, giving advice to generations of magistrates and judges.

Notably while holding the appointment of Legal Secretary he was involved in the Katfia affair. Bonham-Carter was touring the region when a Mahdist Veteran named Abd al-Qadir Muhammad Imam Wad Habuba raised a local revolt. Two Companies of infantry were despatched with the Governor of the Blue Nile, Ernest Arthur Dickinson, to lead them. For an unknown reason Bonham-Carter attached himself to this column, thereby placing himself in harm's way. This force retook Katfia without loss and held it against a rebel attack with 17 killed and wounded including Bonham Carter - wounded - and the revolt was crushed (Medal & clasp).

While his award of the Messina earthquake Medal is confirmed it is not known how precisely he was involved, though a connection is known with to Sir Ronald Rodd Ambassador to Italy at the time of the earthquake. Continuing to serve in the Sudan he was 'mentioned' in a dispatch from General Sir F. Wingate in 1916. The next year he was called upon to perform the same act of lawgiving in Iraq, taking up the appointment of Senior Judicial Officer in Baghdad. After completing this no less stunning piece of legal conjuration Bonham-Carter, he was appointed Judicial Advisor to the recently freed region of Mesopotamia in 1919.

This appointment differed from his previous efforts in that he had a basis of Ottoman law to work with. Rather than creating a framework he was instead to modernise and improve upon the system that already existed. With the goal of ensuring that the courts were staffed by qualified judges and efficiently staffed he established a school of law and set about drafting legislation himself. With the growth of nationalism and an increasingly unstable political landscape he was able to create an efficient and solid basis for a legal system which - like in the Sudan survived even beyond independence. Nuri Said - himself a delegate at the Versailles Treaty and future Prime Minister of Mandatory Iraq - said of Bonham-Carter that he was the father and founder of the legal system in Iraq.

While in the country he also befriended Gertrude Bell - who herself referred to him as 'wisest of men' - and it was from her that he developed a passion for archaeology. A legacy of £5000 Bell was used to set up the British School of Archaeology in Iraq of which Bonham-Carter became the Honorary Secretary. When the school was launched officially in 1932 on a firmer financial basis he was appointed the first chairman of the executive committee, a post he held until he died.

Leaving the Middle East in 1921, Bonham-Carter undertook a short political career between 1922-25 - standing as a Progressive Liberal member of the London County Council representing East Bethnal Green. Appointed a representative on the governing body of the School of Oriental and African Studies, he was regularly re-appointed until 1945, when he resigned. Chairman of the First Garden City Ltd. from 1929 he was heavily involved in the development of the first garden city of Letchworth.

Further appointments included a role with the Executive Committee of National Trust, Vice-Chairman of Executive Committee of Commons., Open Spaces & Footpaths Preservation Society and Chairman of National Housing & Town Planning Council. He was also President of North East Hampshire Agricultural Committee and a Member of the Town & Country Planning Association. This astonishing commitment to public works is all the greater when one realises that he was increasingly lame at the time. Marrying Charlotte Helen Ogilvy, daughter of Colonel William Lewis Kinloch Ogilvy, 60th Rifles, the couple had no issue and the proceeds of his estate were returned to the community; sold together with a file of copied research comprising, Gazette extracts, official correspondence, photographs and newspaper articles as well as obituaries, M.I.D. certificates and a certificate of award for the Messina Earthquake medal along with a note of the contents of the Bonham-Carter Family papers which relate to the recipient.

343 The interesting and well-documented C.B.E. group of nine awarded to Colonel R. M. Feilden, Oxfordshire Light Infantry and Egyptian Army, Governor and Officer Commanding Bahr-El-Ghazal 1910-17



(Part Lot)

The Most Excellent Order of the British Empire, Commander's (C.B.E.) Civil Division, 1st Type neck Badge, silver-gilt and enamel; India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (Lieut. & Adjutant R. M. Feilden 2nd Bn. Oxf. Lt. Infy); Queen's South Africa 1899-1902, 4 clasps, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (Capt. R. M. Feilden. 1/Oxf. L.I.); British War Medal 1914-20 (Lt. Col. R. M. Feilden); Turkey, Ottoman Empire, Order of Osmanieh, breast Badge, silver, silver-gilt and enamel, with rosette upon riband; Turkey, Ottoman Empire, Order of Medjidieh, breast Badge, silver, gold centre and enamel, with rosette upon riband; Khedive's Sudan 1896-1908, 1 clasp, Nyam Nyam (El Bimbashi Feilden.); Khedive's Sudan 1910-22, 1 clasp, Nyima 1917-18, unnamed as issued; Royal Humane Society, silver medal, successful (Lieut. R. M. Feilden. 23rd July, 1895.), group mounted cavalry-style as originally worn where applicable, *some enamel damage to the Orders, otherwise good very fine* (9)

£5,000-6,000

PROVENANCE:

Spink, July 2005, Lot 528. His other Turkish and Egyptian Orders were sold separately.

C.B.E. *London Gazette* 3 June 1918.

[Turkish Order of Medjidieh 3rd Class] *London Gazette* 8 May 1914.

Turkish Order of Medjidieh 4th Class *London Gazette* 3 August 1906.

Turkish Order of Osmaniah 4th Class *London Gazette* 29 June 1909.

[Egyptian Order of the Nile, 2nd Class] *London Gazette* 23 May 1922.

[Egyptian Order of the Nile, 3rd Class] *London Gazette* 20 June 1916 (Governor of Bahr-El-Ghazal).

R.H.S. Silver Medal awarded 1895:

'For having on the 23rd July 1895 at great personal risk gone to the rescue of two ladies who were in imminent danger of drowning in the Sea at Hayburn Wyke, near Scarborough and whose lives he gallantly saved.'

Randle Montague Feilden was born in 1871, the fourth son of Sir William Leyland Feilden, 3rd Baronet of Feniscowles, County Lancaster. Young Feilden was educated Charterhouse and Sandhurst and was commissioned 2nd Lieutenant in the The Oxfordshire Light Infantry in 1892, serving as its Adjutant from 1896-1900. He served in the Mohmand and Tirah Expeditions 1897-98, and was involved in the action on 30 December 1898 when the withdrawing piquets were nearly overwhelmed by the Afridis (Medal & 2 clasps). Advanced Captain in 1900 he saw more campaign service during the Boer War and was 'mentioned' (*London Gazette* 29 July 1902, refers).



He joined the Egyptian Army in 1903 and thence served in operations against Nyam Nyams, Sudan, 1904-05, was Civil Administrator Port Sudan 1905-08, Assistant Civil Secretary, Sudan Government 1908-10 and was advanced Major in 1911. He was Governor and Officer Commanding Bahr-El-Ghazal Province and District 1910-17 and commanded the operations against Agadir (Agaakir) Dinkas, Sudan, in 1913. Feilden was again 'mentioned' during the Great War and was Civil Secretary to the Sudan Government, 1917-21, before commanding the Nyma Patrol 1917-18. He was promoted to Pasha in Egyptian Army in 1920 and retired to Jersey in 1921. Sadly, his wife died in 1933 whilst they were living at La Chasse St. Martins. In 1936 his house was sold, becoming a resident at the Ommaroo Hotel. With the outbreak of the Second World War, he was evacuated on 29 May 1940 together with his son and daughter. Feilden died on 23 March 1965.

Sold together with the following archive which is worthy of further story for the Sudan enthusiast or historian:

- (i)
Commissioning document, dated 17 August 1892.
- (ii)
Royal Humane Society, Silver Medal Bestowal Document, dated 16 August 1895.
- (iii)
Licence to Wear Document for the Order of Medjidie Fourth Class, dated St. James's 26 July 1906.



(iv)
United Grand Lodge of Freemasons of England, Certificate of Brother Randle Montague Feilden dated 14 January 1904.

(v)
An interesting album of photographs, including many group portraits of members of the Oxfordshire Light Infantry in Bareilly, India.

(vi)
A large quantity of loose photographs, mostly of military or local subjects in Bahr-el-Ghazal, Khartoum, Suakin and Port Sudan, including the Ceremonial Opening of the Port and Harbour of Port Sudan 1909.

(vii)
A typed Farewell Address from the Hellenic Community of Port Sudan to 'El Kaim R.M. Feilden Bey' dated Port Sudan 18 March 1908.

(viii)
Invitation Card from the Governor General of the Sudan to 'El Kaim R.M. Feilden Bey' requesting his presence at the Opening of the Port and Harbour of Port Sudan 1 April 1909.

(ix)
Copy of Army Orders, Khartoum 11 September 1921, 'Farewell Orders' on the retirement from the Egyptian Army of 'El Lewa R.M. Feilden Pasha'.



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'I submit that the greatest credit is due to Captain Day (Master of the Ship) and Major Home R.A.M.C., and all those on board the Glenart Castle, for the splendid way in which they got all the wounded safely out of the ship in spite of being in darkness'.

The testimony of Admiral The Hon. Stanley Colville to the Court of Inquiry on the mining of the *Glenart Castle* on 1 March 1917, refers

The superb O.B.E. group of five to Lieutenant-Colonel W. E. Home, Royal Army Medical Corps, late Fleet Surgeon, Royal Navy, whose colourful and eventful career took him through East Africa and China with the Royal Navy

Unable to re-join due to his age and determined to serve, he was to join the Royal Army Medical Corps and proved invaluable in the evacuation of the *Glenart Castle* on 1 March 1917



The Most Excellent Order of the British Empire, Military Division, 1st Type, Officer's (O.B.E.) breast Badge, silver-gilt; East and West Africa 1887-1900, 1 clasp, Witu August 1893 (W. E. Home, Surgn R.N., H.M.S. Swallow.); China 1900, no clasp (St. Surgn. W. E. Home, M.D. R.N.); British

War and Victory Medals, with M.I.D. oak leaves (Major W. E. Home.), *minor contact wear overall, very fine* (5)

£1,000-1,400

Ex-Douglas-Morris collection.

O.B.E *London Gazette* 3 June 1919.

William Edward Home was born in Dublin on 21 June 1860, the son of an Army Surgeon. Qualifying as a Surgeon he was posted to *Duke of Wellington* on 20 August 1885. Served in this role with a number of institutions and ships including *Alexandra*, *Wildfire* and *Thrush*. Home was posted to the Nymph-class sloop *Swallow* on 24 October 1892 he was still with her when she joined the Second Witu Expedition in August 1893.

The first expedition had abolished slavery and reduced Witu to a protectorate of Zanzibar under a puppet ruler. However, Sultan Fumo Omari - brother of the puppet Sultan Fumo Bakari - resisted this new status quo by force, leading to the formation of a new expedition. One of the vessels chosen to participate was the *Swallow*, alongside *Blanche*, and *Sparrow*. An attempt to negotiate failed and a force of Royal Marines moved to storm the rebel held towns. In the heavy fighting there were several casualties, including Privates Sparrowhawk (for his Medal, please see Lot 32) and Coombes (for his Medal, please see Lot 31). Home was notable in his efforts to treat those wounded in the engagement. He makes an appearance in the journal of Surgeon Lilly who has him escorting the wounded to the coast and supervising their immediate care and transport to the French Hospital in Zanzibar.



Continuing his service with the Royal Navy Home passed as a Staff Surgeon on 13 January 1894 while still with *Swallow*. However, he did not actually serve in the role until 20 August 1897 with H.M.S. *Tamar*. Posted to *Centurion*, Home arrived with her on 1 July 1900. He took transport to - and back from - China aboard the *Jelunga*. In this position his Medal was uniquely named to the ship.

Arriving back in Britain he moved from *Centurion* to *Duke of Wellington* on 2 December 1900. Promoted Fleet Surgeon on 9 October 1903 he served largely ashore in this rank fetching up at *Pembroke* in April 1911 as Medical Officer for London (East) Recruiting District. Notably in performing this role he had Medical Charge of the West India Docks Store Depot. Having seen many years of service at this point Home was living comfortably in Greenwich with his wife Ida Mary Home (nee Richardson) at this time.

Home's final movements before the Great War are hard to follow however the University of Edinburgh roll of honour records that he joined the Royal Canadian Navy in 1914, serving in the hospital at Esquimalt. On the outbreak of the Great War he did not get the call to mobilise from the Royal Navy which may have factored into his decision to join the Royal Army Medical Corps as a Major on 12 December 1916.

Travelling aboard the Hospital Ship *Glenart Castle* on 1 March 1917, Home was doubtless engaged in tending to the casualties being conveyed from Le Havre to Southampton when an explosion shook the vessel at 2340hrs. The dynamo and Marconi installation were both knocked out leaving the vessel without power and unable to signal for help. *Glenart Castle* soon began to sink fast astern and the crew set about lowering boats into the water as the medical staff prepared their charges for the dangerous business of abandoning ship. In the pitch dark, without power and with the responsibility of their wounded companions hanging over their heads the staff worked wonders. Not only did every patient, crewman and staff member survive but at the eleventh hour a rescue party of tugboats arrived and managed to salvage the sinking ship. Sadly, however it was but a short reprieve as she was torpedoed on 26 February 1918 with the loss of 153 Officers and men, although it seems that Home had left the ship at that stage. Despite this he received a 'mention for his services (*London Gazette* 6 September 1918, refers) with the citation stating:

'The names of the undermentioned have been brought to the notice of the Secretary of State for War for valuable services rendered on the occasion of the sinking or damage by enemy action of Hospital Ships, Transports and Store Ships.'

Retiring after demobilisation Home died at Tonbridge, Kent on 9 June 1935 at the age of 75; sold together with copied research comprising *London Gazette* extracts, *M.I.C.* and a medal roll as well as reports on the loss of the *Glenart Castle* and a Royal Naval Record of Service.

x345

A Great War Battalion Commander's 1917 D.S.O., 'Battle of Loos' M.C. group of six awarded to Lieutenant-Colonel N. C. Phillips, 1st Battalion, Loyal North Lancashire Regiment, who took command of his Battalion despite having been severely gassed and led it through the Battles of the Somme and Passchendaele, being twice 'mentioned' in 1917

A first-class cricketer, turned out for the Marylebone Cricket Club, Free Foresters and in for the the short-lived South Wales XI, also a High Sheriff and Deputy Lieutenant of Radnorshire

Distinguished Service Order, G.V.R., silver-gilt and enamel; Military Cross, G.V.R.; Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (Lieut. N. C. Phillips. L. N. Lanc: Regt.); 1914-15 Star (Capt. N. C. Phillips. L. N. Lancs. R.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. N. C. Phillips.), mounted as worn, *minor contact wear overall to third, fifth and sixth, overall good very fine* (6)

£1,800-2,200

PROVENANCE:

Spink Medal Circular, April 1996.

D.S.O. *London Gazette* 4 June 1917.

M.C. *London Gazette* 3 June 1916.

Noel Clive Phillips was born in 30 July 1883 in Monmouthshire, the son of Philip and Anna Phillips of Berechurch Hall, Essex. His father was a tin-plate manufacturer with a further connection to coal mining and the young Phillips grew up as part of a large household with six siblings, being educated at Marlborough College. Here he excelled both in the classroom and on the sports field, notably becoming Captain of the Rugby XV with an extract from *The Marlburian*, December 1900, stating:

'N.C. Philips - As Captain he has possessed the invaluable gift of inspiring his team with confidence, and to this to [SIC] a large extent the success of the side has been due. He is a really good centre three-quarters, who thoroughly understands the game; he is fairly fast and an excellent kick. As Captain and player he has done exceedingly well.'

Notably one of his last acts before leaving for action in the Boer War was to open for Monmouthshire in a game of cricket against Wiltshire, in 1901.

The Boer War and Burma

Commissioned into the 3rd (Militia) Battalion, Loyal North Lancashire Regiment as 2nd Lieutenant on 24 August 1901, he was embodied for service the same day. In this role Phillips joined the Second-Anglo Boer War in South Africa in November 1901, serving at first with his battalion before being later seconded for work with the Army Service Corps: leaving South Africa in 1903 his service was rewarded with advancement as he was promoted Lieutenant on 8 June that year. Despite this Phillips clearly felt that his career prospects lay elsewhere and he resigned his commission with the Militia on 15 October 1904, soon after joining the Bombay-Burma Trading Corporation.

First Class Cricketer

Despite the distances involved in returning home, Phillips was able to indulge his passion for cricket several more times in the years before the Great War. His debut for first-class cricket was made in 1908 with the MCC against Cambridge University; he was to play for them again later that year, this time against Oxford University. After a break of four years he returned to first-class cricket to play two games in 1912 for the Free Foresters, scoring a half-century in one. His final game before the war was with the South Wales cricket team - which existed for only one game - against the touring South African team at Swansea.

The Battle of Loos

With the outbreak of the Great War Phillips felt compelled to return to the Colours, applying to join the Special Reserve on 15 December 1914. He was swiftly re-appointed to a Commission with the rank of Lieutenant with the 3rd Battalion, Loyal North Lancashire Regiment. With high losses in France and Phillips' experience going to waste in Britain, he was further advanced Captain on 13 February 1915 and joined the 1st Battalion in France on 17 July 1915, on the eve of the Battle of Loos.

Arriving in France Phillips took up command of 'B' Company, 1st Battalion which was at the time part of the 1st Division stationed near La Bassee. He did not have long to acclimatise to command before he was thrown into action at the Battle of Loos on 24 September 1915. The Battalion would form part of the first wave in IV Corps's assault of the right of the German line, anchored on the village of Grenay. The attack was to be preceded by gas - however when it was released it blew back into the British line causing havoc. Despite this they advanced to find the barbed wire uncut by the bombardment and the enemy ready: forced to fall back and regroup Lieutenant-Colonel Sanderson bravely led the battalion back out to the attack.

They made several attempts on the line that day with the bodies of officers and men being discovered right up to the German wire. However no breakthrough was made; the C.O. and adjutant were both wounded in the first attack and over the course of the day the majority of the officers also fell. In the end the battalion could muster no more than three officers and 159 other ranks: Phillips had been seriously gassed in the initial advance but despite this he came up to the line and took command of what remained of the battalion. On the morning of the 26th, having remained in the line all night, he led the survivors to the rear with their relief being members of the 11th Division.

The Somme

Likely for his actions in taking command that day Phillips was awarded the M.C., and promoted Major on 3 April 1916. He assumed the appointment of Second-in-Command of the newly-reconstituted battalion, one of only a small number who remained of the men who had fought so doggedly at Loos. The battalion was to be heavily engaged from mid-July, starting with an attack at Becourt Wood; throughout the fighting Phillips was present and his accounts give us some insight into the confused nature of combat on the Somme, one report for 18 August 1918 stating:

‘In conjunction with attacks by the French and ourselves from Thiepval to the Somme, the Battalion attacked the German line from the right of the 1st Northamptonshire to the north-west corner of High Wood, and also a trench running along its western edge. At zero time - 2.45pm - the right platoon, which was detailed to attack the trench and to form a strong point at the north-west corner of High Wood, left its trenches and was seen to advance into our own bombardment, which was not timed to lift until later. The remainder appear to have followed too quickly and suffered a similar fate, though up to the present no survivors have been found to give any reliable account.

The left platoon delayed its assault until about 3.20pm and, advancing close under our barrage, entered the German trench without difficulty, assisted by the Northamptonshires on our left. By the time the third line got in only one officer had not become a casualty; he, realising that on the right the trench was unoccupied, extended his men down the trench to within 200 yards of High Wood and commenced to consolidate the position. A further advance was made later, and our right now rests within 120 yards of the north-west corner of High Wood.’

Passchendaele, the Hindenburg Line and a Sick Bed

At this stage Phillips was again commanding the battalion and he was confirmed in that appointment on 27 September 1916, being promoted Lieutenant-Colonel while he commanded the unit. Under his command the unit saw out the rest of the Battle of the Somme, finding themselves at No. 5 Rest Camp, Mametz Wood come Christmas. Phillips received a ‘mention’ on 4 January 1917 followed closely by another on 25 May 1917, the month before his award of the D.S.O.

He continued to command his men through the vicious fighting at Passchendaele and during the German retreat to the Hindenburg Line. However he was ordered to England in July 1918, with a note from his Divisional Commander entered into the War Diary Stating:

‘Lt Col N C Phillips DSO, MC, served under me for 2 years, part of the time in Comd of a Battn. Under him the Battn did excellent work in the fighting in 1916 & 17. He commanded his Battn with much energy, tact and ability and I regret losing his services owing to illness’

This illness appears to have caused him a great deal of trouble for some time, as he only reappeared on 22 September 1918 when he was posted to command a battalion of the Training Reserve. It was with this unit that Phillips saw out the rest of the war, perhaps a somewhat frustrating situation given the amount of time he had commanded the 1st Battalion.

Postwar

Phillips requested a transfer to the Reserve of Officers in 1919, stating his desire to return to work in the Far East. He resigned entirely the next year, having gone to work in Rangoon and soon became Manager of the Bombay Burma Trading Company. Returning to Britain, he did play one more game of first-class cricket - this time with the Free Foresters against Oxford University in 1921, as well as a slew of games for minor counties cricket with Monmouthshire.

Phillips was elected High Sheriff of Radnorshire and later Deputy Lieutenant, and was founder and Chairman of the local British Legion and head of the Young Farmer’s Association. Two of Phillips’ brothers went on to join him as first-class cricketers, those being Frank and Gerald Phillips. He died on 15 August 1961 at Colwell, Herefordshire; sold together with an original Officer’s Record of Services containing some original correspondence along with copied research comprising a photograph, application for the Special Reserve and *M.I.C.* together with medal rolls, correspondence both to the recipient and regarding him, as well as extracts from the Battalion War Diary, *The Marlburian*, the *Malvern Gazette*, the *London Gazette* and *The Loyal North Lancashire Regiment*.

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The splendid and unique ‘Gibraltar Naval Hospital’ R.R.C., ‘Plymouth Naval Hospital’ Second Award Bar group of two awarded to Head-Sister-in-Chief M. L. Hughes, Queen Alexandra’s Royal Naval Nursing Service



Royal Red Cross, 1st Class, G.V.R., with Second Award Bar, silver-gilt and enamel; British War Medal 1914-20 (Hd. Sister M. L. Hughes. Q.A.R.N.N.S.), *good very fine* (2)

£1,200-1,500

R.R.C. *London Gazette* 16 December 1916.

Second Award Bar to R.R.C. *London Gazette* 9 May 1919.



Mildred Lloyd Hughes was born at Lampeter, Cardiganshire, Wales on 9 March 1879, the daughter of Joseph and Jane Hughes of 2 Church Street, Lampeter-Pont-Stephen, Lampeter. Training at St. Thomas Hospital joined Queen Alexandra’s Royal Naval Nursing Service on 28 December 1908, posted to Haslar Hospital on 15 September 1909 as a Nursing Sister.

Seeing further pre-war service at Plymouth Hospital from 16 September she returned to Haslar Hospital several years later on 18 November 1911 as Superintending Sister. Posted to Gibraltar Hospital on 14 January 1913 she was still here when war broke out in 1914. Soon the staff were forced to deal with an influx of casualties from the Gallipoli theatre, enough even to strain a Nurse of Hughes’ experience and capacity. Despite this she proved her worth and after the evacuation of

the Gallipoli Peninsula she was posted back to the Royal Haslar Hospital from 14 April 1916. Not however before she was recommended for the R.R.C. for her sterling work under trying circumstances.

Promoted Head Sister on 22 November 1916 Hughes was posted to Plymouth Naval Hospital the same day were she was to serve for the rest of the war. It was here that she received her unprecedented Second Award Bar to the R.R.C. After the Great War she continued to serve in this position at Plymouth, being promoted Head-Sister-in-Chief on 14 March 1929. Hughes retired on 9 March 1934 to her home at 7 Princes Avenue, West Kirby, Cheshire. She died at Wirral, Cheshire in 1962; sold together with copied service papers.

347 *'You are being sent to work for the Red Cross. You have to perform a task which will need your energy, your patience, your humility, your determination to overcome all difficulties.*

Remember that the honour of the V.A.D. organisation depends on your individual conduct.

It will be your duty not only to set an example of discipline and perfect steadiness of character, but also to maintain the most courteous relations with those whom you are helping in this great struggle.

Be invariably courteous, considerate, unselfish and kind.

Remember that whatever duty you undertake, you must carry it out faithfully, loyally, and to the best of your ability ...'

Katharine Furse, Commandant-in-Chief of the Voluntary Aid Detachments, lays down the law in a confidential message to newly enrolled members, a message faithfully embraced by Mary Fynes-Clinton, A.R.R.C.

A well-documented Great War A.R.R.C. group of four awarded to Nurse Mary Fynes-Clinton, Voluntary Aid Detachment



Royal Red Cross (A.R.R.C.), Associate's breast Badge, silver and enamel, on Lady's bow; 1914-15 Star (M. G. Fynes-Clinton, V.A.D.); British War and Victory Medals (M. G. Fynes-Clinton, V.A.D.), the campaign medals mounted as worn and accompanied by their original registered post envelopes, *very fine and better* (4)

£400-500

A.R.R.C. *London Gazette* 1 January 1918.



Mary Gordon Fynes-Clinton was born at Blandford, Dorset in 1874, the daughter of the Rev. Charles Henry Fynes-Clinton and his wife, Thomasina. At the time of her joining the Voluntary Aid Detachment in September 1914, the family were resident at Park House, Parkstone, Dorset.

Mary was initially employed at Cornelia Hospital in Poole, the first local hospital to admit casualties in the Great War; for further details see:

<https://ww1poole.wordpress.com/2017/03/14/cornelia-hospital-and-how-it-became-the-first-local-hospital-to-receive-world-war-one-casualties/>

In early November 1915, she was embarked for France and from then until January 1918 she carried out her nursing duties at No. 2 General Hospital at Le Havre, services that resulted in her appointment as A.R.R.C.

Then from January to March 1918, she served at 83 Canadian Hospital at Boulogne, prior to being evacuated to the U.K. following a 'bad accident'; her service record refers.

On returning to France in November 1918, she was employed at Abbeville, her final appointment being in the Head Matron's office at the Quai D'Escale until her release in July 1919.

On Armistice Day 1933, Mary participated in the march past at the Cenotaph as a representative of the V.A.D. in Column F, under the command of the Viscountess Mountgarret; she also attended the Remembrance Festival at the Royal Albert Hall.

She died at Poole, Dorset on 4 February 1953; Sold with the recipient's impressive Great War scrapbook, the extensive contents comprising photographs, letters, postcards, invitations and much besides, including a copy of *The Good-Bye Book of the Quai D'Escale*.

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An Order of St John group of six awarded to District Superintendent J. A. Mann, late Corporal, Devonshire Regiment

The Most Venerable Order of St John, Badge, silver and enamel; British War and Victory Medals (240156 Cpl. J. A. Mann. Devon. R.); Territorial Force War Medal 1914-19 (1199 Pte. J. A. Mann. Devon. R.); Territorial Force Efficiency Medal (240156 Cpl. J. A. Mann. 5/Devon: R.); Order of St John Service Medal, with Three Additional Service Bars (23805 D/Supt. J. A. Mann. No. 9 Dist. S.J.A.B. 1941.), mounted as worn, *some enamel chipping, very fine* (6)

£180-220

John A. Mann earned his T.F.E.M. with the 5th Battalion as per *Army Order 380* of October 1919.

349 *'In thinking back I am deeply moved when I recall those who, giving all, earned the right to rest in Flanders. There is Edgar Paul, whose friendship was worth untold gold, and, perhaps, the bravest man who ever faced an enemy.'*

Major P. E. E. Chappell, M.B.E., D.C.M. writes of his comrades in preparation for the 1936 Remembrance Parade in the *Bath Chronicle*, 5 September 1936.

The remarkable and regimentally unique Great War 'Regimental Sergeant-Major's' M.C. and Bar, 'First Day of the Battle of the Somme' D.C.M. group of nine awarded to Captain & Adjutant E. T. Paul, 1st Battalion, Somerset Light Infantry

Having enlisted in his county unit aged 17, Paul saw service in South Africa and was amongst the first to land in France in 1914 - commissioned from the ranks, he displayed truly outstanding gallantry in the subsequent years

He won a brace of M.C.s, a D.C.M., a Croix de Guerre and two 'mentions'- but would tragically be mortally wounded in the process of winning the Bar to his M.C. just eight weeks before the war's end - leaving his widow with an infant daughter he never had the chance to meet: tragically, she had received a letter from his C.O. with the expectation that her gallant husband should recover from his wounds

Military Cross, G.V.R. with Second Award Bar, the reverse contemporarily engraved '4812 R.S.M. E. Paul 1st Bn. Somerset L. I.', *neat traces of brooching to suspension and Bar reverse, as lovingly worn at one time by his widow and children*; Distinguished Conduct Medal, G.V.R. (4812 R. S. Mjr: E. Paul. 1/Som: L. I.); Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal (4812 Corl. E. Paul, Somerset: Lt. Inf.), *rivets replaced with neat wire rings between third and fourth clasps*; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4812 Serjt: E. Paul. Somerset: L. I.); 1914 Star, with clasp (4812 Q. M. Sjt. E. Paul. 1/Som: L. I.); British War and Victory Medals, with M.I.D. oak leaf (Capt. E. Paul.); France, Croix de Guerre, reverse dated 1914-16, with palm, together with the recipient's Memorial Plaque (Edgar Tripp Paul), *early campaign Medals very fine, the remainder good very fine* (9)

£14,000-18,000

Exhibited: Spink, July 2019.

Of all the recipients of the M.C. and Bar from the Somerset Light Infantry during the Great War 1914-19, none but Paul also received the D.C.M.

M.C. *London Gazette* 24 August 1915 (Regimental Sergeant-Major). Citation as published in *War Diary*:

'For conspicuous ability and gallantry throughout the period of the campaign. Has rendered very valuable service at all times in the firing line, especially at Pilkem on 6 July 1915, when he organised carrying and working parties under heavy shell fire.'

Bar to M.C. *London Gazette* 1 February 1919:

'For conspicuous gallantry and devotion to duty near Etaing, on September 2nd 1918. When the left of the attack was held, he led a small party up a trench to tackle the machine guns which were causing the trouble. When he got near them, he left the trench in an endeavour to rush them but was severely wounded. He then got a Lewis gun up, which dispersed the enemy. His determination and endurance set a fine example to his men.'

D.C.M. *London Gazette* 22 September 1916:

'For conspicuous gallantry in action. He took charge of a party of fifty men, who were carrying R.E. stores to the captured enemy line. When hung up by heavy machine-gun fire he skilfully got his party through by a circuitous route. He then returned with most valuable information as to the state of affairs. Throughout the rest of the day he did fine work.'

Croix de Guerre *London Gazette* 1 May 1917; Paul was personally invested by General Nivelle at 4th Army Headquarters on 17 February 1917.



Edgar Tripp Paul, a native of Wells, Somerset, was born in 1882. Educated at The Blue School, Wells from 1891-94, he enlisted in the Somerset Light Infantry, serving with the 2nd Battalion during the Boer War. Following the Boer War, he rose to become Senior Partner in the painting and decorating firm W. H. Paul & Son.



Great War - into the fire - first M.C.

Transferred to the 1st Battalion, Paul landed in France on 21 August 1914 as Regimental Quarter-Master-Sergeant. Following the actions of the first part of 1915, he was awarded a rare Military Cross in the rank of Sergeant-Major, which noted his part in the action at Pilkem. On 6 July the 1st Battalion, Rifle Brigade and 1st Battalion, Somerset Light Infantry attacked a section of German trenches east of the Yser Canal near Pilkem. The attack was successful but both units suffered heavy losses from German shelling and counter-attacks.





First Day of the Battle of the Somme - D.C.M.

Having received his first 'mention' for the latter part of 1915 operations (*London Gazette* 1 January 1916, refers), Paul would be promoted Regimental Sergeant-Major in charge of the Brigade Carriers, with 2nd Lieutenant Collins, on 30 June 1916. The First Day of the Battle of the Somme would be costly for the 1st Battalion, with losses of 463 men killed, wounded or missing. Lance-Corporal A. H. Cook, a comrade of Paul, gives a first-hand account of the carnage:

'It is a lovely morning and the birds are singing...The bombardment is now terrific the German lines are one cloud of smoke, that it seems to be impossible for anyone to live in such a hell...

We were able to stand on the parapet to get a better view, there is not a sign of life in front and no response from the German Artillery...Our men were timed to advance 10 minutes after the Rifle Brigade, but so eager were they to get on, that they left soon after...and consequently were caught in the open by these guns...

I led the platoon in to the German first line, and after a breather went in to the German second line, here I lost control owing to the men rushing from one shell hole to another in their advance. The ground is littered with our dead...The clearing parties are not doing their work properly in clearing the trenches of all Germans, as here and there parties of Jerrys are popping up and throwing grenades at us from all angles...

It is impossible to get any further...the shell holes are full of wounded and no hopes of getting them back...The Germans were now trying to force us out of their trenches, we got together what was left of us now and by collecting bombs from the dead and what Jerry left behind we managed to hold on...then the supply of bombs gave out and no more could be got, the Germans then gradually drove us back inch by inch through their superior supply of bombs...

We are a very small number here now and men are being killed and wounded in all directions...I have a terrible thirst caused by the fumes from the shells, the wounded are also crying out for water, but none is available...Our troops are gradually retiring leaving a very small garrison to hold the trench...This is getting pretty hot here now but our orders are to hang on to what we have until midnight, when we are being relieved...The enemy artillery has now started and are dropping shells thick and fast all around us...

We held on until relieved about 11pm, an officer then said we may go back, we didn't need telling again, we had had our belly full.'

Paul is also noted further in the *War Diary* of the events of the afternoon of 1 July:

'Only two Officers (Captain Harrington and Lieut. Greatham) now remained with the Somerset men, who with other troops were holding a part of the Quadrilateral. But about 1.30pm both these officers, having been wounded, went back to have their wounds dressed and the command of men of the Battalion devolved upon C.S.M. Chappell.

On the first day of the Somme Battles 1916 the casualties amongst officers were truly terrible, and all up and down the line platoons, companies, platoons and even Battalions (as with the Somerset L. I.) were temporarily commanded by N.C.O.s. And how well these splendid fellows “carried on!”

Under a galling fire R.S.M. Paul crossed No Man’s Land leading the Brigade carriers.

Major Majendie arrived about 4.30pm with reinforcement of officers and took command of the Battalion which had been collected together in assembly trenches by R.S.M. Paul.’

For his gallant part on that famous day, Paul was awarded the D.C.M., which was presented by the G.O.C. 4th Division on 29 August. He was granted a permanent commission and appointed acting Adjutant the following day, being confirmed Adjutant on 6 October. In the following year he won further laurels, gaining the French Croix de Guerre on 13 February (invested by General Nivelle, 17 February), being promoted Captain on 28 August and adding a further ‘mention’ (*London Gazette* 14 December 1917, refers) before the year was out.



Journey's end - Bar to M.C.

Having come through the previous four years of war, almost entirely from the front line - Paul would be detailed to the attack on Etaing on 2 September 1918, during the Battle of the Drocourt-Quéant Line. During the final advance to victory, the extensive and heavily-defended Drocourt-Quéant Line had been built in 1917 and ran from Drocourt in the north, along the Scarpe River to the east of Monchy toward Bullecourt, at which point it joined the Hindenburg Line. Having been moved up the line with the 4th Division on 31 August, Colonel Majendie had been briefed at noon for what was planned for his men. In combination with the 4th (Canadian) Division, the 4th (British) Division would attack on the left from the Arras-Cambrai road to the village of Etaing and attempt to advance to, and beyond, the Canal du Nord. The attack was fixed for Zero + 30 from 5am, September 1918. Preparations the night before the attack were far from ideal for, arriving at the assembly point at 11.45pm, 1 September on a ridge near Eterpigny, they found no cover. Before it was possible to dig in, shells began raining down. Two officers and 20 other ranks were killed or wounded. *The Somerset Light Infantry 1914-19* takes up the story:

‘At 5.30a.m., half an hour after Zero, the Battalion, in artillery formation, advanced. The first German trench was reached where (in accordance with orders) a halt for about an hour was made. The advance was then continued to the second German trench where another halt was called. In this position a certain amount of hostile shell fire was encountered. About 7.20a.m. the advance to the Red Line was continued...but as the Somerset men advanced violent machine-gun fire was opened

on them from the left flank from the firection of Prospect Farm. It soon became apparent that the 12th Brigade had kept too far to the south and had neither cleared the Farm, nor the ground to the east of it. However, by moving to the right and taking such cover as the ground afforded, and by advancing in section rushes, Light and B Companies broke into the Line directly east of Eterpigny. The time was now about 8a.m.

The German trenches at this point were clear of the enemy, but from the left flank machine-gun fire was very persistent. In conjunction with the Hampshires, the 1st Somersets then advanced with the idea of enveloping the enemy in and east of Prospect Farm. But now the enemy's machine-gun fire increased in volume, and from the right front, and left, a withering fire swept the area over which the troops were advancing. It was thus evident that the Red Line has not been captured, and it was impossible to get beyond the Drocourt-Quéant Line, the left flank of the Somersets being about 700 yards south of Prospect Farm.

The position of the Somersets and Hampshires was now precarious. The left flank was in the air and there was considerable movement of hostile troops behind the hedges and banks of Prospect Farm, foreshadowing an enemy counter-attack. It was then decided to send a mixed party of Somersets and Hampshires up to the trench to the north to secure the left flank, while two platoons of the Seaforth Highlanders moved across the open ground in order to clear the area of enemy. But still the murderous machine-gun fire held up the attacking troops and finally a block was made in a trench running northwards at a point about 500 yards south of the Farm. During the attempt to clear the left flank, the 1st Somerset's lost their Adjutant, Captain E. Paul, who was mortally wounded. He was a very gallant officer and had done splendid work with the Battalion.'

In a letter received by Mrs. Paul at Lorne House, Priory Road, Wells, published in the *Somerset and West of England Advertiser*, Colonel Majendie wrote:

'Dear Mrs Paul,

You will now have heard by this time that your husband was wounded on September 2nd. I regret to say that it was a severe wound, but he is getting on very well. I went over this afternoon to see him in a neighbouring casualty clearing station. He is, of course, weak, but not so much as might be expected. If he maintains his strength he will be moved to the base in a few days, and when I trust that the worst will be behind him. He was hit in the back by a bullet when doing, as usual, a very gallant deed.

He will be a very great loss to me, and I owe him more than I can say for the loyal way which he has helped me, and for the very great work he has done for the Battalion.

He is a very gallant officer and gentleman, and you have every reason to be proud of him. I sympathise deeply with you in the anxiety you must be feeling now, but I hope that you will soon receive re-assuring news of him, and that he will soon be on the highway to a complete recovery.'

Paul would die of his wounds at 10.30am on 10 September, being buried in the Aubigny Communal Cemetery Extension at 3pm on 11 September, with full honours and a Battalion Firing Party. He is also commemorated upon the Wells Memorial; sold together with the original Mention in Despatches certificate, dated 7 November 1917, in the name of '2nd Lt. (Actg. Capt.) E. Paul, M.C., 1st Bn, Somerset Light Infantry' and copied research and newspaper extracts.

350 A Great War M.C. group of seven awarded to Colonel C. H. Budd, Royal Army Medical Corps, who gallantly tended the wounded whilst under shell fire in the open, who went on to raise and command the 2nd (First Eastern) General Hospital during the Second World War, who was a long-standing member of Cambridge society, including being Deputy-Lieutenant and Doctor to The Leys School for half a century



Military Cross, G.V.R., unnamed as issued; British War and Victory Medals, with M.I.D. oak leaves (Capt. C. H. Budd.); 1939-45 Star; War Medal 1939-45; Coronation 1953; Efficiency Decoration, Territorial, G.V.R., with Second and Third Award Bars, G.V.I.R., mounted as worn, *good very fine* (7)

£1,000-1,400

M.C. *London Gazette* 26 July 1918:

‘For conspicuous gallantry and devotion to duty in attending to wounded under fire. Under heavy shelling, he went forward and dressed wounded, and dressed one man under full observation of the enemy.’

Charles Herbert Budd was born in 1886 in London and was educated at King’s School, Canterbury and Oriel College, Oxford, before going to St Thomas’s Hospital to qualify. In 1908 he enlisted in the London Scottish Territorials.

Having moved to Cambridge, he was employed at Cambridge General Hospital from October 1914, becoming Honorary Anaesthetist at Addenbrookes. Commissioned into the Royal Army Medical Corps, he served in Macedonia from August 1916 and with the Royal Flying Corps in 1917, before being attached to the Royal Irish Fusiliers in Palestine and Egypt. Budd added a ‘mention’ (*London Gazette* 14 June 1918, refers) to go with his outstanding M.C. before War’s end.

Having had his Medals issued to 6 Scroope Terrace, Cambridge in August 1920, Budd was retained as Supernumerary Captain for service with the Medical Unit of the Cambridge University Contingent O.T.C. from April 1923. Awarded his T.D. in 1934, he formed and Commanded the 2nd (First Eastern) General Hospital at the outbreak of the Second World War; it later became the 20th General Hospital. He was made a Deputy-Lieutenant of Cambridgeshire in 1942. Retired on account of his age on 16 May 1945, Budd remained in Cambridge. He was in General Practice and was for half a century Doctor of The Leys School, retiring in 1964. A Vice-President of the Cambridge British Legion, Old Contemptibles Association and the Cambs and Isle of Ely Army

Association, he also assisted in the formation of the County Cadet Force. Besides the Army, Budd was a keen musical man and was Trustee of the D'Oyly Carte Opera Company and President of the Amateur Dramatic Operatic Society. The Colonel died in 1969; sold together with his two pressed card identity tags, these named 'Col. C. H. Bugg 26212. C.E.', named box of issue for the Great War Pair and riband bars, besides copied research.

For his miniature dress medals, please see Lot 476.

x351

The superb Great War Salonica M.C. group of six awarded to Major E. G. M. Phillips, 10th Battalion, Royal Highlanders (Black Watch), who become Comptroller to H.R.H. the Duke of Windsor (King Edward VIII)

During the Fall of France the responsibility for evacuating the Duke and his during the fall of France; staying by his side throughout the war Phillips joined him in the Bahamas, being censured for a communication with Fascist Italy and finding himself involved with the murder of Sir Harry Oakes

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2. Lieut. E. G. M. Phillips. R. Highrs); British War and Victory Medals (Capt. E. G. M. Phillips); Defence and War Medals 1939-45, mounted court-style, *good very fine* (6)

£1,400-1,800

M.C. London Gazette 1 January 1918.

Edwin Gray Moneylaws Phillips was born at Kirklington, Nottinghamshire on 11 October 1884, the son of John Phillips of Earl's Hill House. Sent to Eton he excelled as a Classicist, matriculating to Magdalen College, Oxford, where he studied between 1903-1907 before moving on to train at the Inns of Court.

The Great War

With the outbreak of the Great War, Phillips' career was to be put on hold and he was commissioned 2nd Lieutenant with the Royal Highlanders (Black Watch) on 3 December 1914. Serving in France in 1915 Phillips served with the 10th Battalion, Royal Highlanders and embarked for France in September but did not stay long, being transferred to the Salonika Front in November. Promoted Lieutenant on 7 June 1916, Phillips notably commanded a trench raid carried out by men of 'A' Company, 10th Battalion against the P5 feature on Pip Ridge near Lake Doiran on 9 October 1916. He is likely to have seen this feature a good deal more, not least when the Battalion was engaged at the disastrous Battle of Doiran. Phillips again served with 'A' Company and performed well - however he was lucky to survive the battle unharmed, with five officers killed and another six wounded.

Appointed Adjutant on 15 October 1917, Phillips was promoted Captain just ten days later, likely as a result of his leadership in the battle as well as due to the high losses amongst the officers. He was awarded his Military Cross not long later, being presented with it by Lieutenant-General Sir George Milne on 20 March 1918. Meanwhile, high losses on the Western Front led to the Battalion being transferred back to France in June 1918. Phillips was not to remain with them for long however, being transferred to the 8th Battalion on 27 October 1918.

Inter-War & Comptroller to the Duke of Windsor

Taking occasional work as Comptroller for the Duke of Sutherland, during this time Phillips was to meet the Duke of Windsor. Commissioned again at the outbreak of Second World War, he was posted to the Duke's staff as Comptroller; at this time the Duke was part of the British Military Mission in Paris. Despite this he was considered to be something of an outsider and extraneous to the war effort.

As the German advance gained momentum the Duke withdrew to the rather safer and more comfortable Cote D'Azur, leaving Phillips and 'Fruity' Metcalfe in Paris; here they minded the his residence in the Boulevard Suchet - not that they had a choice as he had taken all of the cars with him upon leaving - Metcalfe left soon after, disgusted by his master's abandonment. With the fall of the Weygand Line even Phillips left Paris, hitch-hiking south through war-torn France. Exhausted and starving he described the collapse of the French army to his hosts upon arrival. The British could spare no ships to evacuate the Duke and Duchess and so they remained in the south of France occasionally visiting the Italian front. This changed when the Italians declared war on 10 June: with Petain taking control of France and requesting an Armistice the Germans were only 200 miles from the Duke and his staff, including Phillips, with nothing to stop them.

It was time to leave, frantic arrangements were made between the British Consuls still in France and it was decided that the Duke's party would join Major Dodds - the Consul at Nice - in driving to the Spanish Border. Arriving at Perpignan only 10 miles from the border they prepared to bed down for the night, *King Edward VIII - The Official Biography* takes up the story:

‘There they planned to spend the night, but they had hardly reserved rooms before the Mayor in great excitement arrived to report that the entire French Government would arrive at any moment, that the town would probably be bombed by the Germans, that the Duke and his entourage must move on. After protracted haggling visas were obtained for the entire party, and at 7pm they crossed into Spain. Wearily they journeyed on; it was midnight before they found temporary refuge in a hotel in Barcelona. The next stage of the Windsor’s exile had begun.’

Safe in Spain here began the wrangling for his new position, one eventually being found - the Governorship of the Bahamas. This posting was far enough away that he would be in no danger, either from the war or of being involved in Government decisions. Meanwhile German intelligence agents were working to try and subvert the Windsors before they could return to British territory. Phillips was sent to London to gather the Duke’s Colonial Office briefing and settle any questions of etiquette that would arise.

While he was there another contentious issue arose - that of Piper Alistair Fletcher, the Duke’s previous Valet, now required for war service. As it was felt that the Duke would be handicapped by the loss of his Valet just before a new appointment he telegraphed Phillips to arrange a meeting with Winston Churchill himself to discuss it. Despite the pressures of the war and the burgeoning Battle of Britain, Churchill did in fact meet Phillips but he rejected the suggestion that Fletcher be allowed to stay on as Valet.

Meanwhile yet another issue had arisen, that of the route the Royal couple should take to the Bahamas. The Duke wished to go via New York, largely to allow the Duchess to see a doctor in the City. When the Government vetoed the idea partly because they felt a visit ‘of an icy character and will have a most unfortunate effect at the present Juncture’ - but also because ‘it was feared that the Duke, ever popular in the United States, might contact isolationists and appeasers’. The Duke was furious - so much so he even wrote a letter resigning his post, thought it went unsent - and Churchill, seeing this anger, relented a little by releasing Fletcher back to his role as valet. Phillips, Fletcher and Sir Walter Monckton flew to Lisbon where the family was now based.

Exile in the Bahamas

Meanwhile in Lisbon, German attempts to suborn the Duke were stepped up but despite this he remained uncommitted. These culminated in a list of the passengers on the ship *Excalibur* being leaked to Phillips with the names of Jews aboard marked as though they formed a threat. Despite a last-minute request of the Duke that the vessel be held for a week, the British Government were determined to have him safely out of the way and she sailed as planned on 1 August 1940.

The Windsors did not enjoy the Bahamas, in the Duchess’ own words ‘...we both hate it and the locals are petty-minded, the visitors common and uninteresting’. However they did make one friend - though they were later to have cause to regret doing so - that being the gold mine owner and investor Sir Harry Oakes. It was not long after he had moved into the Governor’s residence that Phillips committed an unusual act which caused great consternation on the part of British Intelligence and the Duke himself. The intelligence services intercepted a letter sent from California by Mona Williams - a friend of the Duchess - to a close friend in Rome. While this was deemed innocent enough, attached to the letter was a postcard of Government House, Nassau signed ‘Griglio’ - Italian for grey - and addressed to Prince Rodolfo del Drago. This unusual communication aroused a whirlwind of activity, it was vital that they discover who this ‘Griglio’ was and how he was connected to the Italians - and more importantly the Duke.

Copies of the letter were studied all around the world, by the spymaster ‘Intrepid’ in New York and the Secretary of State and the Colonial Office in London. It was not until April 1942 that the Duke was approached for information on the matter, though it was made clear that no harm had been found in the letter itself. The Duke replied:

‘I am writing to inform you that I have established the identity of GRIGIO as being Major E. Gray Phillips, a member of my personal staff in Nassau. Major Phillips has made a full confession of his blatant infringement of the regulations...the seriousness of which is aggravated by the fact...my name should become connected with the incident...For my part, I am entirely satisfied with his explanation of this incident and that his endeavour to communicate with an Italian was in no way prompted by any sinister motive...Having known Major Phillips for twenty years, the last three of which he has held an important position of trust as my Comptroller, I can vouch for his integrity. I hope, therefore, that under the circumstances British Security Co-ordination will...overlook the serious breach of security regulations which he has unfortunately committed.’

Phillips was cleared and the affair was soon overshadowed by a far greater crime which rocked Bahaman society. Sir Harry Oakes was murdered some time after midnight on 8 July 1943 and his body mutilated to disguise the wounds. It was Phillips’ grim duty to inform the royal couple of the demise of their friend. Worse yet as Governor it was the Duke’s responsibility to respond to the crisis; his bungled handling of the incident cast a pall over his time as Governor.



Retirement

The Windsors returned to their home at La Cr e, France in April 1946 and in December Phillips left their employment. He was to return to the Bar for some time before retiring to Melton Court, Old Brompton Road, London where he died on 26 January 1973; sold together with copied research comprising, a Magdalen College Honour Roll, passenger list and Army Lists as well as *M.I.C.*, *London Gazette* entries and medal rolls along with war diary extracts and a *Brewery History* blog post.

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WHERE HISTORY IS VALUED

352 **A Great War M.C. group of five awarded to Lieutenant S. J. Sheldon, Royal Army Service Corps, attached Camel Transport Corps, who was commended for saving the life of Colonel Woodside in Cairo in March 1919 and latterly became Lieutenant-Colonel of the Lancashire Fusiliers, Home Guard during the Second World War**

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (T-352 Sgt. S. Sheldon. A.S.C.); British War and Victory Medals, with M.I.D. oak leaves (Lieut. S. J. Sheldon.); Defence Medal 1939-45, with 'Imperial Service' Badge, *polished, nearly very fine* (5)

£700-900

M.C. *London Gazette* 1 January 1919.



Stephen John Sheldon was born on 17 February 1892 at Wigan and was living at Hulme upon his joining the Territorial Army in April 1909. He earned Certificates No. 1 and 2 for his service with the Lancashire Fusilier Brigade, East Lancashire Division Transport and Supply Column in April 1912. Upon the outbreak of the Great War, he served in Egypt with the Army Service Corps from 10 September 1914 and was commissioned 2nd Lieutenant on 11 April 1917. Having earned his M.C. whilst serving with the Camel Transport Corps and also being 'mentioned' (*London Gazette* 22 January 1919, refers), he was highly commended for a gallant action once the Great War had come to an end. An original letter from Brigadier-General Massy gives further detail:

'Colonel Woodside has brought to my knowledge your gallant behaviour on March 8th [1919] when you went out unarmed from The Continental Hotel Cairo and rescued him from a savage and fanatical mob. He was almost unconscious and must have been killed but for your bravery. I wish to express my very high appreciation of your conduct which I have brought to the notice of Major General Watson Commanding The Cairo District.'

Woodside also wrote of his appreciation. Sheldon claimed his Medals in March 1924 (the 1914-15 Star being issued '...as "S" only') but returned to the fold with the Home Guard during the Second World War, when he commanded the Lancashire Fusilier Detachment. This saw him and his men called to action during the heat of the Manchester and Salford Blitz in December 1940. He died in 1964; sold together with a quantity of original material including Commissioning Document, letters related to his service and photographs.

353 **A Great War M.C. group of four awarded to 2nd Lieutenant L. Duncan, Gordon Highlanders**

Military Cross, G.V.R., the reverse engraved 'Lieut. Lancelot Duncan 7th Gordon Highlanders France 1917', in its case of issue; 1914-15 Star (3156 L.Cpl. L. Duncan. Gord. Highrs.); British War and Victory Medals (2.Lieut. L. Duncan.), *good very fine* (4)

£600-800

M.C. *London Gazette* 1 January 1918.

Lancelot Duncan served in France in the ranks of the Gordon Highlanders from June 1915. He was commissioned 2nd Lieutenant on 1 February 1917 and served with the 7th Battalion, Gordon Highlanders. His Medals were claimed in November 1926 and sent to him at 12 Ambleside Avenue, Bradford, Yorkshire.

354 *'Idly we listened to the buzzing of telephone wire overhead, and it dawned on me that the wire could not possibly be connected with the war on our side if the line. Without more ado, my batman, Rothwell, shinned up the pole and cut the wire down. Possibly an hour afterwards our reveries were disturbed by two German linesmen who came riding on bicycles, to find and repair the damage. They were promptly bowled over and sent to Battalion HQ.'*

The War the Infantry Knew, Captain J. C. Dunn, dated 30 August 1918, refers

A Soldier Servant's Great War 'Second Battle of Bapaume' D.C.M., 'Second Battle of the Marne' M.M. group of four awarded to Private R. Rothwell, 2nd Battalion, Royal Welsh Fusiliers, who features regularly in his commander's reflections, standing out for his brave and loyal conduct



Distinguished Conduct Medal, G.V.R. (29291 Pte. R. Rothwell. M.M. 2/R.W. Fus.); Military Medal, G.V.R. (29291 Pte. R. Rothwell. 2/R.W. Fus.); British War and Victory Medals (29291 Pte. R. Rothwell. R.W. Fus.) *good very fine* (4)

£1,400-1,800

D.C.M. *London Gazette* 5 December 1918:

'For conspicuous gallantry and devotion to duty during an advance. He volunteered to accompany his officer forward under heavy machine-gun fire and look for the company commander, who was wounded and missing. When well in front of the attacking troops they were attacked by small parties of the enemy. Although shot through the arm, he assisted in re-loading rifles for his officer, thus enabling them both to beat off the enemy, and get back safely to troops in rear.'

M.M. *London Gazette* 21 October 1918.

Robert Rothwell was born at Radcliffe, Lancashire, in 1894 the son of John and Sarah Rothwell of 13 Bowling Green Street, Radcliffe. Enlisting with the Royal Welsh Fusiliers he was at first posted to the 19th Battalion before later being transferred to the 2nd Battalion. Serving at this point as Batman

(Soldier Servant) to an officer named Crabtree he undertook a number of heroics, many of which are recorded. Sadly, none of these was the incident for which Rothwell received the Military Medal. However, as the award was first mentioned in the Battalion War Diary on 22 July 1918 it is likely that it was won during the raid on Hamel, during the Second Battle of the Marne, on 11 July 1918.

Again going into action during the savage fighting at the Second Battle of Bapaume in which 2nd Battalion lost 357 killed, wounded and missing. So many in fact that the survivors were mustered as a single Company rather than the full Battalion they had been. Rothwell's notable calm under fire is again referenced by Crabtree who states:

'1 September 1918: 'I got perhaps 50 yards, when I crumpled up with a bullet through the leg which split the tendon. Rothwell, my faithful batman and runner, was close on my heels, and he and I were alone, about 40 yards in front of the rest of the company. He bandaged me and, even amongst the bullets flying about, managed to envy my luck in getting such a perfect 'blighty'.'

Rothwell appears to have been ordered back to the Company as he is notably not taken prisoner - unlike Crabtree - however the citation of his D.C.M. suggests that he did not give up hope of finding him. As the attack by 114th Brigade between Norval and Sailley-Saillesel hovered in the balance Rothwell was wounded with a machine gun bullet in his right arm.

Surviving the war and returning to Radcliffe, Rothwell was honoured at a special ceremony during a meeting of the District Council on 10 March 1919 with an Illuminated address. The Chairman stating 'that in few towns had the chairman of a District Council had to recognise war honours to the same extent as he had done this year'. Sold together with the original illuminated address mentioned above as well as copied research including census data, medical data and extracts from *Records of the Royal Welsh Fusiliers, London Gazette* and the *Radcliffe Times*.

x355 **A very fine D.C.M. awarded to Sergeant W. N. Hutchinson, 4th Canadian Infantry, who had already won an M.M. at Passchendaele the previous year**

Distinguished Conduct Medal, G.V.R. (11241 A. Sjt: W. H. Hutchinson. M.M. 4/Can: Inf.); *contact marks, very fine*

£700-900

D.C.M. *London Gazette* 12 March 1919:

'For most conspicuous gallantry in face of intense fire during the operations of both the Canal du Nord, 27 September and Abancourt Ridge, 1 October 1918. In the hand to hand fighting in the neighborhood of the steel bridge during the assault of the Canal du Nord he fought splendidly, killing several enemy. He then bombed an enemy post under the bridge and killed all the occupants, after which he cleaned out a dug-out single handed, also killing all the occupants. Throughout the operations his courage was of the highest order, and he did magnificent work.'

[M.M.] *London Gazette* 13 March 1918:

'For conspicuous bravery and devotion to duty during the operations at Passchendaele on 6 November 1917. Hutchinson was Platoon Sergeant of one of the platoons which was in the support of the attack. During the operations the area was heavily shelled and many of his men were wounded. Hutchinson set a splendid example in going about attending to the wounded and cheering the men.'

William Norman Hutchinson was born on 6 June 1891 at Caledon East, Ontario. He served with the 36th Peel Regiment from 1911-14 and enlisted in the 4th Battalion, Canadian Expeditionary Force at Valcartier, Quebec on 23 September 1914. Embarked for England on 3 October 1914, he proceeded to France on 7 February 1915. His time on the front line was cut short, being invalided sick on 6 March 1915. Returned to France on 26 April 1915, he was promoted Corporal on 26 September and wounded on 10 October 1916, once again being invalided to England. Once again returning to France on 25 April 1917, he was promoted Sergeant on 21 September 1917. He went on to earn the D.C.M. and M.M. and was further wounded on 24 April 1918.

356 **A 'Western Front 1918' D.C.M. group of six awarded to Battery Sergeant-Major G. Jakeman, Royal Garrison Artillery, who was treated for shell shock in October 1917**

Distinguished Conduct Medal, G.V.R. (3327 B.S. Mjr: G. Jakeman. 25/Sge: By: R.G.A.); 1914-15 Star (3327. Sjt. G. Jakeman, R.G.A.); British War and Victory Medals, with M.I.D. oak leaves (3327 Sjt. G. Jakeman. R.A.); Army L.S. & G.C., G.V.R., 1st issue (3327 B.S. Mjr. G. Jakeman. D.C.M. R.G.A.); Special Constabulary Long Service Medal, G.V.R., (George Jakeman), mounted as worn, *some pitting and contact wear, very fine* (6)

£600-800

D.C.M. *London Gazette* 13 June 1918:

'For conspicuous gallantry and devotion to duty during three months' operations. Time after time this Warrant Officer's pluck and tact have kept up the morale of N.C.O.'s and men, whose guns have

been destroyed, or casualties incurred. He has on several occasions shown marked ability in control of the men.'

M.I.D. *London Gazette* 14 December 1917.

George Jakeman lived in east London and served in France from 31 August 1915. He continued to serve with this unit on the Western Front for the duration of the Great War, receiving hospital treatment for shell shock on 5 October 1917 while with the 25th Siege Battery. The next month, on 7 November 1917, he received a 'mention' for his distinguished services in the field. Despite clearly being heavily affected the intensity of the fighting, Jakeman continued to serve with the Battery and was awarded the D.C.M. in June 1918, likely for services during the German Spring Offensive. He is noted as having returned to London at the end of the War; sold together with his original, framed Mention-in-Despatches certificate named to him, a corresponding riband bar and copied research comprising an *M.I.C.*, D.C.M. citation and Hospital Admissions book.

For his miniature Dress medals, please see Lot 480.

357

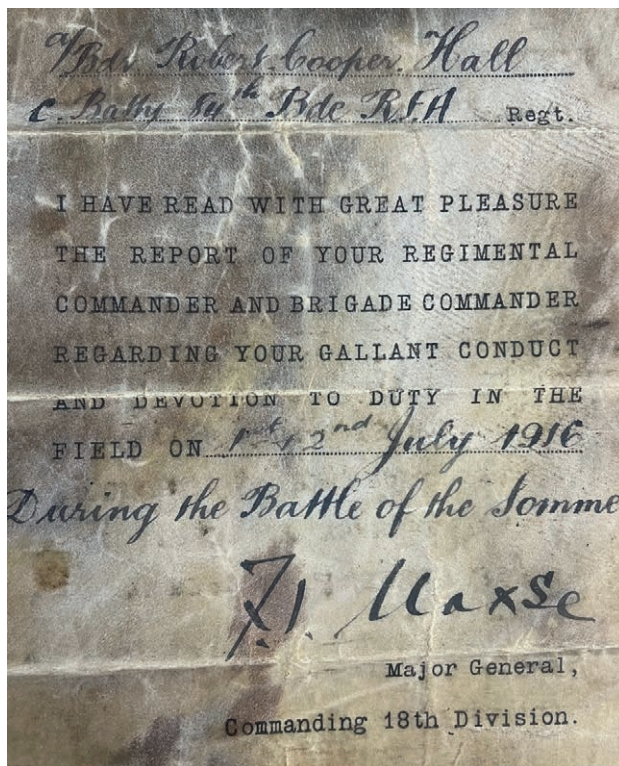
A well-documented First Day of the Battle of the Somme 1916 D.C.M. group of four awarded to Bombardier R. C. Hall, Royal Field Artillery, for an epic 36-hour action in which he gallantly held a captured enemy post with a Forward Observation Officer in order to maintain vital communication; he was also wounded on the First Day of the German Spring Offensive

Distinguished Conduct Medal, G.V.R. (72527 A. Bmbr: R. C. Hall. C. By: 84/Bde: R.F.A.); 1914-15 Star (72527. Gnr. R. C. Hall. R.F.A.); British War and Victory Medals (72527 Bmbr. R. C. Hall. R.A.), *good very fine* (4)

£1,500-2,000

D.C.M. *London Gazette* 20 October 1916:

'For conspicuous gallantry in action. With the F.O.O. he laid a telephone wire to a captured post, and patrolled and repaired it continuously for 36 hours, thereby enabling valuable information to be sent back to his Battery and prompt action to be taken.'



Robert Cooper Hall, a native of North Shields, was born in 1894 and enlisted at Newcastle on 4 January 1915. He served in France from 27 July 1915 and won his remarkable D.C.M. in action near Montaubin on 1-2 July 1916. Having also been awarded a Major-General's (Commanding 18th Division) Gallantry Card, he was admitted to No. 18 General Hospital for dental treatment on 27 December 1916. Returned to the front, he was wounded by a gunshot to the left calf in action on 21 March 1918, the First Day of the German Spring Offensive, whilst serving with the 106th Brigade, Royal Field Artillery. Once again back in the front line in May 1918, he was admitted to hospital

with debility and gastritis on 7 August 1918, contracted whilst on active service. He was awarded a 20% pension.

Sold together with the following original archive:

(i)

His Major-General's (Commanding 18th Division) Gallantry Card, with his name, number and date stated as '1st & 2nd July 1916 During the Battle of the Somme.'

(ii)

His Transfer to Reserve Certificate, dated 2 March 1919.

(iii)

An old citation, copied research, and Service Record.

358 **A Great War M.M., Croix de Guerre group of four awarded to Lance-Bombadier A. C. Price, 203rd Battery, Royal Garrison Artillery**

Military Medal, G.V.R. (182625 Gnr:-A. L. Bmbr: - A. C. Price. R.G.A.); British War and Victory Medals (182625 Gnr. A. C. Price. R.A.); France, Republic, Croix de Guerre, with bronze Star upon riband, mounted as worn in incorrect order, *good very fine* (4)

£250-300

M.M. *London Gazette* 22 July 1919.

Croix de Guerre *London Gazette* 18 July 1919.

Albert Charles Price lived at Knowle, Bristol and served with the 203rd Battery, Royal Garrison Artillery during the Great War. This unit served in France from December 1916 and remained on the Western Front; sold together with a copied medal roll and research relating to the Military Medal.

359 **An outstanding Great War Trench Raid M.M. group of five awarded to Lance-Corporal W. H. Bevell, 104th Company, Royal Engineers, who was decorated for creeping across the snow of No Man's Land - disguised in his white snow smock - carrying his demolition charges, which blew in two concrete dugouts on a daring raid with the 8th Battalion, The Buffs, in January 1917**



Military Medal, G.V.R. (46805 L.Cpl. W. H. Bevell. 104/F. Coy. R.E.); 1914-15 Star (46805 Spr. W. H. Bevell. R.E.); British War and Victory Medals (46805 Spr. W. H. Bevell. R.E.); Defence Medal 1939-45, mounted as worn, *contact marks, nearly very fine* (5)

£300-400

M.M. *London Gazette* 12 March 1917. The following summary of his work was noted in their *War Diary*:

'Blew in the two entrances of a dugout with one 20lb and one 10lb charge, there was a concrete machine-gun emplacement on top which was demolished by the 20lb charge, both these charges were carried by himself.'

William Henry Bevell was born at Loddiswell, Kingsbridge, Devon on 13 June 1894 and during the Great War he was in France from 1 September 1915. He served with the 104th Field Company, carrying out traditional duties for such a unit but was also detailed for the occasional 'Special Duty' - that opportunity presented itself on 26 January 1917, when Bevell, with two comrades, was

attached to the 8th Battalion, The Buffs. Creeping across No Man's Land at dawn between Shoreditch Crater and Scots Alley, Bevell carried two charges to blow in dugouts and mine shafts in the Front Line Trenches, in order that the infantry could then make their charge. Three further Engineers were attached to the 12th Battalion, Royal Fusiliers, who took part in a similar raid on that day, with all six actions being noted in the *War Diary*. It was only Bevell that was granted a gallantry award for the action and it is interesting that the Raiding Party went 'over the top' decked out in white smocks, on account of the snow that lay on the ground. The Raid was a total success with great casualties inflicted and prisoners taken for their efforts. Bevell was discharged on 28 November 1917 on account of wounds and was issued a Silver War Badge.

Returned to his native Devon he took work as a gardener and was a keen member of the Kingsbridge Horticultural Society. Having clearly done his duty with the local Home Guard during the Second World War, he died on 10 February 1970, having been living at 129 Fore Street; sold together with detailed copied research.

360

A Great War M.M. and gold presentation Watch awarded to Private P. Ross, 20th (County of London) Battalion, London Regiment (Blackheath and Woolwich), a Battalion Runner during the three-day Battle of Solesmes in October 1918

Military Medal G.V.R. (634963 Pte. P. Ross. 20/Lond: R.); British War and Victory Medals (R-366232 Pte. P. Ross. A.S.C.), *very fine* (3)

£600-800

M.M. *London Gazette* 22 July 1919.



Peter Ross, a native of Birtley, Durham, was born in April 1868. During the Great War he served in the 20th (County of London) Battalion, London Regiment (Blackheath and Woolwich) and Army Service Corps. He was a Battalion Runner during the Battle of Solesmes in October 1918, during which he won his M.M.; his son gave further details:

'He was a runner in the London Regiment and when they went over the top he ran with the Officer and a Sergeant so if they took the German trench he would go back to HQ with the message. This particular time as they ran forward he was between the two...a German machine gun that jumped up on [them] springs & fired straight at them, they all dropped to the ground...both the Officer and Sergeant were dead cut through the middle. He only had a bullet go through the shoulder of his uniform...

The advance of his Section was held up by a German machine gun. He said for some reason he decided to single handed[ly] charge at it. The two or three Germans raised their hands and he took them Prisoner. He spoke to the German officer and he said that he was very lucky they didn't open fire, but they were distracted by another person further down the line who also jumped up they thought it was the start of a major attack so they surrendered. This might have been the MM?'

Either way, after the battle the unit counted losses of 19 killed, three died of wounds and 87 wounded. Returned home with the M.M. and his Gold Watch, by 1939 he was living in Malone Gardens, Chester-Le-Street, a retired coal hewer miner.



Sold together with a half-hunter pocket watch, this inscribed 'Presented by the Birtley Decoration Committee to Private Peter Ross on his winning the Military Medal in the Great War October 11th 1919' and copied research, including the account of his son.

361 **A Great War M.M. group of five awarded to Private W. Stewart, Royal Irish Rifles, who returned to the fold to serve with the Scottish Rifles during the Second World War**

Military Medal, G.V.R. (40287 Pte. W. Stewart. 11/R. Ir: Rif.); 1939-45 Star; Italy Star; Defence and War Medals 1939-45, in their named box of issue addressed to 'Mr W. Stewart, 10 Greenhead Road, Usley, Keighley, Yorks.', *good very fine* (5)

£240-280

M.M. *London Gazette* 19 November 1917.

William Stewart was born at Leith, Scotland on 21 June 1896 and earned his M.M. with the Royal Irish Rifles. He re-enlisted on the outbreak of the Second World War, his Service & Pay Book noting '5 yrs R.I.R.'; sold together with note confirming award of the M.M., newspaper cutting and Soldiers' Service and Pay Book.

362 **A Great War M.M. group of four awarded to Bombardier W. L. Fisher, Royal Field Artillery**

Military Medal, G.V.R. (82120 Gnr: W. L. Fisher. 'B' By: 62/Bde: R.F.A.); 1914-15 Star (82120. Gnr. W. L. Fisher. R.F.A.); British War and Victory Medals (82120 Bmbr. W. L. Fisher. R.A.); Silver War Badge (111505), , *this last without pin fitting, otherwise good very fine* (5)

£240-280

M.M. *London Gazette* 3 June 1916.



Walter Leslie Fisher was born on 17 September 1888 at 6 Cleveland Terrace, Acton Green. He enlisted on 10 August 1914, served in France from 2 June 1915 and, having won his M.M., was discharged due to wounds (with his Silver War Badge) on 12 January 1917; sold together with photograph of the recipient on his horse, his identity bracelet and 'Tail-Waggers London Club' Badge.

- 363 **A Great War M.M. group of five awarded to Lieutenant, late Sergeant, W. Beattie, Royal Artillery and Royal Tank Corps, who served with 107th Siege Battery on the outbreak of the Great War; with Beattie present, it was this very same Battery which fired the first ever round of Anti-Aircraft Fire in the Defence of Britain on Christmas Day 1914**
- Military Medal, G.V.R. (20693 Cpl. W. Beattie. 17/Sge: By: R.G.A.); 1914-15 Star (20693 Bmbr. W. Beattie. R.G.A.); British War and Victory Medals (2. Lieut. W. Beattie.); Defence Medal 1939-45, *very fine* (5) £260-300
- M.M. *London Gazette* 11 November 1916.
- William Beattie** served with the 107th Siege Battery. His unit had begun the Great War on the Channel Islands and were then withdrawn to man posts on the coast of England. It was on Christmas Day 1914, with Beattie confirmed as having been present, that the first German Seaplane Raid was made - and it just so happened to pass over the Anti-Aircraft Guns of his Battery on Beacon Hill, Sheerness, in which he served. With the enemy Seaplanes flying at around 7,000ft and at a range of 4,000 yards they fired some 27 rounds of shrapnel. This was the first round fired in the Defence of Britain and such was their eagerness to engage ‘...that in their enthusiasm the Gunners managed to shoot away their telephone lines.’
- The German raider dropped two bombs near Cliffe Station at Tilbury and was then driven away by three of our aircraft. Beattie served in Egypt from 11 July 1915 and probably earned his M.M. for gallantry after the Battery was badly shelled on 21 August 1916.
- Commissioned 2nd Lieutenant for ‘Services in the Field’ on 8 December 1917, he joined the Tank Corps from 20 May 1920, with seniority as Lieutenant from 8 December 1919. He was retired on 30 April 1921; sold together with copied research.
- 364 **A Great War M.M. group of four awarded to Private T. O’Neill, Royal Army Medical Corps**
- Military Medal, G.V.R. (9755 Pte. T. O’Neill. R.A.M.C.); 1914 Star, with clasp and two rosettes mounted upon the riband (9755 Pte. T. O’Neill. R.A.M.C.); British War and Victory Medals (9755 Pte. T. O’Neill. R.A.M.C.), *good very fine* (4) £400-500
- M.M. *London Gazette* 9 December 1916.
- Thomas O’Neill** was christened at Ditton, Lancashire in June 1876 and served in France with the 22nd Field Ambulance from 7 October 1914. He died in the New Forest, Hampshire in July 1967; sold together with all the named boxes of issue and postage envelopes for the Medals, besides his silver St John Ambulance Association Badge, the reverse engraved ‘170330 Thomas O’Neill’ and its ‘1914’ service Bar, besides metal insignia.
- 365 **A Great War M.S.M. group of three awarded to Lance-Corporal T. C. Sunderland, 2/5th Battalion, Loyal North Lancashire Regiment, decorated for having tended to the wounded under sniper fire**
- British War and Victory Medals (33628 Pte. T. C. Sunderland. L. N. Lan. R.); Army Meritorious Service Medal, G.V.R. (33628 L.Cpl. T. C. Sunderland. 2/5 L. N. Lan: R.), *good very fine* (3) £300-400
- M.S.M. *London Gazette* 29 August 1918. The following citation is offered by *The Rochdale Times* on 28 December 1918:
- ‘Won by attending to wounded men with total disregard to the continuous firing of snipers.’
- Tom Chew Sunderland** was born at Rochdale on 1 February 1893, the son of James and Sarah Sunderland, who owned a chip potato shop and coffee house. He served in France with the 7th Battalion, Loyal North Lancashire Regiment and sometime transferred to the 2/5th Battalion. The exact location of his gallantry in winning his M.S.M. remains something of a mystery, but in May and June 1918 they were in the front lines around Gommecourt Park. He was presented his M.S.M. by the Mayor of Rochdale on 27 December 1918 and was married in April 1920. He died at 50 Willbutts Lane on 22 January 1985 and is buried in Rochdale Cemetery; sold together with an original newspaper cutting and copied research.
- 366 **An immediate Great War ‘Italy operations’ M.S.M. group of four awarded to Colour-Sergeant F. E. J. Buck, 7th Battalion, Machine Gun Corps late 1st Battalion, Essex Regiment, who landed at Gallipoli with the Essex Regiment, was diagnosed with shell shock and received a ‘mention’ on the Italian Front**
- 1914-15 Star (9423 L.Cpl. F. Buck. Essex R.); British War and Victory Medals, with M.I.D. oak leaves (9423 C. Sgt. F. Buck. Essex R.); Meritorious Service Medal, G.V.R. (21422 C. Sgt.- C. Q. M. Sgt.- F. E. J. Buvk. 7/M.G.C.), *minor edge wear and pitting, very fine and rare to this rank* (4) £240-280

Frederick Ernest John Buck was born at High Ongar, Essex in January 1891 and served with the 3rd Militia Battalion, Essex Regiment prior to enlisting on 29 June 1909. Attesting first with the 1st Battalion The Buffs on 10 January 1910 he was later transferred to the 2nd Battalion Essex Regiment later that month on 31 January. Posted to India with this unit on 28 January 1912, Buck was appointed Lance-Corporal on 25 October 1912; after a year on garrison duty in Mauritius he returned to Britain on 8 December 1914.

Entering the war at Gallipoli, the 1st Battalion landed on 25 April 1915 and immediately faced heavy fire: they managed to seize Hill 138 and, slowly working their way out from there, the Battalion took heavy losses including their commander, Lieutenant-Colonel Godfrey Faussett. Buck clearly served with distinction during the campaign, being first appointed Corporal on 18 May 1915 and later promoted Sergeant on 16 July 1915. The Battalion later succeeded in taking Fir Tree Grove but as the campaign dragged on losses continued to mount and eventually they were evacuated to Egypt on 8 January 1916, being one of the last units to leave that theatre.

Transferred to the 88th Company, Machine Gun Corps on 20 February 1916, Buck was posted with them to the Western Front where he served until 22 July when he was hospitalised with severe Shell Shock at 24 General Hospital.

Not declared fit for duty until 26 February 1917, he returned to his unit soon after on 8 March. Buck's absence had clearly not dulled his ability and he was soon promoted to the rank of Company Quartermaster Sergeant on 19 July. Transferred to the 91st Company, Machine Gun Corps on 8 September 1917 just prior to their involvement in the Battle of Passchendaele.

After the heavy fighting in Flanders throughout the winter of 1917, the 91st Company was posted to the Italian Front for service on the Piave River. During the equally heavy fighting on this front throughout the Italian advance through Austrian held positions, Buck received a 'mention' on 18 April 1918 (*London Gazette* 30 May 1918) and not long later the Meritorious Service Medal. At this time the Company was stationed at the Asiago Plateau and later took part in the Battle of Vittorio Veneto.

When the Company was amalgamated to form the 7th Battalion Machine Gun Corps on 1 December 1918, Buck joined them with the rank of Acting Warrant Officer Class II. Later posted to 1st Depot Battalion Machine Gun Corps as Colour-Sergeant, he joined the Army Reserve as Colour-Sergeant/Company Quartermaster Sergeant on 9 April 1921. Briefly mobilised again, he returned to the Reserve on 7 June 1921 and was discharged the next year on 9 January 1922.

Buck was one of four brothers to fight in the war with one other, Sergeant James Buck, being twice wounded in the Mediterranean theatre. His parents are noted as living in Waterfoot, Lancashire during his service; sold together with typed research and a typed service record summary as well as copied research comprising census data, *M.I.C.* and *M.S.M.* index card along with extracts from the *Free Press* and *British Regiments 1914-1918* as well as a scanned copy of the recipients Mention in Despatches Certificate and photograph.

367 **A very rare 'Ireland' M.S.M. group of four awarded to Company Quartermaster Sergeant J. Wright, 615th Company, Army Service Corps, late Royal Field Artillery**

1914 Star, *copy* clasp (16400 Bmbr: J. Wright. R.F.A.); British War and Victory Medals (16400 A.B.Q.M.Sjt. J. Wright. R.A.); Army Meritorious Service Medal, G.V.R. (M-38414 Pte. A.C.Q.M.Sjt. - J. Wright. R.A.S.C.), *very fine* (4)

£400-600

M.S.M. *London Gazette* 3 June 1919. Published entry states: '...valuable service rendered in connection with the War' but the M.S.M. card confirms 'Ireland', no doubt on account of the political implications - and to protect those decorated - for such awards being promulgated.

John Wright was born at Keighley, Yorkshire in 1882 and enlisted in the Royal Artillery in April 1901. He served in France with the 12th Brigade, Royal Field Artillery from 11 September 1914 and was transferred to the Army Service Corps in France in July 1917.

He was made Acting Company Quartermaster Sergeant on 2 August 1916, the same day on which he joined the 615th Company in Dublin. Whilst no *War Diary* survives, the *History of the Army Service Corps* states:

'Throughout, service in Ireland was uncomfortable and trying, particularly for the R.A.S.C. whose units had to cover enormous distances and whose vehicles were constantly being ambushed and presented easy targets for sudden attack. The Corps suffered its full share of casualties, many of them fatal. Barbed wire, armed convoy, interrupted communications and a strict curfew were the lot of the soldier in Ireland. The British soldier fights clean, but here you never knew what was going to happen; the fellow who asked you out to dinner would shoot you in the back as you were going out.'

- 368 **A Great War 'East Africa' M.S.M. group of four awarded to Warrant Officer Class I A. Young, Army Service Corps**
 British War and Victory Medals (S-16193 W.O.Cl.1. A. Young. A.S.C.); Army L.S. & G.C., E.VII.R. (16193 S.Sjt: A. Young. A.S.C.); Army Meritorious Service Medal, G.V.R. (S-16193 S.S.Mjr: A. Young. A.S.C.), mounted as worn, *good very fine* (4) £200-240
 471 M.S.M.'s awarded for services in East Africa during the Great War. 190 of these went to Imperial Units, of which 51 were issued to the Army Service Corps.
 M.S.M. *London Gazette* 1 January 1917 (East Africa).
Arthur Young was born in India on 29 December 1875, the son of Sergeant Andrew Young, Royal Artillery. By 1901 he was a Corporal in the Army Service Corps and living at Battersea. His L.S. & G.C. Medal was issued as per *Army Order* 62 of 1908. Having served in East Africa during the Great War, he died at Woking in 1941; sold together with copied research.
- 369 **A rare Great War M.S.M. awarded to Acting Squadron Quartermaster Sergeant M. S. Bamber, Saskatchewan Regiment**
 Army Meritorious Service Medal, G.V.R. (82037 Pte.-A. S. Q. M. Sjt.- M. S. Bamber. Sask. R.), *good very fine* £240-280
 M.S.M. *London Gazette* 12 December 1919.
- 370 **A Great War M.S.M. group of four awarded to Sergeant T. Cairns, Royal Scots, Labour Corps and Chinese Labour Corps, who was a survivor of the Gretna Green Railway Disaster of 22 May 1915**



- 1914-15 Star (300873 Sjt. T. Cairns. R. Scots.); British War and Victory Medals (2846 Sjt. T. Cairns. R. Scots.); Army Meritorious Service Medal, G.V.R. (300873 Sjt. T. Cairns. 7/R. Scots.), mounted as worn, *good very fine* (4) £400-500
 M.S.M. *London Gazette* 18 January 1919.

Thomas Cairns was born at Leith in 1891 and joined the Lowland Brigade, Army Service Corps on 22 September 1914. Transferred to the 1/7th Battalion, Royal Scots, he was boarded onto trains with his comrades and headed for Gallipoli on 22 May 1915. The greatest British rail disaster of all time occurred at Quintinshill when the second locomotive smashed into the first, which was stationary. The cause was a signalling error and in the end no less than five trains were involved in the disaster. Fires raged and the death toll was shocking, with 214 soldiers, nine passengers and three railway employees losing their lives. Four further children were never accounted for and a further 246 were injured. Thankfully for Cairns, he was able to answer the Roll Call made of his unit at the close of the day. The BBC would produce *Britain's Deadliest Rail Disaster: Quintinshill* in 2015.



Roll Call of the Survivors of the Disaster, Cairns was able to answer the call'

Cairns would serve on Gallipoli from 12 June 1915 and also on the Western Front, earning his M.S.M. as a Transport Sergeant. He latterly served in France with the Chinese Labour Corps from 21 September 1919 - 3 February 1920 and was discharged on 4 March 1920; sold together with copied research.

371 **A Great War 'India' M.S.M. group of three awarded to Bombardier A. E. Green, Royal Artillery**

British War Medal 1914-20 (31883 Bmbr. A. E. Green. R.A.); Army Meritorious Service Medal, G.V.R. (31883 Bmbr. A. E. Green. R.G.A.); Imperial Service Medal, G.VI.R. (Albert Ernest Green), *good very fine* (3)

£140-180

M.S.M. *London Gazette* 3 September 1920 (India).

Albert Ernest Green was born at Birmingham on 28 September 1890 and was a warehouseman upon his enlistment in the Royal Artillery on 26 July 1909. Having served in India with the 94th Company (British War Medal only), he was discharged on 25 July 1921 and re-enlisted in the Royal Army Ordnance Corps on 14 September 1921. He moved to the south coast of England and was issued his I.S.M. as a Postman in Bournemouth and Poole (*London Gazette* 19 January 1951, refers); sold together with copied research.

Sold by Order of a Direct Descendant

372

The superb 'North Russia 1919' D.S.O., Order of Saint Vladimir, Croix de Guerre group of five to Lieutenant-Colonel H. E. Lavie, Durham Light Infantry attached 13th Battalion, Yorkshire Regiment

Having served on the Somme, he would become commander of the Seletskoe Detachment at Archangel; faced with appalling conditions, a fanatical enemy and troops ready to mutiny, he passed these trials with awards from both British and White Russian Governments as well as the high praise of General Ironside, commanding the British Expedition, besides three 'mentions'



Distinguished Service Order, G.V.R., silver-gilt and enamel; British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. H. E. Lavie); Russia, Imperial, Order of St. Vladimir with Swords, 4th class, silver-gilt and enamel; Belgium, Kingdom, Croix de Guerre, mounted as worn, in their *Goldsmiths & Silversmiths Company* case, *slight chipping to enamel of first, minor contact wear, very fine* (5)

£1,500-2,000

D.S.O. *London Gazette* 3 October 1919:

'For inspiring leadership and devotion to duty when in command of the 'Seletskoe Detachment'. No exertion on his part has been too great in ensuring that proper defensive measures were being taken, and the entire lack of success of enemy attacks made on his front during April, 1919, can be attributed in great measure to the change of morale in the defending troops owing to his personality and power of command'.

Croix de Guerre *London Gazette* 12 July 1918.



Henry Ernest Lavie was born on 5 August 1879 in Ceylon, the son of Henry and Gertrude Lavie of Fulham, London, and grandson of Major Henry Lavie, 13th Native Infantry. Returning to England for his education he and his brother George grew up in Britain, with Lavie appearing on the 1891 census at the house of his uncle in Battersea.

Joining the Northamptonshire Regiment with the rank of 2nd Lieutenant on 28 September 1898, he transferred to the Durham Light Infantry with the same rank on 18 April 1900. Promoted Lieutenant on 13 July 1901 he lived at Hillfield, Addlestone before being posted to Africa and saw service with the West African Frontier Force between August 1904 - June 1909, being promoted Captain on 26 April of that latter year.

West African service complete, Lavie returned to London and whilst there married Constance McCoan on 3 January 1910 with the couple settling in at St. George Square, Pimlico. Posted to India, he was still there on the outbreak of the Great War and was soon appointed an Assistant Embarkation Staff Officer (August 1914) for units of the Indian Army joining the various theatres around the conflict. Lavie held this position until November 1915 before taking up an appointment as Deputy Acting Quartermaster-General, to commence in December 1915. With the start of the Somme Offensive he received some bitter news - his brother, serving as a Lieutenant with the Canterbury Regiment, New Zealand Expeditionary Force, was killed in action on 11 June 1916 at Armentieres, France.

Leaving his staff role in September 1916 Lavie then embarked on more active service, and was posted to France on attachment to the York and Lancaster Regiment. Appointed Acting-Lieutenant Colonel he joined the 6th Battalion as their commander for the remainder of the war, earning a 'mention' for his services (*London Gazette* 24 May 1918). A further award of the Belgian Croix de Guerre seemed to put the capstone to his career as he returned to staff work as an Instructor for the Senior Officers' School, Aldershot.

However, Lavie's military career had yet to reach its zenith and he was offered command of a Battalion of the Yorkshire Regiment currently serving in North Russia; arriving there in January 1919 he was placed in command of the 13th Battalion, Yorkshire Regiment at Seletskoe. The allied lines were based around the railway and river traffic centred upon the River Dvina of which Seletskoe was a crucial hub, *Churchill's Crusade: The British Invasion of Russia* expands upon this stating:

'The River Dvina, a mile and a half wide in places, was nevertheless relatively shallow, with shifting sandbanks. With Archangel situated on its northern bank, the river dominated the region. It followed a course south east from the port and was joined after about 100 miles by its first major tributary, the Vaga. In the late autumn of 1918, the rivers were wide and full. All three had significant settlements along their banks. On the Emptsa, important as a staging post on a rough road that linked the railway with the Dvina.'

While he was commanding the Yorkshire Regiment here Lavie was also placed in command of the entire Seletskoe detachment, a mixed force of Allied and White Russian troops charged with the defence of this vital point on the line. Indeed the position had already been lost more than once in the close fighting the previous year and was only retaken by a significant expenditure of lives and resources. As might be expected with the Spring thaw it again came in for heavy attack by Bolshevik forces and Lavie's experience of command was crucial to its defence. Notably, Seletskoe also featured in the North Russia mutinies that grew out of the continued resentment of British troops to what they saw as an unnecessary war. The first of these occurred not long after Lavie's arrival and it was the slow pace of the Allied authorities in confirming his appointment which were to blame:

'It has to be remembered, since mutinies are a blot on any regiment's escutcheon, that the cap badged Yorkshires, who themselves represented only a modest proportion of the composite Regiment, had suffered rather more than four leaderless months and slack discipline before a commanding officer was appointed - a serious failing by the appointing authorities'

(*IBID*)

General Ironside himself hastened to the front only to discover upon arrival that Lavie had dealt with the issue under his own steam, calling the men to parade unarmed and arresting the ringleaders. An undercurrent of tension remained however, passed over by Ironside for the moment but very much present within the entire expedition. References by White Russian officers to requests for machine guns to line the road during the parade and the fact that the two ringleaders charged were not the only men arrested implies the true extent of the problem was much greater. Despite this Lavie had managed to get his men into action and regardless of their reservations about the war itself they were clearly more than happy to serve under his command. Indeed this unit earned one Distinguished Conduct Medal and seven Military Medals during the campaign.

Having performed admirably Lavie was suitably rewarded, receiving a 'mention' (*London Gazette* 21 May 1920) to accompany his award of the D.S.O. He was further honoured with the Russian Order of St. Vladimir with Swords.

Returning to Britain he, was confirmed as Brevet Lieutenant-Colonel commanding 2nd Battalion, Durham Light Infantry - having thus far been serving in a temporary rank - on 3 February 1920. He served on during peacetime, mainly in Northern Ireland, but retired to Cornwall as a result of ill-

health on 28 September 1927. Lavie died at Gibraltar Colonial Hospital on 28 February 1930.

Further information on Lavie's service can be found on the Durham at War website: <https://www.durhamatwar.org.uk/story/14367/>

Details of the award of his Order of St. Vladimir can be found in *Officers of the Durham Light Infantry* by Colin MacGregor.

For the K.C.B. attributed to the recipient's great Grandfather, Captain Sir Thomas Lavie, commander of the *Blanche* during her famous capture of the *Guerriere*, please see Lot 320.

His personal papers and diaries have recently been presented to the Imperial War Museum and will soon be available to be accessed.

373

A 1924 M.B.E. and Great War Belgian Croix de Guerre group of seven awarded to Captain (Quartermaster), late Warrant Officer Class I (Regimental Sergeant-Major) T. Elliott, 2nd Dragons (The Scots Greys)

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st Type breast Badge, silver, hallmarks for London 1918, in its case of issue; British War and Victory Medals (2DN-6004 W.O.C.I. T. Elliott. 2-Dns); Jubilee 1935; Coronation 1937; Army L.S. & G.C., unnamed; Belgium, Kingdom, Croix de Guerre, *very fine* (7)

£300-400

M.B.E. *London Gazette* 3 June 1924 (Regimental Sergeant-Major).

Belgian Croix de Guerre *London Gazette* 15 April 1918.



Thomas Elliott was born at Cumberland in 1884 and joined The Scots Greys soon after the end of the Boer War. During the Great War he served in France from 1 June 1916-24 March 1919, with a period of home leave from 13-27 November 1918, also earning the L.S. & G.C. Medal (as per AO 338 of 1919). Having been awarded the M.B.E. and commissioned Lieutenant (Quartermaster) in 1924, he eventually rose to become Captain (Quartermaster) and retired in 1936, with a remarkable 34 years' service to his name. During the Second World War he served as a Fire Watcher with the Civil Defence and died at Ludgershall, Wiltshire on 20 July 1947.

Besides his military service, Elliott was a fine all-round sportsman, as recounted in his obituary in *The Scots Grey*:

'Never before has the Army, or indeed the other Services, had a more versatile athlete, for he played rugby for the Army and the Regimental XV, and soccer, hockey, cricket, squash, tennis and later golf for his unit.

A soldier of fine physique, he was a brilliant horseman and held the championship for mounted men at arms on more than one occasion. He frequently appeared in the picked Regimental team to visit famous shows. Dismounted, however, his skill with the sword was international and on several occasions he took the sabre championship in the three Services event at the Royal Tournament at Olympia. He also won prizes for epee and foil. In civilian circles, when his military duties permitted, he was honoured on four occasions with County Rugby caps for Cumberland and Gloucester.'

Sold together with a photograph of the recipient, *from a torn page of his passport*, besides copied research.

374 An outstanding 1920 C.B.E. group of ten to awarded to Surgeon E. S. Crispin, a Civil Surgeon During the Boer War, he was present for the Bahr-El-Ghazal Expedition and the Darfur Expedition of 1916, Crispin was later Director of the Sudan Medical Department 1915-22



The Most Excellent Order of the British Empire, 1st Type, Civil Division, Commander's (C.B.E.) neck Badge, silver-gilt and enamel; Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (Civ. Surg. E.S. Crispin); 1914-15 Star (E.S. Crispin); British War and Victory Medals, with M.I.D. oak leaves (E.S. Crispin); Defence Medal 1939-45; Khedive's Sudan 1896-1908, 1 clasp, Bahr-El-Ghazal 1900-02, unnamed as issued; Khedive's Sudan 1910-22, 1 clasp, Darfur 1916, clasp loose on riband, unnamed as issued; Egypt, Kingdom, Order of the Nile, Third Class neck Badge, 90mm including crown suspension x 65mm, silver-gilt, silver and enamel; Turkey, Ottoman Empire, Order of Osmania, 4th Class breast Badge, 85mm including Star and Crescent suspension x 65mm, silver, silver-gilt, and enamel, with rosette upon riband, *lacquered, good very fine*, housed in a glazed and gilt presentation case, by *Spink & Son, London* (10)

£2,400-2,800

PROVENANCE:

Spink, November 2016, when offered for Sale by Order of the Family.

C.B.E. *London Gazette* 24 September 1920 (Director, Soudan Medical Department, and Member of Governor-General's Council).

M.I.D. *London Gazette* 25 October 1916 (Sudan HQ) & 5 June 1919.

Egyptian Order of the Nile *London Gazette* 6 November 1917.

Turkish Order of Osmania *London Gazette* 28 June 1909 (Assistant Director of the Soudan Medical Department, Khartoum).



Edward Smyth Crispin was born at 6 Melbury Terrace, Marylebone in December 1874, the son of Alfred Trevor Crispin. Educated at Bradfield College and King's College, he qualified in 1898 and served as a volunteer Civil Surgeon during the Boer War and reportedly taken Prisoner of War (Medal & 3 clasps).

Crispin then served upon the Bahr-El-Ghazal Expedition, a party into the virtually unknown region under Miralai Sparkes Bey. The party consisted of 5 British Officers and 2 British Sergeants, 11 Egyptian Officers, an interpreter, a clerk, 84 regulars, 266 irregulars and 216 wives and children. They also took 100 men and women rescued from slavery in Omdurman to be returned to their native tribes. The expedition left Khartoum on 29 November 1900 heading south on the White Nile and boarded on three steamers (*Zafir, Hafir and Tawfikieh*).

Crispin was appointed to the Sudan Medical Service, as Principle Medical Officer to the Egyptian Army, 1902 and appointed Ministry of Quarantine Officer during the construction of Port Sudan, 1904-06. He was Assistant Director of Medical Department, Sudan, 1909 and married Edith Walker Wright, who died in childbirth in Port Sudan in February 1913. He was Director of the Medical Department, Sudan, 1915-22, also serving as President of the Central Sanitary Board.

During the Great War aboard the Hospital Ship *Grantully Castle* off Gallipoli and was present in the Lines of Communication during the Darfur Expedition 1916, earning a Mention in the Despatches and being awarded the Order of the Nile. Appointed to be a Member of the Governor General's Council in 1919 he retired in 1922, having completed over twenty years' service in total.

He was married to his second wife, Evelyn Cadogan (widow of Colonel Cadogan) in 1926 and was listed as an Agent to Lord Montagu of Beaulieu in 1926. His wife Evelyn left him and married Lord O'Hagan in 1935 and during the Second World War Crispin served as an Air Raid Warden in London in 1940-42. Crispin died at sea coming home from South Africa aboard the S.S. *Warwick*

Castle on 12 March 1958 and was buried at sea, his obituary being published in the *British Medical Journal*. His work *The Prevention and Treatment of Disease in the Tropics. A handbook for officials and travellers compiled chiefly for the use of officials in the Sudan*, was published by Charles Griffin in 1912.

A Special Collection of 54 images taken during the construction of Port Sudan, South Sudan and Egypt by Crispin are in the collection of Durham University Library (*GB 0033 SAD*, refers), copies included on a CD with the Lot.

x375 **A most unusual 1923 Medal of the Order of the British Empire group of six awarded to Company Sergeant-Major C. Inions, Royal Army Service Corps**

Medal of the Order of the British Empire, G.V.R., Military Division, unnamed as issued; 1914-15 Star (DM2-12600 Pte. C. Inions. A.S.C.); British War and Victory (DM2-12600 Pte. C. Inions. A.S.C.); Defence Medal 1939-45; Army L.S. & G.C., G.V.R., Regular Army (T/18728 C.Q.M. Sjt. C, M. L. C. Inions R.A.S.C.), mounted as worn, *some contact wear, edge bruising to third, overall very fine* (6)

£450-550

Charles Inions entered the war in France on 8 September 1915 as a member of the Army Service Corps, with his service number denoting that he was involved in Mechanical Transport at the time; he was admitted to No. 3 Casualty Clearing Station on 5 September 1918 with the rank of Acting Sergeant-Major. The medal rolls for the war list him alternately as a Private or an Acting-Corporal so he must have been returned to his original rank of Private. With the end of the war Inions was discharged, but re-enlisted on 6 February 1919 with the Royal Army Service Corps.

Still a Private when the award of the Medal of the Order of the British Empire was made, Inions was still acting as Sergeant-Major. *For God and the Empire* states of his award:

‘Award to be dated 28 December 1922. Cassell (1986) list this award as being possibly for bravery in Ireland’

He was finally promoted to the role he had been acting in for so much of his career, being advanced Company Sergeant-Major prior to the award of the Army L.S. & G.C. in 1933. Retiring not long after, he is listed on the 1939 census as living in Barry, Glamorganshire and working as Foreman No. 2 Supply Reserve Depot; a note adds that he is a ‘Retired Warrant Officer Class II’. After Second World War service, believed to have been with the Home Guard, Inions died on 31 March 1955; sold together with a copied summary, *M.I.C.* and medal rolls as well as census data and a *London Gazette* entry.

376 **A D.B.E. group of four awarded to Edith Marion, Lady Antrobus**

The Most Excellent Order of the British Empire, D.B.E. (Civil) Dame Commander’s 1st Type set of Insignia, comprising shoulder Badge, silver-gilt and enamel, on lady’s bow-and-tails riband; Star, silver, silver gilt, and enamel; British Red Cross Medal 1914-18, in its box of issue; Jubilee 1935; Belgium, Kingdom, Elisabeth Medal, *good very fine* (4)

£800-1,000

D.B.E. *London Gazette* 3 June 1927 (Honorary Secretary of the Overseas Nursing Association).

Sold together with the following original documents:

(i)

Bestowal Document for the D.B.E., dated 3 June 1927, together with letter from the Colonial Office enquiring of her acceptance.

(ii)

Award Certificate for the Elisabeth Medal in her name, together with an invitation from the Belgian Ambassador, dated 12 June 1918.

(iii)

Award Certificate for the 1935 Jubilee Medal.

For her miniature dress medal, please see Lot 474.

377

An outstanding 1945 M.B.E. group of ten awarded to Major P. H. MacDwyer, 2nd Battalion, 11th Sikh Regiment, (Ludhiana Sikhs), Indian Army, who recalled meeting Field Marshal Rommel when he was captured following the battle of Mersa Matruh and who, in a most sporting manner, suggested MacDwyer make his escape; he took that invitation in stealing a German armoured-car and made across the Quattara Depression with his Subedar; he was later wounded in the leg by a Vietminh sniper in French Indo-China during the South East Asia campaign



The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd Type breast Badge, silver; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 3 clasps, S. E. Asia 1945-46, Canal Zone, Near East (Major P. H. MacDwyer I.A.); U.N. Korea 1950-54; Coronation 1937; Efficiency Medal, Territorial (Capt P. H. MacDwyer Indian Army.), *very fine* (10)

£1,000-1,400

M.B.E. *London Gazette* 28 June 1945. The original Recommendation states:

'From June '42 to May '43, this officer carried out the duties of Brigade Intelligence Officer to HQ 25 Ind. Inf. Bde. From May '43 to the present date he has been staff Capt. He has served with this Bde in the Western Desert, Palestine and Cyprus and during the whole operational period of the Bde in Italy. His work has always been of a very high order, and he has always shown the utmost zeal and energy under the most trying conditions.

The success of operations has always largely depended on his work and the very efficient manner in which he has organised the administration within the Bde.

While serving in the central sector where the maintenance of his Bde was over Mountain tracks, he organised jeep and mule convoys under very trying conditions and when he himself was suffering from ill health. It was due to his great energy and organising ability that the forward troops were successfully maintained, and the success of his Bde was made possible.'





Peter Hugh Macdwyer was born 29 July 1920 at Brentford, the son of Dr John MacDwyer.

Enlisting in the Territorial Army in 1937, MacDwyer was commissioned 2nd Lieutenant in the 11th Sikh Regiment on 21 June 1940 and served with them in Iraq and Persia from 30 May 1941-20 June 1942; Cyprus and Palestine from 21 June 1942-27 March 1944; and Italy from 28 March 1944-20 March 1945.

The Ludhiana Sikhs were surrounded at Mersa Matruh on 28-29 June and were forced to break out; they were involved in the disastrous retreat to El Alamein and later served on garrison duty in Cyprus before joining 4th Indian Division in Italy in June 1944.

MacDwyer compiled a fascinating autobiography, which remains unpublished (a copy provided with the Lot), which includes some fine details:

‘28 June 1942, My brigade was ordered to be the rear-guard Brigade and my Battalion became the last Battalion and I was the last company to leave. I was now a bit scared.’

He was left in charge of the party of 237 with just one Subadar and one Jemadar and the following day they were ‘in the bag’:

‘I was captured by a German armoured car unit, we came upon a small party of vehicles and I was presented to Field Marshal Rommel. He asked me if I spoke German, I replied in the affirmative and we have a 15-minute conversation. He was a fine looking man, greying slightly, with sharp but friendly eyes. He had a stubborn chin and a tight mouth. He was wearing his inevitable goggles pushed up over his cap, and was very dusty...Turning to an Aide, he ordered me and my men to be taken away to a cage but before being dismissed, he smiled, and shook my hand again, saying:

“I gave special orders for the last man out of Mersa Matruh to be taken Prisoner and brought to me. I wanted to tell him that all rearguards of the British and Allied Armies had fought well. It was easy to find you. Have care and good bye, I don’t expect to see you again. Go!”

He then gave me a wide wink and indicated the open desert. It was an invitation to escape, I thought. Anyway, only one Armoured Car and three different guards, all older men, and obviously Reservists, escorted us to the north east, until we camped for the night in the open desert.

That night, I entertained three Germans to the remains of my whiskey, and some rum my Subedar had. He and I had already decided to escape that night, and the men had been warned, but told to do nothing untoward. Late into the night we sat and drank, myself and the Subedar being very modest, as became the ‘hosts’ and I helped the guards into a false sense of security by telling them several jokes in their own language, which they thought very funny coming from a foreigner...We were away back in a southerly direction before dawn, going by desert compass, towards the Quattara Depression. I rode in the Armoured car, or rather on top of it. Life was happy once again, and the desert was our freedom, and had never looked so good and friendly. It was now 29 June 1942 and we reached the Depression that evening.’

He was also given a special mission to capture the opera singer Benjamino Gigli in Rome to prevent him from being taken by the Germans...

Further brushes came as the War came to a close:

'Within a few days of my arrival [in French Indo-China] there was a ceremonial parade for the surrender of the land Japanese Forces. General Gracey instructed that lots would be drawn amongst his senior officers as to who was to take the very ceremonial surrender of a Japanese Officer's sword, which is of course his honour...to me fell the lot of receiving the sword from the Japanese Chief of Staff to Field Marshal Terauchi. It was the Field Marshal's war and family sword that was handed over. It was a quiet ceremony but touching...This particular sword, which was a Mitsubishi of the 14/15th Century, and had been in the Terauchi family since it was fashioned, and no doubt it represented a part of that family, just like a very valuable heirloom does to an Occidental family. There were rumours that Lord Louis Mountbatten wanted this sword, but General Gracey had refused on the grounds that some honour was deserving to his Officers as well. General Gracey is quoted as saying "...one of my Officers took that surrender, and he shall jolly well keep that sword. It will not leave the Indian Army."

He also recalled the action in which he was shot by a Vietminh sniper:

'One balmy evening, Major Jock Cameron, one of our Staff Officers, and I were escorting two Nurses from a dance at the Hospital to their quarters a mile or so away, in one of our cars; a captured Japanese Staff car; when a sniper took a few shots at the car. The streets were in the main dark and badly lit, so the car was a good target. One bullet passed through my knee, deflected into the front seat where Jock was driving, and disintegrated into small bits, many of which peppered Jock's posterior. He was naturally put off his stroke, and the crash of the car drowned most of his expressive language, not that the Nurses would have minded that. There was no sign of the sniper naturally, so we motored back to the Hospital but not to dance...and were patched up.

It was ironic, but no doubt decreed by fate, that both of us had survived the horrors of the war unscathed, only to be flawed by a rascally Vietminh sniper. I was very annoyed because the wound effectively prevented my riding a horse again, since I could no longer exert any pressure with my left leg.'

Having served in Korea, at Suez and also with the Rhodesian Army (1965-66), MacDwyer chanced his hand at running the Itings Hotel, Weybourne, Holt in Norfolk. Sadly, it was not to be as he was declared bankrupt. He died, aged just 51, in 1974; sold together with a most attractive silver cigarette case, the inner engraved with his service details, two finely-bound A4 books of research, to include his unpublished autobiography, besides some original photographs.

A portrait of Subadar Jagat Singh, by W. M. Coldstream, is held by the Imperial War Museum (*ART LD 3848*, refers).

378

A Second World War M.B.E. group of eight to Warrant Officer S. Bays, East Surrey Regiment, late Lancashire Fusiliers

The Most Excellent Order of the British Empire, 2nd type, Military Division (M.B.E.) Member's breast Badge; British War and Victory Medals (56942 Pte. S. Bays. Lan. Fus.); Defence Medal; War Medal 1939-45; Coronation 1937; Army Long Service and Good Conduct, G.V.R. (6134340 W.O.CL.II. S. Bays. E. Surr. R.); Army Meritorious Service Medal, G.VI.R. (6134340 W.O.CL.2. S. Bays. E. Surrey. R.), mounted court-style as worn, *very fine* (8)

£180-220

M.B.E. *London Gazette* 1 January 1942.

379 The impressive 'Ministry of Defence' C.B., C.B.E., M.V.O. group of nine awarded to Lieutenant-Colonel A. J. Newling, Royal Artillery, late Royal Air Force and 11th Battalion, London Regiment, who was later Under-Secretary for the Ministry of Defence



(Part Lot)

The Most Honourable Order of the Bath, Civil Division, (C.B.) neck Badge, silver-gilt; The Most Excellent Order of the British Empire, 2nd Type, Civil Division, (C.B.E.) neck Badge, silver-gilt and enamel; The Royal Order Victorian Order, Member's (M.V.O.) breast Badge, silver-gilt and enamel; British War and Victory Medals (2. Lieut. A. J. Newling.); Defence and War Medals 1939-45; Coronation 1953; Territorial Decoration, G.V.R., with three further Award Bars, two engraved to the reverse '1951', mounted as worn where applicable, *overall very fine* (9)

£1,400-1,800

PROVENANCE:
Phillips July 1997.

C.B. *London Gazette* 2 January 1950.

C.B.E. *London Gazette* 8 June 1944.

M.V.O. *London Gazette* 3 June 1933.

Alfred John Newling was born at West Bridgeford, Nottinghamshire on 11 January 1896, the son of John and Eliza Newling of Charworth Road, West Bridgeford. Educated at Nottingham High School and Latymer Upper School, Newling later attended Jesus College Cambridge. Commissioned 2nd Lieutenant from the Cambridge Officers' Training Corps on 27 January 1916, he served in France with the 11th (County of London) Battalion, London Regiment (Finsbury Rifles) from 12 July 1916. Later transferring to the 1/5th Battalion, this unit saw heavy fighting on the Somme, later being engaged during the retreat to the Hindenburg Line and the Hundred Days campaign.

Attached to the Royal Air Force as 2nd Lieutenant (Technical), Newling attended 1 (7) Wireless School and was later posted to No. 45 Training Depot School. Demobilised on 23 March 1919 he was sent to the Unemployed List the next month. With wartime service behind him and his degree complete, Newling joined the Civil Service, being appointed an Assistant Principle to the War Office in 1921 and later taking on the role of Private Secretary to Sir Herbert Creedy, the Permanent Under Secretary of State between 1923-24. He is recorded around this time as living at Beverly, Epsom, Surrey.

Throughout this period he was still serving with the Territorial Army, being promoted Major and on 25 February 1936 he was posted to the Anti-Aircraft Brigade. Later promoted Lieutenant-Colonel (1938) he was appointed to command the 12th Light Anti-Aircraft Regiment. Working as Financial Adviser (Army) to the Chatfield Commission on the Indian Defence Secretariat between 1938-39, Newling was mobilised upon the outbreak of the Second World War. Appointed Joint Secretary to the Army Council Secretariat in 1941, he served with them until 1946. That year he became Under-Secretary for the Ministry of Defence. Newling lived in Lewes, Sussex and died there on 18 August 1957. Notably his brother was awarded the Military Cross in 1918 and his nephew the D.F.C. in 1941, being sadly killed in action in the process; sold together with copied research comprising extracts from *Who Was Who, 1951-1960* and the *London Gazette* as well as Service Records, *M.I.C.* and photographs as well as probate records, two copies of the recipients will, an old auction invoice and handwritten research.

For the recipient's miniature dress medals, please see Lot 470.

380 **The C.B.E. group of four awarded to Brigadier H. A. Young, Royal Artillery, who was wounded and won a D.S.O. in 1940 in the retreat to Dunkirk**

The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 2nd Type neck Badge, silver-gilt and enamel, with neck riband, in *Garrard, London*, case of issue; 1914-15 Star (2. Lieut. H. A. Young, R.F.A.); British War and Victory Medals, with M.I.D. oak leaves (Major H. A. Young.), *very fine* (4)

£600-800

C.B.E. *London Gazette* 1 January 1946.

[D.S.O.] *London Gazette* 11 July 1940.



Henry Ayerst Young was born on 28 August 1895 and was educated at Cheltenham College and the Royal Military Academy Woolwich. Commissioned into the Royal Field Artillery in September 1914, he served in France from June 1915 and thence Macedonia from October 1915-August 1917. He went on to serve in Egypt from September 1917-October 1918 and earned a 'mention' (*London Gazette* 12 January 1920, refers) by War's end.

He rose to command of the Woolwich Garrison and Royal Academy Depot and by the outbreak of the Second World War was thence sent off with the British Expeditionary Force. He commanded 22nd Field Regiment from January 1940 and was wounded and awarded the D.S.O. for his part in the actions around Dunkirk; they went into action around Bousbecque with the enemy approaching Menin on 26-27 May. Around Oostduinkerke, on 31 May, they took heavy casualties with seven killed and three others besides Young wounded.

Retired in 1946, Young was a keen horseman (playing polo and hunting) and also enjoyed painting. He died at Chippenham on 15 May 1952; sold together with copied research.

381 **A Burma Operations O.B.E. group of six awarded to Lieutenant-Colonel J. McCutcheon, Indian Army Ordnance Corps, later Royal Army Ordnance Corps, who was further 'mentioned' for services in South East Asia during 1945-46**

The Most Excellent Order of the British Empire, O.B.E. (Military), 2nd Type breast Badge, silver-gilt; 1939-45 Star; Burma Star; War Medal 1939-45, with M.I.D. oak leaf; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (Lt-Col. J. McCutcheon. O.B.E. I.A.O.C.), *minor official correction to surname, very fine* (5)

£600-800

O.B.E. *London Gazette* 6 June 1946. The original recommendation states:

'This Officer over the period March 1944 to May 1945 was DADOS/ADOS Corps Tps 33 Corps. During this time, he not only performed his duties with outstanding zeal and ability and frequently did his own job and that of DADOS HQ. Ord working for long hours in adverse conditions to produce that state of efficiency which I demanded of him. He has always given of his best and worked far beyond the call of duty. The ordnance efficiency within 33 Corps was largely due to his efforts and example. He gave me loyal cooperation and backing in every possible way.'

M.I.D. *London Gazette* 26 June 1947 (The Netherlands East Indies prior to 30 November 1946).

John McCutcheon was commissioned in 1942 and served with the Indian Army Ordnance Corps during the Second World War. From 3 April 1944-27 May 1945, 33 Corps travelled a distance of 27,127 miles from Jorhat to Rangoon, liberating some 55,500 square miles of enemy-held territory.

The Corps had the task of halting the northern-most Japanese drive at Kohima, following the reopening of the land route to Imphal; by continuous action through the 1944-1945 monsoons the Japanese 15th Army were driven back across the Chindwin, from where the drive to the Irrawaddy was launched culminating in the capture of Mandalay on 19 March 1945.

Operating south of the line of the Irrawaddy, the Corps cleared the Oilfields Area around Yenaugyaung to link with the troops pushing north from Rangoon on the 15 May 1945.

McCutcheon transferred to the Royal Army Ordnance Corps and relinquished his commission on 2 July 1959.

382 **A 1960 O.B.E. and Italy 1945 M.C. group of nine awarded to Colonel W. W. McHarg, Royal Artillery, who latterly went on to become 'Mr Scottish Racing'**

The Most Excellent Order of the British Empire, Military Division, (O.B.E.) Officer's 2nd Type breast Badge, silver-gilt; Military Cross, G.V.I.R., the reverse officially dated '1945'; 1939-45 Star; Africa Star, clasp, 1st Army; Italy Star: Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (Capt. W. W. McHarg. M.C. R.A.); Efficiency Decoration, Territorial, E.I.I.R., the reverse officially dated '1952', with Additional Service Bar, the reverse officially dated '1958', *top riband bar adapted for mounting*, mounted as worn by *Spink & Son, good very fine*, in card box (9)

£1,600-2,000

O.B.E. *London Gazette* 11 June 1960. The Recommendation states:

'Lieutenant Colonel McHarg holds a Territorial Army Commission. He was appointed Commanding Officer 279 (Ayrshire) Field Regiment RA (TA) on 1 June 1957. His tenure of command is due to expire in May 1960.

During this tenure of command and more particularly during the last year, he has proved to be an outstanding and inspiring leader. He has the ability, through his qualities of devotion to duty, quiet confidence and leadership, of getting the best out of his subordinates. In addition, as a Territorial

officer, he has an above average military knowledge, and an excellent knowledge of his Regiment and its functions in the wider sphere and how it fits into the local Territorial picture.

These qualities, aided by his personal drive and initiative, have resulted in the volunteer all rank strength of his Regiment increasing from 171, when he took over command, to a figure of over 400. He has raised the volunteer recruiting strength of his Regiment from fourth to first place in the Divisional Artillery.

By his personal integrity, powers of leadership and persuasion and due to the very high respect with which he and his Regiment are held in the County of Ayrshire, the very great honour of the Freedom of the Royal Burgh of Troon was presented to the Regiment on 30 May 1959. In addition the Freedom of the Royal Burgh of Irvine was granted to one of the Batteries of his Regiment in August 1959.

These two very great honours bestowed on one Regiment in its Centenary year are, in great measure, the result of the exceptional value of Lieutenant Colonel McHarg's recent service which, despite the fact that he has wide interests in his civilian life, have resulted in the most valuable contribution to the Territorial Army.'

M.C. *London Gazette* 28 June 1945. The original Recommendation states:

'During October 1944, 324 Anti-Tank Battery was supporting 12 Infantry Brigade in the forming of a bridgehead across the River Savio. Only one arc bridge was in position and a few tanks had crossed. It became essential to put 6-pounders into action on the far side of the river. In attempting this the Battery Commander and one Troop Commander were killed. Captain McHarg assumed command, and undeterred by the very heavy fire coming down on the river personally reconnoitred a crossing and put the necessary guns in action. Two days later a Troop Commander reported that he was unable to move a 6-pounder up to an exposed position to support the infantry, Captain McHarg then went forward and personally drove the tractor down a road covered by Spandau fire and placed the gun in action in the FDL's.

Throughout this period when the Battery had suffered the loss of three of its Officers, Captain McHarg's determination and unflinching courage were a magnificent example and inspiration to all ranks of the Battery.'

William Wilson McHarg was born in Scotland in 1919, the son of the Clerk of the Racecourse at Bogside. Young McHarg read law at Glasgow University before the outbreak of the Second World War.

Commissioned into the Royal Artillery as a 2nd Lieutenant on 19 November 1940, he was made a Battery Captain by July 1943 with 324 Anti-Tank Battery and served with them having been returned from hospital on 31 July 1943. Sharing in the Italy campaign, McHarg had his Jeep blown up and the Driver killed on 14 September 1944 at Misano before winning his M.C. at Cesena on 21 October 1944.

Remaining in the Territorial Army upon the cessation of hostilities, McHarg resumed his law studies and began to work for his father's firm, which handled many racecourse contracts. His E.D. & clasp would follow, with an O.B.E. further adding to his laurels before he retired as Colonel in May 1963. He would continue his 40-year involvement with the Scottish racing industry and was instrumental in its development and success. He managed six racetracks and was the man who decided to move the Scottish Grand National to Ayr, besides levelling the playing field for the racing of Scottish horses, who were unfairly disadvantaged compared to English and Irish horses by the Handicapper on a previous system. A Deputy-Lieutenant for Ayrshire and Arran, the Colonel died at Ayr on 5 March 1994; sold together with copied research.

383 A very fine 'London Blitz 1940' G.M. group of five awarded to Warden G. Peerless, Marylebone Air Raid Precautions, late Private, 17th Lancers

Peerless won his outstanding decoration after a bomb demolished a house - doors from his own - on 21 October 1940; despite being off-duty he was straight to the scene and effected the dangerous rescue of trapped persons, the building at the whole time at risk of collapse - he was eventually dragged out and hospitalised after being overcome by coal gas



George Medal, G.VI.R. (George Peerless); 1914 Star (369 Pte. G. Peerless. 17/Lrs.); British War and Victory Medals (L-369 Pte. G. Peerless. 17-Lrs.); Defence Medal 1939-45, *note spelling of surname on Star, good very fine* (5)

£4,000-6,000

G.M. *London Gazette* 9 May 1941. The award was made in a joint citation for the B.E.M. to Miss Winifred Ortweiler:



'A bomb wrecked a dwelling house. Miss Ortweiler scrambled down a very small hole into the basement and found four people trapped and unable to move.

She reassured them but was not strong enough to effect their release. There was an escape of gas and, to avoid an explosion, she put out the kitchen fire.

Warden Peerless then entered the hole. He obtained a saw and cut away the corner of a dresser until it was possible, with the help of Miss Ortweiler, to free three persons who were then helped out of

the basement. Warden Peerless stayed behind and made a most gallant effort to rescue the remaining victim. Both Wardens behaved with great gallantry, being fully aware of the danger from coal gas.'

The original Case Report (No. 924A) gives more detail, this from W. Malan, the District ARP Warden:

'The bomb fell at 2024hrs and wrecked four houses in Aquila Street, including No. 2, occupied by the Twitcher family. The explosion was heard by Miss Ortweiler, a Warden of A5, who lives at No. 11 St Johns Wood Terrace about fifty yards away from where the bomb fell. She immediately went out fully equipped to Aquila Street, and saw what had happened. Hearing voices from the debris she searched and found a small hole in the debris leading down to the front basement of No. 2 and ascertained that there were people trapped. Two Police Officers were already on the scene, but the hole was, and still is, so small that they could not enter it and advised Miss Ortweiler that it would be dangerous to try. However, Miss Ortweiler scrambled down the hole and found herself in what remained of the kitchen.

The ceiling had collapsed and was resting at one end on the fixed dresser, and at the other end on the floor, and was partly supported by the kitchen table which it had pushed up against the dresser. Mrs Twitcher was trapped between the dresser and the table, her two sons trapped behind her and none of them could move. Her husband was lying inside the room held by the leg.

Miss Ortweiler did what she could to comfort these people but was not strong enough to release them. Sensing a danger of an explosion from escaping gas she set off a stirrup pump to put out the kitchen fire. Then Warden Peerless who lives at No. 11 Aquila Street, a few doors away and was off duty at the time, arrived and being small at once entered the hole. For some reason or other he could not get down to the room for an appreciable time. He thus got the full effect of the escaping gas as his head was nearer the ceiling, while the others lower down were not affected. Having been gassed in the last War he was fully aware of his danger but nevertheless asked for and obtained a saw, and standing on the debris proceeded to saw away the corner of the dresser until it was possible to free Mrs Twitcher and her two sons with the help of Miss Ortweiler. All these people were then helped out of the basement and Warden Peerless was left alone.

Warden Peerless stayed behind and made a most gallant effort to rescue Mr Twitcher, but his strength was failing and he cannot remember any more until he found himself in the street. He was pulled out by the Rescue Party who had by that time arrived....In view of the fact that Peerless was perfectly aware of the danger he was in from the coal gas, but nevertheless went on with his duty until he had achieved the rescue of the first three people and then, failing in strength, proceeded to make an attempt to rescue the last of the trapped persons, I most strongly recommend him for some suitable award in the form of a decoration, which I consider he has richly deserved.

Miss Ortweiler's action was no less to be commended, but she was not in such danger as Warden Peerless.'



George Peerless was born in 1889 and during the Great War served on the Western Front with the 17th Lancers from 8 November 1914. He was also awarded the Royal Humane Society Testimonial on Vellum for the rescue of a young boy in the River Arun at Littlehampton on 26 August 1933.

By the time of the Second World War, he was a Verger at All Saints Church, Marylebone and lived at 11 Aquila Street, being a Warden in the local Air Raid Precautions.

He won his superb George Medal during the height of the London Blitz and the Battle of Britain, on Monday 21 October 1940, a day which saw cloud, fog and some rain. About sixty enemy aircraft made for England and dropped bombs on London and the suburbs. About fifteen were detected going to the West Country. He showed his true colours just yards from his own home, which stands very close to Lords Cricket Ground and Regent's Park; sold together with copied research.



x384

'Hilary commanded "A" Squadron of the Inns of Court Regiment when I joined him as a troop leader in December 1942 straight from Sandhurst. I served with him until he was invalided home from Holland.

Throughout the campaign he inspired the greatest confidence in his officers and men. He was never far away from his troops when we were on reconnaissance and never gave up trying to sustain, regain or establish radio contact with us. By his skillful and painstaking application to his responsibilities, Hilary time and again saved our lives. He never gave up on any of us, however hopeless the predicament seemed to be. Somehow his familiar and reassuring voice got through to us and penetrated the most difficult radio conditions.

After the War, when I and Hugh Simm - another Troop Leader - came to work in London, we gladly accepted his offer of rooms in his Lansdowne Road house. It was a happy time...if it were not for Hilary, I and many others would not be here to tell the tale.'

Major Howard Ashby on the death of his comrade

The North-West Europe D.S.O. awarded to Major H. S. Scott, Inns of Court Regiment, who was decorated for his gallant service following the D-Day landings

Distinguished Service Order, G.V.I.R., the reverse officially dated '1945' and in its *Garrard & Co., London* case of issue, *a little green enamel chipping, good very fine*

£1,500-2,000

Two D.S.O.'s awarded to the Inns of Court Armoured Car Regiment during the Second World War. The other award was sold in these rooms in 2015 and was acquired by the Regimental Museum.

D.S.O. *London Gazette* 29 March 1945. The original recommendation states:

'This Officer has commanded his Squadron in this theatre of war from the day it landed in the Bridgehead until the present time, and during the whole of this period the Regiment has been in action with the only break for four days. Major Scott has at all times shown the greatest skill, courage and devotion to duty. During the whole of the Division's advance from VASSY to Antwerp and in the subsequent operations in EASTERN BELGIUM and HOLLAND he has constantly been up with his leading Troops encouraging them and pressing the advance with completed disregard for his own personal safety.

Wherever the situation has been most dangerous Major Scott was always to be found, and his coolness under enemy fire and aggressive spirit have set a magnificent example to his Squadron and maintained their morale at an exceptionally high level. Moreover his determination and outstanding powers of leadership, combined with a fine tactical sense, have resulted in the consistent production of invaluable information about the enemy, and have thus on many occasions been responsible for the maintenance of the Division's advance at the greatest possible speed.'



Hilary Somerville Scott was born in India on 22 October 1914 and with the outbreak of the Second World War went up to Sandhurst, when he was in the Royal Armoured Corps Wing. Commissioned 2nd Lieutenant in the Royal Tank Regiment on 9 November 1940, he saw action in North-West Europe with the Inns of Court Regiment - 'The Devil's Own' - who served as an armoured car reconnaissance unit of I Corps. 'C' Squadron landed on Juno Beach on D-Day and they shared in the fierce fighting in that campaign. Having been put in for his richly-deserved D.S.O. on 31 October 1944, Scott remained with the unit and was made Major in June 1949. He ceased to be upon the Reserve of Officers in October 1964 and died in Dorset on 26 June 2000. He was survived by his third wife and a son by his first marriage.

Sold together with letter, this 'Confidential', dated 15 March 1945, confirming the award of the D.S.O. having been approved.

Extracts from his diary and an obituary were published in the Inns of Court Regimental Journal *Vanguard*, over several editions, with copies provided. One extract gives good detail:

'The 4 weeks from mid-July to mid-August were one of the worst times of the campaign for us. There was heavy rain, and the "Bocage" country was the worst possible operating country for an armoured-car regiment. The German defences had strengthened considerably.

On July 22nd one of our trucks blew up in the support vehicles harbour area, for no accountable reason, and 5 troopers were killed.

Eleven days later, on 2nd August, the Regiment had one of its worst days. We were working with the Guards Armoured Division and first of all lost two troop-leaders, a troop sergeant and a number of troopers, all in the area of Le Tourneur, while trying to find a river crossing. Finally, when no crossing had been found, and the division was completely held up on a narrow front, came the worst news of all. I heard first that Wyndham had been badly wounded near Le Tourneur, and, as we were a few miles away and were ourselves operating on the division's left flank, had no means of checking up on this report. It was not until 5 days later that I heard that Wyndham was dead. He was an extraordinarily brave man and on this occasion, was sitting on top of his scout-car among his forward troops, who were also held up with the Guards Armoured Division.

They were on a road which was being heavily mortared and Wyndham was obviously setting an example of great coolness under fire, to help his troops' morale. He was not wearing his stud helmet, and apparently a mortar bomb landed on the engine cover at the back of his scout car, killing him instantly. It was a terrible blow for the Regiment, but also particularly, for the Squadron, who really loved him. For me, of course, he was a brother-in-law, who was more like a brother, as I had spent so much of the previous 15 years with him, at Winchester, in the City, and in the army. I had the dreadful task of letting Ursula and my family know, and I wrote to Water Hall that day, 7th August.

Fortunately we had then had a few days of comparative quiet to absorb the shocks of the past few days. On 15th August the Regiment came officially under command of 11th Armoured Division.

At this point I reported to Brigadier Roscoe Harvey, commanding 29th Armoured Brigade, for orders. I reminded him of my failure to join the 10th Hussars in November 1940, when he was

commanding the Regiment in Egypt. After expressing his disappointment in a few well-chosen words we agreed to call it quits and get on with the war. 'A' Squadron was able later to help 29th Armoured in their subsequent advance to Belgium and Holland, so that all was forgiven.

From the middle of August things really began to move. Eight German armoured divisions and 10 Infantry divisions were trapped in the Mortain-Falaise "gap" or "pocket" which was formed by a link - up between the British, Canadian and American armies. 'A' Squadron was working with 3rd U.S. Armoured Division, and Howard Ashby and his troop were the first British Troops to meet the Americans and close the gap. The destruction of the German army which was caught in the "pocket" meant the end of effective German resistance in France.

During the latter part of August a group of about 200 of the Maquis attached themselves to "A" Squadron - and my French came in very useful in dealing with them. They, naturally, had one main objective, which was to kill as many Germans as possible. They showed great bravery in finding and attacking small German infantry positions, but unfortunately, with virtually no tactical training, they suffered many quite unnecessary casualties. I was most impressed by their enthusiasm and tried to help as much as possible through their "Commandant". However I could find no continuity of command as they had a different "Commandant" almost every day. Another of their main activities was rounding-up a few people, male and female, who had collaborated with the Germans during their occupation. Women had their heads shaved, and men were beaten-up one or two were shot, which greatly upset one of my sergeants, a qualified English solicitor, who objected strongly, and probably quite correctly, to executions without a fair trial. However we were heavily involved ourselves, and I did not feel like interfering in local affairs, remembering the four years and work of misery and oppression to which they had been subjected by Hitler's "master race".

On 26th August we started our real move eastward and northward towards Belgium, and on the afternoon of 28th we crossed the Seine at Vernon. 11th Armoured Division also crossed on 28th and 29th, and we were operating in front of 29th Armoured Brigade and 8th Armoured Brigade. This was the start of a very rapid advance to Antwerp, via Amiens, Arras, Lens, Douai, the area of Brussels and up to Antwerp. All I remember was no sleep for several interminable nights on the road, and the overwhelming exhaustion when we finally reached Antwerp on 5th September. To help us keep awake we had been issued with supplies of Benzidrene tablets - which were very effective for a few hours, but produced a real "let-down" after that.

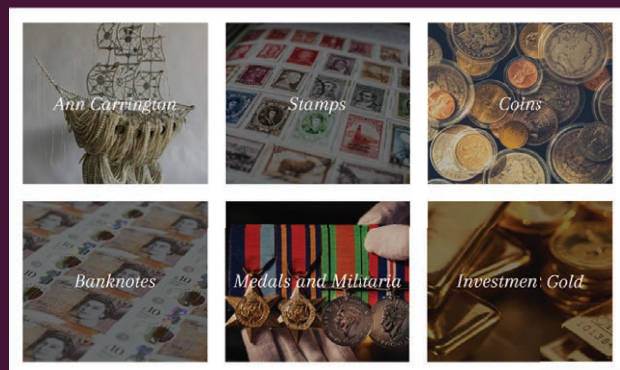
There were still some Germans offering sporadic resistance in the outskirts of Antwerp, so we did not spend much time there. However, before withdrawing, I decided to check out a fort (Fort Huit) which I knew had been occupied by the Germans. I remember walking down a long, wide, dark passageway into the middle of the fort, clearly silhouetted against the day-light and making a great target for anyone with a machine-gun. Fortunately all the Germans had left - so we withdrew for the night to the little town of Contich.

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385

An outstanding and well-documented 1945 Immediate Italy Operations M.C., Battle of Sidi Rezegh November 1941 M.M. group of nine awarded to Major P. T. Ellis, 1/6th Field Regiment, South African Forces, late Lance-Bombardier, Royal Artillery



Military Cross, G.V.I.R., the reverse officially dated '1945'; Military Medal, G.V.I.R. (1095623 L/Bmbr. P. T. Ellis. R.A.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, with M.I.D. oak leaf; Africa Service Medal 1939-45 (Sr. 598436 P. T. Ellis); Zimbabwe, Independence 1980, officially numbered '5284', *cleaned, good very fine* (9)

£2,400-2,800

M.C. *London Gazette* 8 March 1945. The original recommendation states:

'Captain Ellis was a Forward Observation Officer with 'A' Company, Witwatersrand/De La Rey Regiment, in the successful attack on Monte Stanco on the morning of 13 October 1944. He accompanied the forward infantry units in the first attack and although under heavy shelling and mortar fire while reeling out assault cable, he managed to use his automatic weapon frequently on retreating Germans. As soon as Company HQ was established as Castagieti, Captain Ellis and his OP Assistant, Bombardier G. A. Rademan, pressed on alone, without infantry cover and with total disregard for personal safety, to a point of vantage 500 yards ahead, and there established an OP. This OP was exposed and afforded little protection from the continuous small arms fire of the enemy. Shortly afterwards Captain Ellis observed ten enemy infantry endeavouring to withdraw from a ridge on his right rear, and he and Bdr. Rademan immediately engaged them with automatic fire and pinned them down sufficiently long for the advancing infantry to take them Prisoner. Captain Ellis remained at this OP despite the unabated hostile fire until visibility became good enough for observed shooting of his Unit's guns. In the half light he observed the enemy forming up for a counter attack in a wadi and immediately brought heavy fire to bear upon them, and after they broke he pursued them with artillery concentration as they retreated in disorder to the North-West. Later at 0600hrs he observed a strong force of the enemy forming up to counter attack in the area MR711226. He immediately brought down the full weight of the Divisional Artillery upon it and by this action undoubtedly smashed what promised to be a powerful counter attack, before it had properly begun.

During the rest of the day, although his OP was subjected to continuous fire, he engaged many important targets, and it was largely due to his efforts that any attempt by the enemy to counter attack was frustrated. Subsequent examination of the ground has established that he was responsible for the destruction of at least two Spandau posts and three mortars.

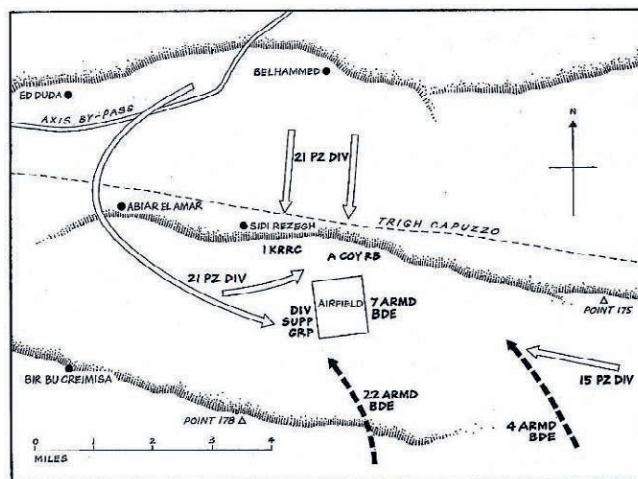
Captain Ellis by his enterprise, superlative shooting, and contemptuous disregard of danger over a long period, rendered most valuable support to the infantry and contributed materially to their success in taking and holding Monte Stanco.'

M.M. *London Gazette* 12 February 1942. The original recommendation states:

'On the 22 November 1941 L/Bdr. Ellis was the OPA at a FOP at the escarpment north of the aerodrome at Sidi Rezegh. When the main enemy attack came in their OP was struck, cut off and was subjected to heavy shelling and machine gun fire. Ellis assisted in passing fire orders. Later he helped to bring the OP Party back south across the aerodrome and through the enemy lines. This N.C.O.'s coolness and complete disregard for his own welfare was most outstanding and was a lesson to all ranks.'



Peter Temple Ellis was born at Bloemfontein on 31 May 1921 and enlisted at Salisbury, Rhodesia on 28 September 1939. Ellis first saw active service in the Western Desert with the 5th South African Brigade. In this first action, Ellis was thrown into the crucible of action. In the early afternoon of 21 November, Rommel attacked Sidi Rezegh with the 21st Panzer Division and captured the airfield. Fighting was desperate and gallant. For his actions during both days of fighting, Brigadier Jock Campbell, who commanded 7th Support Group, was awarded the Victoria Cross, whilst Ellis was duly rewarded with his richly-deserved M.M.. However, 21st Panzer, despite being considerably weaker in armour, proved superior in its combined arms tactics and pushed 7th Armoured Division back with a further 50 tanks lost (mainly from 22nd Brigade).



The fighting at Sidi Rezegh continued until 22 November, with the South African Division's 5th Brigade had become engaged to the south of the airfield. An attempt to recapture it failed, and the Axis counteroffensive began to gain momentum. 7th Armoured Brigade withdrew; all but four of their 150 tanks had become out of commission or destroyed. In four days, the Eighth Army had lost 530 tanks; Axis losses had been about 100.

The most memorable action during the North African Campaign of the 3rd Field Regiment (Transvaal Horse Artillery) was during the Battle of Sidi Rezegh, on 23 November 1941. The South Africans were surrounded on all sides by German armour and artillery and were subjected to a continuous barrage. They tried to take cover in shallow slit trenches but in many places the South African soldiers could dig only to around 9" deep because of the solid limestone under their positions. The Transvaal Horse Artillery engaged German tanks from both the 15th and 21st Panzer Divisions, the gunners firing over open sights as they were overrun. That continued until many of the officers had been killed and the gunners had run out of ammunition.

Many of the gun crews were captured; as night fell those who could do so escaped back to Allied lines under the cover of darkness, much like in his fine citation. The gunners of the 3rd Field Regiment managed to save five of their 24 guns from the battlefield and later recovered seven other guns. After the Battle of Sidi Rezegh, Acting Lieutenant General Sir Charles Willoughby Moke Norrie stated:

'...the South African sacrifice resulted in the turning point of the battle, giving the Allies the upper hand in North Africa at that time.'

Ellis was duly commissioned and found himself thrown into the Italian Campaign throughout 1944. His diary for the period gives some personal apprehension on 12 October:

'The WR/DLR attack tomorrow. I am with Bill Bareads again - I'm glad. I've been saving a bottle of gin for 14 days that I intend opening when I reach Kear. Kear is going to Dog Bay and John Halls. Have a feeling it's going to be a nasty party.'

It would not be 'till 17 October he was able to write again and shed some light on the action which won his M.C.:

'We've been pulled out - the CTH have pushed on across the valley. Two boys of WR/DLR have relieved the RNC who are attacking this afternoon.

Since Stanco I've had time for a few impressions to settle. Bill did very well going on as he did after our Platoon had. Then there was getting to the top area having the Bosche talking 200-300ft below us in the bush; seeing hoards of them streaming away down the wadi west and having M Tgts fall on them; having mortars paste us, going to a place from where a Cpl had seen the mortars & calling for scale 10 on them (They collected 3 mortars there & 2 Spandaus). Slipping & falling down the mountain and getting wet. Bill & I sharing a bed at night, being weary and not being able to sleep because of the worry of a counter-attack. Also there was some good shooting we had when the pocket behind us dissolved & stray Bosche rushed across our front. THAT pocket shot stretcher bearer parties incidentally - the bastards!

Rademan did good work there - a hard job thoroughly, in spite of all sorts of distraction. Have suggested he be put up for a gong.

...Everyone including myself is a bit jumpy. A lot of the Infantry chaps are feeling the strain. P.W.'s taken here are flown to Russia & Western Front say that they have never seen or endured Arty fire so intense and accurate.'

Rademan did indeed get the M.M. which Ellis put him up for. Returned to his native Rhodesia after adding a 'mention' (*London Gazette* 19 July 1945, refers) to his laurels to go with his two decorations, Ellis was confirmed as Captain in March 1961.

Sold together with an outstanding and comprehensive original archive comprising:

(i)

His M.I.D. certificate, together with Soldier's Service & Pay Book (Army Book 64) and Captain's Appointment.

(ii)

His diaries, providing excellent details into his service, covering the closing years of the Second World War, *a fantastic first-hand account of this campaign.*

(iii)

A remarkable and unpublished quantity of photographs of the Italian campaign, *these offering a unique snapshot to the contribution of the South African Forces in this theatre*, a good number annotated to the reverse.

(iv)

A series of photographs of the recipient.

(v)

A number of typed manuscripts, these including his unpublished novels and poems based on his experiences.



(vi)

A caricature of Ellis, painted in Rome in 1944, with the additional inscription 'It's a horrible thought that I do look like this. Peter.'

For his miniature dress medals, please see Lot 479. For the Medal of his grandfather, please see Lot 44.

x386 **An Italy 1945 immediate M.C. group of five awarded to Lieutenant D. J. Watts, 27th Lancers, Royal Armoured Corps**

Military Cross, G.VI.R, the reverse officially dated '1945', together with its *Royal Mint* case of issue; 1939-45 Star; Italy Star; Defence and War Medals, together with the card box of issue for the campaign medals, this addressed to 'D. J. Watts Esq., "Dawn", Bury Rd, Bournemouth W', and the Army Council forwarding slip confirming '4', *good very fine* (5)

£1,000-1,500

M.C. *London Gazette* 23 August 1945. The original recommendation states:

'24 April 1945

During the early morning Lt. Watts' Armoured Car Troop was advancing in front of 56 Divisions left axis when he came to a small bridge (260950) backed by houses; he could see that this feature was held by a considerable number of enemy. It was essential that the bridge should be seized intact. Lt. Watts was ordered to seize and hold it, and another Armoured Car Troop and a dismounted Troop were moved up to support him. He immediately took these Troops under his command, made a very rapid plan and rushed the br with his own Troop in face of a very heavy fire. His leading car struck a demolition hole on the bridge and stuck. Mortars started to fire from the flanks and an 88mm gun from the front, but in spite of this he carried on with his plan, and within 45 minutes of his first arrival at the bridge he succeeded in seizing and consolidation his objective.

Owing to the speed and skill with which he manoeuvred his forces the operation was entirely successful and the advance of the Division was not delayed; he took 56 Prisoners of War, inflicted many casualties and destroyed or captured a large amount of arms and equipment - including a complete Company HQ, a half track amm carrier, 15 carts loaded with heavy mortar amm, and a large quantity of horsed transport.'

Douglas Joseph Watts was educated at Rossell School, Fleetwood, Lancashire and read Law at Cambridge University. With the outbreak of the Second World War he went up to Sandhurst and was commissioned 2nd Lieutenant on 10 May 1941. He served with the 27th Lancers, a unit formed from a cadre of the 12th Royal Lancers and was initially posted to Egypt in 1943, before moving on to Italy. It was here where it served as an independent reconnaissance regiment for the Allied Force Headquarters. Watts was serving with 'A' Squadron in April 1945 at the time of winning his M.C. during the crossings of the Canale Bianco. Having been ordered to take the bridge, Watts and his force moved up and were fired upon from a haystack at 450 yards. With one vehicle caught in a demolition hole, Lieutenant Robinson also distinguished himself on that day. Watts was to the fore and dismounted in order to personally gather the important exact positions of several spandau and mortar positions. Having given these details to Trooper Hunt, who gave the positions, the allied guns silenced the spandaus and took out the half-track.

Watts settled in Bournemouth, took his Law Examination in 1946, and worked for Allin & Watts, besides being a commissioner for oaths.

387 **An outstanding Burma Operations M.C. group of six awarded to Subedar Major Nagina Ram, 10th Baluch Regiment, whose career spanned a quarter of a century**



Military Cross, G.V.I.R., the reverse officially dated '1946'; India General Service 1908-35, 2 clasps, Mohmand 1933, North West Frontier 1935 (13349 Sep. Nagina Ram, 5-10 Baluch R.); 1939-45 Star; Burma Star; War and India Service Medals 1939-45, *good very fine* (6)

£1,600-2,000

M.C. *London Gazette* 17 January 1946. The original recommendation states:

'During the period under review (16 February-16 May 1945), the work, good influence and example of this VCO has been of the very highest order.

The Company of which he is Second in Command has been singularly unlucky in having had very high casualties among Platoon Commanders and Senior NCOs. The Company has been heavily diluted by a class not normally enlisted and who were considered to be of inferior quality to the Dogra Brahmans.

The example and drive of this VCO has maintained the morale of the Company at an extremely high pitch and has welded two opposite classes into one excellent fighting team.

On two occasions this Officer has Commanded the Company with distinction on 6 March 1945 at Pinle-In during the move to Sabatha this Officer was in Command of the advance Guard Company. A party of 15-20 enemy, who had previously successfully ambushed a RE reconnaissance party, opposed the advance from relatively strong positions in Nalas running across the line of march.

On three separate occasions this Officer by bold and resolute handling of his Company evicted the enemy and allowed the advance to be carried out without any undue delay.

At Shwegyin, N.E. of Mandalay on 8 March 1945, this Officer was in Command of the Company ordered to relieve the forward Company, after having suffered heavy casualties.

The nature of the country was such that deployment was difficult and entailed crossing flooded paddy fields in full view and under fire of the enemy occupying the northern slopes of Mandalay Hill. This Officer carried out this operation with resolution and dash and remained in position until after dark covering the deployment of the Regiment which eventually occupied Mandalay Hill.

Throughout this Officer has been by his example and devotion to duty an inspiration to all who work with him and is responsible for the very fine morale and fighting qualities of his Company.'

Nagina Ram, a Dogra Brahman from Kangra, Punjab, enlisted in the 10th Baluch Regiment on 11 February 1931 and served with the 5th Battalion in the Mohmand and on the North West Frontier (Medal & 2 clasps). His unit did not continue to serve on the North West Frontier during the 1936-39 campaign.

Commissioned Jemadar on 15 August 1941 and advanced Subedar on 1 September 1942, he earned his M.C. whilst with 'C' Company and shared in their famous actions in Burma. The *Regimental History* gives more detail to the action of 6 March 1945:

'Subedar Nagina Ram, Commanding 'C' Company, cleared up the mess in a series of running fights. In one of the outflanking movements which delayed the Column, a patrol sent out from the line of march came across an abandoned enemy hospital, a grisly group of huts stuffed with papers, bones and charred flesh and used bandages. It was evening before the Column reached Yenatha where 62 Brigade showed them their portion of the perimeter. It was too dark to make a proper survey and positions hastily allotted and hastily occupied by the weary men. All though the enemy sent its 'jitter' parties to harrass and annoy. Writing nearer the time and occasion Colonel Prince described this night in soldierly language:

"We had a pretty bloody night, not knowing where we were much. The Nip was pretty active most of the night lobbing grenade dischargers into the camp."

With the partition of India, his unit fell geographically into the new Pakistani Army. As a high class Dogra, he elected to transfer to the Dogra Regiment, whom he joined in 1951. Subedar Major by 1953, at the National Defence Academy at Dehra Dun, he was still serving at the Kharakvasla National Defence Academy by December 1955; sold together with copied research.

388

An outstanding 'Salerno' M.M. group of five awarded to Sergeant J. W. Hadfield, 41 (Royal Marine) Commando, Royal Marines, who was decorated for his fine work on 'Black Monday - 13 September 1943', in the fierce actions around Vietri sul Mare; during an action-packed Second World War Hadfield and his unit would share in three famous beach assaults, namely Operation Avalanche (Salerno), Overlord (D-Day) and Infatuate (Walcheren) - on each occasion being in the leading rank

Military Medal, G.V.I.R. (Ply.X. 104858 (A.T.Cpl.) J. W. Hadfield, R.M.), on its original pin; 1939-45 Star; Italy Star; France and Germany Star; War Medal 1939-45, Campaign Medals late issues with their named box of issue, *good very fine* (5)

£7,000-9,000

M.M. *London Gazette* 27 June 1944. The original recommendation - by the famous Lieutenant-Colonel 'Mad Jack' Churchill, D.S.O. & Bar, M.C. & Bar, Commanding No. 2 Special Service Brigade - states:

'On September 13th 1943 at Vietri Sul Mare this N.C.O. by his outstanding coolness and disregard for danger when his Officer was killed leading a counter attack, rallied his men and succeeded in driving home the attack. When later having only a few men left he was forced to withdraw he succeeded in extricating his men from a very dangerous position. Subsequently he led numerous patrols wisely and well and was at all times an inspiration to his men.'



John William Hadfield was born on 20 April 1923 at New Mills, Derbyshire and was a labourer at a calico printers upon his joining the Royal Marines at Exmouth on 28 August 1941. He joined No. 8 (Guards) Battalion in October 1941 and thence No. 41 (Royal Marines) Commando in November 1942. Appointed Lance-Corporal in April 1943, he was to be with the unit for Operation Avalanche, the Salerno landings.

The entire operation would come under General Mark Clark and his 5th US Army, with the American Rangers going in on the western edge at Maiori and the British Commandos of Brigadier Laycock focussing their attentions on Vietri sul Mare, being made up of No. 2 and 41 Commando.

Into action

Loaded into two LCI(L)'s, they got their signal to put ashore at 0400hrs at Marina di Vietri on 9 September and were thankfully unopposed. They could clearly see that their start had been much simpler than that of their comrades further along the coast, from the flashes and explosions which filled the sky. Their initial task to sweep up to the town of Vietri sul Mare was effected well, scattering an MG34 position on a street corner, but they soon ran into more action. A half-track towing a large field gun was shot up, four of the crew being killed and a dozen taken for the bag. The real focus for the men of 41 Commando would be Dragonca Hill, which commanded the whole of the area. As the first day of action closed, a few locals came out to meet the Allies despite the mortaring and shelling which began to cause mounting casualties.

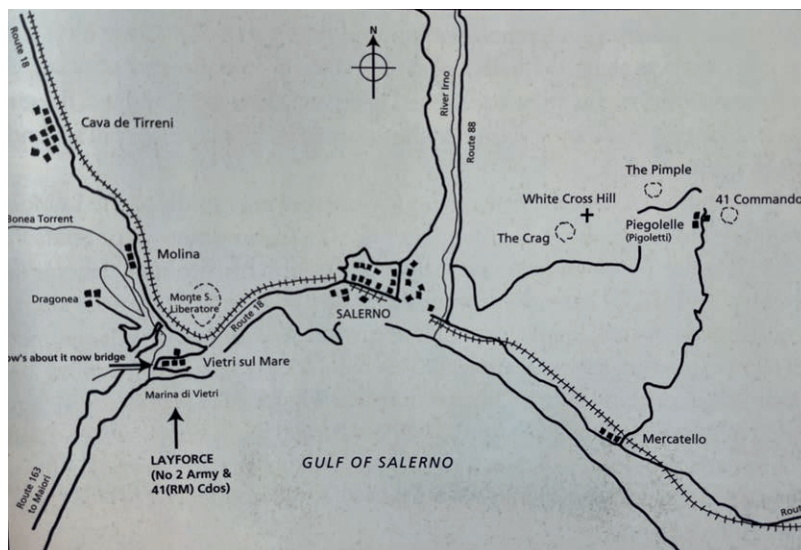
As day broke on 10 September it was clear the enemy had moved troops into the sector in order to attempt to eliminate the small force of Commandos who had landed. They soon let them know they were not welcome and laid down a heavy barrage on the Commandos who were easily observed from the heights. Infantry attacks then came in and positions often changed hands several times in the hand-to-hand combat which followed. It was 'Mad Jack' Churchill who very much saved the day, spotting a party of Germans moving a heavy machine-gun on the Monte San Liberto above the positions of some of 41 Commando: fire was put down onto them and the Reserve was sent in to clear the position. This they did, and in the afternoon a radio signal was put out to ensure all ranks were alert to any attempts from the enemy to infiltrate their lines. Bombs continued to rain down on the town itself, with a salvo wounding their CO and five other-ranks at around 1630hrs in the Commando HQ area in the town of Vietri itself. That night it was reported some 500 infantry, supported by 20 tanks, would attack the next morning.

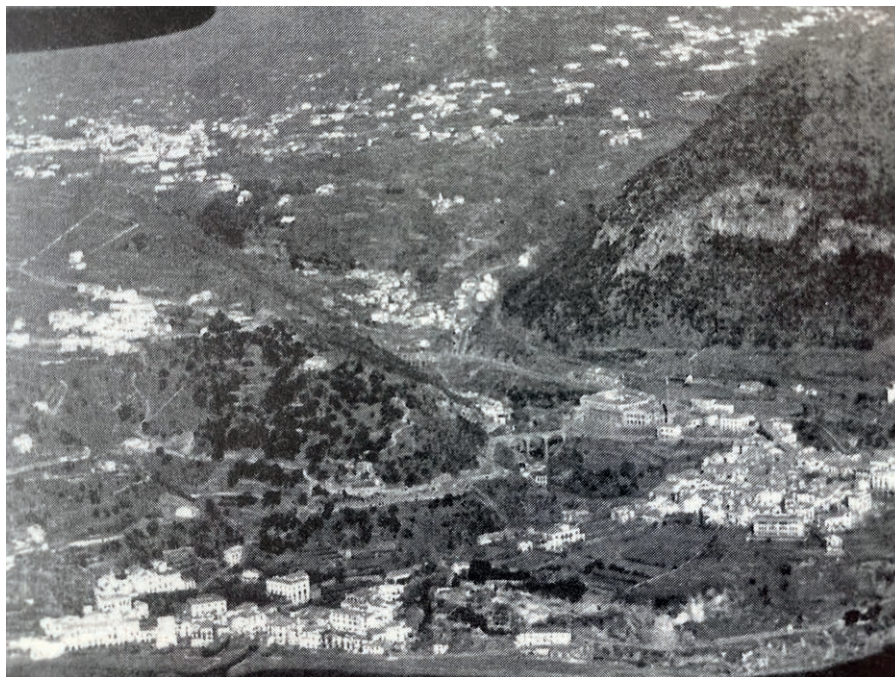
Saturday dawned and no attacks came in; some of the Commandos joked to each other that the enemy had gone on weekend leave but the calm was simply due to the enemy giving their full attention to a different sector on that day. Spending the intervening hours digging-in and re-filling their rations, elements of the Lincolnshire Regiment and King's Own Yorkshire Light Infantry came to fill in some of the gaps in the line. The much-needed respite was not to last for long as after breakfast on Sunday 12 September, they were put back into the line after a heavy German tank attack into 138 Brigade north of Salerno, and thus the infantry were called out. Both sides did not openly engage one another but it was clear they were both preparing for a clash. The greetings of 'Heil Hitler!' could even be heard from those in the front lines as the enemy accepted deliveries within earshot, together with the less welcome clanking of metal, suggesting tracked vehicles which meant either tanks or self-propelled guns. The Commandos sang their own 'raspberries' to keep spirits up.

Black Monday - M.M.

It is perhaps *They did what was asked of them - 41 (Royal Marines) Commando* which gives the best account of this day:

'Before the sun was fully above the horizon, a devastating rain of high explosives began falling on the Commando positions, both in the defile and on the hills. After a prolonged pounding of the forward areas, the enemy barrage moved 'up 100' into the support areas while German infantry made their first assault up the vine terraces and along the valley floor. The men of No. 2 on Dragonca Hill straightened up from their foxholes and beat them back with concentrated small arms fire and





grenades. When the German infantry pulled back to re-group, their artillery and mortars resumed the pounding of all Commando positions.

Time and again the forward Troops were subjected to alternate bombardment and infantry attack and, both on Dragonea Hill and in the defile, some ground had to be given....

A short while later, a group of enemy was found to have infiltrated along a gully to the right of the 'A/Q' line and had managed to set up an MG34 behind the Commando position, RSM Norman Tierney led his much-depleted Machine-Gun Section, now in an infantry role, in a counter-attack and, with 'X' Troop coming up from below, the threat was squeezed out.'

It seems that it was in this moment that Hadfield won his M.M., for Lieutenant L. R. Scott was the Officer of 'X' Troop who was killed on that day and thus the point at which Hadfield carved his name into the history of 41 Commando.

The enemy continued their attacks and began to infiltrate the positions and soon American mortars fell close, laying a barrage of phosphorous bombs little more than 50 yards in front of them. Those in the front slit trenches took it to be a German attack and assumed they would soon be seeing the enemy charging through the white smoke. Some even put this down as the enemy withdrawing behind the screen. The position continued to be critical, with the enemy now within 200 yards of the HQ on the hill; a surge of activity would be needed to firm-up the position and it was decided that a bayonet charge would be made. The 25-pounders put down a 'stonk' and the order to "CHARGE!" given. The forward positions were taken and re-occupied and men of the Yorkshire & Lancashire Regiment moved up to give them some relief. After some six hours of action, the position had been secured as the Commandos went into the Reserve, for now. They were to remain in action until 17 September.

No. 2 and 41 Commandos had, in 10 days, suffered severe casualties - 13 Officers had been killed, with a further 15 wounded. 54 other-ranks were killed and 225 wounded, while one Officer and 59 other ranks were missing. These figures amount to a casualty rate of 48% of the strength of the two Commandos when they landed on the 9 September at the Marina. They had given a truly fine account of themselves.



D-Day and beyond

The unit were to share in another famed beach assault and went ashore on Sword Beach on D-Day, getting their feet onto the beaches at 0845hrs. They were certainly in the thick of the action having 123 casualties that day. Hadfield had been promoted Acting-Temporary Corporal on 1 February 1944. They took part in a good number of actions in the following days which only added to their laurels. Hadfield would be presented with his M.M. from the hand of H.M. The King at Creully on 16 July 1944; just two days later they would be part of Operation Goodwood, as part of the actions around Troarn Bridge.

Hat Trick - Walcheren

Having pushed on into Belgium, the troops of 41 Commando would be presented the opportunity to further participate in a beach assault, this time on the Island of Walcheren. On 1 November 1944 they would be part of 4th Special Service Brigade. The three Commando units - No. 41, 47 and 48, together with No. 4 (Belgian) and No. 5 (Norwegian) troops of No 10 (IA) Commando, under the command of Laycock - landed at Westkapelle on the western side of the island. The plan called for three troops of No. 41 Commando, under Lieutenant-Colonel Palmer, to land on the north shoulder of the gap blown in the dyke; their objective was to clear the area between there and the village of Westkapelle. The remainder of the Commando, along with the two No. 10 (IA) Commando troops, would then come ashore in Weasels and Buffalos launched from LCTs - their mission would be to clear Westkapelle and then move north. No. 41 overran a pillbox in their path and pushed onto Westkapelle, where they were confronted by a battery of four 150mm guns which were reduced with supporting fire from tanks. The Commandos then moved north along the dyke. Having been in the action for a full week, their job was done.

The Commandos moved onto the Maas River Front. With the end of the Second World War, the unit was eventually disbanded. Hadfield was promoted Sergeant in November 1944 and was released in May 1946. His campaign Medals were claimed in August 2001.



The unit remain widely celebrated and commemorated with the following memorials:

- Lion-sur-Mer named the square outside their Town Hall 'Place du 41 Royal Marines Commando'.
- D-Day Memorial at Lion-sur-Mer to the men of the Commando, in the form of a sun-dial which indicates the exact time of their landing.
- Plaque at Barentin, commemorating their liberation on 31 August 1944.
- No. 4 Special Service Brigade Memorial, Sannerville, Calvados.
- Roll of Honour for Walcheren at Westkapelle Church, unveiled in November 1994 on the 50th Anniversary.





Sold together with letter confirming £20 M.M. gratuity, dated 21 October 1946, a 'Commando Flag' of wartime manufacture, his Commando Badge, silvered and enamel, by *Fattorini*, the reverse officially numbered '6215', besides forwarding slip for his Campaign Medals and a copy of *They did what was asked of them - 41 (Royal Marine) Commando*, from which detail has been extracted.

389

A scarce Immediate 'Battle of Gazala' 1942 M.M. group of four awarded to Trooper J. Every, The Queen's Bays (2nd Dragoon Guards), Royal Armoured Corps, who was latterly killed in action during the Battle of the Mareth Line on 29 March 1943



Military Medal, G.V.I.R. (6459844 Tpr. J. Every. The Bays.); 1939-45 Star; Africa Star, clasp, 8th Army; War Medal 1939-45, mounted as worn by his father, *good very fine* (4)

£1,800-2,200

M.M. *London Gazette* 15 October 1942. The original recommendation - for an Immediate award - states:

'After a few days experience in fighting with a Grant Sqdn., it was soon found to be imperative to have a 3-Ton Ammunition (75mm) lorry at a moments call throughout the day. Trooper Every was the driver of one of these lorries. During the two very critical days 13th (Naabus er Rigel) and 14th (Acroma Area) June, ammunition was being used very freely and this Trooper made repeated journeys on each day right up to the Tanks in action, as owing to the shortages of Tanks, it was not found possible to pull them out of the line to replenish.

During the whole of this period there was a very fierce tank battle in progress, and gun & shell fire very intensive, and owing to good visibility on 14th June it was intensified whenever a lorry appeared amongst the Tanks. In spite of all this Trooper Every with utter disregard for his own personal safety, quite calmly and without hesitation visited each tank in turn for replenishment. His devotion to duty was of the highest order.'

Jack Every was born in 1921, the son of Thomas Albert and Winifred, of Roade, Northamptonshire. He had joined the ranks of The Queen's Bays (2nd Dragoon Guards) with his brother and saw active service in North Africa. His M.M. was won during the height of the Gazala Battle, when the unit were in action for 19 days straight, a record for an armoured regiment in the Western Desert. Every was killed in action during the Battle for the Mareth Line on 29 March 1943 and is buried in the Sfax War Cemetery.

Sold together with an Army Council Condolence slip in the name of '6459844 Tpr. Jack Every.', Buckingham Palace condolence slip and his Queen's Bays Certificate upon presentation of a New Standard by H.M. The Queen on 29 July 1939, *this last folded*.

For the Medals of his father, please see Lot 116 and for the Medals of his brother, please see Lot 182.

x390 **The 1970 Knight Bachelor and 1945 Bronze Star group of seven awarded to Lord Seebohm, Royal Artillery, a banker who later did good work as a Peer in the House of Lords**

Knight Bachelor's Badge, 1st Type breast Badge, silver-gilt and enamel (hallmarks for London 1947), in its fitted *Royal Mint* case of issue; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, with M.I.D. oakleaf; Efficiency Decoration, G.V.I.R., reverse officially dated 1950; United States of America, Bronze Star, *some contact wear to campaign awards, overall good very fine* (7), sold together with a named Royal Institute of Chartered Surveyors medal named 'Lord Seebohm' to the reverse, 9 carat gold (hallmarks for Sheffield 1983) in its *Fattorini* case of issue

£2,000-2,400

Knight Bachelor *London Gazette* 10 March 1970.

Bronze Star *London Gazette* 8 November 1945.

Territorial Efficiency Decoration *London Gazette* 20 June 1950



Frederic Seebohm was born at Poynder's End, Hitchin, Hertfordshire on 18 January 1909, the son of Hugh and Leslie Seebohm. His grandfather (and namesake) was the famous historian Frederic Seebohm and an uncle on his mothers side was the Victoria Cross winner Captain Julian Gribble. Educated first at the Dragon School, Oxford before moving onto Leighton Park School and finally matriculating to Trinity College Cambridge, Seebohm read Economics. He left after only two years and joined Barclays Bank, Cambridge, his family having previously owned a bank in Hitchin that formed one of the constituent parts of Barclays. The bank posted him to Sheffield in 1932 where he was still working in 1938 when he joined the Territorial Army.

Commissioned into the Royal Artillery in 1939, he attended Staff College in 1944 and was posted to Supreme Headquarters Allied Expeditionary Force with the rank of Lieutenant-Colonel as a Staff Officer. His good work led to Seebohm being 'mentioned' on 19 April 1945 and later receiving the Bronze Star. With the war over he spent periods as local Director of the bank's branch office in Luton and Birmingham before becoming Director of the main board after the war. Joining the bank's overseas board in 1951 he became Chairman of the newly reformed Barclays Bank International.

Taking the role of President of the Institute of Bankers between 1966-68, this concluding in the same year that Seebohm's Committee on Local Authority Personal Social Services published its findings. Knighted in 1970, he was to be High Sheriff of Hertfordshire for 1970-71 - coincidentally a position previously held by his grandfather.

Aside from his financial interests Seebohm was renowned for his pioneering work with Social Services, his work in this field gaining increasing focus after he was made a Life Peer in 1972 as Baron Seebohm, sitting as an Independent. Seebohm served as chairman of the Joseph Rowntree Memorial Trust, and president of Age Concern, the National Institute of Social Work, the Royal Africa Society, and the Overseas Development Institute. Seebohm was tragically killed in a traffic accident near Sutton Scotney, Hampshire on 15 December 1990 and his wife died only thirteen days later; sold together with copied research including an MID list, an extract from the Archives of Barclays Bank and an entry from *The Peerage* website.

- 391 **An Order of St. John group of five awarded to District Officer E. Thompson**
 The Most Venerable Order of St. John of Jerusalem, Ladies Badge, silver and enamel, together with two other Badges of the Order; Civil Defence Long Service; St. John Service Medal, with four Additional Service Bars (4490/H. D/Off. E. Thompson. 1953.), mounted as worn, *very fine*, together with various related metal insignia (Lot) £80-120
- 392 **A 1960 M.B.E. group of four awarded to Clerical Officer H. O. Adshead, Ministry of Aviation, who was taken a Prisoner of War with the Hawke Battalion, Royal Naval Division at Antwerp in 1914**
 The Most Excellent Order of the British Empire, Civil Division, M.B.E (Member's) 2nd Type breast Badge, silver, in its *Royal Mint* case of issue; 1914 Star (L5/2620. H. Adshead, A.B. R.N.V.R. Hawke Bttn R.N.D.); British War and Victory Medals (L.5-2620 H. Adshead. A.B. R.N.V.R.), *good very fine* (4) £400-500
 M.B.E. *London Gazette* 31 December 1960.
Henry Oswald Adshead was born at Lewisham on 15 September 1893 and was a warehouseman living in Catford upon his joining the Royal Naval Division in February 1912. He served with the Hawke Battalion at Antwerp in 1914 and was officially recorded as a Prisoner of War at Doberitz Camp, Germany in December 1914. It would be over four years before he returned home from 'behind the wire' on 21 December 1918. He entered the Ministry of Aviation and was a Clerical Officer by 1960. Having reached the age of 101, he died at Chichester in March 1995.
Sold by Order of a Direct Descendant
- 393 **The 1974 K.C.B. and St. John group of four awarded to Sir N. G. Morrison, Permanent Under-Secretary of State, Scottish Office, late Royal Artillery**
 The Most Honourable Order of the Bath, K.C.B. (Civil) Knight Commander's set of Insignia, by *Garrard, London*, comprising neck Badge, silver-gilt, hallmarks for London 1972; Star, silver, silver-gilt, and enamel, with gold retaining pin, unmarked, in its fitted case of issue; The Most Venerable Order of St. John of Jerusalem, Commander's (Brother's) breast Badge, silver and enamel; War Medal 1939-45; Coronation 1953, these last three mounted as worn, *good very fine* (5) £700-900
 K.C.B. *London Gazette* 1 January 1974.
 Commander (as Brother) of St John *London Gazette* 5 January 1951.
Nicholas Godfrey Morrison entered the War Office as a Junior Administrator in October 1939 and was eventually made 2nd Lieutenant (from Cadet) in the Royal Artillery on 5 August 1945. He returned to the Ministry of Defence and was made a C.B. as Assistant Under-Secretary of State in June 1967 before being made a K.C.B. in 1974. He led an enquiry into leaks in the Civil Service, the files of which are held at the National Archives (*TNA BA 19/548*, refers).
 For his miniature dress medals, please see Lot 468.
- 394 *'The Squadron lost one of its best pilots on the 24th, when Capt. Burge failed to return from a patrol. He scored ten victories and was an outstanding Flight Commander. The 24th July would long remain in the memories of the members of No. 64 Squadron as Capt. Burge was one of the original members of the Squadron when it arrived in France, and was a very gallant pilot.'*
A Brief History of No. 64 Squadron R.F.C./R.A.F. 1917/1917, refers
The '1918 Air Ace's' M.C., 'Battle of the Somme' M.M. group of five awarded to Captain P. S. Burge, No. 64 Squadron, Royal Air Force, late 10th (Stockbroker's) Battalion, Royal Fusiliers, who was tragically killed in action on 24 July 1918
 Military Cross, G.V.R., the reverse engraved 'Captain P. S. Burge. M.M. 64 Squadron. R.A.F. 1917-18'; Military Medal, G.V.R. (Stk-1182 Pte P. Burge. 10/R. Fus.); 1914-15 Star, *neatly erased*; British War and Victory Medals (Capt. P. B. Burge. R.A.F.), *good very fine* (5) £4,000-5,000
 M.C. *London Gazette* 16 September 1918, the original citation states:
 'For conspicuous gallantry and devotion to duty. This officer is a brilliant fighting pilot, and has destroyed six enemy aeroplanes. His dash and determination when engaged in combat with the enemy, often numerically superior, have set a fine example to the remainder of his formation.'
 M.M. *London Gazette* 1 September 1916.



Philip Scott Burge was born on 29 March 1895 at Potters Bar, Hertfordshire, the son of William and Grace Burge of 82 Holbein House, Sloane Square, London. He joined the 10th (Stockbroker's) Battalion, Royal Fusiliers with his brother Leonard (see Lot 112) and served in France from 31 July 1915. This unit went into action in the second week of the Battle of the Somme in the La Boisselle sector. The next week they were involved in attacks on Pozieres from the direction of the La Boisselle-Contalmaison road - it was around this time that Burge won his M.M., likely for these early actions.

Continuing to serve in the ranks for the rest of 1916, Burge was commissioned 2nd Lieutenant with the Royal Flying Corps on 27 February 1917. Posted to No. 64 Squadron they began to see heavy action in November 1917 during the Battle of Cambrai with Burge noted attack ground targets in support of infantry. His first kill was a Fokker Triplane on 23 March 1918 in the company of fellow 64 Squadron ace Captain J. A. Slater; his companion had already made a kill on that patrol when the pair ambushed two Pfalz Scouts. The Fokker got the jump of the British airmen but Burge avoided the initial volley and swung onto his opponents tail firing a 50 round burst that brought his enemy down.

His next kill was shared with Slater, as *Jimmy Slater Fighter Ace* outlines:

'Slater and Lieutenant P S Burge ended the March scoring when between them they destroyed a German two-seater shortly before mid-day near Croiselles.'

However he was back to flying at the start of the next month on 1 April, shooting down an Albatross scout during a squadron engagement over Mametz Wood. Promoted Captain on 20 April 1918 he took over Lieutenant Walter Campbell Daniel's Flight:

'Captain McClintock was promoted and transferred as C.O. to No. 3 Squadron, and, April 20th, my birthday, the Flight was taken over by Capt. P. S. Burge, who chose me as his second in command. I was very much encouraged by his personality and leadership. This was as well, as in May we were entering the most crucial month of aerial warfare.'

(*Recollections of a World War One flyer Royal Flying Corps - Royal Air Force 1917-1918*, by Walter Campbell Daniel, refers.)

The month was indeed to prove crucial with Burge kicking off by sharing a Rumpler two-seater with Lieutenants Daniel and Walkerdine on 2 May. Confirmed Captain on 16 May, a day which proved to be the most successful No. 64 Squadron would have in the war. Burge led the central formation into the attack and more than played his part, hammering a 100-round burst into an Albatros, tearing its right hand wing off before forcing another down out of control.

This was also Burge's most successful day, however he was far from done starting with a two seater Haldberstadt on 20 May. He took consecutive kills, flying a patrol the next day to get another Haldberstadt over Laventie. Burge was awarded his M.C. in June but did not get any further kills until the next month when on 19 July he took down a Fokker Biplane south of Lille. His final two kills occurred in quick succession with one the next day on 20 July - a Rumpler - over Drocourt - and on 22 July, an Albatross D.V. north of Hernes.

Tragically he was killed only two days later when his kite, marked SE5a, was shot down. A German pilot named Marat Schumm claimed a kill that day which he identified as 'SE5' - he was an *Unteroffizier* with *Jagdstaffel 52*. Burge is generally credited with 10 kills of which three were shared, although he might be entitled to another 'forced down'. He is buried at Dud Corner Cemetery, Loos; sold together with correspondence with the Air Ministry relating to the recipients career and a silver nameplate named 'Capt. Philip S. Burge. M.C., M.M. 64 Squadron R.A.F.', hallmarked for Birmingham 1933 as well as copied research comprising Combat Reports, *London Gazette* entries and a Commonwealth War Graves certificate as well as extracts from, *Recollections of a World War One Flyer* by Walter Campbell Daniel, *A Brief History of No. 64 Squadron R.F.C./R.A.F.* and *Jimmy Slater Fighter Ace* along with service records, recommendations for award and photographs.

For the medals of the recipient's brother, who was killed in action in 1916, please see Lot 112.

395

A very fine Great War Ace's M.C. and Croix de Guerre group of four awarded to Lieutenant A. F. Britton, No. 57 Squadron, Royal Flying Corps, late Surrey Yeomanry and Somerset Light Infantry; a veteran of the Western Front, he was commissioned and thence went skyward, notching up six kills as an Observer in a little over three weeks of combat, achieving 'Ace' status in a magnificent aerial action which downed three enemy aircraft on the evening of 27 July 1917; Britton would sadly be wounded twice - suffering the amputation of his leg as a result of the second - before losing his life to influenza in February 1919

Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (Lieut. A. F. Britton. R.F.C.); France, Republic, Croix de Guerre, with Star upon riband, *good very fine* (4)

£2,000-2,500

M.C. *London Gazette* 1 January 1918, the recommendation states:

'From July 17th 1917 until August 28th 1917, on which date he was seriously wounded, his Officer carried out exceptionally valuable work in the taking of aeroplane photographs and on reconnaissances far behind the enemy's lines. He has taken part in numerous combats in the air, and has destroyed three hostile machines. His courage has always been beyond praise.'

The Recommendation file, dated 16 September 1917, states:

'A particularly good Observer in all branches of his duties. In one month he was engaged in a number of combats and himself shot down three enemy machines.'

Croix de Guerre *London Gazette* 18 June 1918.



Arthur Frederick Britton was born at Balham on 2 October 1888, the eldest of twelve children of Frederick, a jeweller, and Ellen. His father had already sired no less than seven children with his first wife, Lucy, before being widowed in 1885. He did not follow his father into the jewellery trade and was a commercial clerk for a flour mill by 1911.

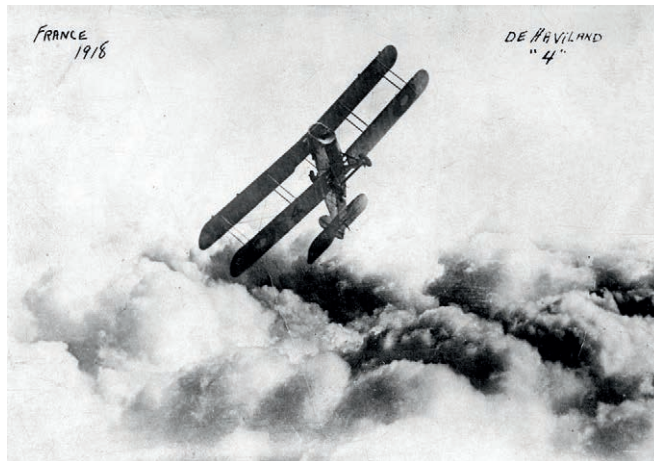
Upon the outbreak of the Great War, Britton enlisted in the Surrey Yeomanry and served on the Western Front with 'B' Squadron from 22 December 1914 (1914-15 Star) and was commissioned 2nd Lieutenant in the Somerset Light Infantry on 27 November 1915. He thence joined the Machine Gun Corps in March 1916 and joined the Royal Flying Corps on 14 May 1917, being promoted Lieutenant on 14 June 1917.

Joining No. 57 Squadron on the Western Front on 26 June 1917, Britton operated on the D.H.4. and was crewed up with Lieutenant (later Captain) Minot. Just two days later he went on his first Op, a practice reconnaissance. In the coming days the pairing would get off to a good start, successfully capturing vital images over Zonnebeke on 2 & 3 July 1917. On that second Op, they entered into combat with the enemy just after midday and came out on top, with two 'kills' to their name. Perhaps their highest profile victim was Leutnant Albert Dossenbach, the commander of *Jasta 10* and holder of the Pour le Merite (the 'Blue Max'). He was seen to have been set on fire and departed his aircraft mid-air whilst it was tumbling to the earth.

On 6 July the pair bombed Inglemunster and the following day added to their score near Ypres, when at 0830hrs they first engaged five aircraft and one was sent down, before soon after engaging a further swarm of ten aircraft, managing to drive them away without a decisive result however. The pair were now getting into their stride and continued to put in vital work for their Squadron.

Their finest hour would perhaps come on 27 July, at 1730hrs over Houthulst, when they sent three enemy aircraft to earth within a few minutes, both gaining 'Ace' status in the process. On this Op he was also wounded for the first time, suffering a gunshot wound to the calf, which sent him to hospital. The citation for Minot's M.C. gives further detail:

'When leading a formation of five bombing machines, he attacked a hostile formation of twenty machines, and in the ensuing fight himself drove down two enemy machines completely out of control, whilst his Observer destroyed another. Another four of the enemy formation were driven down completely out of control, and, as a result of his gallant leadership and determined action, his formation succeeded in getting back with the loss of but one machine. On a previous occasion he, in company with two other machines, attacked four of enemy who were reinforced later by thirteen scouts, and, after heavy fighting, drove down one enemy machine out of control, his formation returning safely.'



It would be their final flight together and perhaps a stroke of luck for Britton, for Minot would be shot down and killed the following day, just a week after his 21st birthday.

When Britton had sufficiently recovered from his wound, he was paired with Lieutenant David Sydney Hall and flew on 10 Ops from 8-20 August 1917. On 18 August they were hit by anti-aircraft fire and force-landed near Droglandt, their aircraft being wrecked, but remarkably both crew escaped unhurt. Just two days later their last Op saw the pair with a flight of six aircraft bombing a dump at Ledeghem, when their aircraft was struck by French anti-aircraft fire whilst between Pilcken and Ypres at 18,500ft. Britton was gravely wounded in the left knee and subsequently faced the amputation of his left leg, which unsurprisingly left him permanently unfit to fly again. His two awards which followed soon after appear to be the only such combination to the Squadron for the Great War.

He was given six months leave and subsequently applied for work at Lady Caernarvon's Hospital at 48 Bryanston Square, London, in an attempt to use his civilian skills. It worked, for he was afterwards posted to the Training Depot HQ and also Dover on secretarial duties. Nonetheless, he resigned his commission in September 1918 on account of his wounds, being granted the Honorary rank of Lieutenant and a pension of £100 per year. He was sadly not able to draw that hard-earned pension, since having gone to live at 46 Norfolk House Road, Streatham, he died of influenza on 19 February 1919, aged just 30. His father claimed his Medals; sold together with a good file of copied research which includes images of the recipient.

396

An outstanding and very complete Great War M.C. group of three awarded to Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps and later Royal Air Force, a 'Brilliant Pilot and Very Fine Leader' who downed three enemy machines in fine style with No. 25 Squadron over the Western Front

Having racked up an impressive 60 missions, his promise was lost in vain when Jardine went forth whilst outnumbered once again, being killed, presumed drowned, attempting to stave off an aerial armada of five Zeppelins off the coast of Great Yarmouth, his body was found washed up on a beach in Denmark some three weeks later

Military Cross. G.V.R., contemporarily engraved to the reverse, 'Captain D. G. B. Jardine Royal Air Force'; British War and Victory Medals (Capt. D. G. B. Jardine R.A.F.), together with his Great War Bronze Memorial Plaque (Douglas Graeme Burness Jardine), and Memorial Scroll dedicated to 'Capt. Douglas Graeme Burness Jardine, Royal Air Force', *nearly extremely fine* (3)

£3,000-4,000

M.C. *London Gazette* 22 April 1918:

'For conspicuous gallantry and devotion to duty in France on 14 August, 1917 to 29th January 1918. On two occasions when his formation was attacked by larger bodies of enemy scouts, he and his Observer sent one of the enemies down in flames and two others completely out of control. During a period of three months he carried out two exceptionally long reconnaissances, during which he took a large number of photographs containing most valuable information. His personal efforts and example are of the greatest value to the other Pilots of the Squadron.'



Douglas Graeme Burness Jardine was born on 9 July 1894 at Tamboers Kloof, Cape Town, South Africa, the eldest son of Major William Jardine - a founder member of the Cape Town Highlanders - and his wife, Mary Nott Burness. Aside from his voluntary military service, his father worked as a third-generation Trader and became a pioneer in the collection and study of Africana, especially books. A well-known bibliophile and antiquarian, he amassed three outstanding literary collections, portions of which may be seen today in the Library of Parliament and the William Fehr Collection which is held at The Castle, Cape Town.

Educated at the South African College School, Jardine lived at the family farmstead known as Brink's Inn, located in Sir Lowry's Pass, where he was surrounded by the 'finest early Cape furniture and paintings' (*The Jardine Collection of Africana*, Strauss & Co., 2014, refers). However, rather than further the family passion for collecting, Jardine was promoted Sergeant in the School Cadet Corps in 1912 and decided upon leaving school to sail for England to take up a Cadetship at the Royal Military College, Sandhurst. It was here that he recorded his first flight on 5 December 1915 - rising to an altitude of 700 feet in 11 minutes, flying in a Maurice Farman Longhorn MF.7 biplane at Farnborough Aerodrome.



Jardine graduated from Sandhurst on 8 February 1916, being commissioned 2nd Lieutenant and posted to the Highland Light Infantry soon thereafter. He immediately applied for transfer to the Royal Flying Corps and began training as a Pilot, being awarded Aviator Certificate No. 2551 on 9 March 1916 after just six hours and 30 minutes flying experience. Two weeks later he was sent to the Central Flying School at Upavon where he gained his R.F.C. Certificate (No. 1255) on 18 May 1916 after a total of 22 hours of solo flying, being posted soon thereafter to No. 54 Training Squadron, Royal Flying Corps.

On 27 May 1916, Jardine made his first cross-Channel crossing flying in a B.E.2d from Farnborough to St. Omer. Like the majority of new pilots at this time, he spent a number of months flying new and repaired aircraft to France, and damaged aircraft back to England. It was considered an effective way to learn control of the aircraft in varying conditions and to become familiar with the network of trenches that weaved their way north-west towards the English Channel. However, like many others, he was not exempt from accidents and severe weather; on 14 June 1916 his aircraft 'dived on landing and crashed' at Godstone, Surrey (Log Book, refers), and on 26 August 1916 he was forced to land in a field near Leigh, Kent, when his engine cut out. As the winter of 1916 loomed large, the bouts of inclement weather began to play their part in further accidents; on a planned flight from Peaslake to Farnborough on 18 November 1916, Jardine was forced to return to base owing to snowfall. Suffering from 'petrol trouble', he crash-landed an R.E.8 on Christmas Eve and was forced to make a brisk landing in a B.E.12 with a 'dud engine' after a five-minute flight on 23 January 1917 (ibid). Mechanical fragility manifested itself again on 18 April 1917 and 22 April 1917, on both occasions engine trouble forcing a return to base at Lympe and Farnborough.

From 28 June 1917, Jardine took part in a Fighting Course at Spitalgate in Lincolnshire led by Captain Leslie Peech Aizlewood, M.C., A.F.C., who had successfully 'bagged' four victories whilst serving with No. 32 Squadron, but whose service on the Western Front had been put on hold when shot down and wounded for a second time by German ace Werner Voss. Fortunately the gunshot wound to his right shoulder was not serious, but nevertheless, Aizlewood returned to England and was appointed Flying Instructor, tasked with undertaking a review of aerial tactics with a greater emphasis upon gunnery skills. According to Jardine, he conducted five separate flights on 1 July 1917 with Aizlewood, each concerning fighting practice, 'looping and spinning etc', before taking his Aerial Fighting Certificate, his total flying time being 197 Hours and 52 minutes.

Into the cauldron - power of three

On 10 July 1917, Jardine's desire to see front line action was granted when he was posted to a 'Fighting' Wing at Auchel in the Pas-de-Calais. No. 25 Squadron operated as a fighter-reconnaissance unit and had gathered considerable press coverage and acclaim when two Pilots from the Squadron, Corporal James Henry Waller and 2nd Lieutenant George Reynolds McCubbin shot down the German fighter 'ace' Max Immelmann in June 1916; at 2,000 feet the German's tail was seen to break away from the rest of his Fokker aircraft, likely the result of structural failure caused by bullet strikes to the propeller and fuselage and excessive subsequent vibration.

The following day Jardine conducted a circuit over Bethune at 6,200 feet in a D.H.4 with Lieutenant Bedford, and on 12 July 1917 he flew D.H.4 'Mars' on patrol, noting 'first time over the lines'. On 20 July 1917, whilst conducting a two-hour long bombing sortie with Lieutenant Bliss, Jardine

witnessed at 14,500 feet his first German patrol:

‘Encountered about 6 enemy machines, chased 3 alone - but gun jammed at close quarters. Dived to 8,000 feet.’

Thereafter followed a series of bombing and line patrols, including a ‘strafe and joy ride’ on 22 July 1917 and an attack on Aubers from 8,000 feet amidst anti-aircraft fire. On 14 August 1917, Jardine and his Observer, 2nd Lieutenant G. Bliss, attacked the German aerodrome at Dorignies in D.H.4 A7405. The circumstances are described in detail by Major C. S. Duffus, M.C., Commanding No. 25 Squadron, R.F.C.:

‘After bombing Doregnies (sic) Aerodrome, formation of five D.H.4’s encountered 20 Albatross Scouts, on their way back to the lines. A general running fight ensued, during which five enemy machines dived on Lieut. Jardine, while another attacked from underneath. 2/Lt. Bliss, his observer, by bursts of fire, kept off the hostile machines diving on the D.H.4, and was able to put a drum at close range, into the aircraft attacking from underneath. This machine immediately burst into flames and fell, spinning, southeast of Hénin-Liétard. The remaining machines followed the D.H.4 to the lines, firing the whole time.

2/Lt. Libby saw a machine going down emitting a quantity of white smoke, but was unable to watch same owing to attack by other enemy machines.’

Less than a month later on 4 September 1917, Jardine and his Observer faced a similar scrap at 15,000 feet just to the south of the commune of La Bassée in the Hauts-de-France region:

‘When on patrol over La Bassée, a formation of 3 D.H.4’s was attacked by 12 Albatross Scouts. Capt. Jardine dived on a hostile Scout which was attacking another of our machines. He fired 100 rounds into it at very close range and the Scout went down completely out of control. Meanwhile, Capt. Jardine’s Observer was engaging an enemy Scout who had dived on their tail and after firing about 80 rounds into it, the machine took a steep dive, spun, and went down completely out of control. Three sections of 1st A.A. Group saw the combat and confirm one hostile machine fell completely out of control, in flames, at that time.’

On 8 October 1917, Jardine flew over Passchendaele, festooned in mud and the detritus of war. He simply noted, ‘going over new line’. Two days later he conducted a late afternoon bombing mission deploying two 112lb bombs and landing in darkness ‘by flares’. On 24 October 1917, Jardine, by now an experienced Pilot, took a ‘new’ Observer, Lieutenant Critchley, over the line on a 75-minute sortie at 7,000 feet. It was the first of many training flights which caught the eye of Major Duffus and contributed to his recommendation of Jardine for the M.C.:

‘Captain Douglas Graeme Burness Jardine.
No. 25 Squadron, R.F.C.

I wish to recommend the above-named Officer for the Military Cross for courage, skill and devotion to duty. This Officer has been flying in this Country for more than eight months, during which time he has completed 215 hours in the air and taken part in the following successful operations:-

30 Bomb Raids and Patrols.
30 Solo Photographic Reconnaissances.

Capt. Jardine is a brilliant pilot and a very fine leader. He has led with great judgement and skill the majority of the raids and patrols in which he has taken part and has carried out many fine long-distance reconnaissances.’

Major C. S. Duffus, M.C., went on to list the events already mentioned together with further sorties including a reconnaissance to Brussels and Namur on 29 January 1918 and a reconnaissance of the railway line between Anor-Hirson-Busigny, where 54 photographs were taken on 26 February 1918. He added:

‘Capt. Jardine is a very gallant fighter and has done extremely well in aerial combat. He has destroyed 3 enemy machines.

He runs his Flight with the greatest success. He is very painstaking and energetic in the training of new Pilots and Observers in every branch of their work.’

Awarded the M.C., Jardine left France for the Home Establishment on 24 March 1918 and was granted three months’ leave to return home to Cape Town. He returned to England in July, joining No. 6 T.D.S. at Boscombe Down on 4 July 1918. Transferred to R.A.F. Yarmouth on 16 July 1918, he carried out a coastal patrol on 29 July 1918 in search of enemy sea planes and another on 31 July 1918 in search of hostile aircraft.

Journey's end

On 5 August 1918, Jardine and his Observer, Lieutenant Edward Richard Munday, took off on a fighting reconnaissance on the occasion of an attempted Zeppelin Raid on England. That night, five enemy airships attempted to cross the North Sea, being intercepted by Royal Air Force aircraft who were working in close co-operation with the Royal Navy. A contemporary newspaper sets the scene:

‘Thousands of visitors at a seaside resort on the East Coast saw Zeppelins on the skyline and a fleet of aeroplanes ascending to engage them.

On seeing the aeroplanes, the airships turned to the north, and endeavoured to evade the pursuers in smoke clouds. An hour after the raiders appeared, gunfire was heard nearly 100 miles from where the chase began, and a great flame was observed far out to sea.’

In total, three airships were engaged by the pilots, one being shot down in flames and another damaged but able to return to base. Captain Jardine’s machine did not return and on 29 September 1918 his body was washed upon the beach at Vedersø on the Jutland Peninsula of Denmark. He was buried in the local churchyard the next day and it fell to his father to collect the M.C. decoration, so well-earned, at an investiture held at Government House, South Africa, on 26 March 1920. The body of his Canadian Observer was never found and he is commemorated on the Hollybrook Memorial, Southampton.

To be sold with an impressive *original* archive comprising:

(i)

The original Pilot’s Flying Log Book, commencing with the ‘bumpy’ first flight at 700 feet on 5 December 1915 and concluding with the entry on 5 August 1918, in the hand of another person, noting ‘D.H.9 D5802 Lt. Munday (Passenger), at 21.10 hrs, Anti-Zeppelin patrol. Failed to Return.’

A beautifully annotated Log Book detailing his full R.F.C. and R.A.F. service during the Great War, which includes to the reverse 3 handwritten pages of notes made by Jardine likely during his time with Captain Aizlewood, M.C., A.F.C. These include detailed notes on ‘stunt flying’ and ‘Immelmann Turns’, followed by ‘Spinning’ in a Nieuport Scout.



(ii)

A fine family photo album bearing photographs of children, the family home at Sir Lowry’s Pass, Naval and Merchant vessels in harbour at Cape Town and early photographs of local airmen in a prototype ‘hydro-aeroplane’. The album continues with photographs of the dreadnought H.M.S. *New Zealand*, before returning to portrait photographs of the recipient in both civilian and military attire. Approximately 50 photographs in good condition, the covers of the album - front and back - detached; further photographs of the recipient’s father in South Africa, together with parades and the Roll of Honour Memorial for the Southern Cross Lodge, Cape Town, displaying the name of Major William Jardine, Cape Corps.

(iii)

A quantity of copied research, MIC, Recommendations and contemporary newspaper articles.

For his miniature dress Medals, please see Lot 477. For an aviation relic, please see Lot 459.

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*'There was a young flyer named Paul
Who thought he flew better than all!
When the Huns shot his thighs,
He said midst long sighs,
What's that about pride and a fall?'*

Fitting words from a boy at the Red Cross Hospital, Brighton, April 1918.

A Great War Canadian Ace's M.C. group of four awarded to Captain B. P. G. Beanlands, Royal Flying Corps, late Royal Hampshire Regiment, who served in the trenches in 1915 and was wounded in action before joining the Royal Flying Corps

Beanlands went on to notch up nine 'kills' - opening his account by downing German Ace Leutnant Wilhelm Fahlbusch and his Observer Hans Rosencrantz - before being again wounded in action, this time severely

Military Cross, G.V.R., unnamed as issued, in its case of issue; 1914-15 Star (2. Lieut. B. P. G. Beanlands. Hamps. R.); British War and Victory Medals (Capt. B. P. G. Beanlands. R.F.C.), the campaign Medals in their named boxes of issue, *nearly extremely fine* (4)

£3,000-4,000

M.C. *London Gazette* 25 April 1918:

'For conspicuous gallantry and devotion to duty. He has brought down three enemy aeroplanes out of control and driven down several others over the enemy lines.'



Bernard Paul Gascoigne Beanlands was born on 9 September 1897 at Victoria, British Columbia, Canada, the son of Canon Beanlands, Rector of Christ Church Cathedral, Victoria. Educated at Oundle School, he went to the Royal Military Academy Sandhurst and was commissioned 2nd Lieutenant in the Hampshire Regiment in December 1914; he served in France with the 1st Battalion from 23 January 1915. Having shared in the Second Battle of Ypres, Beanlands was wounded in July 1915.



Skyward - Royal Flying Corps

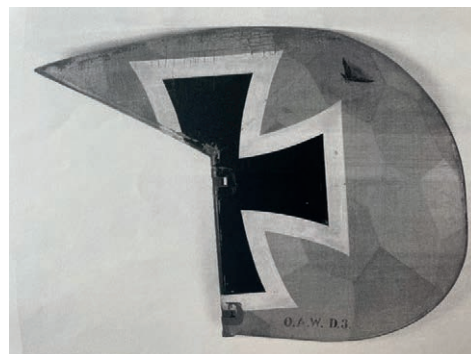
Recovered from his wounds, Beanlands transferred to the Royal Flying Corps in August 1915 and took Aero Certificate No. 2473 on a Maurice Farman biplane at the Military School, Shoreham on 20 February 1916. He took an aircraft and landed it on the playing fields at Oundle in this period also.

Posted to No. 70 Squadron, he scored his first victory flying a Sopwith 1½ Strutter on 6 September 1916, taking out German Ace Leutnant Wilhelm Fahlbusch and his Observer Hans Rosencrantz. This would be his only 'kill' with the Squadron and he joined No. 24 Squadron in the summer of 1917. As a Flight Commander, he would add seven further victories flying the D.H.5 and earn his M.C. along the way. His squadron was re-equipped with the S.E.5a. and Beanlands scored his final victory on 18 March 1918. Three days later, he was wounded in action when his aircraft was shot up while strafing German troops during the German Spring Offensive, with Beanlands having to force-land his aircraft. His aircraft was again hit by enemy fire the next day, severely wounding him - he would not return to combat duty.

Appointed Wing Examining Officer for No. 18 Wing, he survived the Great War and joined 30 Training Depot Squadron at RAF Northolt. He was killed in a flying accident on 8 May 1919 and was buried at Sevenoaks (St. Nicholas) Churchyard, Kent, England.

Sold together with forwarding letters for his Medals, a series of letters to his father, newspaper cuttings and photographs, besides copied research.

The German aircraft rudder of an Albatross he shot down on 13 November 1917 is held by the Imperial War Museum (IWM AIR261).



x398

'There was H.A. Oxenham who looked after our Wireless work of the Sqn, and who, the day the 4th Army launched the Somme offensive (1st July), would actually succeed in borrowing a rifle and bayonet from the advanced battery he was legitimately visiting, and join one of our regiments on its way into the enemy's position.'

(Observer - *Memoirs of the R.F.C. 1915-18* by A. J. Insall refers)

An Australian Wireless Operator's and Observer's 1916 M.C. group of three awarded to Major H. A. Oxenham, Royal Air Force, late Trooper, Transvaal Mounted Rifles, who left his job at a Wireless Station off Honolulu on the outbreak of war to join the Royal Flying Corps and served as the first Commandant at the Joint School, Brooklands

Oxenham even managed to charge with the Infantry on the First Day of the Somme in unlikely circumstances having 'borrowed' a rifle and bayonet for the task

Military Cross, G.V.R., the reverse contemporarily engraved 'Major H. A. Oxenham R.A.F. 1916'; British War and Victory Medals, with M.I.D. oak leaves (Major H. A. Oxenham. R.A.F.), mounted court-style for display by *Spink & Son, St James's, London, very fine* (3)

£1,200-1,400



Herbert Anselm Oxenham was born at Warwick, Queensland, Australia on 7 April 1876. As his education developed he began to specialise in wireless operation, finding work as an Apprentice Operator with the Queensland Railway in 1892, having qualified as an Operator in his own right by 1895. Moving on to work as Assistant at the Rockampton Telegraph Office in 1898, Oxenham was in South Africa at the outbreak of the Second Anglo-Boer War. Here he enlisted with the Port Elizabeth Town Guard, later seeing service with the South African Light Horse and finally, in 1906, with the Transvaal Mounted Rifles (Medal and clasp). *The Queenslander*, 2 October 1915, takes up the story:

'He travelled as wireless operator for two years from the West Indies to England on the Oruba, and being skilled in wireless was appointed to a wireless station off Honolulu, which position he held with credit till lately, when he left for England, via New York, to offer his services to his country, and was given a commission as above.'

Commissioned Lieutenant on 1 July 1915 he entered the war in France that same month (1914-15 Star) with No. 3 Wing and saw action there very quickly: a letter published in a local newspaper under the title *A Queensland Lieutenant* gives us an insight into his work stating:

'Am off to the Front. Wife stayed behind in New York. It was pretty hard parting for both of us; however, we thought it best that I should come and do my share. Every man is needed if we are ever to lick these f—— swine, as they are usually called in England. We had a long tedious trip from Honolulu to New York, especially across Canada, owing to delays caused by the war, and an exciting time crossing to England dodging submarines. Everybody stayed up on all the last night with life belts on, in case of accidents.

After a week or so hunting around I got the offer of this job from the War Office, and think it will pan out all right when I get settled down to it, and somewhere near the Front. I am Lieutenant Wireless Equipment Officer, and have had quite a number of flights in the speedy aeroplanes, 6000ft or 7000ft up. I was a bit shaky on it the first time, but don't mind a bit now. My work doesn't call for flying but I have to go up occasionally, so may as well get used to it. Hope Leo is on the mend; the fighting is pretty hot in the Dardanelles. Only for this war I would have managed a trip home in a few months. Still, no use grumbling. I felt it was my duty to enlist, and put my little bit towards it.

Have any of our young friends gone to the Front, or are they all hanging back, letting someone else fight for them?’

His enthusiasm for action led him into combat on the First Day of the Somme and earned him a ‘mention’ not long later (*London Gazette* 15 June 1916). After his time on the front, Oxenham was promoted Captain and posted to the Wireless and Observers School as Commandant (graded as ‘Park Commander’) on 3 October 1916. He served in this role until 29 April 1917 when he was transferred to the role of Assistant Commander with the rank of Acting-Major. He managed to wrangle himself a place on an official visit to Canada before a posting to H.Q. Ft. Div on 4 January 1918, before transferring to the Training Division on 20 April 1918.

With his promotion to Major confirmed on 19 November 1919 Oxenham was posted to H.Q. Middle East that July but soon returned to Britain for discharge, on 3 September 1919. He applied for his campaign medals whilst living in San Mateo, California in 1924 and became a naturalised citizen of the United States of America in Hawaii on 29 August 1925. Oxenham died at Bay Street, Louis Hancock County, Mississippi on 16 August 1957; sold together with corresponding miniature dress medals and a quantity of copied research including newspaper cuttings, passenger manifests, medal rolls and army lists as well as census data and extracts from the *London Gazette* and *Observer - Memoirs of the R.F.C. 1915-18*.

- 399 **An unusual 1944 D.F.C. and 1941 King’s Commendation for Brave Conduct awarded to Flight Lieutenant W. Hall, No. 77 Squadron, Royal Air Force, late Corporal, No. 952 Squadron during 14 round trips as part of the Channel Mobile Balloon Barrage, Auxiliary Air Force**



Distinguished Flying Cross, G.V.I.R., the reverse officially dated ‘1944’; 1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, with K.C.B.C. oak leaves, mounted court-style, *good very fine* (5)

£2,400-2,800

D.F.C. *London Gazette* 2 June 1944. The original recommendation states:

‘Hall has completed 23 Operational sorties against some of the most heavily defended German targets, including 4 attacks on Berlin. His photographic record is an excellent one and including 5 Aiming Points. Throughout his Tour he has displayed above average reliability, and devotion to duty, both in the air and on the ground, contributing in no small measure to the success of his crew. This Officer’s cheerful acceptance of responsibility and devotion to duty, have set a fine example.’

K.C.B.C. *London Gazette* 1 July 1941. Awarded with two comrades from No. 952 Squadron, Balloon Command, Auxiliary Air Force:



‘These airmen have made 14 return trips between Sheerness and Southampton during which there has been considerable enemy activity. When the Balloons have been destroyed, they have helped the Naval ratings with the various guns and assisted in every possible way in a co-operative effort between the Royal Air Force and the Royal Navy.’



William Hall was born on Christmas Eve 1910 and upon the outbreak of the Second World War served with the Auxiliary Air Force and worked on Channel Convoy duty in co-operation with the Royal Navy, earning himself a K.C.B.C. whilst a Corporal. An indication of their duties is given in *A Study in Passive Defence* by Flight Lieutenant R. F. Delderfield, which appeared in *The Royal Air Force Quarterly*:

‘With the opening of the first phase of the enemy’s pre-invasion air onslaught upon Southern England, balloons were seen in a new role. The Luftwaffe preceded its attack upon airfields by an attempt to paralyse Britain’s Channel shipping. On 4th August, 1940, the first Channel convoy protected by towed balloons moved along the coast from Falmouth to Sheerness. From that time onwards, for a period of three years, convoy escort was to prove an important part of Balloon Command’s routine duties.

The journey of the first balloon-escorted convoy proved uneventful, but during the return trip the ships were subjected to a violent attack by enemy E-boats by night. The following morning thirty Ju. 87’s, escorted by Me. 109’s, attempted to dive-bomb the convoy, the fighters concentrating on the balloons while the Junkers bombed the vessels. Several balloons were shot down and after the fight R.A.F. operators took over a variety of duties, tending wounded, assisting the seamen and even steering some of the vessels. Work in connection with the protection of ships involved the setting up of shore servicing stations in almost every port round the British coast. ‘Q’ Flight of No. 952 Squadron, which was engaged in convoy work for a considerable period, earned a large number of naval decorations, probably a higher percentage than any small unit of R.A.F. personnel throughout the war. They shared two M.B.E.s, five D.S.M.s, four B.E.M.s and five ‘Mentions.’”

Commissioned into the Royal Air Force, he qualified as an Air Navigator in February 1943 and joined No. 77 Squadron that July. His first Op would be a baptism of fire, flying in Halifax H with Warrant Officer Marvin getting ‘wheels up’ at 2250hrs. Their target would be Hamburg on the opening of the Battle of Hamburg, ‘Operation Gomorrah’, in which a force of nearly 800 aircraft rounded on the city. In the clear weather, visual and H2S marking was accurate and on the town centre. Less than half the force bombed within three miles of the centre with a bomb creepback of six miles. Damage was caused in the central and north-western districts, particularly in Altona, Eimsbüttel and Hoheluft. The Rathaus (Town Hall), the St. Nikolai church, the main police station, the main telephone exchange and the Hagenbeck Zoo were among the well-known landmarks to be hit. While some 40,000 firemen were available to tackle fires, control of their resources was damaged when the telephone exchange caught fire and rubble blocked the passage of fire engines through the city streets; fires were still burning three days later and about 1,500 people were killed in that Raid alone.



Further Ops came thick and fast, his second being to Essen on 25 July to attack the Krupp Works, of which some 705 aircraft shared in. Numerous trips to ‘The Big City’ - Berlin - following and with Marvin at the controls, the crew formed a good bond. They completed their Tour on 15 February 1944 with a sortie to Berlin on 15 February 1944 but were forced to return early when their oxygen failed. Hall was duly rewarded with his D.F.C. and was released from the Royal Air Force in October 1945.

Sold together with the following original archive:

- (i)
His Observer's and Air Gunner's Flying Log Book (Form 1767), including his whole Tour, together with his R.A.F. Sight Book (Form 1599), with detailed entries of the planets and stars.
- (ii)
Certificate for the K.C.B.C., in the name of 'Corporal W. Hall, Auxiliary Air Force, 1 July 1941.'
- (iii)
Named forwarding slip for the D.F.C..
- (iv)
His two pressed card identity tags, these named 'W. Hall Offr C.E. 139892 R.A.F.V.R.'.
- (v)
Royal Air Force Service and Release Book (Officer Form 2520C).
- (vi)
A good selection of images including Hall, with him identified.

400

The very rare Second World War Whirlwind Pilot's D.F.M. awarded to Pilot Officer J. I. 'Simmy' Simpson, Royal Air Force Volunteer Reserve, who was latterly killed in action when his aircraft suffered a double engine failure and crashed while returning from an Op on 9 October 1943

Distinguished Flying Medal, G.VI.R. (656521. F/Sgt. J. I. Simpson. R.A.F.), *nearly extremely fine* £1,800-2,200

D.F.M. *London Gazette* 1 October 1943, the original citation states:

'This airman had taken part in numerous day and night bombing operations and reconnaissances against the enemy. He has excelled in night operations and has undertaken the most hazardous sorties with the utmost confidence and gallantry. His courage and skill have inspired great confidence in his crew.'

James Ian 'Simmy' Simpson was born at Glasgow in 1919, the son of James and Joan Simpson of Pollokshields, Glasgow. Serving with the Royal Air Force Volunteer Reserve during the Second World War he was posted to No. 263 Squadron.

This unit began its service at R.A.F. Filton, on 2 October 1939 and was equipped with Whirlwinds the next year in July 1940. Simpson starts to appear in their Operations Record Book from August 1943 at R.A.F. Warmwell, from which they launched a raid on the Brest Guipavas aerodrome. Dive-bombing the buildings, six explosions were marked with four seen to be on-target. Later in the month he was twice called upon to conduct recce sweeps to guard against enemy shipping - one of which was a scramble - neither encountered enemy.

He is noted as receiving confirmation of his D.F.M. on 30 August - one of just five or six awards for the entire Second World War - he continued to serve with the Squadron. Launching a number of night operations against E-Boats and armed trawlers. Taking part in an attack on an E-Boat on 9 October 1943 he was killed during the return journey when both engines failed. The Operational Records Book states:

'P/O Simpson had been with the Squadron for 15 months and was an experienced Whirlwind pilot. He had recently been awarded the DFM. Simmy was liked by all the Squadron and is a great loss to the squadron, as a pilot and a friend.'

He is buried at Glasgow (Eastwood) Old and New Cemetery; sold together with copied research including a *London Gazette* extract, Operational Records Book extracts and a Commonwealth War Graves certificate as well as a former action listing.

401 ‘As we levelled out, Ben automatically opened the throttles slightly to keep our speed constant. We were closing in perfectly. The blip showed almost dead ahead now.
 “Steady now... Range one and a half... We’re coming in nicely. Where do you want him?”
 “Steady. Put him starboard and above. About ten degrees starboard. What range now?”
 “Just under a mile. Throttle back slightly. Can you see anything yet?”
 “No, not yet. Keep giving me the range.”
 About two thousand feet. Gently port now.”
 A moment’s pause, then explosively: “Christ! There it is. It’s a bloody great Dornier. Here, have a look. I can hold now.”

I needed no urging but swivelled my seat around and peered into the blackness. My eyes took a moment to become accustomed to the dark, then I saw, just above and starboard of us, the vague silhouette of an aircraft with pinpoints of reddish lights showing from the exhausts. I could see the pencil-slim fuselage and the twin fins. It was a Dornier 217, all right. Ben, who by this time was formatting immediately beneath the Dornier and was only 200 or 300 feet below, decided that time for action had arrived.

The Dornier was weaving gently from side to side as it flew along. Ben throttled back very slightly and lifted the nose of the Beau. It was a little over to port now. It seemed strange that it should be completely indifferent to the presence of the Beaufighter so close. As it drifted across in front of us, my heart was thumping so loudly it seemed impossible for the Huns not to hear us. As it passed through his gunsight, Ben turned the Beau almost imperceptibly to follow the Dornier. All hell broke loose as he pressed the gun button and four cannon and six machine-guns banged and clattered away. The Beau filled with the acrid smoke and smell of cordite.

Ben had given it a two-second burst of gunfire; but although the Dornier began to lose height, we had seen no strikes. We did not use tracer bullets at night in order to retain the element of surprise. We were now following it down in a very sharp dive and Ben gave it two more bursts from about 300 feet range. This time there was a great red flash which illuminated the whole aircraft... In the crew room we were just taking off our flying clothing when the ops./telephone rang. It was the Section Controller to congratulate us and tell us the good news that the Royal Observer Corps and Saint Mary’s Lighthouse had independently reported a plane crashing into the sea four miles east of Blyth.’

Brandon’s “first blood”, as recalled in his wartime memoir Night Flyer

The remarkable Second World War night fighter operations D.S.O., D.F.C. and Bar group of five awarded to Squadron Leader L. “Brandy” Brandon, Royal Air Force, late Royal Air Force Volunteer Reserve, a pre-war film actor, and veteran of some 135 operational sorties, who claimed at least 10 confirmed victories as Navigator/Radio Operator to Wing Commander J. G. “Ben” Benson, in addition to taking out half a dozen V.1s, an enduring partnership that placed them in the highest echelons of wartime night fighter aces - and a story related in gripping detail in the recipient’s wartime memoir *Night Flyer*



Distinguished Service Order, G.V.I.R., silver-gilt and enamel with top riband bar, the reverse of the suspension bar officially dated '1945'; Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1943' and the reverse of the Bar '1944'; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; War Medal 1939-45, mounted court-style, *nearly extremely fine* (10)

£12,000-15,000

D.S.O. *London Gazette* 13 March 1945. The original recommendation - for an immediate award - states:

'On the night of 5 January 1945, this Navigator/Radio Operator assisted his pilot, Squadron Leader Benson, in the destruction of an HE. 219 near Hanover, this being their tenth victim and the Squadron's fiftieth Hun.

During December 1944, this crew flew eight sorties in all kinds of weather and engaged in combat in each of three successive flights. On Christmas Eve they destroyed an Me. 110, and on the previous night probably destroyed a Ju. 88 after chasing it down from 12,000 feet to 800 feet in the circuit of an enemy airfield.

Flight Lieutenant Brandon was awarded a Bar to his D.F.C. in September 1944, after having assisted his pilot in the destruction of two enemy aircraft during one sortie. His score in 100 Group is now six destroyed, one probably destroyed and two damaged. He also co-operated whole-heartedly with his pilot in effectively attacking rail and road transport when airborne targets were not to be found. Flight Lieutenant Brandon has been Navigator/Radio Operator of No. 157 Squadron since June 1944, during which time the Squadron's score has been raised from 18 to 50 enemy aircraft destroyed. Much of the success that has been achieved is undoubtedly due to Flight Lieutenant Brandon's able guidance and splendid example. In all, he has been on operations for over four years.

His enthusiasm, determination and devotion to duty have been of the very highest order and I recommend him for the immediate award of the D.S.O.'

D.F.C. *London Gazette* 2 October 1942. The original recommendation states:

'This Radio Operator joined this unit on 1 August 1941 and has since flown as Flying Officer Benson's Operator. He has from the start taken the greatest interest in his work, and has in practice demonstrated his knowledge, skill and quickness in learning the operation of the A.I. set.

It was on the night of 4 June 1942 that he was flying with Flying Officer Benson while operating one of the new sets that form part of the equipment of this Squadron, and while free lancing some distance out to sea that he was able to control his pilot so that two engagements resulted.

Previously he had, again flying with Flying Officer Benson, shared in the destruction of a Do. 217 which was only destroyed by his skill in holding a contact in a steep dive and to a very low height. On another occasion he provided a pilot with orders that produced a visual and an engagement. In fact, he has never lost a contact on an enemy aircraft until his pilot has obtained a visual and an engagement resulted. His zeal and reliability, together with his four successive chases which have resulted in engagements, mark him as the best Operator in this Squadron, and therefore I recommend that he be awarded the Distinguished Flying Cross.'

Bar to D.F.C. *London Gazette* 10 November 1944. The original recommendation states:

'This officer completed his first tour in No. 141 Squadron with Squadron Leader Benson (his present pilot), destroying two, probably destroying one, and damaging one enemy aircraft; he gained the D.F.C. in September 1942.

After a rest at an O.T.U., he was posted to No. 157 Squadron in February 1943 where, with Squadron Leader Benson, he took part in operations varying from defensive fighting to night ranging and "Instep" patrols in the Bay of Biscay. He enabled his pilot to destroy two Huns (one over enemy territory), damaged three trains, and to lead his section successfully on long sea patrols. During the latter, Flight Lieutenant Brandon's cool directions on several occasions enabled them to evade very pressing attacks by enemy fighters.

He shows tremendous enthusiasm for the new role of this Squadron which, if success is to be achieved, requires a very high standard of proficiency in a Navigator/Radio Operator.

On his third sortie, he and his pilot destroyed a Ju. 88. On 11 September 1943, after being 'misemployed' for over six weeks on anti-flying bomb patrols, his keenness was rewarded by the destruction of two enemy aircraft over Denmark. On this occasion, contact on the second aircraft was obtained and held before the first had crashed, a remarkable example of coolness and tenacity, the major credit for which must go to the Navigator.

Flight Lieutenant Brandon and his pilot have always insisted on undertaking the longest and most difficult sorties and have set a magnificent example to the rest of the Squadron.'



Lewis “Brandy” Brandon was born Lewis Van Boolean on 11 August 1911, the son of Mark Van Boolean and Rosetta Gottschalk of Sutherland Avenue, Paddington, London. Upon the death of his father on 15 June 1929, Lewis changed his surname to ‘Brandon’ and spent the following decade working as an extra and stand-in in the film business, prior to enlisting into the Royal Air Force Volunteer Reserve around November 1940. During that period he was selected to double for Robert Donat in a scene for *The Ghost Goes West*, being retained to work with the trick-camera unit as his stand-in and double on *Knight Without Armour*, in which Marlene Dietrich played opposite Donat. Brandon was much taken with the exotic and glamorous German-American actress and singer:

‘She has something most others haven’t got. Her glamour is there however bedraggled she looks.’

Brandon worked in this capacity with a host of stars including Michael Redgrave, Sebastian Shaw and Rex Harrison, before finally receiving his call-up papers whilst serving as a stand-in for Robert Newton on the melodrama *Busman’s Honeymoon*, which was being filmed at Denham Studios in Buckinghamshire. Ordered to report to Cardington in a month’s time, Brandon was faced with a ‘rest’ which he really could not afford; he was therefore all too glad to receive a telephone call from the Casting Department at Denham Studios inviting him to ‘earn a few bob’ in crowd work for Leslie Howard’s upcoming anti-Nazi thriller *Pimpernel Smith*:

‘Half way through the morning the Assistant Director called me...Francis Sullivan, that large and impressive actor, was playing the part of a Gestapo Chief who was a guest at a ball in the British Embassy and it had suddenly been realised that he would not attend such an important function without his aide-de-camp. Nobody had been cast for this part, so I had been roped in.’

It may well be thought that three days would be more than enough time for filming a sequence of this sort, but it was not so. The days went merrily by until Brandon had only three days left before reporting to Cardington. It soon became apparent that the film unit had to finish the sequence with him or would have to re-shoot the entire scene with someone else - a most expensive business. Thus, with the sands of time having run out, it took a very diplomatic call from the production manager to the Adjutant at Cardington to alleviate what was becoming a very pressing situation:

‘Using the magic word “Films”, I was given a week’s leave from the R.A.F. before I had even joined it - to play a Gestapo officer too!’

Transferred from Callington to Bridgnorth for three weeks’ square bashing, Brandon was posted to Acklington in Northumberland where he was made to await his turn to go to an Initial Training Wing. He was not much enamoured with the accommodation on offer:

‘Our billets had to be seen to be believed. We were in a barn above an inhabited cowshed, about forty of us, with one cold-water tap as the only piece of modern plumbing available for all our needs. It was February, bitterly cold, with plenty of snow around... We of the cowshed were classified as aircraft hands/general duties, an involved way of saying that we were spare bods and could be used for any duty.’

Having endured said conditions, Brandon was sent to the Aircrew Receiving Wing at Stratford-on-Avon. It was here that the Selection Board decided that he was too old for training as a pilot and 'too bulky' to fit into the small turrets used by air gunners. The only job left was that of navigator. In consequence, he was posted to an Initial Training Wing at Scarborough and it was here that he was offered the opportunity to volunteer for flying duties on night fighters:

'The C.O. could tell us very little about the job, but the main points that appealed to me were three in number: it meant a shorter course than the normal navigation course; the pay would be the same; and the volunteers would have to go to the Air Ministry in London for an interview. As I was a Londoner, I did not hesitate at all but decided to try it.'

Having succeeded at interview, Brandon and half a dozen of his contemporaries were sent to Prestwick where No. 3 Radio School was situated. Here they received a three-week course of instruction on the use of 'A.I.' which had been designed by the same brains that had conceived the early-warning radar system of Battle of Britain fame. By enabling a night fighter crew to chase and intercept an enemy aircraft in the dark, the new 'Airborne Interceptor' was small enough to be carried in an aircraft and had the potential to wreak havoc upon an enemy which had switched from daylight attacks to indiscriminate night bombing across the United Kingdom. As one of the first batch of aircrew under training to be instructed in the use of this apparatus, Brandon carried a considerable weight of hope and expectation upon his shoulders; he qualified 'above average' radio observer on 1 August 1941 and joined No. 141 Squadron, a Beaufighter unit of No. 13 (and afterwards No. 11) Group, five days later.



Quite Fearless!

Teamed up with Flying Officer J. G. 'Ben' Benson on 7 October 1941 aboard Beaufighter 7632, Brandon witnessed the first flight of a remarkable wartime pairing that would witness the destruction of ten enemy aircraft at night, in addition to a host of "probables" and damaged. In his own words:

'The outstanding points about Ben were his personality, his power of leadership, his ability to get on with the job in hand and his sense of humour. He was quite fearless, keen as mustard and perfectly unflappable. We both made mistakes but never made the same mistake twice. And our teamwork paid off handsomely when we bagged the first night victory of No. 141 Squadron.'

So, indeed, as quoted above, a Do. 217 south-east of Blyth on the night of 15-16 February 1942, the same month in which Brandon was commissioned. And on the night of 1-2 May, he added a "probable" to his tally, on this occasion with Wing Commander G. F. W. "Pop" Heycock at the helm. Then in early June, back with Benson, he gained two contacts east of the Tyne, resulting in a Do. 217 as a "probable" and another as damaged. Brandon was recommended for the D.F.C. in June 1942, and when the award was announced:

'Some of the London papers mentioned my name and my connection with Robert Donat. I received a telegram of congratulations from Donat, followed by a letter in which he asked me to look him up next time I was in London. He was engaged in making a film, *The Adventures of Tartu*, at the old Gaumont British studios in Lime Grove - better known now as television studios. I had a forty-eight-hour pass soon after and made a point of going to see him. I spent a very pleasant afternoon at the studios and a publicity still was taken.'

Following a period of rest at an O.T.U., Brandon returned to an operational footing with Benson in No. 157 Squadron, a Mosquito unit, in February 1943, in which capacity he flew numerous "Ranger" and "Instep" operations, in addition to night fighter patrols, once again with notable success - the Squadron's C.O. was Wing Commander V. J. Wheeler, a Great War M.C. and Bar, who added a D.F.C. and Bar to his accolades during the 1939-45 War.

Thus a confirmed Do. 217 on the night of 14-15 April over Layer Breton Heath, near Chichester:

'... At 150 yards I fired a seven second burst and saw strikes first on the port engine and mainplane, which immediately burst into flames. These spread down the port side of the fuselage until the whole aircraft, including the tail was ablaze. There was no return fire. The enemy aircraft went down in a shallow dive turning to port and finally hitting the ground at 0045 hours..'

Three of the crew of the Dornier baled out and were captured; the body of the Wireless Operator was later found in the charred remnants of the wreckage.

Having taken out another Do. 217 over Saint Trond in Belgium on the night of 3-4 July 1943, Brandon transferred in August to No. 488 (N.Z.) Squadron as Squadron Navigator Leader, and flew 39 defensive sorties before returning to No. 157 Squadron from January-May 1944, a period which witnessed several offensive patrols. But it was the Squadron's move to 100 Group that he commenced his most successful period of operations with Benson.

Thus a confirmed Ju. 188 over the Foret de Compeigne on the night of 12-13 June:

'Mosquito throttled back and climbed, fire opened from 100-150 yards, with 2-3 second burst, strikes seen on port wing roots, and starboard engine caught fire, another two second burst given and pieces were blown off port wing tip, a third burst of one second produced more strikes on starboard engine. Port wing outboard the engine came off and passed below the port wing of Mosquito and enemy aircraft dived vertically in flames and blew up on the ground at 0512 hours. Dark green camouflage on upper surfaces, wing crosses and Swastika on tail seen illuminated by burning engine.'

Then on the night of 11-12 September 1944, pilot and radar operator claimed two confirmed Ju. 188s over Zeeland, the second being claimed before the first had even hit the deck, a remarkable feat that resulted in Brandon being recommended for a Bar to his D.F.C. the following day:

'Closed in to 300-400 feet below and after identifying aircraft as Ju. 188 from plan view we throttled back and climbed, opening fire at 150 yards and four second burst. Several strikes seen on fuselage and in starboard wing root. I had to pull over enemy aircraft as we were over-shooting. As we passed over enemy aircraft it fired four star cartridges, two reds and two greens, and passed under us to starboard. We pulled up to port and looked down over the starboard wing for the enemy aircraft.

Observer had another contact ahead on same vector, so we straightened out and at the same time saw enemy aircraft well out to starboard catch fire, and a few seconds later crash on land at 2255 hours, where it was seen burning.

We continued after the second aircraft quite convinced it was a friendly that the first aircraft had been chasing. No such thing. Visual obtained at approximately 1500 feet. Aircraft flying straight and level, closed in below. Identified again as a Ju. 188, flying fast. Observer said: "Make it a flamer". I pulled up the nose and opened fire with a two second burst from 100 yards. Enemy aircraft caught fire in fuselage, pulled up to port, went over the vertical and straight down in flames, exploding with a magnificent flash on hitting sea, at 2302 hours. We flew straight through debris from this aircraft but apart from being thrown about by slipstream, suffered no ill effects'

Once more, the announcement of Brandon's gallantry award hit the home press, the *Evening Standard* running the headline 'Double D.F.C. for Donat's Double', accompanied by photographs and stories that 'brought about a deal of leg-pulling' from fellow aircrew.

Having then severely damaged a Ju. 88 west of Bonn the following evening, Brandon got another contact on a Ju. 88 on patrol over Frankfurt-Koblenz on the night of 10-11 November 1944, and yet another confirmed victory. In December the intrepid duo claimed Ju. 88s damaged over Wiesbaden on the night of 17-18 and over Neunkirchen on 23rd-24th, Benson reporting on the former occasion 'the excellent work by Flight Lieutenant Brandon, who kept contact despite violent and continuous evasive action of every sort, especially below 2500 feet. The dogfight on A.I. lasted for over 40 minutes.' The very next evening the pair claimed their first confirmed Me. 110:

'Identified as it was crossing from starboard to port as Me. 110 from plain view. Followed visually through two more weaves and then from 150-200 yards at 6000 feet two bursts fired at exhaust pipes. Second burst set port engine and fuselage on fire. Large amount of debris coming back, we dived to port under this and enemy aircraft went to starboard, well on fire. We orbited and enemy aircraft crashed and blew up... About time, too, after two damaged recently.'

Finally, on the night of 5-6 January 1945, they took out an He. 219 over Wesendorf - 'aircraft was seen to crash and explode on the ground in our orbit where it remained burning with ammunition exploding, until we left the position.'

Brandon, who had assisted in downing six V.1s and shooting-up four trains in the same period, was recommended for an immediate D.S.O. on 31 January 1945, so, too, Benson, by which stage the former had amassed nearly 350 hours of operational flying and no less than 135 sorties. And nor were the railway strikes and anti-V.1 sorties any less hazardous than those of the night fighter kind, a case in point being a hectic patrol off the French coast on 27 June 1944, when their Mosquito was very nearly rammed by a flying bomb - and when minutes later they shot another one down, after going into a 320 m.p.h. dive, the resultant stress crushing the nose of that aircraft, 'E' -Eager Beaver.

"Wouldn't one of those do, Sir?"

On learning of their immediate D.S.O.s, Brandon and Benson journeyed into King's Lynn to purchase small lengths of the appropriate ribbon for their uniforms, and, as recounted in *Night Flyer*, 'entered an establishment that proclaimed itself to be a Military Tailor':

'A young lady came to serve us.

"Do you stock medal ribbons, please?" I asked.

"Certainly, sir," replied the young lady, reaching for a fair-sized box which she opened for our inspection.

There was quite a pretty selection of medal ribbons in the box but no D.S.O. ribbon.

We explained that there was no D.S.O. ribbon in the box and tried to describe what it was like:

"A broad pinky-red band with thinner blue border on either side."

"Just a moment, sir. I'll go and ask."

She returned after a short while. "No. I'm afraid we haven't anything like that," she said, then, pointing to the box:

"Wouldn't one of those do, sir?" she suggested.'



In company with Benson, Brandon went on to assist forming 1692 Bomber Support Training Wing and, after the War, gained a regular commission in the Royal Air Force. He was finally placed on the Retired List in the rank of Squadron Leader in June 1959. Two years later Brandon published his much acclaimed autobiography *Night Flyer*, touchingly dedicating the book to his wife Jean and his small daughter Felicity, 'who brought me cups of tea'. The book was full of praise for the service and his comrades, but above all, extolled a deep respect for the Prime Minister:

'This formidable team was so ably led by the only individual that I believe was irreplaceable, Sir Winston Churchill. In the darkest days he provided the inspiration that welded the country into the unified force that was essential for the winning of a modern war. The other leaders, the admirals, the generals and the air marshals, who emerged from the war with great reputations, just happened to be in the right place at the right time. I believe that there were always men who could have replaced them and have done just as well given equal opportunities. There was only one Churchill.'

Brandon spent his later years running a café in Melton Mowbray before moving to Brighton to run the Rex Hotel. In 1965 he moved to a house in Hove and took over as landlord of the Albion Inn. He died in Brighton on 22 April 2002.

Sold with a quantity of original documentation, including:

(i)

The recipient's original R.A.F. Navigator and Air Gunner's Log Books (2), privately bound together, representing the full career of Squadron Leader Brandon, commencing with his first flight aboard a Blenheim Mark I with Pilot Officer Impey on 22 July 1941 and concluding with a flight aboard a Varsity aircraft on 14 January 1954, as part of exercise 'Barrage' flying from Swinderby - The Hague - Cologne - Luxembourg - Amiens - Swinderby. These well-annotated log books offer a fascinating insight into an operational career spanning 902.25 hours of day flying time and 437.30 hours of night flying.

(ii)

A particularly fine wartime scrap book entitled 'Brandy's Line Book' which contains a fascinating archive of wartime documentation and photographs, a hand-written summary of his career, newspaper cuttings and combat reports, including his Buckingham Palace Investiture Letter, dated 14 May 1943, and related admittance ticket, 'Bomber' Harris postagram on the award of his D.S.O., and a letter from the Air Ministry requesting his presence at Buckingham Palace on 29 July 1947.

(iii)

A hardback copy of *Night Flyer, R.A.F. Night-Fighters in Action*, by Squadron Leader Lewis Brandon, D.S.O., D.F.C., and Bar, printed in 1969; copied recommendations for awards together with private research.

For his miniature dress medals, please see Lot 475.

x402

'A first class Night-Fighter pilot who's [sic] speciality is bad weather flying, day and night. Ray's flying career has always been marked by his tremendous keenness to get to grips with the Hun and to this end he has often flown when the risks involved were very great, both by day and night. He has destroyed 1 enemy aircraft by day and 1 by night but the flying effort involved to get these Huns in my opinion fully merits the award of the Distinguished Flying Cross.'

Glowing remarks by Wing Commander I. E. Chalmers-Watson, No. 142 Wing, supporting his D.F.C.

The 1944 D.F.C. group of five awarded to Flight Lieutenant D. W. Ray, Royal Air Force, who saw service with No. 93 and 604 Squadron; he was credited with destroying 2 German aircraft and damaging another whilst flying Beaufighters

Ray lost his life whilst co-Pilot of a British Overseas Airways Corporation Liberator which burst into flames upon crash landing at Charlottetown Airfield in Quebec, Canada on 21 February 1946

Distinguished Flying Cross, G.VI.R., the reverse officially dated '1944'; 1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, sold together with a named and addressed O.H.M.S. box of issue, *good very fine* (5)

£1,600-2,000

D.F.C. *London Gazette* 23 January 1945, the original recommendation states:

'This officer spent his first tour with No. 93 Squadron from March to November of 1941, carrying out Operation "Mutton", which involved a lot of hard and tedious work with distressingly little to show in the way of results.

Following this, he was posted to No. 54 O.T.U., where his value as a night flying instructor was such that he was retained for 15 months. Here again, much hard work into which he threw himself with great enthusiasm.

Now at the end of his second tour, he joined this Squadron at a time when enemy activity was spasmodic and he directed his great energy into the planning of operations to intercept the enemy North sea weather reconnaissance. Often flying in atrocious weather his efforts were rewarded by the destruction of 1 JU.88 and the damaging of another, these by day. He also destroyed a DO.217 by night.

An experienced and entirely reliable pilot, throughout his two tours has shown unrelenting enthusiasm for his work and readiness to operate in the worst weather conditions.

He is strongly recommended for the award of the Distinguished Flying Cross'.



Donald Walter Ray was born on 4 April 1922 and was a newspapers assistant from Eastbourne when he enlisted in the Royal Air Force Volunteer Reserve. Posted to 54 O.T.U. he was commissioned as Pilot Officer 4 August 1943 and was advanced Flying Officer on 4 February 1944. His first tour was with No. 93 Squadron, where he participated in Operation 'Mutton', the operational use of the 'Pandora' Aerial Mine, a contact-fused mine suspended from a parachute by a long cable and designed to be dropped in large numbers into the path of German bomber formations.

The concept was to break up a formation of enemy bombers so that they flew in a much more random way making them more vulnerable to our fighters.

The resulting weapon fitted into a cylindrical container 14in long and 7in in diameter and weighed 14lb. After being released from the aircraft the obstacle deployed. It comprised, from top to bottom: a supporting parachute, a length of shock-absorber cord, the cylindrical container, an AAD bomb, 2,000ft of piano wire and, at the bottom, a second furled parachute.

When an aircraft struck the piano wire the shock wave ran up the wire, causing a weak link to break, releasing the main supporting parachute and the cylindrical container. As the container fell away the bomb was armed, and a small stabilising parachute connected to the weapon was released. Simultaneously, the shockwave travelled down the piano wire and caused the lower parachute to open. This took up a position behind the aircraft and pulled the bomb smartly down on the aircraft.

With limited results to show for their efforts, No. 93 Squadron was disbanded on 6 December 1941, it was however re-formed in 1942. Following a period as a night flying instructor at 54 O.T.U. Ray was posted to No. 604 (County of Middlesex) Squadron which spent most of the Second World War as a night fighter Squadron, flying a mix of defensive and offensive duties. Ray was able to use his well-honed skills flying Beaufighters and Mosquitoes destroying 2 German aircraft and damaging another in company with Flying Officer G. A. Waller, D.F.C. The Squadron provided night fighter cover for the invasion fleet and then for the Normandy bridgehead before moving to France from August-September 1944. Ray was posted back to England on 3 September 1944 and in January 1945 he was richly rewarded with the D.F.C., promotion to Flight Lieutenant followed on 4 August 1945.

Ray joined the British Overseas Aircraft Corporation but was tragically the only fatality when he co-piloted a Liberator from Prestwick, Scotland to Dorval in Quebec, Canada on 21 February 1946. A newspaper report takes up the story;

'Bucking her way through winds and ice last night a big British four-engined Liberator was finally

forced down here on a flight from Scotland to Dorval, Quebec and burst into flames as she touched the ground. The second pilot D. W. Ray of Montreal was killed and three other crew members badly injured.

The dead co-pilot, Donald Ray D.F.C., was a member of the R.A.F. and had served in Mosquitoes during the invasion of France, mostly doing intruder work. He was married and his widow resides in Doncaster, England.'

Captain J. N. Wilson the Supercargo of the Liberator, in another newspaper was quoted as saying:

'I was in the cockpit two minutes before the plane landed. Sometime before that obviously we were losing height. First, we were 2700 feet and when I left, we were down to 400 feet. It is my opinion that we were very iced up. The aircraft struck the runway with some force and as soon as it hit the flames started.'

An account of his funeral by a local newspaper:

'An Englishman who had fought through the war flying over the continent in Mosquitoes went to his rest in the little plot of the Royal Air Force in quiet Sherwood Cemetery here. Flying Officer David Ray, D.F.C. who was killed in the crash here last Wednesday of a giant Liberator, was accorded a military funeral as fellow officers he had never known formed a Guard of Honor from the R.C.A.F. station at Summerside. Other officers of the British Overseas Airways acted as pall bearers as they carried the flag draped casket to the waiting hearse and then from it to the open grave. Lining the way for them was a large uniformed detail from No. 60 Squadron of the Charlottetown Air Cadets.'

At the time of his death Ray was married to Rona and they lived in Louisa Street, Darlington. Ray is buried at Sherwood Cemetery, Prince Edward Island, Canada.

Sold together with a good original archive comprising:

(i)

His two Flying Log Books covering the period 16 September 1940-3 September 1944.

(ii)

Buckingham Palace Memorial Scroll in the name of 'Flight Lieutenant D. W. Ray Royal Air Force' in its O.H.M.S. envelope addressed to Mrs R Ray, 2 Louisa Street, Darlington, Co. Durham.

(iii)

Original O.H.M.S. envelope addressed to Mrs R. Ray for his D.F.C.

(iii)

Copy newspaper cuttings and photos of the funeral processions and coffin.

(iv)

Numerous original letters of condolence from The Chairman of the British Overseas Airways Corporation, The British Air Line Pilots Association, The RAF, friend, National Research Council, Canada and a very poignant letter from crew member, Bramwell Baldwin who escaped uninjured from the wreck.

(v)

Letters of condolence from friends and colleagues.

403

A very rare 1944 A.F.C. and Bar attributed to Wing Commander A. F. Martindale, Royal Air Force, for his gallant and highly-secret work as a Test Pilot

Having been presented with his first award for recording the record speed of 620mph in a hair-raising, high-altitude dive from some 37,000ft, the propeller broke off his Spitfire and it fell into a spin but Martindale kept coolly at the controls and made a perfect landing; he added further laurels - initially recommended for a George Medal - a few months later when in another high-altitude dive over London, on this occasion the engine burst into flames and he chose to stay at the controls to avoid his aircraft crashing into the Capital

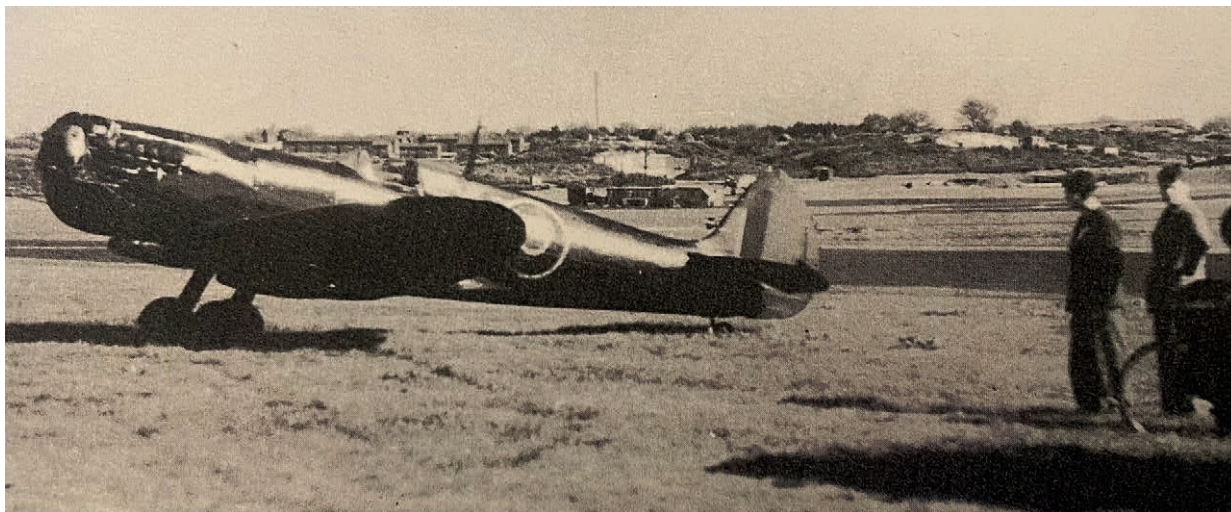
Air Force Cross, G.V.I.R., the reverse officially dated '1944', with Second Award Bar, the reverse officially dated '1944', mounted for wear upon its pin and in its case of issue, *the inner of the case with details stuck in, good very fine*

£1,000-1,500

A.F.C. *London Gazette* 23 May 1944:

'This officer has rendered outstanding service as a Pilot during the last two years. On a recent flight the propeller and part of the engine broke off but Squadron Leader Martindale recovered control of the aircraft in circumstances of extreme difficulty and effected a perfect landing.'

Second Award Bar to A.F.C. *London Gazette* 28 November 1944. Although originally recommended for the award of the George Medal, a Bar to his A.F.C. was eventually promulgated:



'This officer has been engaged as a test Pilot in diving aircraft at high speeds. In the course of one such dive his aircraft had exceeded a speed of 600 m.p.h. when it caught fire. Realising that he was over the outskirts of a large town Squadron Leader Martindale remained at the controls and headed for open country. The fire died down and he decided to try and reach base although flames still came into the aircraft. Dense cloud obscured the base airfield and Squadron Leader Martindale was compelled to attempt a forced landing in a field. When making the approach to land, oil over his windscreen prevented this officer from seeing high tension cables directly in his path, until he was almost on them. He had no alternative but to crash in a wood. The aircraft burst into flames but Squadron Leader Martindale was able to get clear. After removing his parachute he returned to the burning aircraft, retrieved the recording apparatus and, although injured in the spine, kept onlookers clear until the local fire brigade arrived. This officer's courage in remaining at the controls undoubtedly saved lives and damage to property, whilst his bravery in returning to his aircraft made available the data recorded on this test.'



Anthony Featherstonehaugh Martindale was born on 25 October 1910 and was admitted to the Institution of Automobile Engineers in 1938. In 1939 he was a Pilot in the Royal Air Force Volunteer Reserve living at the De Havilland School of Flying.

With the outbreak of the Second World War he was put to good work as a high speed test Pilot of Allied and captured German aircraft. He wrote his name into the history books - and won his first A.F.C. - on 27 April 1944 when he recorded the highest confirmed dive speed in a piston-engined fighter. That day he was Pilot of Spitfire Mk.XI EN409 which topped 0.91 Mach (620mph at 27,000ft) but lost its propeller on the way down. Refusing to take to his parachute, he glided in and made a perfect landing. His Spitfire was even photographed after he had put it safely on the ground at Farnborough.

He added a Bar to his A.F.C. for a hair-raising flight on 16 September that same year, when undertaking a dive from 36,000ft. When at around 24,000ft and travelling at 603mph, the supercharger burst and set ablaze whilst the aircraft was on the outskirts of London (the location not having been disclosed in the published citation). He again showed cool bravery of the first order and managed to crash into some woods near Farnborough. It should be noted that he was originally put in for a George Medal. Upon reading the recommendation this award seems more fitting but probably due to the secret nature of his work, the Bar to the A.F.C. would have gone better 'under the radar'.

After the Second World War, Martindale became Chief Development Engineer for the Motor Car Division of Rolls Royce and died on 14 July 1959.

Sold together with the following original archive:

(i)

A letter, dated 21 October 1942, marked 'MOST SECRET', from Director W. S. Farren, thanking Martindale for his work in the U.P. Tactical Trials, which earned him a letter of commendation.

(ii)

Telegram confirming the award of the A.F.C.

(iii)

Telegram from the CO and Pilots at RAF Farnborough congratulating him for the Bar to his A.F.C., besides copied research.

404 **The impressive 116 Squadron '1957' A.F.C. and '1968, Zambia, Joint Services Training' Second Award Bar group of six to Flight Lieutenant E. Vine, Royal Air Force, late Sultan of Oman's Air Force and Zambian Air Force, who flew a number of V.I.P.s including President Kaunda of Zambia**

Air Force Cross, E.II.R., reverse dated 1957, Second Award Bar, reverse dated 1968; 1939-45 Star; Burma Star; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., E.II.R. (Fg. Off. E. Vine. R.A.F.), first five mounted as worn, last with it's named box of issue, *heavy pitting and contact wear to fourth and fifth, otherwise light contact wear, very fine* (6)

£2,600-3,000

Air Force Cross *London Gazette* 1 January 1957.

Second Award Bar *London Gazette* 1 January 1968.

Edward Vine was appointed Cadet Pilot with the General Duties Branch on 24 January 1952 and sent to No. 6 Flying Training School, Ternhill on 1 February of that year. Here he flew mainly Prentice and Harvard aircraft until being certified Pilot Officer on 1 October 1952 with the grade of 'above average'. Posted to No. 201 Advanced Flying School Swindon, Vine completed his training on Varsity T1 aircraft, finishing this time with a 'High Average' grade.

His first operational posting was to No. 202 Squadron at R.A.F. Aldergrove in January 1953, a part of Coastal Command flying meteorological flights in the Handley-Page Hastings. Vine remained here until 13 April 1953 when he undertook a course with the School of Maritime Reconnaissance at St. Mawgan, which ended on 20 May. A further course at No. 236 Operational Conversion Unit Kinloss, was performed in the Lockheed Neptune.

Returning to operational flying, Vine was posted to the Central Signals Establishment flying Avro Ansons with No. 527 Squadron at R.A.F. Watton on high-level calibration duties. While here he was promoted Flying Officer (15 November 1953) and switched to flying the Vickers Varsity in late February 1954. Changing his service to a permanent direct commission on 3 June 1955, Vine was posted to No. 527 Squadron's sister unit - No. 116 Squadron - the next year, remaining at R.A.F. Watton. He was promoted Flight Lieutenant while still with the Squadron, on 15 May 1957

Vine's next posting was to the Technical Training Flight attached to the Malta Command Squadron, starting from 23 July 1957. Here he flew Beaufighters, Vickers Valetta and Meteor 7s, being part of the formation flypast during the Battle of Britain Display at Luqa on 14 September. His time with this unit came to an end on 14 December 1960 when he was posted to the Central Fighter Establishment at West Raynham - here he flew Meteor and Chipmunk aircraft.



Having flown a refresher course, Vine was seconded to the *Zambian Air Force* as an Instructor, flying with No. 1 Squadron at Livingstone. Whilst here he was present for visits by President Kaunda and Emperor Haile Selassie, also flying support for them on 30 July 1965. Vine flew Casevac for the victims a major traffic accident (which caused the death of a number of Europeans, including an Italian film director) on 19 August 1966, as they were on exercise in the Broken Hills at the time and were diverted as first response. He continued his time with the *Z.A.F.* flying training missions, parachute drops and V.I.P. transport, notably President Kaunda, Group Captain Kilduff and Major-General Reid.

Vine's secondment ended in 1970 and he joined *R.A.F. Marham* for a brief refresher course before secondment to the Sultan of Oman's Air Force at Muscat on 22 May 1972. Here he flew mainly Skyvan and Caribou aircraft on transport runs. Vine retired at own request on 1 November 1974; sold together with the recipient's original log books which also contain documents, correspondence and photographs as well as copied Air Force Lists and *London Gazette* entries.

x405

A 1948 A.F.C. group of six awarded to Warrant Officer D. S. Campbell, Royal Air Force, a skilled Parachute operator and instructor, Campbell notched up no less than 228 descents in his distinguished career which included dropping the 4th (Parachute) Squadron, Royal Engineers on Arnhem, besides instructing scores of parachutists for both the British and Indian Armies and being a display parachutist to boot

Air Force Cross, G.V.I.R., the reverse officially dated '1948'; 1939-45 Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (W/O D. S. Campbell. (541331) R.A.F.); Royal Air Force L.S. & G.C., E.I.I.R. (541331 F. Sgt. D. S. Campbell. R.A.F.), mounted as worn, *good very fine* (6)

£1,500-2,000

A.F.C. *London Gazette* 1 January 1948.



Donald Sinclair Campbell was born on 5 August 1914 and was a farm worker by trade upon his joining the Royal Air Force on 8 June 1937. A physical training instructor, he gained his Parachute Badge on 26 June 1943 and thence became a Parachuting Instructor and Air Despatcher. As the Second World War continued, Campbell was himself to continue training the growing airborne forces. This saw several references as the 4th (Parachute) Squadron, Royal Engineers prepared for their foray into action.

This was especially evident in late August 1944, when the final preparation ‘jumps’ were made by that aforementioned unit. They thence moved down to Spanhoe and were eventually sent into Arnhem on 18 September 1944, Campbell playing his own part (although his Log Book erroneously states 15 September):

‘Ops DESPATCHING

Operation “Market” from Spanhoe. 4th Sqdn R.E.s. Pleasant trip. Excellent stick. 4hrs 50 mins.’

Date	Hour	Aircraft Type and No.	Pilot	Duty	Remarks (including results of bombing, gunnery, exercises, etc.)	Time carried forward	Flying Time
						Day	Night
August 13	1600	WHITLEY	W/O FAIRMAN	Despatcher		80 hrs	11.46
"	2 nd 19.10	DAKOTA	AMERICAN	PASSENGER	To Milton. Returned to Ringway with 10 th Batt. jump'd #19.		
"	4 th 14.30	DAKOTA	"	PASSENGER	To Cottiswold		
"	5 th 13.30	"	"	Personal Descent	From Spanhoe		
"	7 th 13.15	"	"	Despatcher to 10 th Batt for Spanhoe	From Barkstone Heath		
"	8 th 13.00	"	"	Checking of 10 th Batt Despatcher	From Barkstone Heath		
21.8.44	Day	DAKOTA	"	Despatcher	With 4 th Squadron R.E. could not land owing to bad visibility returned to Linsdale East.		
24.8.44	"	DAKOTA	SPANHOE	DESPATCHER	From Linsdale East to Milton	15hr 50 Mins	
24.8.44	"	"	"	Despatcher	1 Trip Stick of 5. (Return to D.Z.)	20 Mins	
24.8.44	"	"	"	Personal Descent	Jump'd #19 with stick of 4 th Sqdn R.E. (chute # 31343)	20 Mins	
24.8.44	"	"	"	Despatcher	Returned to Linsdale East from Milton	1. Hr. 10 Mins	
Summary for August 1944						Progressive Total.	
Flying Time - 15 Hrs 10 Mins						95 Hrs 10 Mins	
Number Bombs -						67.	
Aircraft - 2.						TOTAL TIME - 98/17 L	
Donald Campbell W/CMDR						OFFICER COMMANDING PT	

Little more needs to be written regarding the Arnhem operations but it cannot be said that Campbell didn't play his own part. In October 1944 he was posted to No. 3 Parachute Training School, Chaklala (India Command), in order to pass on his skills. Soon into the fray, in November 1944 he flew for 9hrs 15mins and made five descents by parachute, taking his own total to 150hrs 55 mins and no less than 72 personal descents. He was to raise his century of parachute descents in June 1945 and also took part in several Instructors Demonstrations, including a stand-up landing on the Pindi Football Pitch, Victoria Park on 23 November 1946 whilst still in India. He left for Palestine in December 1947 (Medal & clasp) and latterly returned to England, serving at No. 1 Parachute Training Wing, RAF Upper Heyford, Oxfordshire.

Campbell's own contribution to the development and training of airborne troops in this period is nothing short of magnificent, with his A.F.C. surely having been a reward for his work in India and Palestine. By the time of his final entry in his Log Book at the end of September 1951, he would have totals of 337hrs 10mins and a remarkable 228 descents by parachute to his name. Campbell was discharged on 12 December 1957; sold together with his two Royal Air Force Navigator's, Air Bomber's and Air Gunner's Flying Log Book (Form 1767), covering his entire career and with entries from 15 August 1943-20 September 1951, Certificate of Service, cap Badge and photograph of the recipient and his wife.

- 406 Royal National Institute for the Preservation of Life from Shipwreck, G.IV.R., silver (**Thos. Hughes. Voted 8 July 1829.**), *heavy contact marks and edge bruising, nearly very fine* £600-800
- The original citation states:
- '28 April 1829: Two brigs were wrecked on the same day off Holyhead, Anglesey, the *Fame* on passage from Barbados to Liverpool, and the *Harlequin*, to the same port from Palermo, Sicily. They had drifted on to the rocks directly opposite the pier while trying to enter the harbour in a heavy north-westerly gale. In both incidents, lines fastened to pieces of wood were thrown into the sea, which ended up among the rocks. Making use of the lines, both full crews were brought to safety - 24 men and boys in all. Hughes was the senior Boatman who led a party of 22 boatmen in the rescue.'
- Sold together with extracts from *Lifeboat Gallantry* and other research.
- 407 Royal National Lifeboat Institution Medal, G.IV.R., Silver (**David Griffith Voted 5th May 1830**), *severely polished, naming much worn but legible, nearly very fine* £500-600
- The original citation states:
- '16th April 1830: The emigrant ship *Newry* was wrecked at Bardsey Island, off the Llyn Peninsula, Gwynedd, whilst on passage from Newry, Co. Down, Northern Island to Quebec with 400 emigrants on board. At the time of the disaster, the passengers were in their berths, most of them sea sick. Confusion and terror resulted. The master ordered the main mast cut down to form a bridge between the ship and the shore but, as soon as this had been done, his entire crew, except for the mate and one seaman, fled without thought for their passengers. As they vanished, David Griffith crossed the makeshift bridge and commenced rescuing the freezing men, women and children, taking them ashore using ropes. Three hundred and seventy five survivors were saved, 40 to 50 of them by Griffith with the help of three labourers.'
- David Griffiths** served as a Seaman aboard the *Newry*.
- 408 Royal National Institute for the Preservation of Life from Shipwreck, (**Captn. Owen Anthony, voted 6 Feb. 1833**), G.IV.R., silver, fitted with a replacement base silver metal suspension, pawnbroker's mark to obverse left field, *edge bruising and contact marks, nearly very fine* £600-800
- The original citation states:
- '3rd December 1832: In severe weather the ship *Iphegenia*, en route from New Brunswick to Newry, Co. Down, Northern Ireland, struck rocks to the leeward of Holyhead Harbour, Anglesey, but was not discovered until she set fast on them. The Harbour Master's boat was nearby when the ship's hawsers parted, and he was able to rescue all the crew except one, who was taken off by the lifeboat after the ship had gone on the rocks. Captains Owen and Anthony helped man the lifeboat.'
- Owen Anthony** was a Master Mariner involved in the West Indies trade at the time of the rescue. His is one of three R.N.I.P.L.S. medals to be awarded for this event.
- 409 Royal National Lifeboat Institution Medal, with Second Service bar, V.R., silver (**Mr Edward Jones. Voted 6th January. 1887.**), *edge bruise, very fine* £800-1,200
- The original citation states:
- '9 December 1886: In a very heavy sea and a northerly gale among breakers in the south-eastern part of Holyhead Bay, Anglesey, the Liverpool ship *Pegasus*, laden with timber, fired distress signals at 6.30 a.m. She had dragged her anchors and drifted ashore on Treath-y-Gribin. The Holyhead lifeboat Thomas Fielden put out under tow by the tug *Challenger*, but soon had to be cast off. With the seas making a clean breach over the wreck, Coxswain Jones managed to position the lifeboat under her quarter deck and took off the 20 crewmen and the Pilot. After landing them, the lifeboat piloted a schooner *Jane Anwyl* to safety'
- The citation for the Second Service Bar states:

'9 February 1889: After the Halifax, Nova Scotia barque Glen Grant, from Pensacola, Florida, parted from her cable in a gale while anchored in the New Harbour, Holyhead, Anglesey, she was seen among rocks off Penrhos. Her 13 man crew was taken off by a line put aboard by rocket apparatus. The Holyhead lifeboat helped at the scene'. For their services during this rescue and 'in recognition of their gallant services in the Life-boat, extending over many years', Edward Jones, Coxswain of the Holyhead Lifeboat, was awarded a clasp to his medal and Robert Jones, Assistant Coxswain of the Holyhead Lifeboat, was awarded the R.N.L.I. Silver Medal.'

Edward Jones served alongside his brother Robert (see Lot 410) in the Holyhead Coastguard. A newspaper article further adds colour to the story by stating that 'The Lifeboat crew have also been presented by Mrs "Captain" Pritchard of Trescawen with the sum of £10 for distinguishing themselves during the recent gale.'; sold together with copied extracts from *The Lifeboat, Lifeboat gallantry* and a typed extract from the *Holyhead & Anglesey Mail*

- 410 Royal National Lifeboat Institution, V.R., silver (**Mr Robert Jones Voted 14th March 1889.**), *good very fine* £600-800

The original citation states:

'9th February 1889: After the Halifax, Nov Scotia barque Glen Grant, from Pensacola, Florida, parted from her cable in a gale while anchored in the New Harbour, Holyhead, Anglesey, she was seen among the rocks off Penrhos. Her 13 man crew was taken off by a line put aboard by rocket apparatus. The Holyhead lifeboat helped at the scene.'

Robert Jones served as Assistant Coxswain with the Holyhead Lifeboat, notably his brother Edward was awarded a clasp to his R.N.L.I. silver medal for the same rescue. Please see Lot 409 for that Medal.

- 411 Liverpool Shipwreck and Humane Society Marine Medal, (**John Pritchard. 4th Off. cr S.S. "Samaris" For Rescuing "5 Men From Barque "Mary" Jan'y 15/81**), silver, *claw loose, otherwise good very fine* £200-240



John Pritchard was born on 12 August 1845 at No. 23 Pool Hill, the son of a coachman, Griffith Pritchard and his wife Magret. During the 19th century, when Caernarfon was a busy slate exporting port, many of its sons embarked on a career as seafarers and some became Master Mariners of repute. However, none of them ever enjoyed the success of young Pritchard, one of four children, thought the only boy. He was their second child and was educated at the old National School (Yr Ysgol Rad) in the early 1850's. Mr. Foster was the headmaster and had held the post since the school was opened 1843. He received further instruction in Navigation from Captain Robert Morris, a retired Master Mariner who kept a school in Pool Side, and went to sea at the age of 13 in 1858.

His first ship was the 117 tonne Caernarfon Schooner *Empress*, Master and Owner being Captain Thomas Hudson, the maternal grandfather of the well-known Welsh Scholar and Caernarfon-born Professor T. Hudson Williams, author of the book “Atgofion am Caernarfon” (Memories of Caernarfon), published in 1950.

Young John joined the crew of the new 120 tonne schooner *Eleanor Thomas* in 1860, the Master and Owner was William Thomas, better remembered as the first Captain of the well-known Caernarfon built schooner *Napoleon*. It was extremely fortunate that he did, for the *Empress* was lost with all hands off Hamburg in 1860.

Pritchard worked hard at his studies and in 1868, he qualified for his Second Mate’s certificate. Again successful in attaining his First Mate’s Certificate in 1870 and at the age of 29, he passed his final exams for Master Mariner. It was not long before he had command of a ship and it is known that he became master of two vessels: the *Prince of Wales* and the *Sybil Wynne*.

During this period he married the sister of D.T. Edwards, licensee of the Drum Inn, Market Street, and both he and his brother-in-law had shares in the *Sybil Wynne*. Leaving Caernarfon in 1879, the next that was heard of him was that he had been given the task of bringing out a new 80 tonne steamer *Princess of Wales* from the shipyard at Wallsend on the Tyne and this is believed to be the smallest steamer ever to have been built. Shortly afterwards he joined the Cunard Shipping Co. and served for 14 years as Mate on several of the larger passenger ships. Given the opportunity to command the *Samaria* in 1894, from then on until his retirement in 1910 he was captain of at least a dozen of the company’s largest vessels, such as the *Carmania*, *Caronia*, *Compania*, *Etruria*, *Lucania* and *Saxonia*.

Summoned to go once again to Wallsend in 1907 he took charge of the new and best known, in her day, of the Cunard liners - The *Mauretania*.

This steamer was 331 times heavier than the *Princess of Wales* which he had safely brought out of Wallsend 28 years previously.

It is indeed difficult to imagine the size of this giant liner, which needed 800 staff that included 70 sailors, 366 engineers, 376 stewards to be responsible for the comfort and wellbeing of the passengers. 812 in all and one of them had overall charge of the others, Captain John Pritchard from Pool Hill, Caernarfon who went to sea as a cabin boy at the age of 13, nearly half a century earlier.

During the 30 years that he was employed by Cunard, he was commended twice. The first time was in 1881 when he was a Mate on the *Samaria* and whilst crossing the Atlantic a schooner from Wales was found to be in difficulties and on the verge of sinking. The Captain placed John Pritchard in charge of a lifeboat which was sent to assist and despite the rough weather and the risk involved, all members of the schooner’s crew were saved. For this act of bravery, John Pritchard received the Silver Medal of the Royal Humane Society. His second commendation came in 1908, when as Captain of the *Mauretania*, he was on the homeward bound journey from New York and learned that an American Barque was in difficulties. He immediately gave orders to change course and sailed to the crew’s assistance. When President Roosevelt learned of what the Captain of the world’s largest vessel had done, he gave orders to the American Consul in Liverpool to present him with a pair of binoculars and a certificate acknowledging yet another humane act. His Master’s Certificate was also stamped with the seal of the American Board of Trade with the words “Certified that a Binocular Glass was presented by the American Government to John Pritchard in recognition of services rendered in rescuing the crew of the American Barque Falls River 3rd January 1908.”

On a return voyage from New York in 1907, he again made history. A new channel had been dug 7 miles long, to enable the harbour to accommodate larger liners and at the same time cut 5 miles off the journey. It was the *Caronia* in the charge of Captain Pritchard that had the honour of being the first ship to negotiate the New Ambrose Channel, as it was called.

Despite being in the limelight, he was a very modest man. When the *Mauretania* arrived in New York on her maiden voyage, the harbour was swarming with newspapermen and they all wished to interview the Captain, but he refused to be interviewed and reminded them of his responsibilities and of how busy he was.

However, one reporter more persistent than the others appealed to him: “Captain Pritchard from Caernarfon, North Wales, the American Public are anxious to hear from you. Can you say something that they will appreciate?” His immediate reply was “You can tell them that I have worked for the Cunard Line for nearly 30 years and that the cap I wore then still fits me.” The reported had sufficient material for his article and the following morning all the papers had many column inches on the arrival of the *Mauretania* under such headings as “Some Captain and some ship.”

John Pritchard received the highest honour that the Cunard Line could bestow upon him just 18 months later, in January 1909. He was promoted Commodore of the Fleet, which meant that the *Mauretania* was allowed to fly a little swallow-tailed flag, embellished with the crest of the Line, an

honour reserved for her Master.

The lad from Caernarfon was then 63 years old and one would have expected that he had reached the pinnacle of his career, but there was one honour yet to come. In September 1909 the *Mauretania* broke the record for crossing the Atlantic at an average speed of 26.06 knots per hour, a record which would stand until 1929, 7 years after the death of Captain Pritchard.

He retired in 1910 and died at Meols, Cheshire on January 29th 1922, aged 76. The *Caernarfon and Denbigh Herald* published an account of the funeral, which was held on 3 February stating that the chief mourner was his son Captain William, G. Pritchard. A large contingent of the Maritime fraternity, including several high-ranking officials of the Cunard Line attended and the interment was at West Derby Cemetery. Among the floral tributes was a wreath by his second wife and Leonard and Keith.

John Pritchard was indeed a remarkable man and can justly be referred to as the Herald put it - King of Captains; sold together with two copied newspaper articles.

- 412 Liverpool Shipwreck and Humane Society Marine Medal, (**To Owen Owens. For Gallant Service. 28/10/27.**), silver hallmarked for Birmingham 1926, in its fitted case of issue, *minor contact wear, very fine*

£160-200

Owen Owens served as a lifeboat man out of Moelfre, Anglesey and went to the aid of the ketch *Excel* on 28th October 1927. The *Excel* of Kilkeel was carrying a cargo of coal from Birkenhead to Holyhead when she was overcome by rough seas off Carmel Head. Her master, Captain John Ballance, decided to run for shelter at Moelfre. As her engine room flooded and her gaff was blown onto the deck, she became unmanageable. The ten-oar Moelfre lifeboat *Charles and Elizabeth Laura* was launched but took a long time searching for the casualty. About 3.5 miles NE of Point Lynas, they found the waterlogged ketch. A German freighter was trying to take her in tow and the crew of three aboard *Excel* signalled to the lifeboat that they wanted to abandon ship. Waves were breaking over *Excel* and the lifeboat drove towards her on the crest of a big wave. As she grounded on the deck of the ketch, the three men scrambled aboard.

This was not the end of their troubles. The lifeboat was lifted off by another wave but was found to be damaged and leaking. As darkness fell, they had no option but to stay at sea beating about. Clinging on to their lifelines, they were very exposed in the partly-filled lifeboat. It was difficult to hang on and their eyes were caked in brine.

The veteran of the crew, Will Roberts, who had been injured in the rescue was washed overboard and though he was recovered he died shortly afterwards. One of the crew from the *Excel*, Henry McGuinness also died that night.

They eventually got near Puffin Island but there was no safe place to land. The Beaumaris motor lifeboat was launched when the Moelfre lifeboat failed to return and eventually saw their distress signals at 5.30am. The Coxswain William Roberts and a master mariner, Capt. Owen Jones, who had taken the place of an injured crewman were both awarded gold medals. Citation below:

‘Gold Medal awarded to Second Coxswain William Roberts; and crew member Captain Owen Jones, and Bronze Medal to Bowman William Williams, and crew members Robert Francis, Owen Jones, Thomas Jones, Hugh Matthews, Hugh Owen, John Owen, Robert Owen, Owen Owens, Hugh Thomas, Richard Thomas, Thomas Williams, and (posthumously) William Roberts for the service by the lifeboat Charles and Eliza Laura, in the great gale of 28 October 1927. The lifeboat launched during the afternoon and found the ketch *Excel* of Poole waterlogged and about to sink. The desperate decision of sailing the lifeboat right over the wreck was made. The three men on the ketch were hauled on board her but the lifeboat herself was badly damaged. Her air-cases kept her afloat but she was full of water. In this condition and with one of her sails blown away, she was beating against the gale all night. Two men, a member of the crew and one of the rescued, died on board. Second Coxswain William Roberts was completely blind for several hours after landing, from the wind and salt water. Mrs Roberts was granted a pension and an allowance for a grandchild dependent upon her.’

Sold together with a copied listing.

413 Liverpool Shipwreck and Humane Society, Marine Medal, 3rd type, bronze issue (To James Finigan. for Gallant Service. 2/11/34.), with integral top riband bar, *nearly extremely fine* £160-200

James Finigan was one of seven crew members from the S.S. Lady Leinster awarded the Liverpool Shipwreck and Humane Society Medal for the rescue of the crew of the yacht *Thursday*, which was sinking in the Irish Sea:

‘When on the passage from Dublin to Liverpool at 2.57 a.m. on the 2nd November 1934, when about four miles North of Point Lynas, Anglesey, a flare was sighted by the officer of the watch. Working engines as required he approached within hailing distance and found the occupants of the vessel were unable to leave their own boat. The wind at this time was fresh Northerly with a nasty choppy sea, but the launching of the *Lady Leinster’s* No.1 Lifeboat was safely accomplished and under the command of Mr Gallimore successfully took off the four survivors and transferred them to the *Lady Leinster*. At this time the *Thursday* was awash forward and settling rapidly’.

‘Resolved that for the rescue of the crew of the *Thursday*, an Illuminated Address be presented to Captain John Gill, Commanding the Dublin S.S. *Lady Leinster*, a Silver Medal and Certificate of Thanks be presented to John Gallimore, Chief Officer, in charge of the lifeboat, and Bronze Medals and a Certificate of Thanks each be presented to the following members of the lifeboat’s crew: A.B.’s James Potter, James Finigan, George Popplewell, George McKane, Michael Purcell and Reginald Davis in recognition of gallant service rendered in rescuing the four occupants of the 76 ft. barge-built yacht *Thursday*, which sprang a leak when five miles off Point Lynas, on 2nd November 1924.’ (Royal Liverpool Shipwreck and Humane Society Annual Report 1925 refers).



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SINGLE BRITISH ORDERS AND DECORATIONS

- 414 The striking Baronet's Badge worn by Sir Charles Montolieu Lamb, 2nd Bt., Knight Marshal of the United Kingdom



Baronet's Badge, gold (18 carat) and enamel, hallmarks for London 1842, and maker's mark 'WN' for William Neale, comprising identical obverse and reverse design of a central shield bearing the enamelled Arms of Ulster, with open-worked Crown above, set within a blue enamelled oval-shaped surround bearing the motto 'Pro Rege et Patria' and the date '1612', the whole surmounted by an elaborate integral laurel wreath suspension device, with accompanying loop, 44mm x 72mm including integral suspension, *with some old enamel repairs and to the suspension, very fine and a most striking Badge of the finest quality*, mounted with its original thick neck riband and gold fittings as worn

£2,400-2,800

PROVENANCE:

Kidner Auctions, Lymington, November 2006, when sold alongside other family Medals.

One other example of the rare variant sold at DNW in September 2008 (Hammer Price £3,600), that example lacking either an attribution or the original neck riband and gold fittings.

Sir Charles Montolieu Lamb, 2nd Bt. was born on 8 July 1785 at Nantcribba Hall, Forden, Montgomeryshire, Wales, the son of Sir James Bland Lamb, 1st Bt. and Anne Montolieu and was given the name Charles Montolieu Burgess at birth. He married, firstly, Lady Mary Montgomerie, daughter of General Archibald Montgomerie, 11th Earl of Eglinton on 30 June 1815. Lamb held the office of Knight Marshal of the Royal Household from 1824-64 and succeeded as the 2nd Baronet on 1 December 1824, also being Sheriff of Sussex from 1829-30. A Lieutenant-Colonel of the Ayrshire Yeomanry, he married for a second time at Geneva on 28 October 1853 and died at Beauport Park, Hastings on 21 March 1860. England; sold together with an old card box for *C. W. Dixey & Son*, with ink inscription to the lid 'Baronets Badge Cr 27.2.22.' and the original bill of sale.

x415	The Royal Guelphic Order, K.H. (Civil) Knight's breast badge, 43mm including crown suspension x 25mm, gold and enamel, gold mark to loop, <i>good very fine</i>	£1,000-1,400
416	The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck badge, silver-gilt, hallmarks for London 1958, <i>lacking loop, very fine</i>	£100-140
x417	The Most Distinguished Order of St. Michael and St. George, G.C.M.G., Knight Grand Cross set of Insignia, comprising sash Badge silver-gilt and enamel, 114mm including crown suspension x 88mm; Star, 88mm, silver and silver-gilt with appliqué centre in gold and enamel, <i>some light enamel chipping, generally good very fine</i> , with evening sash with fittings for evening wear and in its fitted R. & S. Garrard & Co. case of issue, <i>case a little damaged and catch not functioning (2)</i>	£1,500-2,000
x418	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, 83mm including crown suspension x 62mm, silver-gilt and enamel; Star, silver with appliqué centre in gold and enamel, 75mm, <i>pin and catch on Star a little bent, very fine</i> , with full length neck riband and in Garrard & Co., London case of issue (2)	£800-1,200
x419	The Most Distinguished Order of St. Michael and St. George, Knight Commanders (K.C.M.G.) set of Insignia comprising, neck Badge, silver and enamel; breast star, silver and enamel, in it's Garrard & Co. box of issue, <i>minor enamel damage to the reverse of the neck Badge otherwise good very fine</i>	£1,000-1,200
420	The Most Distinguished Order of St. Michael and St. George, K.C.M.G. neck Badge, 82mm including crown suspension x 63mm, silver-gilt and enamel, <i>one centre a little rotated, good very fine</i>	£400-500
421	The Most Distinguished Order of St. Michael and St. George, C.M.G., breast badge, silver-gilt and enamel, 90mm (including suspension) x 52mm, riband fitted with a three-pronged silver-gilt buckle, in its <i>significantly distressed</i> but original case of issue, the underside of the suspension marked 'SG', a good early Badge, <i>good very fine</i>	£350-450
	From the collection of Orders, Decorations and Medals awarded to members of the Lavie family - see Lots 370 and 372.	
x422	The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, 64mm including crown suspension x 46mm, silver-gilt and enamel, <i>good very fine</i> , in its Spink & Son, King Street case of issue with neck ribands	£240-280
423	The Royal Victorian Order, G.C.V.O., Knight Grand Cross, set of Insignia comprising sash Badge, silver-gilt and enamel, the reverse officially numbered '529'; Star, silver, silver-gilt and enamel, the reverse officially numbered '529', <i>pin replaced on Star, very fine (2)</i>	£1,000-1,500
x424	The Most Excellent Order of the British Empire, G.B.E., Knight Grand Cross, 2nd Type set of Insignia, comprising sash Badge, silver-gilt and enamel; Star, silver, silver-gilt and enamel, <i>good very fine</i> , in its fitted Garrard & Co. Ltd. case of issue with Civil Division sash riband with fittings for wear (2)	£800-1,200
425	The Most Excellent Order of the British Empire, D.B.E. (Civil) Dame Commander's 2nd Type set of insignia, comprising Lady's shoulder Badge, silver-gilt and enamel, on bow-and-tails riband; breast Star, silver, silver-gilt and enamel, in its Garrard & Co. Ltd. case of issue, <i>extremely fine (2)</i>	£800-1,000
426	Queen's Messenger Badge, E.II.R. issue, silver, hallmarks for London 1993, <i>lacking loop, good very fine</i>	£140-180
427	Queen's Messenger Badge, E.II.R. issue, silver and enamel, hallmarks for London 1994, <i>lacking loop, good very fine</i>	£140-180

- 428 Queen's Messenger Badge, E.II.R. issue, silver, hallmarks for London 1997, *lacking loop and enamel, good very fine* £140-180
- 429 A very rare Badge for a House of Lords Messenger



House of Lords Messenger Badge, by *Garrard & Co, London*, 85mm x 78mm plus 55mm x 40mm
pendant Badge, silver-gilt, hallmarks for London 1973, *gilt a little worn, very fine*

£600-800

LONG SERVICE, CORONATION & JUBILEE AWARDS, MISCELLANEOUS & MILITARIA

- 430 **The Royal Navy L.S. & G.C. Medal awarded to Supply Petty Officer E. W. Higham, Royal Navy**
- Prior to joining the strength of the Fleet Air Arm, he survived the loss of the cruiser H.M.S. *Calypso* off Crete in June 1940, when she was torpedoed by the Italian submarine *Alpino Bagnolini***
- Royal Navy L.S. & G.C., G.V.I.R., 1st issue (MX. 47888 E. W. Higham, Sto. C.P.O., H.M.S. Fieldfare), *good very fine* £60-80
- Eric William Higham** was born at Gillingham, Kent on 24 April 1914 and entered the Royal Navy as a Boy 2nd Class in September 1929.
- Soon after the outbreak of the hostilities she joined the cruiser H.M.S. *Calypso*, in which ship he gained Petty Officer status in January 1940.
- Ordered to Alexandria, *Calypso* became the first Royal Navy ship to fall victim to the *Regia Marina*, just two days after Italy's declaration of war on Great Britain. Whilst engaged on an anti-shipping patrol on 12 June 1940, she was struck by a torpedo from the *Alpino Bagnolini*, some 50 miles south of Cape Lithion, in Crete and sank at 0059 hours. Thirty-nine of her ship's complement perished in the attack and the remainder - Higham among them - were picked up by the destroyer *Dainty*.
- He later transferred to the Fleet Air Arm and his subsequent wartime appointments included Grebe at Dekheila. Having then be awarded his L.S. & G.C. Medal in August 1947, Higham was pensioned ashore in April 1954.
- 431 **The Royal Navy L.S. & G.C. Medal awarded to Chief Engine Room Artificer J. E. G. Cornford, Royal Navy, who survived the loss of the destroyer H.M.S. *Greyhound* to enemy aircraft off Crete in May 1941**
- He had earlier seen service off Dunkirk and would also survive the mining of the destroyer *Fury* off Normandy in June 1944**
- Royal Navy L.S. & G.C., G.V.I.R., 2nd issue (M. 39534 J. E. G. Cornford, A./C.E.R.A., H.M.S. Greyhound), *good very fine* £60-80
- Jack Edward George Cornford was born in Shoreham, Sussex on 30 July 1904 and entered the Royal Navy as an Acting Engine Room Artificer 2nd Class in September 1925.
- In May 1939, he joined the destroyer H.M.S. *Greyhound* and he remained similarly employed up until her loss to enemy aircraft off Crete in May 1941. In the interim, Cornford and his shipmates witnessed extensive action, off Norway and France - *Greyhound* evacuated 1360 men from Dunkirk at the end of May 1940, when she was damaged by enemy bombers - and was present at the battles of Dakar and Cape Spartivento later in the same year.
- In early 1941, having transferred to the Mediterranean, *Greyhound* sank the Italian submarines *Neghelli* and *Anfitrite*, but she in turn became the victim of enemy aircraft off Crete on 22 May. On that date, whilst making her way to the Kythira Strait, she was attacked by Stukas, hit by three bombs and sank in matter of minutes. Her survivors - Cornford among them - were picked up by the destroyers *Kingston* and *Kipling*, but six of her officers and 74 ratings were killed in the attack.
- Cornford's subsequent wartime appointments included the minesweeper *Bagshot* (May 1941-August 1942) and the destroyer *Fury* (January 1943-June 1944). During his time aboard *Fury*, he was present at the Sicily and Salerno landings, in addition to acting in support of "Juno" on D-Day. Just over a fortnight later, *Fury* was mined and beached at Arromanches.
- Cornford, who was awarded his L.S. & G.C. Medal in October 1940, was invalided ashore in October 1947.

432 The Royal Navy L.S. & G.C. Medal awarded to Sergeant E. J. Jarvis, Royal Marines, who survived the loss of the cruiser H.M.S. *Manchester* during Operation "Pedestal"

Manchester's captain's decision to scuttle his heavily damaged ship became the subject of a contentious Court Martial but he must have taken comfort from the words of one of his ratings: 'The Captain decided that his choices were to wait until dawn and get blown to buggery, or to save the men'

Jarvis later served in the aircraft carrier *Formidable* in the Pacific and was consequently present when she was hit by two kamikaze aircraft off Okinawa in May 1945, telling strikes that resulted in casualties of nine killed and 59 wounded

Royal Navy L.S. & G.C., G.VI.R., 1st issue (PO. 21829 E. J. Jarvis, Sgt., R.M.), good very fine

£100-120

Ernest John Jarvis was born in Sliema, Malta on 26 January 1906, the son of a Royal Artilleryman, and joined the Portsmouth Division of the Royal Marines in September 1923.

Advanced to Sergeant in April 1936 and awarded his L.S. & G.C. Medal in January 1939, he was serving in the battleship H.M.S. *Ramillies* on the outbreak of hostilities. Having then come ashore in November 1941, he returned to sea in the cruiser *Manchester* in April 1942. He consequently shared in her part on the Arctic run, including participation in the disastrous PQ-17 operation, and was present at her loss on the Malta run in August 1942.



A view of "Pedestal" under attack in August 1942, with H.M.S. Manchester on the right

Operation "Pedestal"

In August 1942, *Manchester* was ordered to the Mediterranean and took part in Operation "Pedestal".

The importance of "Pedestal" needs little introduction here, Winston Churchill himself requesting regular updates as to the convoy's progress, but for the record's sake it is worth registering the bare facts: of the 14 merchantmen that set out, nine were sunk and three damaged, while the Senior Service's input of 59 escorts - the largest such force ever assembled in defence of a convoy - sustained losses of an aircraft carrier, a cruiser and a destroyer, as well as having another half a dozen ships damaged. That cruiser was *Manchester*.

In the early hours of 13 August, some four miles off Kellibia, Tunisia, *Manchester* was torpedoed and severely damaged. Struck amidships on the starboard side by two torpedoes fired by the Italian torpedo boats *MAS 16* and *MAS 22*, she sustained flooding in the engine room, after boiler room and the 4-inch magazine. Completely disabled and with no power, she developed a 10-12-degree list.

About 160 members of the ship's company were taken off by the destroyer *Pathfinder*, whilst others were subsequently rescued from rafts by *Eskimo* and *Somali*. However, efforts to control the flooding and enable the ship to return to Gibraltar proved unsuccessful and scuttling charges were placed. After the remainder of the ship's company had abandoned ship the charges were detonated; a torpedo from *Pathfinder* is reported to have assisted in the sinking.

Manchester sank at 0400 hours local time on the 13 August 1942.

Jarvis was fortunate to be among those picked up by one of our destroyers, thereby avoiding an unpleasant sojourn as a guest of the Vichy French.

Court Martial

After lengthy statements had been submitted from all witnesses and Admiralty experts, *Manchester's* commanding officer, Captain Harold Drew, was court-martialled on a charge of negligence. He claimed that he was unaware that *Manchester* retained mobility, after the torpedo hit, and that he understood that her armament was also largely incapacitated. The court proceedings determined that *Manchester's* damage was remarkably similar to that suffered on 23 July 1941; that *Manchester* was capable of steaming at 10-12 knots on her port outer propeller shaft, that her main and secondary armament was largely intact, and that the initial list of 10-11 degrees had been considerably reduced via counter-flooding and transfers of fuel oil.

Drew was found guilty, reprimanded and prohibited from further command at sea. It remains a contentious decision for *Manchester* had been crippled and Drew feared the ship, including her secret radar gear, might fall into enemy hands. The surviving crew members strongly supported both Captain Drew's assessment of the ship's situation and his decision to scuttle her, with one rating stating:

'The Captain decided that his choices were to wait until dawn and get blown to buggery, or to save the men.'



Final resting place – a diver's view of H.M.S. Manchester today

Subsequent career - kamikaze attacks

Jarvis was very much back in the thick of the action in the period June 1944 to June 1945, when he was employed in the aircraft carrier *Formidable*.

Having participated in Operation "Goodwood", the Fleet Air Arm strike on the *Tirpitz* in August 1944, *Formidable* sailed for the Pacific and it was here, in the Okinawa operations of May 1945, that she was twice struck by kamikaze aircraft. On the first occasion - on the 4th - she sustained serious damage and the casualties of eight killed and 55 wounded. On the second occasion - on the 9th - another crew member was killed and four wounded, and 18 of her Corsairs were destroyed.

Jarvis departed the aircraft carrier in the following month and was released 'Class A' in October 1945. He subsequently found employment as a transport driver on the naval establishment and died in Portsmouth in December 1973.

- 433 **The Royal Navy L.S. & G.C. Medal awarded to Marine F. R. Smith, Royal Marines, a long-served member of the Mobile Naval Base Defence Organisation (M.N.B.D.O.) in the last war**
 Royal Navy L.S. & G.C., G.V.I.R., 1st issue (CH. 24399 F. R. Smith, Mne., R.M.), *good very fine* £40-60
Frederick Raymond Smith was born in Reading, Berkshire on 21 January 1906 and joined the Royal Marines in July 1924.
 Awarded his L.S. & G.C. Medal in July 1939, whilst employed in the cruiser H.M.S. *York*, he joined the strength of the M.N.B.D.O. in February 1940 and remained similarly employed until December 1943. He was subsequently employed at R.M. training establishments and was released 'Class A' in October 1945.
- 434 Volunteer Force Long Service (India & the Colonies), G.V.R. (**Lt. R. J. Gilmore, Assam V.L.H. A.F.I.**), impressed naming, *official correction to rank, good very fine* £80-120
Robert Jackson Potter Gilmore was born at Cheltenham on 24 April 1878, the son of Robert and Jelina, of 17 Rotunda Terrace. Gilmore went out to India to plant tea and by 1903 was an Assistant with the Brahmaputra Tea Company of Assam. He joined the Indian Volunteers in 1906 and was married at St John's Cathedral, Calcutta in November 1909. Gilmore was the Manager of the Borpukhuri Tea Estate of some 627 acres by 1915 and three years later was in the same position of the Dooria Tea Company, which had some 2,700 acres in the Golaghat District. He had joined the 'Light in Assam' Masonic Lodge (No. 3195) in March 1916 and was commissioned 2nd Lieutenant in the Assam Valley Light Horse in October 1924. His L. S. Medal was awarded by *IAO 491* of June 1926. Gilmore died as the result of an abdominal operation on 29 August 1932 and is buried in the Cinnamara Government Cemetery, Assam.
- 435 Volunteer Force Long Service (India & the Colonies), G.V.R. (**Rflmn. A. J. Hoggan 1st Pjb. Vol. Rfls.**), engraved naming, *nearly extremely fine* £60-80
Alfred James Hoggan was born at Indore on 11 October 1875, the son of William and Harriett, his father being an Accountant with the Public Works Department. Young Hoggan followed his father and was Head Clerk in the Public Works Department at Mount Abu by 1903; he joined the Sialkot Masonic Lodge (No. 988) in February 1917. He earned his L. S. Medal as per *IAO 398* of May 1918 whilst serving with the 1st Punjab Volunteer Rifles.
- 436 Volunteer Force Long Service (India & the Colonies), G.V.R. (**Pte. D. D. McDonald. 39/Chota Nagpur Reft. I.D.F.**), impressed naming, *nearly extremely fine* £60-80
Donald David McDonald was born in Calcutta on 16 October 1874, the son of Kenneth and Jane, his father being the Minister and Missionary of the Free Church of Scotland on Wellesley Square. McDonald was married in 1900 but his wife was to die from smallpox just nine years later. He firstly worked at A. Hannah & Co., at Serajung, on the Brahmaputra River and was latterly Assistant Manager at the Indo-Burma Trading Company at 47 Bentinck Street, Calcutta, being made a Director in 1915. He was awarded his L. S. Medal in the Chota Nagpur Regiment as per *IAO 53* of 1922 and died in 1931.
- 437 Volunteer Force Long Service (India & the Colonies), G.V.R. (**Pte. D. A. Wylie, Cal. Sco., A.F.I.**), impressed naming, *good very fine* £60-80
David Angus Wylie was born at Perth, Scotland on 27 March 1882 and by 1901 he was a wine merchant's clerk living in Dundee. The previous year he had been appointed 2nd Lieutenant in the 3rd (Dundee Highland) Volunteer Battalion, Black Watch, at the same time as his brother. Wylie went out to India aboard the *Formosa* in June 1906 and joined the Calcutta Scottish in around 1909. By 1915 he was listed as an Assistant for McLeod & Co, of Calcutta and was awarded his L.S. Medal by *IAO No. 318* of 1929. He would perhaps have been too old, but it is worthwhile to note that members of the Calcutta Scottish assisted in Operation Creek in 1943. Wylie returned to England in March 1947 and died at Tunbridge Wells on 26 October 1962.

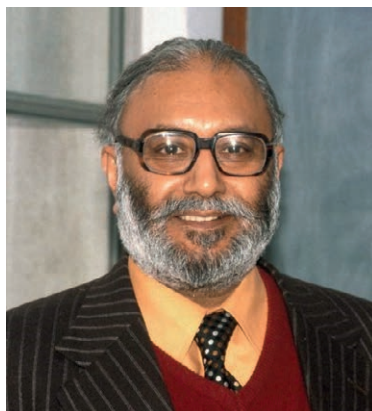
- 438 Pair: **Volunteer J. L. Odgers, East India Railway Volunteer Rifle Corps**
Volunteer Force Long Service (India & the Colonies), G.V.R. (Voltr. J. L. Odgers E. I. Ry. Vl. Rfls.), engraved naming; Jubilee 1935, *good very fine* (2) £80-120
Joseph Loftus Odgers was born at Fremantle, Western Australia in 1880, the son of The Rev. Joseph and Margaretta Odgers. He joined the East Indian Railway Company in December 1899 and was married at St Mary's, Jamalpur in October 1902. Odgers was awarded his L. S. Medal as per *IAO 290* of June 1914 and by 1922 was Head Draftsman in the Electrical Department of the Railway and also Assistant Master at the Jamalpur Apprentices Technical School. Awarded the 1935 Jubilee Medal as Chief Draftsman of the Railways, he died at 102 Divinity Road, Oxford on 26 January 1957.
- x439 Efficiency Medal, G.V.R., Ceylon, with Second Award Bar (**C.Q.M.S. J. W. Turner. C.P.R.C.**), *some contact marks and contact wear, very fine* £100-140
Ceylon Planters' Rifle Corps.
- 440 Territorial Force Efficiency Medal, G.V.R. (**40009 Sjt:-A.C.S.Mjr:- E. G. Quest. City of Lond: Yeo:**), *good very fine* £50-70
E. G. Quest was awarded his T.F.E.M. as per *Army Order 67* of February 1919 whilst serving as a Serjeant, Acting Company Serjeant Major in the City of London Yeomanry.
- x441 Imperial Yeomanry L.S. & G.C., E.VII.R. (**82 Pte. W. Wadsworth. Lancs: Hsrs: I. Y.**), *pitting, minor polishing, minor edge bruise, nearly very fine* £200-300
- x442 Militia L.S. & G.C., E.VII.R. (**3091 Pte. J. Flood. 6/Rl. Irish Rif.**), *good very fine* £200-300
- x443 Special Reserve L.S. & G.C., G.V.R. (**3171 Sjt: W. Crozier. R.Ir.:Rif:**), **pawnbroker's mark to the reverse, slight edge bruise, very fine** £300-400
Walter Crozier served with the 7th Battalion, Royal Irish Rifles, during the Great War, later serving with the 5th, 2nd and 16th battalions; sold together with copied Medal Roll and *M.I.C.*
- 444 Three: **Constable R. Smith, Blackburn Police**
Jubilee 1977 (Const. R. Smith.), privately engraved naming; Police Long Service, E.II.R. (Const. Ronald Smith); Service Medal of the Order of St John (A/Mem. R. Smith.), engraved naming, mounted as worn, *good very fine* (Lot) £140-180
Sold together with relevant metal police and St. John Insignia and Badges.

- 445 **The replica Nobel Prize for Physics awarded to Abdus Salam, who shared the award in 1979 for his contribution to the electroweak unification theory, the first Pakistani and the first Muslim from an Islamic country to receive a Nobel Prize in science**

Sweden, Kingdom, The Nobel Laureate Prize for Physics, 1979, a gilt award by E. Lindberg for the Kungliga Svenska Vetenskapsakademien [Royal Swedish Academy of Sciences, 1902], bust of Alfred Nobel left dividing legends, reverse with robed female figures representing Science and Nature, the former holding a scroll and raising a veil over the head of the latter, who holds a cornucopia, tablet below named (A. Salam MCMLXXIX), edge stamped 'Replica Made by[Pakistan] Mint', 66mm, 88.4g, *large test cut and damage from two to three o'clock, worn and cleaned, the edge defaced in part, thus fine*

£600-800

Perhaps the best biography is offered by the Nobel Prize website:



'Abdus Salam was born in Jhang, a small town in what is now Pakistan, in 1926. His father was an official in the Department of Education in a poor farming district. His family has a long tradition of piety and learning.

When he cycled home from Lahore, at the age of 14, after gaining the highest marks ever recorded for the Matriculation Examination at the University of the Punjab, the whole town turned out to welcome him. He won a scholarship to Government College, University of the Punjab, and took his MA in 1946. In the same year he was awarded a scholarship to St. John's College, Cambridge, where he took a BA (honours) with a double First in mathematics and physics in 1949. In 1950 he received the Smith's Prize from Cambridge University for the most outstanding pre-doctoral contribution to physics. He also obtained a PhD in theoretical physics at Cambridge; his thesis, published in 1951, contained fundamental work in quantum electrodynamics which had already gained him an international reputation.

Salam returned to Pakistan in 1951 to teach mathematics at Government College, Lahore, and in 1952 became head of the Mathematics Department of the Punjab University. He had come back with the intention of founding a school of research, but it soon became clear that this was impossible. To pursue a career of research in theoretical physics he had no alternative at that time but to leave his own country and work abroad. Many years later he succeeded in finding a way to solve the heartbreaking dilemma faced by many young and gifted theoretical physicists from developing countries. At the ICTP, Trieste, which he created, he instituted the famous 'Associateships' which allowed deserving young physicists to spend their vacations there in an invigorating atmosphere, in close touch with their peers in research and with the leaders in their own field, losing their sense of isolation and returning to their own country for nine months of the academic year refreshed and recharged.

In 1954 Salam left his native country for a lectureship at Cambridge, and since then has visited Pakistan as adviser on science policy. His work for Pakistan has, however, been far-reaching and influential. He was a member of the Pakistan Atomic Energy Commission, a member of the Scientific Commission of Pakistan and was Chief Scientific Adviser to the President from 1961 to 1974.

Since 1957 he has been Professor of Theoretical Physics at Imperial College, London, and since 1964 has combined this position with that of Director of the ICTP, Trieste.

For more than forty years he has been a prolific researcher in theoretical elementary particle physics. He has either pioneered or been associated with all the important developments in this field, maintaining a constant and fertile flow of brilliant ideas. For the past thirty years he has used his academic reputation to add weight to his active and influential participation in international scientific affairs. He has served on a number of United Nations committees concerned with the advancement of science and technology in developing countries.

To accommodate the astonishing volume of activity that he undertakes, Professor Salam cuts out such inessentials as holidays, parties and entertainments. Faced with such an example, the staff of the Centre find it very difficult to complain that they are overworked.

He has a way of keeping his administrative staff at the ICTP fully alive to the real aim of the Centre – the fostering through training and research of the advancement of theoretical physics, with special regard to the needs of developing countries. Inspired by their personal regard for him and encouraged by the fact that he works harder than any of them, the staff cheerfully submit to working conditions that would be unthinkable here at the (International Atomic Energy Agency in Vienna (IAEA). The money he received from the Atoms for Peace Medal and Award he spent on setting up a fund for young Pakistani physicists to visit the ICTP. He uses his share of the Nobel Prize entirely for the benefit of physicists from developing countries and does not spend a penny of it on himself or his family.

Abdus Salam is known to be a devout Muslim, whose religion does not occupy a separate compartment of his life; it is inseparable from his work and family life. He once wrote: ‘The Holy Quran enjoins us to reflect on the verities of Allah’s created laws of nature; however, that our generation has been privileged to glimpse a part of His design is a bounty and a grace for which I render thanks with a humble heart.’

x446 **An extremely rare Olympic Gold Winner’s Medal from the famous 1936 Berlin Games**



International Olympic Committee, 1936 Summer Berlin Olympic Games, Gold Winner’s Medal, 55mm, silver-gilt (‘990’), by *B. H. Mayer, Pforzheim*, engraving by Giuseppi Cassioli, the obverse bearing seated Victory within the Colosseum, inscribed ‘XI. Olympiad, Berlin, 1936’, the reverse depicting the victor being carried by his comrades, the base with maker’s and silver marks, *much of the original gilding remaining, good very fine and of the greatest rarity*

£10,000-15,000

The 1936 Berlin Summer Olympics remain as perhaps the most famous and controversial Games ever held. Running from 1-16 August, some 3,963 participants shared in 129 events in 25 disciplines, comprising 19 sports.

Examples of results for similar Gold Medals in Auction include:

- Unattributed Gold Medal, \$45,000, RR Auctions, July 2022.
- German rower Gustav Schafer’s Gold Medal, \$22,500, RR Auctions, July 2022.
- American basketball player Bill Wheatley, \$44,400, Heritage, February 2022.
- Two of the four Gold Medals of Jesse Owens have sold for \$615,000 and \$1,466,574 respectively.

- x447 Army of India 1799-1826, 3 clasps, Gawilghur, Argaum, Assye, gilt and in glazed lunettes, *good very fine* £300-400
These three clasps represent the entitlement of Arthur Wellesley, 1st Duke of Wellington.
- x448 Indian Mutiny 1857-59, 4 clasps, Delhi, Defence of Lucknow, Lucknow, Central India, gilt and in glazed lunettes, *good very fine* £260-300
- 449 Queen's South Africa 1899-1902, 26 clasps, Cape Colony, Natal, Rhodesia, Defence of Kimberley, Elandslaagte, Defence of Mafeking, Talana, Defence of Ladysmith, Belmont, Modder River, Relief of Ladysmith, Tugela Heights, Relief of Kimberley, Paardeberg, Orange Free State, Driefontein, Wepener, Relief of Mafeking, Transvaal, Johannesburg, Laing's Nek, Diamond Hill, Wittebergen, Belfast, South Africa 1901, South Africa 1902, a striking specimen, *good very fine and impressive* £1,000-1,500
- 450 2nd Cruiser Squadron Medal 1908, 13 clasps, Durban, Pietermaritzburg, Pretoria, Johannesburg, Bloemfontein, Ladysmith, East London, Port Elizabeth, Simonstown, Cape Town, St. Helena, Rio De Janerio, Monte Video, *good very fine* £600-800
- 451 Canadian Memorial Cross, G.V.R. (141913 Pte. R. A. Gunn.), *good very fine* £40-60
Robert A. Gunn was born at Edinburgh on 7 January 1881 and by the time of the 1911 census was a Medical Student living at 44 George Square. He joined the Canadian Expeditionary Force at Niagara on 3 August 1915, landed in England with the 76th Battalion, and transferred to the 24th Battalion before moving to France. He suffered gun-shot wounds to the right thigh and subsequently died on 22 September 1916, aged 39 and is buried in Etaples Military Cemetery.
- 452 Naval General Service Medal 1915-62, clasp only, B. & M. Clearance Mediterranean, on a length of riband, *good very fine and rare* £180-220



- 453 Mercantile Marine Service Association of Liverpool, Prize Medal, 35mm, silver-gilt, the reverse engraved 'To William Shepley Taylor, for the greatest general proficiency in all branches of training & education on board the school frigate Conway, June 1863', fitted with small scroll suspension and contained in a *damaged* fitted presentation case, *nearly extremely fine and scarce* £240-280
William Shepley Taylor was awarded his Mercantile Marine Service Association prize Medal in June 1863, and was subsequently nominated for a cadetship in Royal Navy. He entered the Royal Navy on 8 September 1863, and was appointed to H.M.S. *Royal Oak* on 2 September 1870. He was discharged on 13 June 1871 (to find own passage), his discharge being granted to avoid his being tried by court martial. He died in Birkenhead in 1896.
- 454 Royal Naval Training Ship Pupil Teacher's Medal for Attainment and Good Conduct, silver (2), the reverses officially inscribed '**Charles J. Isaac**' and '**C. Isaac**', *good very fine* (5) £30-50
Charles John Isaac, Frederick's brother, was born in Bishopston, Sussex in November 1858 and entered the Royal Navy as a Boy First Class in February 1875. Having then trained as a Pupil Schoolmaster, he came ashore as an Assistant Schoolmaster in December 1883. The exact relationship between the two brothers and 'C. Isaac' has yet to be established, but he may have been a younger sibling.
For the Medals of Gunner Isaac, please see Lot 107.

455 A rare Maidstone Typhoid Epidemic devoted service pair awarded to Beatrice Barnicoat, a private nurse in the employ of the Kent Nursing Institute

The epidemic raged from September 1897 until January 1898, affecting some 2000 people, 143 of whom died. But for the stoic and devoted service of around 200 medical staff, including a young nurse Edith Cavell, the death toll would have been far greater

News of the epidemic swiftly hit the headlines, a fund for 'stricken Maidstone' attracting donations from all over Europe, in addition to one from Queen Victoria, whose husband Albert had succumbed to typhoid back in 1861

Mercifully - and in common with the recent Covid-19 pandemic - rapid advances were made in countering the disease, the first recorded trial of immunisation against typhoid being undertaken on volunteers from a psychiatric hospital near Maidstone by a team under Professor Almoth Wright: none of the 84 who received the new vaccine developed the disease



Kent Nursing Institute, Devoted Service Cross, silver, unmarked, the reverse centre officially engraved, 'B. M. Barnicoat'; Maidstone Epidemic Medal 1897, silver, the reverse centre officially engraved, 'B. M. Barnicoat', complete with top riband brooch for wearing, *extremely fine* (2)

£400-500

Although unmarked, the style of engraving on the Devoted Service Cross is identical to that on the Maidstone Epidemic Medal, thereby dating it to the same period.

Beatrice Mary Bandicoat at Landrake, Cornwall in July 1869, the daughter of the Rev. Humphrey Bandicoat and his wife Caroline.

Beatrice commenced her career as a probationary nurse at the Alexandra Hospital for Children in Bloomsbury, London in March 1888 and remained similarly employed until taking up a new appointment at the East London Hospital in May 1889.

In January 1892, she moved to the Radcliffe Institute, Oxford, in which post she was appointed a Staff Nurse and, in April 1893, she moved to the Jenny Lind Children's Infirmary in Norwich.



Heroes and heroines, one and all:

A significant gathering of Maidstone nursing staff at the time of the epidemic; courtesy of the Maidstone Museum

Devoted service: Maidstone 1897-98

However, the latter appointment proved short-lived for, later in the same year, she relocated to Tunbridge Wells to become a private nurse for the Kent Nursing Institute. It was in this capacity that she volunteered for duty in the Maidstone epidemic, the largest outbreak of typhoid fever ever reported in the United Kingdom. The 'Eurosurveillance' medical website takes up the story:

'It began September 1897 and ended in January 1898, affecting nearly 2000 people, 143 of whom died. At its peak 900 people contracted the disease in a two-week period. The cause was traced to contaminated mains water and its continuing spread was linked to the poor state of the drainage system and the housing of many of the victims.

It was a turning point in public health, featuring the first recorded trial of immunisation against typhoid and also of the sterilisation of a mains water supply, using chloride of lime. The typhoid immunisation trial was led by Professor Almoth Wright, who had developed the vaccine along with Richard Pfeiffer and Walter Kolle in 1896. Staff at a large psychiatric hospital near Maidstone were asked to volunteer for the trial: none of the 84 who received the new vaccine developed the disease, compared with four cases in the 120 who were not vaccinated. This established the vaccine's potential value and led to larger trials.

The chlorination of the water supply, organised by the bacteriologist Sims Woodhead, was a difficult procedure that required several attempts. Its success laid the foundations for continuous water treatment. The Maidstone outbreak may also have been the first in which telephones were used in the control of an epidemic, allowing doctors and nurses in the emergency hospitals to pass on information about cases.

The epidemic received unprecedented press attention. A fund for 'stricken Maidstone' attracted donations from all over Europe, particularly France and Italy. Queen Victoria, 78 years old and celebrating her 50th year on the throne at the time of the epidemic, sent a donation and a message of sympathy. Typhoid was common among the aristocracy: victims in the royal family included Victoria herself, Prince Albert (who died from typhoid in 1861), and two of their children.

The story of the outbreak reveals the plight of hop pickers - itinerant workers who helped with the hop and fruit harvest - as well as political and commercial pressures. The outbreak was costly and affected local businesses badly, with two exceptions: sales of bottled mineral water soared and breweries also benefited. Beer was considered safe because it was made using water from private wells.

Poor communications and false economies were singled out by the Public Inquiry, held in 1898: for example, no water samples had been taken for three months before the outbreak to save money, and there was confusion about the number of cases and when the outbreak had started. The numbers of cases recorded in the Public Inquiry were probably a gross underestimate as no precise case definition was used and cases in the workhouse for the homeless poor were not notified. It is likely that the introduction of typhoid immunisation and water sterilisation - a remarkable coincidence of two major public health advances during one outbreak - ensured that no epidemic as large has occurred in the U.K. since that time ...'



A children's ward at the time of the epidemic; courtesy of the Maidstone Museum

Around 220 medical and municipal staff were subsequently awarded the Maidstone Epidemic Medal, in addition to a handful of Salvation Army staff.

In common with them all, Beatrice Bandicoat risked her life in the name of her chosen profession and - as evidenced by her additional Devoted Service Cross - likely in a notable manner. Given her earlier experience on children's wards, she may have been allocated to one of them in Maidstone. Either way, her story is well worthy of further research.

She died in Plympton, Devon in July 1957, aged 87.

x456 Maidstone Typhoid Medal 1897, silver, 'A. H. Startup', with integral top riband bar, *good very fine* £240-280



Arthur Herbert Startup had previously served as Professor of Music at Kingswood School on Cromwell Road, Maidstone from 1886-88 and was appointed organist and choirmaster of the Wesleyan Chapel on Union Street in 1896, shortly before the outbreak.

A major epidemic of Typhoid Fever broke out in Maidstone, Kent during late August 1897. By 9 September, 117 cases had been reported, rising to 774 by the end of the month and by 9 October

the number had risen to 1,200 with 42 deaths. The cause was never fully identified but the reservoir at Barming, the spring at Tutsham, and various pumping stations were all found to be contaminated - all this compounded by the poor sewage system then in operation at Maidstone. In the highly charged atmosphere of the times, irresponsibly defecating hop-pickers also were blamed for the outbreak! The Town Council also came in for some criticism in having, as an economy measure, reduced the number of times a year the water purity was tested. In response to the outbreak, suspect water supplies were cut and Barming Reservoir was chlorinated. The Town Council issued handbills to the townspeople recommending the boiling of all drinking water and a free laundry was opened for the washing of all clothes and bedding from infected households; these same houses were then thoroughly disinfected. Emergency hospitals were opened, and such was the need that doctors and nurses from outside the area were brought in to tend to the sick and dying. A subscription to help the poorer townsfolk was also opened. By rigorous methods the epidemic was brought under control and by the end of December it was largely over; the total number of reported cases being 1,847 with 132 deaths.

Medals were awarded to the nursing staff who served in the town during the epidemic. Many were presented by the Mayor of Maidstone at a special ceremony held at the Museum and Technical School on Wednesday 8 December 1897; an account of the presentation being given in the *South Eastern Gazette* of 14 December 1897. Some 700 people attended the presentation, including members of the Town Council, Magistrates, Clergy and other people of note. The Mayor of Maidstone (Councillor J. Barker) gave a speech before the presentation, paraphrased by the newspaper, ‘...while they must be filled with regret for those who had been taken away...it was a matter of congratulation to know that the epidemic which overtook them three months ago, had been stamped out thanks to the efforts of their Medical Officer, the medical men of the town, and...through the sturdy and gallant conduct of every inhabitant of Maidstone...and, in addition to the help received from the residents in the town and neighbourhood, they had an army of trained nurses to assist them. ...He now wished on the part of every inhabitant of the borough of Maidstone...to thank the nurses who had assisted them during their great trouble...and he was going to ask them to accept a small medal as a token of esteem for the work they had done.’

- 457 Medal of National Thanksgiving for the Recovery of the Prince of Wales from Typhoid, February 1872, silver, 39mm x 17mm, *very fine and rare* £100-140
- In December 1871, H.R.H. The Prince of Wales, then aged 30, became gravely ill with typhoid and for some weeks lay close to death at Sandringham. Eventually, however, he recovered, and a Service of National Thanksgiving for his recovery was held on 27 February 1872. This Medal commemorating the event was struck and distributed to celebrate this recovery.
- 458 First Aid Nursing Yeomanry (F.A.N.Y.), bronzed badges (2), together with later Women’s Transport Service / F.A.N.Y collar badge, by J. R. Gaunt, London, and a dress miniature Associate of the Royal Red Cross (A.R.R.C.) breast badge, silver and enamel, on Lady’s bow (4) £20-30
- 459 **An aviation relic taken by Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps**
- A ‘trophy’ section of canvas, approximately 23 x 20 centimetres, obverse with original green paint, inscribed to the reverse in pencil ‘Wing fabric of first German aeroplane to bomb London - Nov 1916. Machine landed and destroyed by me. Occurred near Boulogne’, *twice folded, paint flaking but stable, an unusual aviation relic* £140-180
- For Jardine’s full-size awards and a biographical note, please see Lot 396. For his miniature dress Medals, please see Lot 477.

460 The Flying Log Books of Pilot Officer B. R. M. Freeman, Royal Air Force, a committed fascist who, having been shot down over France in May 1940, changed allegiance and joined the Waffen-SS, working alongside 'Lord Haw-Haw' on *Germany Calling* he latterly became an Officer in the SS-Standarte Kurt Eggars Propaganda Unit

Royal Air Force Flying Log Books (2), the first Book 425 Type, in the name of 'Flying Officer B. R. Freeman' and covering the period 21 September 1926-28 June 1928, the other Form 414 Type, in the name of 'B. R. Freeman' and inscribed 'Log Book A (Civil Flying)' on the cover, covering the period 4 January 1930-26 March 1931, *very fine and of historical importance* (2)

£1,400-1,800



The fascinating story of **Benson Fletcher Railton Metcalf Freeman** was covered by the Sandhurst Trust on 29 March 2019:

'The son of a Royal Navy Engineer Commander, Benson Fletcher Railton Metcalf Freeman was born in Newbury on 6th October 1903. Moving with his parents, he was educated at St Helen's College, Southsea, Portsmouth Grammar School and Newton College, Devon. Entering Sandhurst on 1st September 1922 and training in No.4 Company, he was commissioned into the King's Own Royal Regiment in August 1924. However, Infantry soldiering was not for him and, in 1927, he transferred to the Royal Air Force, training as a fighter pilot. Retiring in 1931 he farmed an estate in Gloucestershire and become involved in far-right politics, joining Sir Oswald Mosley's British Union of Fascists in 1937.

On the outbreak of war, Freeman was recalled to the RAF and posted as a flying instructor to 24 Squadron, the VIP transport unit based at Croydon Airport. Ordered to fly to Merville in France, most of the aircraft were destroyed in German raids. As the enemy approached, Freeman took off with several other personal in a DC3 Dakota but this was forced down by ground fire and they were captured by the enemy.

Initially imprisoned in Stalag 11a, his Fascist views soon became known and his position became untenable after newly-arrived air crew reported that they had been briefed by MI9 that there was a British informer in the camp. Taken to Berlin, he met Rudolf Hess who recruited him to 'help in the promotion of peace and the frustration of Bolshevik plans.' Following the meeting, Freeman was sent to the German Radio Corporation as part of the infamous 'Germany Calling' programme. Headed by William Joyce, known as 'Lord Haw Haw', Freeman shared an office with fellow traitor and Sandhurst alumnus Norman Baillie-Stewart. Living under the name 'P Royston' he received a weekly salary of 200 Reichmarks.

In October 1944 Freeman found his ideological niche by joining the Waffen SS. Unlike most other British turn-coats who joined the SS British Free Corps (a unit comprising misfits, criminals and deserters) Freeman joined the SS-Standarte Kurt Eggars. On joining, he had to make a declaration that:

'He was an Englishman of Aryan descent and have never, neither now nor previously, been a member of a free mason's lodge nor any other secret society.'

The Kurt Eggars Company was a specialist propaganda unit which publicised the actions of Waffen SS units, deploying reporters to the various front-line theatres. Rising to the rank of Untersturmführer - or Lieutenant - he was responsible for vetting propaganda material. As the Third Reich collapsed in April 1945, Freeman flew a Fieseler Storch aircraft to Lengries in South West Germany, where he surrendered to US forces on 9th May 1945.

Brought back to Britain, he was court martialled at RAF Uxbridge in a specially convened court to try members of the air force who had assisted the enemy while Prisoners of War. Freeman was cashiered from the RAF and received ten years in prison, a relatively lenient sentence considering the death penalty handed to William Joyce and Julian Amery, the founder of the British Free Corps. After sentencing, Freeman told his lawyer: "This just shows how rotten this democratic country is. The Germans would have had the honesty to shoot me!"

A plethora of files exist at the National Archives on the exploits of Freeman, whilst little more is known about him after he served his Prison Term, almost vanishing to thin air. Captain Canterbury in the recent publication *The Berlin Spies* is based on him.

461 A good archive related to the Chinese Air Force School of Aviation during the Second World War

An interesting unpublished archive of the Chinese Air Force School of Aviation, Indian Detachment, including a handwritten (in Chinese, with translation) invitation for Flying Officer Hastings to the Dinner Party of the Graduation of the 21st Cadet Course, with its envelope; card of thanks from Lieutenant-Colonel Victor Hwoo, Chinese Air Force, 30 September 1944, with its envelope; together with 22 postcard photographs of the events, including Pilots being presented their Wings and others with the Order of the Clouds and Banner, *very fine and a fine insight into the Chinese Air Force* (Lot)

£140-180

462 An interesting archive of letters related to Medals for the Indian Princely State of Maler Kotla

India, Princely State, Maler Kotla, a series of six letters during 1899 related to the manufacture of Medals for the State, from *Cooke & Kelvey* and *Thacker & Co.*, *very fine* (Lot)

£100-150

463 Documents related to the awards of Miss E. G. Antrobus; comprising O.B.E. Bestowal Document and 1953 Coronation Medal Certificate, together with other related correspondence, *very fine* (Lot)
[O.B.E.] *London Gazette* 31 May 1956 (Honorary Secretary, Overseas Nursing Association).

£20-30

Sold by Order of a Direct Descendant

464 A Pattern 1831 sabre for General Officers

Of the 'Mameluke' style, curved blade, gilded brass fittings, blade marked *Harman & Co., Calcutta* and decorated with foliage, 'VR' cypher, and a General Officer's rank insignia, 900mm including hilt, with original brass scabbard, *some small traces of surface rust to the blade, otherwise very fine*

£160-200

Carried by Major-General C.A. Barwell C.B.; for his Medals and a biographical note, please see Lot 336.

465 A Boer War pocket watch as used by Dr. J. Bruce to conduct his medical inspections

Pocket watch, with lacquered outer case as used in the field, face with additional complications for medical use, the inner engraved 'From a few friends To Dr. Jas. Bruce on his being appointed to the 8th B.F.H. in So. Africa. Paisley. 14-2-1900.', *face rather cracking, running when wound, very fine*

£180-220

BRITISH MINIATURE DRESS MEDALS

466 The outstanding V.C., C.B., C.M.G., D.S.O. group of seventeen miniature dress medals worn by Major-General H. E. M. Douglas, Royal Army Medical Corps



Victoria Cross; The Most Honourable Order of the Bath, C.B. Badge, silver-gilt and enamel; The Most Distinguished Order of St Michael & St George, C.M.G. Badge, gold and enamel; Distinguished Service Order, G.V.R., gold and enamel; Queen’s South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, South Africa 1901; Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jiddalli; 1914-15 Star; British War and Victory Medals General Service 1918-62, 1 clasp, N. W. Persia; Coronation 1937; Serbia, Kingdom, Order of St Sava, Badge with rosette upon riband, silver-gilt and enamel; Red Cross Society Decoration 1876; Commemorative Medal for the 1912 War; 1913 Commemorative Cross; France, Republic, Croix de Guerre with Palme; British Red Cross Society Medal for the Balkan Wars 1912-13, 1 clasp, Serbia, all but the last mounted court-style as worn by *Spink & Son, 5, 6 & 7 King St, London, good very fine* (17)

£3,000-5,000

V.C. *London Gazette* 29 March 1901:

‘On the 11th Dec. 1899, during the action at Magersfontein, Lieutenant Douglas showed great gallantry and devotion, under a very severe fire, in advancing in the open and attending to Capt. Gordon, Gordon Highlanders, who was wounded, and also attending to Major Robinson and other wounded men under a fearful fire. Many similar acts of devotion and gallantry were performed by Lieut. Douglas on the same day.’

C.B. *London Gazette* June 1932.

C.M.G. *London Gazette* 1 January 1916.

D.S.O. *London Gazette* 19 April 1901.



Henry Edward Manning Douglas was born on 11 July 1875 at Gillingham, Kent and took the Scottish Triple Qualification (LRCP(Edin), LRCS(Edin), LRCPS(Glas) in 1898. Commissioned Lieutenant in the Royal Army Medical Corps on 28 July 1899, he went out to the Boer War a few months later. In the act of winning his Victoria Cross, Douglas was himself wounded by a bullet in

the face and was invalided back home. He returned to South Africa only two months later, however, leaving Southampton in the *Ottoman* in late February 1900; he continued to serve until he returned to the United Kingdom in early 1901. He received his V.C. from the hands of King Edward VII during an investiture at Marlborough House on 25 July 1901.

He was promoted Captain on 27 July 1903 and on his return to England served at St George's Barracks, London. In October 1903, he again saw active service in Africa, with General Egerton's command in Somaliland, 1903-4, and was present at the Battle of Jidballi (Medal & 2 clasps). Advanced Major in 1911, he served in Serbia and in the Great War and was promoted Lieutenant-Colonel 1915 and was also in receipt of the Order of St Sava, Serbia.

Douglas served as commandant of the Royal Army Medical College from 1926-29, then Deputy Director Medical Services, Southern Command, India, until 1933. Major-General Douglas died at Droitwich, Worcestershire, on 14 February 1939. His full-size awards are held and displayed by the Army Medical Services Museum in Aldershot.

467

The outstanding mounted group of fifteen miniature dress medals worn by Lieutenant-General Sir W. P. Pulteney, G.C.V.O., K.C.B., K.C.M.G., D.S.O., Scots Guards later G.O.C. 3rd Army Corps and Gentleman Usher of the Black Rod, a quintessential Victorian gentleman-soldier awarded his D.S.O. for actions fighting slavers in Central Africa and later doing sterling work as a Battalion commander through some of the toughest fighting of the Anglo-Boer War

Pulteney's career took a turn when he reached General rank, being involved in the Curragh incident he was later to be castigated for his performance throughout the Great War - allegedly making him the inspiration for *Blackadder's* General Melchett - he was removed after his failure to prepare against an enemy counter-attack during the Battle of Cambrai



The Most Honourable Order of the Bath, Badge, gold and enamel; The Most Distinguished Order of St. Michael and St. George, Badge, silver-gilt and enamel; The Royal Victorian Order, Badge, silver and enamel; Distinguished Service Order, V.R., silver-gilt and enamel; Egypt and Sudan 1882-89, 1 clasp, Tel-El-Kebir; Central Africa 1891-98, with ring suspension; Queen's South Africa 1899-1902, 6 clasps, Belmont, Modder River, Driefontein, Johannesburg, Diamond Hill, Belfast; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; 1914 Star; Coronation 1911; France, Republic, Legion of Honour, silver-gilt and enamel; Belgium, Kingdom, Order of the Crown, silver-gilt and enamel; Japan, Empire, Order of the Rising Sun, silver-gilt and enamel; Belgium, Kingdom, Croix De Guerre; Khedive's Star, mounted as worn, *minor chipping to the enamel of second, central badge of twelfth missing, overall very fine* (15)

£1,400-1,800

K.C.B. *London Gazette* 18 February 1915.

K.C.M.G. *London Gazette* 1 January 1917.

G.C.V.O. *London Gazette* 3 June 1930.

D.S.O. *London Gazette* 3 November 1891:

'In recognition of services in the recent operations against slave-trading Arabs in the Uganda Protectorate.'

Legion D'Honour *London Gazette* 19 March 1915.

Order of the Crown *London Gazette* 24 February 1916.

Order of the Rising Sun *London Gazette* 21 July 1919.

Croix De Guerre *London Gazette* 11 March 1918.



William Pulteney Pulteney was born at Rectory House, Ashley, near Market Harborough on 18 May 1861. His father, Reverend Richard Pulteney was the Rector of Ashley while his mother, Emma Pulteney, was the daughter of Maximilian Dalison of Hamptons, Kent. The young Pulteney was the sixth child and, after attending Eton between 1875-77, he took the traditional route for the younger children of the gentry by taking a commission with the Militia in October 1878. Entering the Scots Guards with the rank of Second Lieutenant from the Militia on 23 April 1881 he was soon promoted Lieutenant on 1 July.

The outbreak of Ahmed Urabi's revolt in Egypt precipitated a British intervention which included the Scots Guards: Pulteney was present for the Action at Mahuta and after that the Battle of Tel-el-Kebir. In this major engagement the Guards were on the British right and less heavily engaged than their compatriots in the Highland Brigade on the left.

Pulteney continued to serve, and after almost a decade of soldiering he got a chance to make his mark. Promoted Captain on 4 May 1892 he was seconded for service under the Foreign Office on 15 February 1895, and was sent to the nascent Uganda Protectorate as an officer in the Uganda Rifles; that same year was to earn his Central Africa Medal for his role in the Lnyoro Expedition. Again called to service, Pulteney was to win the D.S.O. for his actions during the first Nandi Expedition (1895-96) as one of the officers commanding a column of four hundred Ugandan troops. He was promoted Major for his services on 1 May 1897 and presented with his D.S.O. by Queen Victoria herself in an investiture at Windsor on 9 July 1897.

Given the role of Vice-Consul in the Congo Free State on 31 December 1898 Pulteney had not served here long when news of war threatening from South Africa brought him back to his old Regiment. Promoted Brevet Lieutenant-Colonel on 11 November 1899 the Battalion saw appallingly bloody fighting at Belmont and Modder River. Lord Methuen's report on the former gives stark testament to their stoic advance under withering fire, stating:

'The Scots Guards carried out their instructions to the letter, and gained the heights at the point of the bayonet'

After the breakthrough in the New Year Pulteney was given command of the Battalion and led it through the rest of the fighting, being 'mentioned' three times in the course of the war. He commanded the unit throughout the guerrilla phase of the conflict, leading it through a number of notable actions and earning high praise from General French when the war was finally won. Promoted Brevet Colonel on 1 April 1904 he was awarded the C.B. on 30 June 1905 in the King's Birthday Honours List. He was further advanced Brigadier-General on 7 February 1908 while commanding 16th Brigade in Southern Ireland.

Again promoted - this time to Major-General - on 1 January 1909 Pulteney was given command of the 6th Division in Southern Ireland. In this role he was notably involved in planning the British show of force in Northern Ireland which eventually led to the Curragh Incident in March 1914. Despite his involvement in what was for everyone an embarrassing crisis, Pulteney's star continued to rise as he was promoted Lieutenant-General on 5 August 1914 and posted to command III Corps. This appointment raised no eyebrows at the time - however it would do so for generations to come as he had attended neither the Royal Military College, Sandhurst nor Staff College and apparently had little aptitude for staff work.

Pulteney's performance throughout the war was to prove poor: he was described as appearing like 'a peaceful country squire'. Indeed it was believed that his corps received a higher than normal crop of

capable officers to make up for his failures. Serving as part of Rawlinson's Fourth Army during the Somme Offensive, Pulteney's unwillingness to properly manage his artillery is seen as one of the major causes for the high losses taken by III Corps in the fighting. Furthermore, he was behind the decision to support the attack on High Wood by the 47th (London Territorials) Division with tanks. This stopped the British from using heavy artillery near the tanks and prevented the vehicles from having a clear line of sight. Despite pleas from the Divisional commander to order the tanks to advance on either side of the wood, the attack went ahead with the wood falling only after 4,500 men became casualties.

In spite of this failure Pulteney remained in command of III Corps and led it through the Battle of Cambrai. The first massed tank offensive which the British launched here met with stunning success. However when warned of a German counter-attack Pulteney refused to act and the allied gains were swept aside by a massive offensive. Despite being officially cleared of blame he was removed from command, in the words of one historian: 'It is hard to see how he managed to survive for so long'. Post to XXIII Corps in Britain he remained with them until May 1919 when he was sent with Prince Arthur of Connaught on a Military Mission to Japan.

Retiring from the Military in January 1920 Pulteney served as Gentleman Usher of the Black Rod in the House of Lords. He also put his time and efforts into several service organisations such as the Ypres League; despite his wartime record recent histories have started to re-examine his record and especially his genuine concern for the welfare of the men under his command. Pulteney died at Pines Hill, Stansted, Essex on 14 May 1941 and he was buried at Ashley, Northamptonshire; sold together with a file of copied research comprising an *M.I.C.*, *London Gazette* entries and an extract from *The Distinguished Service Order* as well as a typed biographical summary.

Sold by Order of a Direct Descendant

- 468 **The mounted K.C.B. and St. John group of four miniature dress medals worn by Sir N. G. Morrison, Permanent Under-Secretary of State, Scottish Office, late Royal Artillery**

The Most Honourable Order of the Bath, K.C.B. Badge; The Most Venerable Order of St. John of Jerusalem, Commander's (Brother's) breast Badge, silver and enamel; War Medal 1939-45; Coronation 1953, mounted as worn, *good very fine* (4)

£60-80

For his full-size awards and a biographical note, please see Lot 393.

- 469 **The mounted C.B., C.M.G. group of six miniature dress medals worn by Brigadier-General E. C. F. Gillespie, Deputy Director Supplies and Transport, 3rd and 4th Armies, late Assistant Director Supplies and Transport, Cavalry Corps, who was five times 'mentioned' during the Great War**

The Most Honourable Order of the Bath, Badge, silver-gilt and enamel; The Most Distinguished Order of St. Michael and St. George, Badge, silver-gilt and enamel; 1914 Star, clasp, British War and Victory Medals, with M.I.D. oak leaves; France, Republic, Legion of Honour, Badge, silver-gilt and enamel, mounted as worn, in a fitted red leather case, *reverse of this last central medallion, otherwise good very fine* (6)

£140-180

C.B. *London Gazette* 18 February 1915.

C.M.G. *London Gazette* 1. January 1918.

Legion of Honour *London Gazette* 17 March 1920.

Ernest Carden Freeth Gillespie was born on 20 May 1871 and educated at the Royal Military Academy, Sandhurst. Commissioned 2nd Lieutenant on 19 March 1890 with the Leinster Regiment he later transferred to the Army Service Corps with the rank of Captain on 1 April 1897. Further advanced Major on 1 October 1903 he was serving as a Lieutenant-Colonel by 1912, just prior to the Great War.

Entering the war with the Army Service Corps on 18 August 1914 he received his first 'mention' only two months later on 19 October. Serving as Assistant Director Supplies and Transport for the Cavalry Corps between 1915-16. Promoted Colonel in 1916 Gillespie was then Deputy Director Supplies and Transport for the 3rd and 4th Armies from 1916, being promoted Brigadier-General the next year. To go with his promotion came a raft of 'mentions' with two in 1917 and a further two in 1918.

After the war he was given the appointment as Director Supplies and Transport with the Egyptian Expeditionary Force between 1919-20. Leaving this appointment for Britain in 1920 he served as Assistant Director Supplies and Transport with Scottish Command until 1921 when he retired; sold together with copied research comprising a picture, medal roll and *M.I.C.* as well as extracts from the *London Gazette* and *Who Was Who*.

470 **The mounted C.B., C.B.E., M.V.O. group of nine miniature dress medals worn by Lieutenant-Colonel A. J. Newling, Royal Artillery (T.A.), late Royal Air Force and 11th Battalion, London Regiment who was later Under-Secretary for the Ministry of Defence**

The Most Honourable Order of the Bath, Civil Division Badge, silver-gilt; The Most Excellent Order of the British Empire, Civil Division Badge, silver-gilt and enamel; The Royal Order Victorian Order, M.V.O. Badge, silver-gilt and enamel; British War and Victory Medals; Defence and War Medals 1939-45; Coronation 1953; Territorial Decoration, G.V.R., with three further Award Bars, mounted as worn, *very fine* (9)

£160-200

PROVENANCE:
Phillips July 1997.

For his full-sized awards and a biographical note, please see Lot 379.

471 **The mounted C.B., O.B.E. group of nine miniature dress medals worn by Surgeon Rear-Admiral A. A. Pomfret, Royal Navy**

The Most Honourable Order of the Bath, Military Division, Badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, Badge, silver-gilt; The Most Venerable Order of St. John of Jerusalem, Badge, silvered and enamel; 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Coronation 1953, mounted as worn, in a black leather case, *enamel slightly worn, otherwise very fine* (8)

£140-180

For the recipient's full-sized awards and a biographical note, please see Lot 327.

472 *'Frank Foley risked his life to save the lives of thousands of German Jews. Without the protection of diplomatic immunity he visited internment camps and sheltered Jewish refugees in his house. Frank Foley was a true British hero. It is right that we should honour him at the British Embassy in Berlin, not far from where he once worked.'*

Foreign Secretary Jack Straw, at the opening of the plaque at the British Embassy in Berlin in November 2004, the 120th Anniversary of his birth

The important C.M.G. and Order of St. Olav group of seven miniature dress medals worn by Major F. E. 'Frank' Foley, Secret Intelligence Service, - 'The British Schindler' - whose work during the Second World War saved the lives of some 10,000 Jews from the Holocaust

Having initially served on the Western Front with the Hertfordshire Regiment and then with the 2/6th Battalion, North Staffordshire Regiment - with whom he earned a 'mention' - he then joined the Intelligence Corps and post-War was a Passport Officer to Berlin, all the while in the employ of the Secret Intelligence Service (MI6)

Furthermore, having exited Germany he was chosen as the person to interrogate Hitler's deputy Rudolf Hess after his flight to Scotland and was also a key player in the establishment and running of the Double-Cross System; Foley's work ultimately came to light in the years after the conclusion of hostilities and after his death he was officially recognised as a British Hero of the Holocaust and as a Righteous Among the Nations



The Most Distinguished Order of St. Michael & St. George, C.M.G. Badge, silver-gilt and enamel; British War and Victory Medals, with M.I.D. oak leaves; 1939-45 Star; War Medal 1939-45, with M.I.D. oak leaves; Norway, Kingdom, Order of St. Olav, Badge, silver-gilt and enamel, mounted as worn by *Spink & Son, 5 King Street, good very fine* (7)

£1,500-2,000

Purchased April 1972 from Foley's widow, which is confirmed in an original letter that accompanies the Lot.

C.M.G. *London Gazette* 1 July 1941:

'For services rendered to the Foreign Office.'

British Hero of the Holocaust awarded 9 March 2010. The idea of recognition was started by the Holocaust Education Trust and it had originally stated:

'[Foley] was never formally honoured by the British nation during his lifetime for his actions. We therefore call on the Government to review the current statutes governing the honours system, so that the Honours Committee can consider awarding a posthumous knighthood to Frank Foley.'

We hope that this will open the way for the Honours Committee to consider recognition for other British heroes of the Holocaust, including Randolph Churchill, Sergeant Charles Coward, Jane Haining, Tommy Noble and Robert Smallbones, who risked and in some cases gave their own lives to save others.'

Righteous Among the Nations awarded in October 1999, from Israel.



Francis Edward Foley - or Frank to his friends and comrades - was born on 24 November 1884 at Highbridge, Somerset and won a scholarship to go to Stonyhurst. He then went to a Catholic seminary in France to train as a priest but transferred to the Université de France in Poitiers to study Classics, travelling widely in France and Germany. Perhaps the best account of the rest of his work is summarised by the Yad Vashem website:

'...a veteran of World War I, he was recruited to the British Secret Intelligence Service after that war and became one of Britain's most successful spies.

He was stationed in Berlin from 1922 to 1939 and he used his position as Passport Control Officer at the British Embassy to save thousands of Jews from Nazi death camps. From 1935, an ever growing number of Jews appealed to his office in order to obtain immigration visas to Palestine, to the United Kingdom and to all other parts of the then British Empire. They came either directly or through the Palestine Office of the Jewish Agency or through the Hilfsverein der Deutschen Juden (Aid Society of German Jewry). Immigration rules were strict in those days of economic depression, but it became more and more obvious that there was a growing need of Jews to leave Germany. Defying the Foreign Office, he bent the rules to issue 10,000 visas for British Mandatory Palestine.

He did not enjoy diplomatic immunity in Berlin and was running a serious risk. Had he been exposed by the Nazis, he would have suffered a much worse fate than being persona non grata.

Miriam Posner, who was 16 when she travelled from East Prussia to beg for a visa to Palestine, even though she did not meet Britain's stiff conditions for entry, said:

'Foley saved my life. We heard that there was this man Foley who was kind to the Jews. My mother begged him. He just paced up and down a little and then asked for my passport and put the visa stamp on it. He did not ask any questions. He was small and quiet. You would never suspect he was

a spy.’

Ze’ev Padan’s father was interned in Sachsenhausen concentration camp when Foley went to rescue him. Ze’ev too was saved by Foley’s defiance of authority. Foley was described in Adolf Eichmann’s 1961 trial by one of the witnesses, Benno Cohen as follows:

‘There was one man who stood out above all others. Captain Foley, a man who in my opinion was one of the greatest among the nations of the world. He rescued thousands of Jews from the jaws of death.’

By the time of the infamous Kristallnacht pogrom in November 1938, Foley and his wife had taken to sheltering Jews overnight in their apartment. Among the ‘guests’ was Leo Baeck, chairman of the Association of German Rabbis. When the war started and Foley left Germany, he left behind a thick wad of already approved visas with instructions that they should be distributed to those fleeing the Nazi terror. Reverend John Kelley, Foley’s nephew, an Anglican priest said about his uncle:

‘I believe that God put Frank Foley in Berlin to do His Work. Foley did what he did as a witness to the Christian churches to show what they should have done at that time, but did not do.’

Foley died on 8 May 1958 at Stourbridge.

In 2004 a remembrance plaque was dedicated to him at the entrance to Stourbridge’s Mary Stevens Park, and a statue was commissioned from sculptor Jonathan Sells and unveiled on the anniversary of V.E. Day, which is also the anniversary of his death. The ‘Frank Foley Parkway’ between Highbridge and Burnham-on-Sea opened on 7 July 2009. On 31 May 2009, a garden was dedicated in his memory at London’s Sternberg Centre, where a plaque was unveiled by Cherie Blair. In 2012 the Foreign Secretary, William Hague, unveiled a plaque to him at the Hoop Lane Jewish Cemetery in Golders Green, London and on 18 September 2018, Prince William - now Prince of Wales - unveiled a statue of Major Frank Foley in the West Midlands town of Stourbridge in the presence of Foley’s great-nephew, Stephen Higgs.

Sold together with the aforementioned letter of provenance, a secret image taken by Foley, the reverse inscribed ‘Herr Rudolf Hess snapped at Hohenschwangau (facing camera)’, newspaper clippings sent by his widow, and a copy of *Foley - The spy who saved 10,000 Jews*.

473

The superb mounted group of sixteen miniature dress medals worn by Lieutenant-Colonel Sir H. Kerr, K.C.V.O., C.M.G., O.B.E., 11th Hussars

Royal Victorian Order, Badge, silver-gilt and enamel; The Most Distinguished Order of St. Michael and St. George, Badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, Civil Division, Badge, silver-gilt; British War and Victory Medals; Territorial Force War Medal 1914-19; 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals 1939-45; Jubilee 1935; Coronation 1937; Coronation 1953; Belgium, Kingdom, Order of Leopold, with Swords, silver and enamel, mounted as worn, in a *Spink & Son* case, sold together with his Royal Canadian Humane Association Medal engraved ‘Awarded to Howard Kerr, for Courage in the rescue of Effie Dunlop from drowning at Caribou Lake, July 1909’, besides another unnamed example of similar type, *enamel to second chipped on the reverse, enamel on fifteenth worn, very fine* (16)

£500-700

K.C.V.O. *London Gazette* 10 June 1948.

C.M.G. *London Gazette* 2 April 1935.

O.B.E. *London Gazette* 1 January 1923.

Louis William Howard Kerr was born on 25 November 1894, the son of Captain W. R. Kerr and educated at Lower Canada College, Montreal and later Trinity College, Cambridge. While still in Canada he was awarded with the Royal Canadian Humane Association Medal, with Bravery suspension, for rescuing Effie Dunlop from drowning at Caribou Lake in July 1909. Enlisting with King Edward’s Horse in 1913, he was commissioned 2nd Lieutenant with the Cheshire Yeomanry in 1914 and transferred to the 11th Hussars in 1915.

Kerr joined the Regiment in France in February 1916 and was with them when they were transferred to Egypt in 1919. He was appointed A.D.C. to Viscount Fitzalan of Derwent - the Lord Lieutenant of Ireland - from 1921-22. Appointed Equerry to H.R.H. Prince Henry, Duke of Gloucester in 1924, he remained with him for some time, notably joining the Garter Mission to Japan in 1929 and the visit to Australasia in 1934-35. On the outbreak of the Second World War, Kerr joined the Duke as his Personal Assistant during the Battle of France. At this time the Duke was serving as the Chief Liaison Officer to Lord Gort, the G.O.C. of the British Expeditionary Force. This appointment was not without its dangers as the Duke himself was almost killed during bombing raids more than once. Returning to Britain as the Blitz began he is reported to have said:

‘Wherever I went or had been, I was bombed.’

Kerr was appointed Chief of Staff for the Duke as he began a programme of tours and visits to various locations, notably the Middle East, India and Ceylon. Later they were attached to American Forces in France, Belgium and Holland. After long and faithful service Kerr retired in 1950. He died on 11 July 1977; sold together with a typed biographical note and photographs of the recipients full-size Royal Canadian Humane Association Medal.

474 **The miniature D.B.E. Badge worn by Edith Marion, Lady Antrobus**

The Most Excellent Order of the British Empire, D.B.E. (Civil) Dame Commander's Badge, on bow-and-tails riband, *good very fine*

£40-60

For her full-size awards and a biographical note, please see Lot 376.

475 *'As we levelled out, Ben automatically opened the throttles slightly to keep our speed constant. We were closing in perfectly. The blip showed almost dead ahead now.*

"Steady now... Range one and a half... We're coming in nicely. Where do you want him?"

"Steady. Put him starboard and above. About ten degrees starboard. What range now?"

"Just under a mile. Throttle back slightly. Can you see anything yet?"

"No, not yet. Keep giving me the range."

About two thousand feet. Gently port now."

A moment's pause, then explosively: "Christ! There it is. It's a bloody great Dornier. Here, have a look. I can hold now."

I needed no urging but swivelled my seat around and peered into the blackness. My eyes took a moment to become accustomed to the dark, then I saw, just above and starboard of us, the vague silhouette of an aircraft with pinpoints of reddish lights showing from the exhausts. I could see the pencil-slim fuselage and the twin fins. It was a Dornier 217, all right. Ben, who by this time was formatting immediately beneath the Dornier and was only 200 or 300 feet below, decided that time for action had arrived.

The Dornier was weaving gently from side to side as it flew along. Ben throttled back very slightly and lifted the nose of the Beau. It was a little over to port now. It seemed strange that it should be completely indifferent to the presence of the Beaufighter so close. As it drifted across in front of us, my heart was thumping so loudly it seemed impossible for the Huns not to hear us. As it passed through his gunsight, Ben turned the Beau almost imperceptibly to follow the Dornier. All hell broke loose as he pressed the gun button and four cannon and six machine-guns banged and clattered away. The Beau filled with the acrid smoke and smell of cordite.

Ben had given it a two-second burst of gunfire; but although the Dornier began to lose height, we had seen no strikes. We did not use tracer bullets at night in order to retain the element of surprise. We were now following it down in a very sharp dive and Ben gave it two more bursts from about 300 feet range. This time there was a great red flash which illuminated the whole aircraft... In the crew room we were just taking off our flying clothing when the ops./telephone rang. It was the Section Controller to congratulate us and tell us the good news that the Royal Observer Corps and Saint Mary's Lighthouse had independently reported a plane crashing into the sea four miles east of Blyth.'

*Brandon's "first blood", as recalled in his wartime memoir *Night Flyer**

The remarkable Second World War night fighter operations D.S.O., D.F.C. and Bar mounted group five miniature dress medals worn by Squadron Leader L. "Brandy" Brandon, Royal Air Force, late Royal Air Force Volunteer Reserve, a pre-war film actor, and veteran of some 135 operational sorties, who claimed at least 10 confirmed victories as Navigator/Radio Operator to Wing Commander J. G. "Ben" Benson, in addition to taking out half a dozen V.1s, an enduring partnership that placed them in the highest echelons of wartime night fighter aces - and a story related in gripping detail in the recipient's wartime memoir *Night Flyer*

Distinguished Service Order, G.V.I.R., silver-gilt and enamel with top riband bar; Distinguished Flying Cross, G.V.I.R., with Second Award Bar; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; War Medal 1939-45, mounted as worn, *nearly extremely fine* (5)

£240-280

For his full-size awards and a biographical note, please see Lot 401.

- 476 **The mounted M.C. group of seven miniature dress medals worn by Colonel C. H. Budd, Royal Army Medical Corps, who gallantly tended the wounded whilst under shell fire in the open, who went on to raise and command the 2nd (First Eastern) General Hospital during the Second World War, who was a long-standing member of Cambridge society, including being Deputy-Lieutenant and Doctor to The Leys School for half a century**
- Military Cross, G.V.R., unnamed as issued; British War and Victory Medals, with M.I.D. oak leaves; 1939-45 Star; War Medal 1939-45; Coronation 1953; Efficiency Decoration, Territorial, G.V.R., Second and Third Award Bars, G.V.I.R., mounted as worn, *very fine* (7) £80-120
- For his full-size awards and a biographical note, please see Lot 350.
- 477 **The mounted group of three miniature dress medals worn by Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps, later Royal Air Force**
- Military Cross, G.V.R.; British War and Victory Medals, together with the recipient's silver identity bracelet, engraved to 'Lt. D. G. B. Jardine R.F.C. & H.L.I.', original fabric R.A.F 'Wings' with M.C. ribband, and silver and enamel R.A.F sweetheart brooch, framed and glazed, *good very fine* (Lot) £140-180
- For his full-size awards and a biographical note, please see Lot 396. For an aviation relic, please see Lot 459.
- 478 **The mounted M.C. group of seven miniature dress medals worn by Lieutenant-Colonel The Reverend A. R. Clark, 13th Battalion (Lancashire), Parachute Regiment, late Trooper, Royal Horse Guards, latterly a Military Knight of Windsor**
- Military Cross, G.V.I.R.; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Jubilee 1977; Army L.S. & G.C., E.I.I.R., Regular Army, mounted court-style as worn, *good very fine* (7) £160-200
- M.C. *London Gazette* 21 December 1944. An award for his command of 'C' Company in August 1944 at Pont L'Eveque.
- Alfred Reeves Clark** was born on 9 March 1906 and initially served in the Royal Horse Guards as a Trooper from 1925 and remained with the Household Cavalry until 1937, when transferred to the Queen's Bays. Selected for Officer Training, he was made 2nd Lieutenant in the Leicestershire Regiment and thence volunteered for Parachute training, which saw him jump into Normandy on the night of 5 June. Having shared in the famous action at Ranville, Clark was severely wounded in Holland the next year and partially blinded. Returned to his post, he went to assist in parachute training and afterwards went to join the Lincolnshire Regiment in Egypt when he found an interest in the church. He left the Army in 1953 and took Holy Orders, initially on missionary work in Lahore and then as a Chaplain at Liverpool Prison. He was made the first Supernumerary Military Knight of Windsor, a post he held for some sixteen years. Clark died in January 1992; sold together with his two pressed card identity tags, these named '162409 A R Clark CE', a Royal Tournament silver Medal, this engraved '1927 Mounted Team Competition The Life Guards (1st and 2nd) Tpr. A. L. Clarke [sic]', besides two photographs of the recipient, one of these with the Prince of Wales.
- Sold by Order of a Direct Descendant*
- 479 **The 1945 Immediate Italy Operations M.C., Sidi Rezegh M.M. group of eight miniature dress medals worn by Major P. T. Ellis, 1/6th Field Regiment, South African Forces, late Lance-Bombardier, Royal Artillery**
- Military Cross, G.V.I.R.; Military Medal, G.V.R.; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, with M.I.D. oak leaf; Africa Service Medal 1939-45, mounted as worn, *good very fine* (8) £140-180
- For his full-size awards and a biographical note, please see Lot 385.
- 480 **The mounted group of six miniature medal medals worn by Battery Sergeant-Major G. Jakeman, 25th Siege Battery, Royal Artillery**
- Distinguished Conduct Medal, G.V.R.; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; Army L.S. & G.C., G.V.R., 1st issue; Special Constabulary Long Service Medal, G.V.R., mounted as worn, *good very fine* (6) £60-80
- For the recipient's full-size medals and a biographical note please see Lot 356.

481 The impressive mounted D.F.C. and South Russia Bar, A.F.C. group of eight miniature dress medals worn by Air Commodore O. R. Gayford, Royal Air Force, late Royal Naval Air Service, one of the early pioneers of flying who in addition to his decorations was awarded the Royal Aeronautical Society's Silver Medal for British aviation



Distinguished Flying Cross, G.V.R., with Second Award Bar; Air Force Cross, G.V.R.; 1914 Star; British War Medal 1914-20, 3 clasps, North Sea 1915, North Sea 1916, Minesweeping; Victory Medal 1914-19; Africa General Service 1902-56, 1 clasp, Somaliland 1920; Russia, Imperial, Order of St Anne, Military Division with Swords; Iraq, Active Service Medal, mounted as worn, *very fine*, in their fitted case of issue by *Baldwin & Sons, London*, the lid embossed 'O.R.G.' (8)

£400-500

Exhibited:

1918-2018: *A centenary exhibition of the Royal Air Force*, Spink.

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

D.F.C. *London Gazette* 21 September 1918:

'Captain John William Boldero Grigson. Lieut. Oswald Robert Gayford (Observer) (Sea Patrol). These two officers have flown together for a period of twelve months, during which time they participated in a number of bombing raids, carried out a large number of valuable reconnaissance patrols and escort flights in all weathers, by day and night, during the performance of which duties they have brought down hostile aircraft on several occasions. No task is too difficult for these officers'

Second Award Bar to D.F.C. *London Gazette* 22 December 1919 (South Russia).

A.F.C. *London Gazette* 24 February 1933:

'The King has been graciously pleased to approve of the undermentioned rewards to the Officers named in recognition of their achievement in establishing a world's long-distance record by their non-stop flight from Cranwell to Walvis Bay, a distance of 5340 miles, on 6th to 8th February, 1933'

M.I.D. *London Gazette* 31 March 1920 & 1 January 1943.



Oswald Robert Gayford was born at Hadleigh, Suffolk on 18 May 1893, into the family of one of Hadleigh's two main employers, Gayford's corn merchants. Educated at Bishop Stortford school, young Gayford initially joined the Royal Naval Volunteer Reserve as a seaman but transferred to the Royal Naval Air Service.

Commissioned in the Royal Naval Volunteer Reserve in September 1916, he served in 'C' Squadron, No. 2 Wing from 1917-18 and 221 Squadron, Royal Air Force in South Russia.

Involved in the operations in Somaliland 1919-20 where he was 'mentioned', he received a permanent commission in the Royal Air Force in 1920. His next posting was Iraq (1924-26); postings that followed saw him in Sudan and Egypt, where he organised and led the third return flight from Cairo to Cape Town. Gayford spent the inter-War years taking part in numerous long-distance flights - not only were records broken but he was rewarded with an A.F.C and the Royal Aeronautical Society's Silver Medal for British aviation, cementing his pioneering achievements.

In 1933 he flew non-stop from Lincolnshire to South Africa in the British experimental long-range, mono-aircraft built by the Fairey Aviation Company. The flight covered a distance of 5,340-mile in a Fairey long range Mono-Plane. This feat was front page news in the *Daily Sketch* and the *Daily Mirror* and a Pathe newsreel report stated:

'Just think of those two flying for two and a half days and nights through all kinds of weather over land and sea...once again showed what British Engineering, brains and pluck could do'.

Returning to his hometown of Hadleigh on his 40th birthday, the whole town turned out to cheer him, attaching ropes to his open-topped car, turning off the engine and towing him to his mother's home. Five years later in 1938, his unit made an even longer flight, from Egypt to Australia, winning the Britannia Challenge trophy. He then commanded the Long-Range Development Unit, winning the World's Long-Distance Record by flying 7,162 miles in 52 hours. Posted to R.A.F. Wattisham from 1939-41, he duly added the C.B.E. and another 'mention' to his laurels before being retired in 1944.

On his retirement he was appointed regional controller for the Eastern Region of the Ministry of Fuel and Power but was only in the job for a short before dying unexpectedly on 10 August 1945 at Naughton Hall, Nedging Tye in Suffolk. His final resting place, marked by a Commonwealth War Graves stone, is in the Naughton (St Mary) Churchyard, Suffolk; sold together with a significant quantity of copied research including a CD containing press clippings and newspaper references to Gayford, the service experiences compiled by Gayford covering the period from the outbreak of war to May 1917, a copy of his service certificate with the R.N.V.R. and copied extracts from *Flight*.

- 481A **The mounted group of four miniature dress medals worn by Sister Edith E. Cherriman, Haden Guest Unit and French Red Cross**
 1914 Star, with clasp; British War and Victory Medals; France, Third Republic, Red Cross Medal, silver, mounted as worn, *nearly extremely fine* (4) £40-60
 For her full-size awards and a biographical note, please see Lot 104.
- x482 Punjab 1848-49, 2 clasps, Goojerat, Mooltan, a charming contemporary miniature mounted with top riband bar, *very fine* £40-60
- 483 Indian Mutiny 1857-59, no clasp, fitted with silver riband buckle as worn, *good very fine* £40-60
 For the full-size Medal and a biographical note on **Edward Harbord Lushington**, please see Lot 245.
- 484 **The miniature dress Medal worn by Captain Viscount Northland, Coldstream Guards, late Commanding Officer of the Dungannon Battalion, Ulster Volunteer Force, who was killed in action by a Sniper whilst serving with the 2nd Battalion at Cuinchy, near La Bassee, on 1 February 1915**
 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902, mounted as worn, *good very fine* £60-80
 For his full-size awards and a biographical note, please see Lot 94.



- 485 Jubilee 1897, Mayors & Provosts issue, gold, 28mm, in *Wyon* red leather fitted case, *good very fine* £300-400
- 485A Kimberley Star, gold, 27mm, 18 carat, hallmarks for Birmingham 1901, in fitted black leather case of issue, *good very fine and rare* £300-400



- 486 Jubilee 1897, Ceylon issue, gold, 30mm including crown suspension, in *Spink & Son* fitted black leather case, *good very fine* £400-600



- 487 Delhi Durbar 1911, gold, 21mm, in its *Elkington & Co.* fitted red leather case of issue, *good very fine* £240-280

Sold by Order of a Direct Descendant

- 488 **The mounted group of four miniature Dress Medals worn by Major E. E. Barwell, 57th Wilde's Rifles (Frontier Force), who was tragically killed in action on the Western Front in the opening months of the Great War**
- India General Service 1854-95, 1 clasp, Waziristan 1894-5; India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98; China 1900, no clasp; India General Service 1908-35, 1 clasp, North West Frontier 1908, mounted as worn, together with one further individually-mounted China 1900, *good very fine* (5) £80-120
- For his full-size medals and a biographical note, please see Lot 68. For the awards to his father, General C.A. Barwell C.B., please see Lot 336.

- 489 **The mounted group of three miniature dress medals worn by Lieutenant-Colonel H. W. Pilcher, Shanghai Volunteer Corps**



- China 1900, no clasp; China, Republic, Order of the Golden Grain, Badge, silver-gilt and enamel, 23mm; Shanghai Volunteer Corps Long Service Medal, silver, with three Additional Service 'SVC' emblems upon riband, mounted as worn, *very fine* (3) £300-400
- For his full-size awards and a biographical note, please see Lot 96.

- 490 **The mounted group of four miniature dress medals worn by Captain R. D. Jephson, Royal Army Medical Corps**
- Queen's Sudan 1896-98; Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; Khedive's Sudan 1896-1908, 1 clasp, Khartoum, mounted as worn, *ribands frayed, the last detached, nearly very fine* (4) £70-90
- For his full-size awards and a biographical note, please see Lot 85.

Sold by Order of a Direct Descendant

- 491 **The mounted Order of Merit of Nawanagar State miniature group of four medals worn by Captain R. C. Thomas, Royal Army Medical Corps, later Chief Medical Officer to Nawanagar State**



British War and Victory Medals; India, Princely States, Nawanagar State Order of Merit, First Class Medal, frosted gold (15 carat) with 'FIRST CLASS' clasp, hallmarks to reverse; British Red Cross War Service Medal, mounted as worn, *good very fine*, housed in leather case (4)

£140-180

For his full-size awards and a biographical note, please see Lot 159.

- 492 **The mounted group of four miniature dress medals worn by Lieutenant-Colonel J. W. Williams, Indian Army, who was killed in action in Malaya in January 1942**

British War Medal 1914-20; India General Service 1908-35, 4 clasps, Afghanistan N.W.F. 1919, Waziristan 1919-21, Waziristan 1921-24, North West Frontier 1930-31; India General Service 1936-39, 1 clasp, North West Frontier 1936-37; Jubilee 1935, mounted as worn, in a *Kemp & Wilcox* box, together with a Book of common prayer with handwritten naming 'J. Whittaker Williams, "F" Coy., R.M.C. 1st May 1917', *good very fine* (4)

£140-180

John Wittaker Williams was born in November 1899, the son of Major J. A. Williams (Royal Artillery) of 15 Glenhouse Road, Eltham. Educated at Dover College and Colfe's School, he went up to the Royal Military Academy, Sandhurst and was commissioned 2nd Lieutenant in August 1918. Transferred to the Indian Army in January 1919, he joined the 151st Punjabi Rifles, attached to the Gurkha Rifles. Williams saw active service with the Burma Rifles during the Third Afghan War and later in Waziristan.

During actions on the North West Frontier 1936-37 Williams was serving as Major and Company Commander in the 2nd Battalion, 9th Jat Regiment. By the outbreak of the Second World War he was serving as a Lieutenant-Colonel and commanding the 4th Battalion, 9th Jat Regiment.

Leading the Regiment through the Malaya Campaign Williams was with them at the Battle of Muar. The Regimental Diary notes that his head was severed by a sword as he attempted to peer over a mud bank. He is commemorated at the Kranji War Cemetery; sold together with a photograph, named book of common prayer and a collection of badges and buttons - one in silver hallmarked for Birmingham 1929 - for the 2/9th Jat Regiment in a *Cashmore & Co.* box with a handwritten label starting that they belonged to 'Lt. Col. John W. Williams'

- 493 **The mounted group of six miniature dress medals worn by Lieutenant J. C. I. Gillett, Royal Berkshire Regiment, late Artists' Rifles**

1939-45 Star; Burma Star; Defence and War Medals 1939-45; Jubilee 1977, unnamed as issued; Efficiency Decoration, G.VI.R., 2nd issue, Territorial, with integral top riband bar, mounted as worn, *good very fine* (6)

£40-60

For the recipient's full-size awards and a biographical note, please see Lot 196.

- 494 **The mounted group of four miniature dress medals worn by Captain D. B. King, 7th Duke of Edinburgh's Own Gurkha Rifles**

Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya; Efficiency Medal, Territorial, G.VI.R., mounted as worn, *good very fine* (4)

£60-80

For his full-size awards and a biographical note, please see Lot 209.

FOREIGN ORDERS, DECORATIONS & MEDALS



- | | | |
|------|--|--------------|
| x495 | <p>Afghanistan, Emirate, Order of the Durrani Empire (Nishani i Daulat i Duranni), a striking Badge, 46mm, gold and enamel, the centre enhanced with 15 pearls, the suspension formed of a C.B. section with maker's mark for <i>William Neale</i>, and swivel straight-bar suspension, <i>good very fine</i></p> | £1,400-1,800 |
| x496 | <p>Austria, Empire, Order of the Iron Crown, breast Badge, 62mm including crown suspension x 28mm, gilt and enamel, <i>good very fine</i>, mounted as worn</p> | £240-280 |
| 497 | <p>Bahrain, Emirate, Khalifiyyeh Order of Bahrain, perhaps a trial or sample, 1st Class Star lacking reverse pin for wear, 82mm, silver-gilt, gilt and enamel, enhanced with eight small pearls, <i>good very fine</i></p> | £300-400 |
| x498 | <p>Brasil, Empire, Order of the Rose, breast Badge, 67mm including crown suspension x 40mm, silver-gilt, gold and enamel, <i>some white enamel chipping, very fine</i></p> | £200-240 |



x499 **Brazil**, Republic, Victory Medal 1914-19, bronze, by *Casa de Moeda - Rio*, cleaned and lacking suspension, nearly very fine £240-280

The Medal of Victory of Brazil was created by Decree No. 16074 of June 22, 1923 and designed by Jorge Soubre. Although it was originally planned for 5,000 medals to be struck, only a small fraction of this number were ever created.

x500 **Bulgaria**, Kingdom, Order of National Merit, Military Division with War Wreath Decoration, Grand Cross set of Insignia, by *Johann Schwerdtner, Vienna*, comprising sash Badge, 110mm including crown suspension x 76mm, gilt and enamel; Star, 98mm, silver-gilt, gilt and enamel, marker's cartouche to reverse, a little enamel flaking, otherwise good very fine, with length of sash riband (2) £500-600

x501 **China**, Imperial, Medal of the Imperial Order of the Dragon, gilt, the reverse officially numbered '377', with dragon top riband, very fine £400-500



x502 **China**, Empire, Legation Merit Medal, 43mm, silver, fitted with ball and loop suspension, mounted as worn with pins (Continental) and in fitted leather *A. Bacqueville, Paris* case, all but mint and very rare £2,500-3,000

During 1896, the aged Li Hung-Chang became the first Qing Dynasty Minister and began his world tour with a visit to Russia to represent China at the Coronation of Tsar Nicholas II, accompanied by envoys from the Chinese Embassies around the world. During his 190-day visit, he took in four continents and crossed three oceans.

Given the mounting style and case with this Medal, it seems likely it was bestowed and worn with pride by a French Minister or Official.

- x503 **China**, Republic, Order of the Cloud and Banner, neck Badge, 58mm, silver and enamel, the reverse officially numbered '3467', with Chinese characters to reverse also, *enamel chipping, very fine*, with neck riband £400-500
- x504 **China**, Republic, World Student Christian Federation Peking Conference 1922 Medal, gilt and enamel, with original bow as worn, *very fine* £200-300
- x505 **Czechoslovakia**, Republic, Order of the White Lion, Military Division breast Badge, 55mm, silver-gilt and enamel, maker's marks and hallmarks to loop, *good very fine* £180-220
- 506 **Egypt**, Kingdom, Order of the Nile, 2nd Class set of Insignia, by *Lattes, Cairo*, comprising neck Badge, 93mm including suspension x 63mm, silver-gilt, silver and enamel, reverse with maker's name and hallmarks; breast Star, 78mm, silver, silver-gilt and enamel, reverse with maker's name and hallmarks, *good very fine*, with section of riband (2) £500-700
- 507 **Egypt**, Kingdom, Order of the Nile, 3rd Class neck Badge, by *Lattes, Cairo*, 90mm including suspension x 64mm, silver, silver-gilt and enamel, maker's name to reverse, *good very fine* £240-280
- x508 **Estonia**, Republic, Order of the White Star, 2nd Class set of Insignia, comprising neck Badge, 68mm, gilt and enamel; Star, 74mm, silver, gilt and enamel, *good very fine*, with neck riband (2) £260-300

The Order of the White Star was established by Prime Minister Konstantin Päts in 1936 in commemoration of the struggle for Estonian independence. It was later suppressed during the Soviet occupation, but it was renewed in 1996 following the restoration of Estonian independence.

It is conferred upon Estonian citizens - generally civil servants - in recognition of service rendered to local governments or the state administration, although it is also conferred upon Estonian citizens in recognition of contributions made to education, science, the economy, sports, culture, and community services in Estonia. It is also conferred upon foreigners for meritorious service rendered to Estonia. It may be awarded posthumously.



- x509 **France**, Empire, Legion of Honour, 1st Empire breast Badge, with rosette upon riband, 57mm including crown suspension x 38mm, gold and enamel, *a little enamel loss and old repairs, very fine and a good Badge* £800-1,000

- 510 **France**, Legion of Honour, Second Empire, breast Badge, 63mm including crown suspension x 42mm, gold and enamel, maker's initials 'V.L.' to ring and gold mark to downward tassel, *enamel damage overall, nearly very fine* £200-300



- x511 **France**, Legion of Honour, Star, 77mm, silver, gold and enamel, collector's number '13602' in ink to reverse, *enamel loss and some repairs, nearly very fine* £300-400
- 512 **Germany**, Bavaria, Military Sanitation Order, by *Gebrüder Hemmerle, Munich*, 48mm x 44mm, gold, silver-gilt and enamel, marked between the arms 'G.H. 950', *nearly extremely fine, scarce* £1,600-2,000
- x513 **Germany**, Hesse-Darmstadt, Grand Duchy, Order Of Philip the Magnanimous, Civil Division Star, 50mm, silver, gold and enamel, *cleaned, very fine* £300-500
- x514 **Germany**, Lippe-Detmold, Honour Cross, 45mm, silver, gold and enamel, *minor enamel chip to reverse centre, good very fine* £300-400
- x515 **Germany**, Prussia, Order of Hohenzollern, Military Division Grand Cross breast Star, 85mm, silver-gilt, silver and enamel, the retaining pin marked '950', *good very fine and of the highest rarity* £3,000-5,000
Almost certainly from the workshops of Godet, Berlin and of the Great War period.
- x516 **Germany**, Prussia, Order of the Red Eagle, Commander's neck Badge, 48mm, gold and enamel, the bottom arm marked 'N', *reverse centre sometime re-affixed, otherwise nearly extremely fine*, in a fitted red leather case with original riband £500-700
- x517 **Germany**, Saxony, Order of Albert, neck Badge, by *Glaser & Sohn*, 88mm including crown suspension x 53mm, silver and enamel, maker's name to base, *very fine* £240-280
- x518 **Germany**, Wurttemberg, Order of Friedrich, Knight's Badge, 36mm, gold and enamel, in its *Eduard Hoehr, Stuttgart* case of issue, *good very fine* £240-280
- x519 **Hungary**, Regency, Order of Merit, neck Badge, 52mm, silver-gilt and enamel, *good very fine* £160-200
- 520 **Iraq**, Kingdom, Order of Faisal I, an incomplete sash or neck Badge, 58mm silver-gilt and enamel, the inner stamped 'H', *good very fine and, even in this state, rare* £180-220
The Order of Faisal I existed from 1949-58 and comprised three Classes. The late Duke of Edinburgh - who was bestowed the 1st Class in 1956 - was one of the few recipients of the Order.

- x521 **Italy**, Kingdom, Order of the Roman Eagle, 1942-43 issue, Commander's neck Badge with Swords of fine quality, 52mm, silver-gilt, gilt and enamel, unmarked, *very fine and rare*, with full neck riband £300-400
- x522 **Italy**, Kingdom, Order of St. Maurice and St. Lazarus, sash Badge, 87mm including crown suspension x 55mm, gold and enamel, *some enamel cracking, crown a little crushed, very fine*, with full original old sash riband £100-140
- x523 **Italy**, Tuscany, Order of Civil Merit, Commander's neck Badge, 83mm including crown suspension x 53mm, gold and enamel, marks to loop, *good very fine*, with neck riband £500-600
 The Order was founded by Ferdinand IV, last Duke of Tuscany, as an expansion of the Order of Military Merit founded in 1853 by Leopold II. It was awarded to citizens and foreigners for meritorious civil service that demonstrated loyalty to the sovereign and furthered their goals.
- x524 **Italy**, Kingdom, Boxer Rebellion Medal, by Regia Zecca, 'Cina 1900-1901' reverse, *contact marks and repair to suspension, nearly very fine* £100-140
- x525 **An interesting 'Battle of Asiago 1916' Al Valore group of four awarded to Captain B. Di Vecchia, Italian Army, who was twice wounded during the Great War**
 Italy, Kingdom, Al Valore Militare, silver issue (DiVecchia Bernadino Altipiano di Asiago 18-Giugno-1916); Al Valore Militare, bronze issue (Di Vecchia Bernadino Macedonia, 9 Maggio 1917.); Great War Medal (2), *very fine* (4) £300-500
Bernadino Di Vecchia was born on 20 June 1895 at Sant'Eufemia a Maiella, Abruzzo and had a scar across his left cheek. He was twice wounded during the Great War and earned the Silver and Bronze Al Valore Medal, besides the War Medal with five Stars. It seems likely that the recipient emigrated to South America, as this Lot has been consigned from a client in Brazil; sold together with his original, *rather worn*, Identity Card, which features his photograph.
- x526 **Japan**, Manchukuo, Order of the Auspicious Clouds, Grand Cordon Star, 85mm, silver and enamel, with local characters to reverse, *very fine* £400-600
- x527 **Japan**, Empire, Order of the Golden Kite, breast Badge, 46mm, silver, silver-gilt and enamel, *some enamel chipping, traces of glue to reverse, nearly very fine* £80-120
- x528 **Jordan**, Hashemite Kingdom, Order of Independence, Knight Grand Cross set of Insignia, by *Garrard & Co, London*, comprising sash Badge, 93mm including suspension x 56mm, silver, silver-gilt and enamel, hallmarks for Birmingham to reverse; Star, 87mm, silver, silver-gilt and enamel, hallmarks to reverse, *Badge lacking affixing loop, otherwise good very fine*, with full neck riband (2) £200-240
- 529 **Jordan**, Hashemite Kingdom, Order of Independence, 4th Class breast Badge, by *Bichay, Cairo*, silver-gilt, silver and enamel, *good very fine* £200-240
- 530 **Jordan**, Hashemite Kingdom, Order of Independence, 5th Class breast Badge (2), silver, silvered, gilt and enamel, *very fine* (2) £60-80
 Badges of local manufacture and perhaps Hijaz.
- 531 **Jordan**, Hashemite Kingdom, Order of the Star, 4th Class breast Badge, by *Bichay, Cairo*, silver, silver-gilt and enamel, *good very fine* £300-400
- 532 **Jordan**, Hashemite Kingdom, Order of Al Nahda, 4th Class breast Badge, by *Bichay, Cairo*, silver, silver-gilt and enamel, *good very fine* £240-280



- 533 **Jordan**, Hashemite Kingdom, Order of Al Nahda, 5th Class breast Badge, by *Garrard & Co., London*, silver-gilt, silver and enamel, Hallmarks for Birmingham 1963, mounted as worn, *good very fine and exceptionally rare in this Class*, in its fitted case of issue £200-240
- 534 **Jordan**, Hashemite Kingdom, King Abdullah Coronation, silver, by *Wurth*, in its case of issue; International Police Training Medal, gilt and enamel, mounted as worn; Military Merit Star, bronzed; Military Merit Medal, silvered, *good very fine* (4) £60-80
- 535 **Jordan**, Hashemite Kingdom, Jordan Service Medal, reverse undated, 1 clasp, Jordan 1958, in its *Bigbury Mint* case of issue, *extremely fine* £40-60
- 536 **Jordan**, Hashemite Kingdom, Jordan Service Medal, reverse dated '1958', no clasp (1877365 WO2 J. T. Dalton. RE. 22.Aug-24.Oct.), *good very fine* £60-80
- 537 **Jordan**, Hashemite Kingdom, Battle of Karama Medal 1968, gilt and enamel, *good very fine*, in its *Arthus Bertrand, Paris* card box of issue £60-80
- 538 **Jordan**, Hashemite Kingdom, Great Arab Revolt Centennial Medal 1917-2017, bronze, *good very fine*, in its fitted case of issue £200-240
- 539 **Jordan**, Hashemite Kingdom, Decoration of Training Competence, gilt; Technical Competence Medal, gilt; King Hussein Reconciliation Medal, gilt; Leadership Medal, gilt, *good very fine* (4) £140-180
- 540 **Jordan**, Hashemite Kingdom, Hussein 25th Anniversary Medal, in its *Arthus Bertrand, Paris* card box of issue with miniature; Hussein 40th Anniversary Medal (2), one with pin-back suspension, *good very fine* (3) £60-80
- The pin-back example perhaps a trial.
- x541 **Korea**, Republic, Order of Distinguished Diplomatic Service, neck Badge, 57mm, silver-gilt and enamel, enhanced with four semi-precious stones, *good very fine* £140-180

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| x542 | Korea , Republic, Order of Merit, neck Badge, 53mm, gilt and enamel, the reverse officially numbered '1', <i>very fine</i> , with full neck riband | £140-180 |
| x543 | Lithuania , Republic, Order of Gediminas, neck Badge, 47mm, silver-gilt and enamel, <i>good very fine</i> | £240-280 |
| 544 | Malaysia , Order of the Defender of the Realm, neck Badge, 67mm, silver-gilt and enamel, <i>enamel chipping, very fine</i> | £140-180 |



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| 545 | Malaysia , Johore, Order of the Crown of the Sultan of Johore, neck Badge, by <i>Rothe, Vienna</i> , 82mm including star and crescent suspension x 65mm, silver-gilt, gilt and enamel, maker's initials 'FR', Austrian silver and purity marks to the reverse, <i>good very fine</i> | £240-280 |
| 546 | Malaysia , Kedah, Order of the Crown of Kedah, Commander's neck Badge, 58mm, silver-gilt and enamel, <i>good very fine</i> | £100-140 |
| x547 | Malaysia , Terengganu, Order of Sultan Mahmud, 3rd Class neck Badge, 63mm, silver-gilt, silver and enamel, <i>lacking loop for wear, good very fine and unusual</i> | £240-280 |



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| x548 | Mexico , Empire, Order of our Lady of Guadalupe, breast Badge, 60mm including eagle suspension x 37mm, gold and enamel, <i>minor enamel chipping, good very fine</i> | £500-600 |
| x549 | Montenegro , Kingdom, Order of Prince Danilo I, breast Badge, 60mm including crown suspension x 39mm, gold crown, with marks to loop, silver, gold and enamel, <i>very fine</i> , mounted as worn | £200-250 |
| x550 | Montenegro , Kingdom, Order of Prince Danilo I, Commander's neck Badge, 74mm x 51mm, silver-gilt and enamel, minor chips to edges of white enamel, <i>very fine</i> , housed in velvet-lined box of issue with original neck riband | £240-280 |
| x551 | Netherlands , Kingdom, Memorial Cross 1813-15, silver with marks to reverse, <i>good very fine</i> | £100-140 |
| x552 | Peru , Republic, Order of Distinguished Service, 1st Class set of Insignia, by <i>Casa Nacional de Moneda, Lima</i> , comprising sash Badge, 55mm, gilt and enamel; Star, 75mm, silver-gilt, gilt and enamel, maker's name to reverse of both, <i>very fine</i> (2) | £140-180 |
| x553 | Portugal , Kingdom, Order of the Tower and Sword, 17mm, silver-gilt and enamel, marks to loop, <i>very fine</i> | £40-60 |
| x554 | Romania , Kingdom, Order of Carol I, Grand Officer's breast Star, by <i>Paul Telge, Berlin</i> , 83mm, silver-gilt and enamel, maker's name and silver mark '900' to reverse, <i>good very fine and rare</i> | £2,000-3,000 |
| x555 | Romania , Kingdom, Order of the Crown, Grand Cross set of Insignia by Joseph Resch Fils, Bucharest, comprising sash Badge, 69mm, silver-gilt and enamel; Star, 90mm, silver, silver-gilt and enamel, maker's cartouche to reverse and retaining pin marked 'ARG', <i>good very fine</i> , in fitted case of issue, <i>this with pad loose</i> with original sash riband (2) | £600-800 |
| x556 | Russia , Imperial, Order of St Anne, Star, by <i>Kiebel</i> , 88mm, silver (84 kokoshnik) and enamel, reverse of Star with some original gilding, maker's name to reverse and pin, <i>very fine</i> | £500-600 |
| x557 | Russia , Imperial, Order of St Anne, breast Badge, 36mm, gold and enamel, marks under enamel on reverse, <i>good very fine</i> , mounted continental-style as worn | £500-600 |

- x558 **Russia**, Imperial, Order of St Anne, breast Badge, 33mm, gold and enamel, marks to loop and reverse under enamel, *lacking loop, reverse centre chipping, nearly very fine* £240-280



- x559 **Russia**, Imperial, Order of St George, 4th Class Badge, gold (mark to loop) and enamel, *nearly extremely fine* £1,000-1,400

- 560 **A Wireman's Battle of the Seelow Heights, Order of Glory 3rd Class awarded to Junior Sergeant I. F. Afonin, 798th Artillery Regiment, 265th Rifle Division, for maintaining communications under heavy fire on the first day of the Battle, and later during the fighting on the approaches to Berlin**
Russia, Soviet Union, Order of Glory 3rd Class, Type 2, reverse numbered '456907', *very fine* £80-120

Ivan Fedotovich Afonin was born in the village of Ialeovna, Pil'nivsk Raion, Gor'kofsk Oblast during 1912, joined the Red Army on 7 April 1941, and received two wartime awards, the first of which was a Medal for Valour by order of 798th Artillery Regiment on 27 June 1944 as a result of the following recommendation:

'Signalman, 1st Battery Private Afonin, Ivan Fedorovich (sic) 'At the time of a battle in Vybortsk Region, from 14th to 21st June 1944, while the forces of the artillery were firing on the enemy up to 12 rounds he maintained the movement of signals from the Divisional headquarters to the battery.'

He would subsequently go on to be awarded this Order of Glory 3rd Class by Order of the 265th Rifle Division as a result of the following recommendation:

'For the time of the battle to break through the enemy defences in the region of Gross-Noiendorf, on the west bank of the Oder river, 16th April 1945. Comrade Afonin thankfully maintained the communications under the fire of the enemy and personally, during the day of the battle, repaired 20 breaks (in the wire). For all the time of the battle he maintained the signals. On 23rd April 1945, in the region of Vil'gel'msberg (Wilhelmsberg) he thankfully protected the signals of the battery as they destroyed 2 heavy machine guns and 10 fascists.

Recommended for the high award of the Order of Glory 3rd Class.'

Afonin was wounded twice during the war, the first time on 14 January 1943 and the second time lightly on 22 September 1944.

After the war he worked as a Farmer at the Day of the Red Army Collective Farm, Pil'nivsk Region, Gor'kofsk Oblast.

- 561 **A Neisse River Crossing, Berlin Offensive, Order of Glory 3rd Class and Award Booklet awarded to Private G. A. Shcherban, 1034th Artillery Regiment, a Reconnaissance Squad Leader who discovered three enemy machine gun positions on 16 April 1945 on the first day of the offensive and a large concentration of troops near the village of Adlig-Zarats on 18 April 1945, which were subsequently destroyed**

Russia, Soviet Union, Order of Glory 3rd Class, Type 2, reverse numbered '523229', *very fine*

£100-140

Grigory Alekseyevich Shcherban was born in the village of Staroye, Borispol Raion, Kiev Oblast during 1922. A Ukrainian national, he attained a secondary education before serving in the Red Army between September 1943 to December 1946.

This Order of Glory was issued by Order of the 127th Rifle Division on 13 May 1945 whilst Shcherban was serving as the Reconnaissance Squad leader in the 1034th Kielce Artillery Regiment, was issued as the result of the following citation:

'During the crossing of the Neisse River on April 16, 1944 [sic], comrade Shcherban was with the infantry formations and discovered 3 enemy machine gun positions impeding the advance of our infantry, which were subsequently suppressed by the batteries, using his corrections.

Disregarding the danger to life, comrade Shcherban conducted a reconnaissance mission on April 18, 1945 near the village of Adlig-Zarats [literally translated from the Cyrillic], where they discovered a large concentration of German infantry covering the approaches to the village. Correcting the fire of the batteries, the enemy infantry was scattered, which aided our infantry in seizing the town of Adlig-Dubrits. Taking part in this attack, comrade Shcherban took 4 German soldiers prisoner.'

He deserves the Order of Glory 3rd Class.

Shcherban's unit was part of the 1st Ukrainian Front that crossed the Neisse River as part of the Berlin Operation which began on 16 April 1945.

After the war Shcherban is noted as unemployed, and resident in the village of Staroye, Borispol Raion, Kiev Oblast; sold together with his Award Booklet, without photograph, and stamped 'valid without photograph'. This is the sole Medal noted in the booklet and the number is confirmed.

- 562 **A Berlin Offensive Order of Glory 3rd Class awarded to Private Gervasy Nikandrovich Bilshevich, 166th Light Artillery Brigade, 1st Breakthrough Artillery Division of the Reserve of the High Command, for his crew's success in firing over open sights north of Berlin on 27-28 April 1945 in which his unit destroyed an enemy mortar, five Panzerfausts and at least 15 other 'Fritzes' during enemy armoured attacks**

Russia, Soviet Union, Order of Glory 3rd Class, Type 2, reverse numbered '418475', *very fine*

£80-120

Gervasy Nikandrovich Bilshevich was born in the village of Dubovoye, Kovel Raion, Volyn Oblast in 1909. A Ukrainian national, he attained an elementary education and served in the Red Army from March 1944 - presumably when his home area was liberated by the advancing Red Army - and then saw front-line service from 1 November 1944 with the 2nd Belorussian Front.

This Order of Glory 3rd Class was awarded to Bilshevich by Order of the 1st Breakthrough Artillery Division of the Reserve of the High Command on 14 May 1945. At this time Bilshevich was serving as a Private and Gun crew member in the 4th Battery, 2nd Battalion, 643rd Light Artillery Regiment, 166th Light Artillery Brigade, the recommendation was as follows:

'During the fighting with the German invaders comrade G.N. Bilshevich displayed bravery and courage. On April 27, 1945 German tanks attempted to attack our firing position in the town of Schonermark, but as a result of the gun crew's skilful performance, the gun was positioned for direct firing and the attack by enemy tanks was fought off. Despite heavy enemy shelling, comrade Bilshevich was able to supply his gun with shells. His gun killed 15 Fritzes.

On April 28, 1945 during the capture of the city of Wolfshagen, when his gun was being positioned for direct firing, he stood in for the layer of the 2nd gun and destroyed an enemy mortar and killed 5 panzerfaust troops.

Comrade Bilshevich deserves the Order of Glory 3rd Class.'

The locations in the citation are to the north of Berlin and were captured as part of the 2nd Belorussian Front's offensive from the Oder to the Elbe along the Baltic coast, which began on 20 April and resulted in them linking up with the British advance which halted at the Elbe.

After the war Bilshevich worked on his own farm in the village of Radishino, Goloby Raion, Volyn Oblast, whilst living in the village. His only other award was a Medal for the Victory over Germany.

- 563 **A 2nd Belorussian Front, Crossing of the Oder River, Order of Glory 3rd Class awarded to Private I. S. Ugrak, 576th Artillery Regiment, 167th Rifle Division, a Wagon Driver decorated for delivering ammunition, allowing a high rate of fire on a gun firing over open sights which subsequently suppressed a mortar battery and killed 10 enemy soldiers and Officers**
- Russia, Soviet Union, Order of Glory 3rd Class, Type 2, reversed numbered '440915', *very fine* £80-120
- Ivan Sergeyevich Ugrak** was born in the village of Krikov, Chemerovtsy Raion, Kamenets-Podolsky Oblast, during 1903. A Ukrainian national, he attained an elementary education and served in the Red Army between April 1944 and September 1945.
- This Order of Glory 3rd Class was Ugrak's sole award, being issued to him by Order of the 167th Rifle Division on 15 June 1945 whilst serving as a Private and as a Wagon Driver in a transport platoon of the 576th Red Banner Order of Bogdan Khmel'nitsky Artillery Regiment, 167th Sumy Kiev, Twice Red Banner Rifle Division, as a result of the following recommendation:
- 'On April 18, 1945, near the station of Olza, wagon driver Ugrak delivered ammunition under heavy enemy mortar and artillery fire, which enabled the high rate of fire of one of the guns, which was firing on direct lay. Its crew destroyed 2 mounted machine guns, suppressed a mortar battery, and killed 10 enemy soldiers and officers.
- On April 21, 1945 during the crossing of the Oder River, he delivered ammunition twice, because of which the enemy counterattack could be repelled and the bridgehead across the Oder could be expanded.
- For bravery and courage, displayed during the fighting with the German invaders, he deserves to be awarded the Order of the Red Star.'
- Signed by the Commander of the Artillery of the 167th Sumy Kiev Twice Red Banner Rifle Division, Guards Lieutenant-Colonel Glebov.
- From the dates and locations, it would appear that Ugrak served with the 2nd Belorussian Front during the wider Berlin offensive. The Oder to the north of Berlin and to the south of Stettin was crossed on the 20-21 April as part of an attack along the Baltic coast, which was designed to protect the northern flank of the 1st Belorussian Front which was involved in the main assault on the city of Berlin. The aim of the 2nd Belorussian Front's attack was to protect the flank of the main attack from the 3rd Panzer Army under von Manteuffel which was positioned north of the city,
- After the Second World War, Ugrak is noted as having served as a Cabinetmaker in the village of Krikov, whilst a resident of this village in the Chemerovtsy Raion, Kamenets-Podolsky Oblast.
- 564 **An Order of the Red Banner awarded to Battalion Commander of Paratroopers M. I. Maksimov, for his part in the defeat of the German forces attacking Ponyri at the Battle of Kursk, and subsequent actions on the Kiev-Zhitomir highway and in the encirclement of German troops on the western bank of the Dnieper in January-February 1944**
- Russia, Soviet Union, Order of the Red Banner, the reverse numbered '109744', *good very fine* £200-240
- Awarded to Battalion Commander of Paratroopers **Mikhail Ivanovich Maksimov** as a result of the following citation:
- 'In the battles for the socialist motherland with the German-Fascist invaders, comrade Maksimov showed boldness, bravery, fortitude, courage and the ability to control a Battalion in combat.
- In the July battles in the Orel-Kursk direction, comrade Maksimov kept the onslaught of the enemy in the area of the station of Ponyri, the Ponyrevsky farm and during 6-7 July 1943 reflected 8 enemy armoured counterattacks.
- In the offensive battles from 15th to 23rd July 1943 the Battalion of comrade Maximov rapidly captured the village of Buzuluk, destroyed 800 enemy soldiers and officers and captured an enemy artillery battery in the battle for height 257.1. Taking height 257.1 provided the railway and station of Little Arkhangelsk to the regiment's units. In these battles, comrade Maximov was seriously injured, returned to service in November 1943 and took command of the battalion in the area of Guta-Zabolotskikh, south of the city of Radomyshl, Kiev region.
- Covering the highway Kiev-Zhitomir the battalion of Comrade Maksimov from 20th to 27th November 1943 reflected 14 counterattacks of large forces of enemy tanks and infantry and kept the defence on the specified boundary. In these battles, comrade Maksimov was seriously wounded, but did not leave the battlefield.
- In the fighting from 5th to 15th February 1944 in the area of the village of Fedyukovka, Lisinsky District, Kiev region, loyal to the battalion, Comrade Maksimov kept the onslaught and reflected 6

tank attacks of the enemy, who sought to break through our defences and to enter the compound surrounded by enemy troops in the town of Zvenigorodka, Shpola and in 10 days of defensive fighting, the enemy lost 11 tanks and up to 2 battalions of infantry at the location of comrade Maksimov's battalion.

For his courage and bravery in the battles against the German invaders, the skilful management of the battalion in combat with the result that the enemy lost a large number of personnel and equipment, as well for repeatedly carrying out daring, successful offensive operations, comrade Maximov is proposed for the government award - order 'Red Banner'.

The battles around Ponryi and Maloarkhangelsk (Little Arkhangelsk) were the decisive engagements on the northern face of the Kursk bulge, determined and persistent German armoured attacks continuously hammered into the Red Army's defences over a number of days, all to no avail, and the attack stalled within the first week, and while the southern pincer broke through numerous Soviet defence lines only to be strategically (although arguably not tactically) defeated by the counterattack of the 5th Guards Tank Army at the Battle of Prokhorovka on 12th July, the northern face of the bulge had at that point been stalemated for a number of days before the start of Operation Kutuzov (the Red Army's counterattack to capture Orel) and forced the withdrawal of the German forces attacking the area of Ponryi and the Olkhovotka ridge.

The battle of the Kiev-Zhitomir highway was significant in cutting off German attacks to retake the important city of Kiev, and the use of the area as a jumping-off point subsequently led to encirclement battles in which numerous German divisions were surrounded and destroyed in the early months of 1944.

565

A Stalingrad Veteran's Battle of Berlin Order of the Red Banner awarded to Guards Major M. Y. Korsunsky, Deputy Commander for Political Work of a Squadron of the 30th Guards Army Level Artillery 'Prague' Red Banner, Order of Suvorov Brigade, for transporting 1,000 artillery shells across the Oder River in the days preceding the beginning of the Berlin offensive

He subsequently commanded the close support artillery pieces on the approaches to Berlin and Brandenburg during the offensive and finally defeated a German counter-attack numbering 20 tanks and infantry at the village of Tremmen on 2 May 1945, during which in hand-to-hand combat his unit eliminated 100 enemy troops. He had, amongst other service, been present as part of 62nd Army during the Battle of Stalingrad, and was decorated with a Medal for Bravery for the closing weeks of the battle when the German Sixth Army was destroyed

Russia, Soviet Union, Order of the Red Banner, reverse numbered '242681', *very fine*

£240-280

Mikhail Yakovlevich Korsunsky, a Jewish national, was born in the town of Kobeliaki, Poltava Region, Ukrainian Soviet Socialist Republic in 1918, and having attained a secondary school level of education joined the Red Army on 30 October 1939.

Korsunsky's first notable service was during the Battle of Stalingrad with 62nd Army where he would take part in the defence of the city being awarded the Medal for the Defence of Stalingrad on 22 December 1942, and subsequently a Medal for Bravery by decree of the 62nd Army on 8 February 1943 - this almost certainly being an award related to the liquidation of the 6th Army in the city during January 1943.

His next decoration would be an Order of the Red Star, issued by decree of the 1st Belorussian Front on 24 July 1944, and almost certainly award for the fighting during the first days of Operation Bagration which began on 22 June 1944. This would be followed by an Order of the Patriotic War 2nd Class by decree of the 47th Army on 20th February 1945, an award for the opening days of the Vistula-Oder offensive which included the liberation of Warsaw for which he would receive the Medal for the Liberation of Warsaw.

This Order of the Red Banner would be awarded by decree of the 47th Army on 25 May 1945 and was awarded to him whilst serving as a Guards Major and Deputy Commander for Political Work of a Squadron, 30th Guards Army Level Artillery 'Prague' Red Banner Suvorov Order Brigade and for the following acts:

'Comrade Korsunsky exhibited courage and bravery in the forced crossing of the Oder river on 13th April 1945, in which he commanded transportation of the ammunitions across the river. Disregarding mortal danger under the intensive enemy artillery and machine-gun fire, he ensured transportation by boats of 1000 shells, which assisted the artillery squadron in accomplishing its combat objectives.

During the assault on Berlin and Brandenburg, he conducted extensive educational work among the personnel and inspired the NCOs and the enlisted men by personal example. He personally commanded the close support assault cannons on the approaches to Berlin and in Brandenburg city.

Delivering artillery salvos from the open sight positions, he enabled advances of our infantry.

On 2nd May 1945 near the village of Tremmen (Germany), an enemy formation of 20 tanks and infantry broke through into the artillery position. Despite intensive enemy machine-gun and small arms fire, risking his life, he went to the artillery position. He commanded the artillery pieces and the group of servicemen, who fought the enemy back in a hand-to-hand engagement. As the result of comrade Korsunsky's courage, the artillery squadron eliminated up to 100 enemy troops.'

Korsunsky would also receive the Medal for the Capture of Berlin. Continuing to serve after the war he would receive a number of other awards - a Medal for Combat Merits for 10 years long service on 15 November 1950, an Order of the Red Star for 15 years long service on 3 November 1953 and a second award Order of the Red Banner for 20 years long service on 30 December 1956 as well as a Medal for the Victory over Germany and a Medal for 30 Years of the Soviet Army and Navy.

In 1947 he is noted as a Propagandist of the Political Department of the 115th Army Level Guards Artillery Division and was living in the town of Baranovichi.

566 **A Kustrin Bridgehead Artillery Commander's Order of the Red Banner awarded to Captain S. I. Soloviev, 176th Heavy Howitzer Artillery Brigade, Deputy Chief of Staff for Reconnaissance Tasks, for his role in identifying targets for Artillery prior to the Battle of the Seelow Heights**

Russia, Soviet Union, Order of the Red Banner, Type 4, reverse numbered '260627', *enamel chipping, very fine*

£240-280

Sergej Illarionovich Soloviev was born in the town of Vetluga in the Gorky Region during April 1906. He joined the Red Army in July 1941 and saw service throughout the war. He was to win three awards during the first half of 1945, the first being an Order of the Patriotic War 2nd Class issued to him by Order of the 1st Belorussian Front on 4th February 1945, this most likely for an act in the initial fighting around Warsaw in mid-January.

He would next be awarded an Order of the Patriotic War 1st Class by Order of the 1st Belorussian Front on 29 May 1945, this for fighting in Pomerania in early March.

This award of the Order of the Red Banner was issued to Soloviev by Order of the 1st Belorussian Front on 5 June 1945 whilst serving as the Head of the Reconnaissance, 176th Heavy Howitzer Artillery Brigade as a result of the following recommendation:

'In the operation for bridgehead enlargement near the town Kustrin, he achieved good results on his current position as the head of the reconnaissance of the brigade headquarters. Risking his life in the field, he worked daily on gathering and coordinating of the reconnaissance information from the squadrons.

Despite the short time available, he managed to uncover fully the enemy artillery order of battle, 18 of the enemy uncovered batteries were suppressed by the brigade fire, which assured success of our infantry.

During the preparation for the enemy defence breakthrough on the left bank of the Oder river, he managed to uncover enemy positions: 32 artillery batteries, headquarters, reinforcement and main force camps. He determined the borders between the enemy units sectors. 29 of the uncovered enemy batteries were suppressed by the brigade, one headquarters and one signalling hub were destroyed. All this effort allowed for uninhabited advance of our infantry deep into the enemy territory: 5-8km on the first day of the offensive.'

After the war he worked as the Head of the Forestry Section at the Balakhna cardboard factory in the town of Balakhna in the Gorky Region.

567 **An interesting Halbe Pocket breakout Order of the Patriotic War 2nd Class awarded to Senior Sergeant B. K. Khidoyatov, 11th Guards Mortar Battalion, 5th Zimovniki Guards Mechanised Corps, a Katyusha rocket launcher driver, decorated for firing several accurate salvos on 1 May 1945, whilst firing his carbine at enemy infantry in between salvos, killing at least six German soldiers in the process**

Russia, Soviet Union, Order of the Patriotic War 2nd Class, Type 2, starback reverse numbered '809982', *very fine*

£160-200

Badel Khidoyatovich Khidoyatov was born in Chilik Rural Municipality, Chilik Raion, Alma-Ata Oblast in 1910. An Uzbek national he completed eight classes of education before serving in the Red Army from October 1942 until November 1945.

Originally serving on the Western Front from 13 December 1942 until August 1943, he would then serve on the 2nd Ukrainian Front from August 1943-January 1945, and finally the 1st Ukrainian

Front from January 1945 until the end of the Second World War.

This Order of the Patriotic War 2nd Class was Khidoyatov's sole decoration, awarded to him whilst serving as an Assistant Driver in the 11th Independent Kirovograd Guards Mortar Battalion (Guards Mortar was the name given to those units operating Katyusha Rocket Launchers), it was issued by Order of the 5th Zimovniki Guards Mechanised Corps on 10 June 1945 as a result of the following recommendation:

'On May 1, 1945, he was stationed at the firing position of the battery that was covering the approaches to the city of Beelitz from the east when a German infantry force, consisting of up to 2 divisions, was approaching in line formation. The battery allowed the enemy to close in to a distance of 150-200 meters, after which several accurate salvos were launched at the German infantry regiments.

Even though the Germans were in close proximity, and despite withering enemy artillery, rifle and machine-gun fire, comrade Khidoyatov did not leave his rocket launcher for even a second but fearlessly reloaded the launch tubes. While the rocket launcher was firing its salvo and once it had completed firing, comrade Khidoyatov fired his carbine at the German infantry with great precision, killing 6 German soldiers.

Comrade Khidoyatov deserves the high Order of the Patriotic War 2nd Class.'

Signed by the Commander of the 11th Independent Kirovograd Guards Mortar Battalion, Guards Major Moroz.

Beelitz is a town to the south of Berlin, and was the scene of exceptionally heavy fighting in the first days of May 1945, as the German 9th Army which had been trapped in the Halbe Pocket to the southeast of the city desperately tried to extricate itself and escape to the west to surrender to the Western Allies. General Wenck's 12th Army, which Hitler had ordered to fight towards Berlin and relieve the city, instead fought to the southeast to open the escape route. Upwards of 40,000 Germans are believed to have been killed in the fighting and an even higher of Soviet troops. The area along the Berlin-Dresden highway is now littered with the graves of soldiers of both sides.

568

An Oder River Crossing Artillery Observer's Order of the Red Star awarded to Reserve Captain A. K. Sborovsky, 148th Army Cannon Artillery Brigade, the Battalion Chief of Staff for the 2nd Belorussian Front, awarded for manning an Observation Post in a swamp, resulting in his Battery's destruction of two enemy artillery batteries and the suppression of a 105-mm battery, he was one of the first to cross the Oder

Russia, Soviet Union, Order of the Red Star, reverse numbered '1389272', *very fine*

£80-120

Andrei Konstantinovich Sborovsky was born in the city of Leningrad in 1920, and having attained a secondary education joined the Red Army in June 1941, seeing frontline service from November 1941.

Sborovsky initially saw service with the Bryansk Front between May and December 1942, with the 1st Belorussian Front from April-December 1944 and then finally with the 2nd Belorussian Front from December 1944 up until the end of the war.

Sborovsky was to be awarded three numbered decorations during the course of the war, the first being an Order of the Patriotic War 1st Class, by Order of the 70th Army, 1st Belorussian Front on 2 August 1944; the second an Order of Alexander Nevsky by Order of 70th Army, 2nd Belorussian Front on 24 November 1944; finally Sborovsky was to be awarded this Order of the Red Star by Order of the 148th Army Cannon Artillery Brigade, 2nd Belorussian Front on 13 May 1945, whilst serving as a Captain and Commander of the 8th Battery, 3rd Battalion, 148th Brest Order of Suvorov Army Cannon Artillery Brigade, on the back of the following citation:

'During the fighting on the Oder River, Captain Sborovsky showed himself a brave and courageous officer. Positioned in an observation post in a swamp, where it was impossible to dig in, Captain Sborovsky was constantly on the lookout for the enemy while subjected to enemy artillery, rifle and machine-gun fire. Advancing alongside the infantry, he was one of the first to cross the Oder.

During the fighting on the Oder, Captain Sborovsky's battery destroyed an enemy 105-mm battery and suppressed 2 enemy batteries.

For the bravery and courage he displayed he deserves the Order of the Red Star.'

Signed by the Commander of the 3rd Battalion, 148th Brest Order of Suvorov Army Cannon Artillery Brigade Major Orlov.

The 2nd Belorussian Front's offensive along the Baltic coast north of Berlin began on 20 April 1945, shortly after it had been repositioned following the successful completion of the fighting in the Königsberg region, and four days after the beginning of the Berlin Offensive by the neighbouring 1st Belorussian Front. The 2nd Belorussian Front acted as the protective force of the northern flank of this offensive, attempting to prevent the relief of the city from the north.

After the war Sborovsky is noted as a student at the Shipbuilding Institute of the city of Leningrad, whilst a resident of 7 Krasnoarmeiskaya Street, Apartment 43, within the city.

- 569 **A Stalingrad Kotluban Offensive Medal for Bravery awarded to Sailor F. I. Zinoviev, 1009 Mortar Regiment, 74 Mortar Brigade of the Coastal Defence of the Stalingrad Front, a former 120mm mortar unit serviceman, who was wounded in an offensive operation near Stalingrad on 21st September 1942, at a time when the Kotluban Offensives were taking place to the north of the city to reduce pressure on the Red Army troops**
- Russia, Soviet Union, Medal for Bravery, Type 2, reverse numbered '3272926', *very fine* £80-120
- Fedor Ivanovich Zinoviev** was born in Leninsk, Stalingrad Region in 1910, and completed three years of primary school education. He initially served in the Red Army from November 1932 until January 1935 and then joined again in November 1941 as a result of being drafted.
- This Medal for Bravery would be his sole decoration, and was a late award received as a result of a decree given by the Baltic Military District in October 1949. It was received as a result of his service as a Sailor and former 120mm mortar unit serviceman, 1009th Mortar Regiment, 74th Mortar Brigade of the Coastal Defence, Stalingrad Front as a result of the following recommendation:
- 'He was drafted to the Red Army by the Bairanam district military commissariat of the Ashkhabad region on 6th November 1941. In an offensive operation near the Stalingrad city, he was severely wounded in the left leg on 21st September 1942.
- He works as a shoe maker at the military unit No. 64328 in the Riga city. He has positive evaluations for his work.
- I consider that comrade Zinoviev deserves to be bestowed with order 'Patriotic War II Class as an active Patriotic War participant.'
- The date of the wound and the fact it states 'near the Stalingrad city' rather than in Stalingrad suggests that he was likely wounded to the north of Stalingrad during the Kotluban Offensives that were designed to pull Axis forces away from the city. During these operations the Red Army suffered large-scale casualties.
- x570 **San Marino**, Republic, Order of San Marino, breast Badge, 58mm including crown suspension x 40mm, gold and enamel, *good very fine* £80-120
- 571 **Saudi Arabia**, Kingdom, Order of Abdulaziz Al Saud, sash Badge, 95mm including suspension x 55mm, silver-gilt, gilt and enamel, perhaps a trial or sample, *good very fine*, with a section of sash riband £240-280
- x572 **Serbia**, Kingdom, Order of the Star of Karageorge, Military Division breast Badge with Swords, 37mm, silver-gilt and enamel, *obverse centre sometime re-affixed, good very fine* £200-240
- x573 **Serbia**, Kingdom, Order of the Star of Karageorge, Military Division breast Badge with Swords, 37mm, silver-gilt and enamel, *centres sometime re-affixed, good very fine* £200-240
- 574 **Somalia**, French Administration, Assembly Member's Badge, 40mm, silvered, gilt and enamel, *very fine and rare* £160-200
- 575 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Order of Somali Solidarity, 1st Class Star, by *A. Pozzi, Rome*, 65mm, silver, silver-gilt and enamel, *good very fine*, in its case of issue £260-300
- Instituted under Law 7 of 30 September & Decree 116 of 17 November 1956.



- 576 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Order of Somali Solidarity, 2nd Class neck Badge, 100mm including suspension x 56mm, silver-gilt and enamel, the reverse of the suspension marked '800', with neck riband, *enamel chipping to one ray on reverse, good very fine and rare*, in its case of issue £300-400
- 577 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Order of Somali Solidarity, 3rd Class breast Badge, 78mm including suspension x 44mm, silver-gilt and enamel, the reverse of the suspension with silver and purity mark '800', *good very fine* £300-400
- 578 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Decorations of Military Valour (2), silver Medal; bronze Medal; Bravery Star for Local Troops, bronze, *good very fine* (3) £70-90
- The Decoration of Military Valour instituted under Law 8 of 30 September 1956 and manufactured by Lorioli of Milan. Law 13 of 6 December 1956 backdated the award of Decorations of Valour to 1 April 1950.
- 579 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Security Corps Medal (2), both bronze; Infantry Battalion Medals (4), bronze and enamel, *very fine* (6) £160-200
- In 1949 in Italy a Security Corps was established, including police, army, aviation, naval & police elements in preparation for the I.F.A., with red and blue colours adopted with a leopard's head being symbolic of the Somali nation. In 1950 the Corps moved to Somalia & assisted the establishment, 1950-52, of 4 Infantry Battalions. On 1 January 1956 the Security Corps replaced by the Somali Army.
- Each of the four Battalions issued their own Medals & Jettons, in the tradition of the Italian Army.

- 580 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Police Corps Medal; Civil Valour Medal (2), silver; bronze, *good very fine* (3) £140-180
- The Somali Security Corps included a police organisation under the supervision of the I.F.A. and from 1 January 1956 this element was succeeded by the Police Corps of Somalia under the supervision of the Italian Carabinieri.
- Civil Valour Medal instituted under Law 5 of 30 September 1956 and were manufactured by Lorioli of Milan.
- 581 **Somalia**, United Nations Trust Territory/Italian Fiduciary Administration (1950-60), Italian Administration Commencement Medal 1950 (2), silver; bronze, *very fine* (2) £80-120
- In 1941 Italian Somaliland was occupied and administered by the British. On 1 April 1950 it became a U.N. Trust Territory under Italian Fiduciary Administration (IFA). A commemorative Medallet was issued in silver & bronze. The Italian Government itself did not authorise these awards, these coming from Administrative bodies and Army HQ. On 1 July 1960 the U.N.T.T merged with State of Somaliland to form the Somali Republic.
- 582 **Somalia**, Republic (1960-69), Order of the Star of Somalia, 3rd Class neck Badge, by *A. Pozzi, Rome*, 90mm including suspension x 57mm, silver-gilt and enamel, *good very fine*, in its fitted case of issue with neck riband £200-240
- The Order was instituted under Law 2 of 30 June 1960 , comprising a Collar Chain & 5 Classes.
- 583 **Somalia**, Republic (1960-69), Order of the Star of Somalia, 4th Class breast Badge, with 'S' device upon riband denoting Class, silver-gilt and enamel, *good very fine*, with corresponding miniature award £160-200
- 584 **Somalia**, Republic (1960-69), Order of the Star of Somalia, 5th Class breast Badge, silver-gilt and enamel, *good very fine* £140-180
- 585 **Somalia**, Republic (1960-69), Bravery Star (2), silver issue; bronze issue; Bravery Medal (2), silver issue; bronze issue, *very fine* (4) £140-180
- Instituted under Law 5 of 30 January 1963. Law replaced Law 8 of 30 September 1956.
- 586 **Somalia**, Republic (1960-69), Independence Medals (2), bronze, one official issue; 1964 Ethiopian War Medal, bronze, *very fine* (3) £20-30
- The official issue Medal for 1960 was designed by Guerrino Mattia Monassi of the Italian State Mint and the reverse reads:
- 'To a greater Somalia with all our heart, with all our soul, with all our blood.'
- The War with Ethiopia commenced in early February with Somalia attacking locations along the border in support of Somali insurgents in the Ogaden. Ethiopian forces routed Somali forces and ceasefire declared 6 April 1964.

587	Somalia , Democratic Republic (1969-91), Order of Patriotic Merit, 3rd Class Medal, bronze; Order of Revolutionary Merit, 3rd Class, Type I, bronze issue; Order of Revolutionary Merit, 2nd Class, Type II, silver issue, <i>very fine</i> (3) Instituted under Law 65 of 19 October 1970.	£40-60
588	Somalia , Democratic Republic (1969-91), Order of Merit of Labour, Type I (3), 1st Class gilt Medal; 2nd Class silvered Medal; 3rd Class bronze Medal; Type II, 3rd Class bronze Medal, <i>very fine</i> (4)	£140-180
589	Somalia , Democratic Republic (1969-91), Bronze Medal of Valour (2), 1st Type, with 2nd Type riband; 2nd Type; 1977-78 Ogaden Campaign Medal; Military Service Medal, <i>very fine</i> (4) Medal of Valour instituted under Law 7 of 19 February 1979.	£20-30
590	Somalia , Democratic Republic (1969-91), Defence Force Medal; Defence Force Shield; Police 40th Anniversary Medal (2), silvered issue; bronzed issue; Somali Olympic Committee Medal (2), silvered issue; bronzed issue; 1977 East and Central Africa Games Medal, <i>very fine</i> (7)	£40-60
x591	South Korea , Republic, Order of Military Merit, breast Badge with Star emblem upon riband, the reverse officially numbered '1070', silver-gilt and enamel; Order of National Security, breast Badge with rosette upon riband, the reverse officially numbered '7619', silver-gilt and enamel, <i>good very fine</i> (2)	£100-140
x592	Spain , Kingdom, Military Order of St. Ferdinand, Type II (1815-1920), First Class Star for Field Uniform, 50mm, gold, gilt and enamel, <i>a little enamel chipping, very fine</i>	£60-80
593	Sweden , Order of Vasa, Knight's breast badge, gold and enamel, one limb marked <i>18K CFC</i> , <i>extremely fine</i>	£400-500
594	Sweden , Order of Vasa, 320mm x 170mm including crown suspension, gilt metal and enamel, designed for wear as a boutonniere, <i>extremely fine</i>	£80-120
x595	Sweden , Kingdom, Order of the Sword, breast Badge, 54mm including crown suspension x 38mm, silver-gilt, gold and enamel, <i>very fine</i>	£140-180
x595A	Thailand , Kingdom, Dusademala Medal, <i>perhaps a later striking, very fine</i>	£100-140
x596	Turkey , Ottoman Empire, Order of the Medjiedie, breast Star, 80mm, silver, gold centre and enamel, local cartouche and maker's stamp to reverse, <i>a little red enamel chipping, very fine</i>	£240-280
597	Turkey , Ottoman Empire, Order of the Medjiedie, 3rd Class neck Badge, 80mm including star and crescent suspension x 62mm, silver, silver-gilt, gold centre and enamel, <i>very fine</i> , with length of neck riband	£160-200
x598	Vatican , Holy See, Order of St Gregory, neck Badge, 48mm, gold and enamel, <i>good very fine</i> , with length of neck riband	£80-120
x599	Yugoslavia , Kingdom, Order of the Crown, Commander's neck Badge, 54mm, silver-gilt, silver and enamel, <i>good very fine</i>	£160-200

600 The hard-won Silver Cross of Rhodesia group of four awarded to Lance-Corporal C. Sarirowona, 1st Battalion, Rhodesian African Rifles



Zimbabwe, Republic, Independence 1980, numbered '644855 (R); Rhodesia, Republic, Silver Cross of Rhodesia (644855 L/Cpl Sarirowona C. [R]); Ten Year Service Medal, unnamed; General Service Medal (644855 Pvt Sarirowona C. [R]), mounted as worn, *minor wear overall, very fine* (4)

£800-1,000

The originals Medals known to have been lost in a fire and officially replaced. The citation states:

‘Since February 1976 Lance-Corporal Chamunorwa Sarirowona of B Company, 1st Battalion Rhodesian African Rifles has been involved in a number of contacts with terrorists. At all times he has displayed outstanding determination to close with an eliminate terrorists, first as a private soldier and since May 1977 as a Lance Corporal. He has led by example throughout this period, inspiring those around him with gallant and aggressive acts in the face of the enemy.

On 2nd April 1977 he was one of a small group of soldiers undergoing specialised training at a base camp in the operational area. The sub-unit normally resident at this base camp was out on duty. The soldiers were all volunteers under training for special tasks, and in addition they protected the camp. At approximately 2100 hours the sentry reported possible terrorist movement to the south of the camp. While [the] occupants of the base camp were in the process of moving to stand-to positions, approximately 20 terrorists opened fire on them with mortars and small arms. All the soldiers took cover immediately expect for the platoon commander and Lance Corporal Sarirowona who ran to firing positions close to and overlooking the terrorist position. Armed only with a sub-machine gun and one full magazine of ammunition, Lance Corporal Sarirowona closed to within 100 meters of the terrorists. With complete disregard for his own safety he continually exposed himself to enemy fire under very hazardous circumstances in an attempt to direct aimed burst of fire at the enemy. In this position a terrorist mortar bomb exploded approximately 20 meters behind him and he was wounded in the shoulder and leg with shrapnel, but the wounds did not stop him from continuing to return fire at the terrorists until he had expended all his ammunition. Throughout the action he shouted abuse at the terrorists and challenged them to come closer, and finally, deterred by the fierce reaction of the base camp occupants, the terrorists took flight. Despite his wounds Lance Corporal Sarirowona assisted his officer in re-organising the other soldiers and re-issuing ammunition before he sought medical attention. As soon as possible after recovery from these wounds, he returned to the operational area.

On 27 June 1977, along with other members of his platoon, he was a passenger in a vehicle in the operational area. At approximately 1600 hours the vehicle came under effective fire from an estimated group of 40 terrorists who were in a well-sited ambush position. The initial enemy fire wounded 9 of the 11 passengers in the vehicle, and having sustained mechanical damage from the terrorist fire, the vehicle came to a halt well within effective range of the terrorist weapons. Lance Corporal Sarirowona was one of two passengers who escaped injury, and seeing the plight of his wounded comrades attempting to take cover, he took the only machine gun from a wounded man and proceeded to provide effective covering fire for his comrades. He did so from a completely exposed position and kept up his covering fire while the other uninjured passenger assisted the wounded off the vehicle and into cover. Despite their numerical superiority and their superior fire power, the terrorists soon abandoned their efforts and withdrew, which must be attributed primarily to Lance Corporal Sarirowona's courageous display of aggressiveness.

Since this incident Lance Corporal Sarirowona has been engaged in further contacts and was wounded again with a gunshot in the leg on 12 January 1978, since then he has made strenuous efforts to become fit enough to return to operations. These examples of this Non Commissioned Officer's gallantry and leadership, coupled with his complete contempt for the enemy and his aggressive determination to eliminate them, have been, and continue to be, an example and inspiration to his fellow soldiers.'

Chamunorwa Sarirowona served with 'B' Company, 1st Battalion, Rhodesian African Rifles under Major Thompson, based at Methuen Barracks, Llewellyn; sold together with a typed citation, signed by Lieutenant-General J. S. V. Hickman, a copied recommendation and a handwritten letter from Major W. Thompson to the recipient.

THE END OF THE SALE

AUCTION NOTES

SPINK

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1666

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WRITTEN BIDS FORM

This form should be sent or faxed to the Spink auction office in advance of the sale. References for new clients should be supplied in good time to be taken up before the sale. Bids received later than one hour before the start of the sale may not be processed.

YOU CAN ALSO BID IN REAL TIME ON SPINK LIVE. PLEASE DOWNLOAD SPINK LIVE APP FROM THE APP STORE OR VISIT WWW.SPINK.COM, REGISTER AND LOG INTO THE SALE.

SALE TITLE

DATE

CODE NAME

SALE NO.

Orders, Decorations and Medals

Tuesday 4 April 2023 at 10.00 a.m.

AVALANCHE

23001

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*)

Autographs / Banknotes / Bonds & Shares / Books / Coins / Comics / Handbags / Jewellery / Maps / Medals / Stamps / Watches / Whiskies & Spirits / Wine / Corporate News & Events

We will use the personal information you provide to us as set out in our privacy notice available at www.spink.com/privacy-policy

Continued ...

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 Blockchain

means VAT schemes as defined by HM Revenue & Customs;

refers to an internet technology operated by various providers in which a digital ledger of records and transactions is distributed across the entire peer-to-peer network of computer systems using the providers service for the purpose of validation and resilience without a single point of failure commonly known as a "Blockchain";

Buyer's Premium

means the charge payable by you as a percentage of the Hammer Price, at the rates set out in clause 5.1 below;

Catalogue

refers to images and descriptions and all associated information about Lots in the sale whether in printed form or online only form;

Certificate of Authenticity

means a certificate issued by an Expert Committee confirming the authenticity of a Lot;

Digital Wallet

means a software-based system that allows users to receive, store, manage, trade and transfer digital assets. It is a requirement for a buyer of Lots identified as containing an NFT to own, have access and control a Digital Wallet capable of receiving transfers of digital assets utilising the Binance Smart Chain (BSC);

Expert Committee

means a committee of experts to whom a Lot may be sent for an extension in accordance with section 3.4;

Forgery

means a Lot constituting an imitation originally conceived and executed as a whole with a fraudulent intention to deceive as to authorship, origin, age, period, culture or source where the correct description as to such matters is not reflected by the description in the catalogue and which at the date of the auction had a value materially less than it would have had if it had been in accordance with the description in the catalogue. Accordingly, no Lot shall be capable of being a Forgery by reason of any damage and/or restoration work of any kind (including re-enamelling);

Hammer Price

means the amount of the highest bid accepted by the auctioneer in relation to a Lot;

Lot

means any item deposited with us for sale at auction and, in particular, the item or items described against any Lot number in any catalogue;

NFT

means a non-fungible token, which is a unique digital code or certificate associated with a digital asset located on a Blockchain;

Reserve

the amount below which we agree with the Seller that the Lot cannot be sold;

Seller

means the owner of the Lot being sold by us;

Spink Group

Spink and Son Limited, our subsidiaries and associated companies.

Timed Auction

is an online only auction or e-Auction, which opens and closes on separate specified dates. After the first Lot closes the subsequent Lots will close in set intervals;

VAT

value added tax chargeable under VAT and any similar replacement or additional tax; and

VAT Symbols

means the symbols detailing the VAT status of the Lot details of which are set out at the back of the catalogue.

2 SELLER'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 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 illustrations and descriptions

3.2.1 Catalogue and web illustrations are for guidance only, and should not be relied on by you either to determine the tone, colour or physical condition of any item. No Lot shall be rejected on the grounds of inaccurate reproduction. No Lot illustrated in the catalogue or 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 All statements made by us as to items sold, whether in our catalogue description, in our condition reports, or during the course of the auction or otherwise, are statements of opinion only and are not and shall not be taken to be statements or representations of fact. We never knowingly offer, exhibit or advertise counterfeits, copies, restrikes or reproductions without them being clearly described as, and in no way knowingly represent such items as being the genuine article. Spink reserve the right in forming their opinion to consult and rely upon any expert or authority considered by them to be reliable. Coins and banknotes are graded to accepted UK standards to the best ability of our specialists. You acknowledge that the grading of coins and banknotes is subjective and may vary from specialist to specialist, as the process is by nature an art and not a science. For this reason, we do not automatically accept and are not bound by the opinions of third party grading services for any purposes including before and after the sale of a Lot. Except in the case of manifest error, should there be any conflict between our opinion or condition report, and a third party opinion or condition report, our opinion or condition report shall take precedent.

3.2.3 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.

3.2.4 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.

3.2.5 Lots identified with an NFT symbol or wording to that effect are subject to all clauses of this section 3. There are many risks associated with buying, owning, using, storing and transferring an NFT, including but not limited to the following risks (which you accept): of cyber-attacks, phishing, hacking, bruteforcing, mining attacks, malware, viruses, loss or corruption of data, changes of protocols, changes and obsolescence of technology, technical incompatibility, forgotten passwords, lost private keys or the NFT or the digital asset related to it otherwise becoming inaccessible or deleted, incorrectly programmed or constructed NFTs, errors or malfunctions affecting the proper functioning or content of Digital Wallets, or affecting the record on the Blockchain, or the accessibility of the digital asset, and other technical errors and malfunctions, as well as financial risks and uncertainties as to the future value and marketability of NFTs, price volatility, taxation and regulatory requirements in relation to NFTs, and/or of the digital asset to which the NFT relates, and/or of associated Digital Wallets and Blockchain transactions in any relevant jurisdiction, third-party service providers or hosts going out of business or otherwise ceasing to provide the services on which the storage, use and transfer of the NFT depends, or such services being disrupted, NFTs being wrongfully attributed to an incorrect online digital wallet or wrongfully minted in breach of third-party rights, artists making and distributing additional copies of the digital asset or artwork to which the NFT relates, and artists assigning intellectual property rights in the digital asset or artwork to which the NFT relates to third parties. All of these and other risks may

(i) have a materially adverse effect on your enjoyment and the value of the NFT; and

(ii) lead you to lose the NFT, data and transaction records associated with the NFT, your ability to exercise the rights granted, or the Price you have paid for the NFT. You should also consider the implications of your personal data associated with buying an NFT being stored on a publicly accessible Blockchain.

3.2.6 We do not independently review or verify NFT identification, including but not limited to any metadata associated with the NFT, details of the Blockchain on which the NFT is located, processes governing how the NFT can be accessed and therefore make no representations and give no warranties:

(i) that such information is complete and accurate;

(ii) as to the authorship, attribution, authenticity, origin, date, age, period, provenance, source, material, condition, value, marketability, or any other characteristics of the Lot;

(iii) as to the technical details, security, accessibility, usability, transferability, integrity, or any other technical characteristics of the NFT, the digital asset to which the NFT relates, or the Blockchain on which it is located;

(iv) as to the terms of the Smart Contract governing the NFT if the NFT is subject to a Smart Contract, including as to the scope of the rights granted and/or of any obligations or restrictions associated with the NFT, such as any obligation to make additional Smart Contract

Payments, including any resale royalty, commission or fee on the sale or transfer of the NFT, or the amount of any such payment, or restrictions on future transfers of the NFT, or as to its lifespan or expiry; and (v) as to any other characteristics of and risks associated with and/or inherent to NFT's, the digital assets to which they relate, or Blockchain transactions, and our description of any Lot, and any statements and opinions expressed by us, shall not be construed or relied upon as such.

3.2.7 Transfer of ownership of a Lot identified as containing NFT does not generally mean that you acquire any intellectual property rights to reproduce or exploit the image(s) corresponding to the digital asset or physical item(s) contained within the Lot, unless expressly stated in the description and followed by a copyright assignment to the buyer of the Lot, providing the full amount due has been paid by the buyer. Any assignment of copyright which is associated with a Lot containing an NFT shall only become unconditional and effective upon the transfer of the NFT from us to the Buyer. Transfer of the NFT from us to the Buyer shall only be initiated once the Buyer has confirmed receipt of the Physical Items and Digital Items included in any Lot containing an NFT.

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 sought at time of sale – Stamps, Covers and other philatelic items (collectively "Philatelic Item(s)")

3.4.1 If you wish to obtain an expert opinion or Certificate of Authenticity on Philatelic Items in any Lot (other than a mixed Lot or Lot containing undescribed Philatelic Items) 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.

3.4.2 At the time of making the request you shall provide the reasons why such an opinion or certificate is required by you and specify the identity of your proposed expert which will be subject to agreement by us.

3.4.3 We reserve the right, at our discretion, to refuse a request for an expert opinion or Certificate of Authenticity including (without limitation):

3.4.3.1 where the proposed expert is not known to us; or

3.4.3.2 where the request is made based solely on account of condition where an existing opinion or Certificate of Authenticity to which the Philatelic Item(s) is to be sold by us in relation to cites other faults or defects not included in the catalogue description. You acknowledge that any Philatelic Item(s) 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; or

3.4.3.3 where there is already a recognised certificate relating to the item that was issued less than 5 years ago from the date of the request; or

3.4.3.4 where we will submit the Lot to the Expert Committee.

3.4.4 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.

3.4.5 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.

3.4.6 You acknowledge that, notwithstanding that a certificate or opinion has been sought under this clause 3.4, you shall pay for the Philatelic Item(s) on receipt of the invoice from us in accordance with the applicable payment provisions set out in these Terms and Conditions, and such money shall be held by us until the certificate or opinion has been issued.

3.4.7 Upon a certificate or opinion being issued by the Expert Committee that does not indicate any material fault in the Philatelic Item(s) that would allow you to return the item, we shall pay to the Seller the relevant proceeds of sale and deliver to you the Philatelic Item(s) once received back from the Expert Committee.

3.4.8 Upon a certificate or opinion being issued by the Expert Committee that does indicate a material fault in the Philatelic Item(s) that would allow you to return the item, we shall refund to you the money paid by you for the Philatelic Item(s) and shall return the Philatelic Item(s) to the Seller.

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. You will only be eligible to bid on Lots which include NFT(s) if you have a valid online Digital Wallet in your name and under your control.

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

4.4.1 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.

4.4.2 Lots offered by timed auction are available for sale online only. At any time before the closing time you can place a bid equal to a minimum bid or a higher bid. You could also place your maximum bid and we will bid on your behalf increasing the price in increments to keep you in the lead up to your maximum bid. Placed bids cannot be cancelled or decreased.

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

4.12.1 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.

4.12.2 The highest bid at the closing time of the timed auction will be the successful bid and the price will be the hammer price and this will be a conclusion of a contract for sale between you and the Seller. All lots sold in the timed auction are subject to charges per section 5 and all clauses of these terms and conditions.

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 and cancellation of sale

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. Please note that an auction sale is not an approval sale. Lots examined by you (or your representative) prior to the sale, Lots for which we have provided condition reports and Lots purchased by floor bidders (including bidders executing commission bids on behalf of other parties) may not be returned and a cancellation of the sale and refund sought except in the case of Forgery in accordance with clause 5.13 below. 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 exercise that discretion if the Lot is not received by us in the same condition that it was in at the auction date (for the avoidance of doubt including but not limited to any item which has undergone any cleaning, restorative, conservation work, re-perforating, pressing, re-gumming or having been taken out of the third party holder after the item has been sold to you shall not be considered as being returned in the same condition as 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) and which conflicts with our condition report or statement of opinion. As stated above at clause 3.2.2, except in the case of manifest error, our condition report and/or opinion stated at the time of the sale shall take precedence over any condition report or third party obtained by you from a third party.

4.14.3 No Lot identified as containing any NFT may be returned or is eligible for any refund once the NFT has been transferred to the Digital Wallet instructed by the Buyer. No warranty stated in clause 5.13.1 is given for such Lot.

4.14.4 In the event that a buyer, following a sale, submits any Philatelic Item(s) (including being part of a Lot) for expertising without our knowledge and no extension has been requested or agreed, then in the event that the certificate indicates any material fault in the Philatelic Item(s) not described by us, we shall have sole discretion as to whether or not any refund (whether in part or in full) is made to the buyer. No refunds will be considered in the event that any submissions are made to us later than 6 (six) years from the date of sale.

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. Any Lot identified as containing an NFT is subject to the Buyer's Premium at a rate of 25% of the final Hammer Price, postage charge and in certain situations 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 even if the Lot in question has been submitted for expertising and/or is awaiting a certificate to be issued. This applies even if you wish to export the Lot and an export licence is (or may be) required.

5.4.1.1 We shall hold all proceeds of sale until such time as any expertising and/or issue of certificates and/or export licence has been finalised.

5.4.1.2 In the event that the certificate indicates a material adverse issue with regard to the item in the Lot in question and/or the export licence is refused, we shall make an appropriate refund to the buyer.

5.4.2 You will not acquire title to the Lot until

(i) all amounts due have been paid in full. This includes instances where special arrangements were made for release of Lot prior to full settlement;

(ii) the NFT has been transferred to your Digital Wallet if the Lot you bought is identified as containing NFT, at this point the sale of the Lot becomes unconditional and incapable of any refund for any reason.

5.4.3 Payment should be made in sterling by one of the following methods:

(i) Direct bank transfer to our account details of which are set out on the invoice. All bank charges shall be met by you. Please ensure that your client number is noted on the transfer.

(ii) By cheque or bank draft made payable to Spink and Son Ltd and sent to Spink at 69 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.

(iv) By cryptocurrency, if we have indicated in the catalogue or by a written announcement or notice prior to the sale of a Lot identified as containing any NFT that such cryptocurrency payment may be made by you and will be accepted by us.

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 Unless otherwise described by us, and subject to the rest of this clause 5.13, we guarantee the authenticity of a Lot (other than a miscellaneous Lot, or Lot containing an NFT or item not described in the catalogue) offered for sale by us for: (1) a period of 10 (ten) years from the date of sale for coins and banknotes; and (2) a period of 6 (six) years for all other items.

5.13.2 If, after the sale of a Lot, you reasonably believe an item in a Lot (other than a miscellaneous item not described in the catalogue) is not authentic and is a Forgery, you must:

5.13.2.1 notify us within 7 days of becoming aware the item is a Forgery providing a written explanation and evidence obtained by you that the item is a Forgery. ("Forgery Notice");

5.13.2.2 unless otherwise agreed by us in writing, return the item to us within 14 days from the Forgery Notice, in the same condition as at the auction date (for the avoidance of doubt including but not limited to any item which has undergone any cleaning, restorative, conservation work, re-perforating, pressing, re-gumming or having been taken out of the third party holder after the item has been sold to you shall not be considered as being returned in the same condition as the auction date);

5.13.2.3 promptly provide to us such evidence as we may request that you are able to transfer good title to us or the Seller as we direct, free from any third party claims.

5.13.3 Following receipt of the information set out above and the item, we will review and notify you if we agree with your belief the item is not authentic and is a Forgery. You shall cooperate with us at all times and provide such further information and assistance as we may reasonably require for us to carry out our review. Failure to adhere to the above conditions shall mean we shall not be under any obligation to continue the process of review or refund any money paid by you (if applicable).

5.13.4 Following our review, if we agree the item is not authentic and is a Forgery we shall notify you in writing. The sale of the Lot to which the item relates shall be rescinded and the amount paid by you refunded to you. For the avoidance of doubt we will only be required to pay you the amount actually paid by you for the Lot concerned and you shall have no claim for interest. Except as otherwise stated in this clause, we shall not be liable to you for any costs, expenses or damages (whether direct, indirect, special or consequential) incurred or suffered by you in respect of any Lot, which breaches our guarantee and is a Forgery.

5.13.5 Please note an item shall not be considered a Forgery by us where any of the following circumstances apply:

5.13.5.1 the catalogue description or saleroom notice of the item 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

5.13.5.2 it can be demonstrated that the item 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; or

5.13.5.3 it can be demonstrated that the item is a Forgery only by means of adding information and/or material which were not available at the date of the auction.

5.13.6 The benefit of the guarantee at clause 5.13.1 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.

5.13.7 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 which includes submitting certain personal information to the Blockchain in respect of purchases of NFTs using a Digital Wallet;
- 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 and to the Blockchain where you purchase NFT(s);
- 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. This is separate and distinct to any copyright inherent in any item of any Lot which is to be assigned to you as part of a Lot containing an NFT.

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.
- 11.1.3 You acknowledge that we are not technology or data experts and that NFTs are not issued, minted or tokenised by us. Furthermore, you acknowledge that NFTs are a new type of asset and NFTs, Smart Contracts and Blockchain transactions are subject to inherent technical and financial risks which you accept, and that the regulatory environment in relation to NFTs (over which we have no control) is uncertain and developing constantly.

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 or communications network, blockchain failure or delay, 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 laws of England.

11.5.2 The parties irrevocably agree that the courts of England 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. Daggered Lots

Lots which are Daggered (†) 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.

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SALE CALENDAR 2023

STAMPS

29 March	The Mazagan Collection of Morocco & Sudan	London	23014
29 March	Stamps and Covers of the World	London	23013
22 March - 05 April	The Margaret Frankcom Collection of New Zealand Postal History - e-Auction	London	23116
02 May- 16 May	The Philatelic Collector's Series Sale - e-Auction	London	23117
17 May	Stamps and Covers of Great Britain	London	23015
06 June	The "Lionheart" Collection - Part XVI	London	23016
06 June	The "Galaxy" Collection of G.B. and Commonwealth 20th Century Errors	London	23017
07 June	The M. Tsuchiya Collection of Japanese Occupations Stamps in the Former British Territories	London	23018
08 June	Stamps and Covers of Asia	London	23019

COINS

05 March	A Choice Collection of Rare Early Hong Kong Coinage	Hong Kong	CSS95
9-30 March	Spink Numismatic e-Circular 27: British and World Coins, Medals and Tokens	London	23107
31 March	Ancient and British Coins - Featuring the 'St Helier' Collection of English Gold Coins	London	23004
12 April	The Numismatic Collectors' Series sale	Hong Kong	CSS92
05-19 April	Spink Numismatic e-Circular 28: Ancient Coins - e-Auction	London	23106
17-27 April	The John C. Huntington Collection - e-Auction	New York	389

BANKNOTES

13 April	World Banknotes	London	23008
26 April - 10 May	World Banknotes - e-Auction	London	23188
18-28 April	The George Blaine Collection - Part IV: Banknotes -e-Auction	New York	388

MEDALS

04 April	Orders, Decorations and Medals	London	23001
27 April- 11 May	Orders, Decorations and Medals - e-Auction	London	23111
20 July	Orders, Decorations and Medals	London	23002
23 November	Orders, Decorations and Medals	London	22003

BONDS & SHARES

06 April- 20 April	Bonds and Share Certificates of the World - e-Auction	London	22144
04 July- 18 July	Bonds and Share Certificates of the World - e-Auction	London	23145

HISTORICAL DOCUMENTS

TBC	Historical Documents: Postal History and Autographs - Featuring Pt.II of the Robin Hunt Collection	London	TBC
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LIFESTYLE COLLECTABLES

03 April- 13 April	Jewelry, Silver & Luxury Accessories - e-Auction	New York	387
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The above sale dates are subject to change

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