



Orders, Decorations, Medals and Militaria

including

The outstanding Afghanistan 2007 'Battle of the Sluice Gate' C.G.C., 'Iraq 2003' M.I.D. double gallantry group of seven awarded to Warrant Officer Class II J.T. Thompson, 42 Commando, Royal Marines

and

The important Battle of Britain Fighter Ace's D.F.C. group of seven awarded to Squadron Leader A.C. 'Bolshie' Bartley, Royal Air Force Volunteer Reserve

**Wednesday 8th December 2021
at 10:00am**

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Please note: Lots will be sold at a rate of approximately 120 per hour

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Wednesday 23 March 2022
Wednesday 20 April 2022



Britannia Medal Fair



2022

2022 dates to be announced

Campaign Groups and Pairs

1



Pair: Private Joseph Hackett, 95th Foot, Rifles

Military General Service 1793-1814, 3 clasps, Salamanca, Vittoria, Pyrenees (J. Hackett, 95th Foot, Rifles.); Waterloo 1815 (Joseph Hacktt, 2nd Batt. 95th Reg. Foot) fitted with replacement steel clip and ring suspension, *first with edge bruising and contact marks, fine; second with heavy edge bruising, details worn through polishing, therefore poor* (2)

£3,000-£4,000

Provenance: Cheylesmore Collection 1930; Glendining's, May 1947; Dix Noonan Webb, December 2013.

Joseph Hackett is first traced as a Private in the muster rolls of the Leicestershire Militia in December 1807. He volunteered into the 1st Battalion, 95th Foot, on 1 April 1809, for a 7 year term of service with a Bounty of £5-5-0. He transferred to the 2nd Battalion on 25 April 1809, serving at Hythe barracks until June 1824 when he went on service to Spain. He remained in the Peninsula until 12 October 1813, when he is noted in the musters as 'sick' and gone to England with Major Wilkins as servant. The musters for the Waterloo quarter of 1815 show him as 'wounded Brussels' and as servant to Colonel Wilkins. He served in Captain J. Logan's Company in the Waterloo Campaign and was discharged on 4 April 1816, his period of service expired.

2



Three: Ordinary Seaman Joseph Douglas, Royal Navy

India General Service 1854-95, 1 clasp, Pegu (Josh. Douglas. Boy "Hastings"); Crimea 1854-56, 1 clasp, Sebastopol (Josh. Douglas. Ord.) officially impressed naming; Turkish Crimea 1855, British issue, unnamed, fitted with contemporary swivel bar suspension, each medal individually suspended from a contemporary pin bar, *hinge defective on pin, suspension and back-strap of clasp bent on the first, light contact marks, otherwise very fine* (3) £500-£600

Joseph Douglas was born at Saffron Walden, Essex, on 18 June 1836, and joined the Navy as a Boy 2nd Class aboard H.M.S. *Hastings* on 1 September 1851, advancing to Boy 1st Class on 25 October 1852. He joined H.M.S. *London* in the same rate on 6 May 1853, was advanced to Ordinary Seaman on 25 October 1854, and served in *London* until 26 January 1856, when he moved to *Cormorant*.

x3 *Pair: Naval Chaplain the Revd. H. H. Williams, Royal Navy*
 Crimea 1854-56, 1 clasp, Sebastopol (Revd. Herbert H. Williams. Chaplain H.M.S.) *re-engraved* in large serif capitals; Turkish Crimea 1855, Sardinian issue, a contemporary tailor's copy by 'J.B.', unnamed as issued, both with top silver brooch bars, and housed in a contemporary *Emanuel, Portsea*, fitted leather case, *minor edge bruising, the Crimea Medal nearly very fine, the Turkish Crimea good very fine* (2) *£300-£400*

x4 *Three: Sergeant E. Jennings, 101st Foot, later Royal Munster Fusiliers*
 India General Service 1854-95, 1 clasp, Umbeyla (586. E. Jennings H.Ms. 101st. Regt.); Army L.S. & G.C., V.R., 3rd issue, small letter reverse (586 Sergt. E. Jennings, 101st. Foot); Army Meritorious Service Medal, G.V.R., 1st issue (Sgt. E. Jennings. 4/R. Muns: Fus.) *attempt to obliterate rank on last but still just legible, contact marks and edge bruising to first two, these nearly very fine, the MSM better* (3) *£600-£800*
Edward Jennings was awarded his Meritorious Service Medal, with an annuity of £10, on 9 August 1912. He died 12 May 1916.

5 *Three: Commissioned Boatman E. Stockwell, H.M. Coast Guard, late Royal Navy*
 Egypt and Sudan 1882-89, dated reverse, no clasp (E. Stockwell, A.B. H.M.S. "Euphrates."); Royal Navy L.S. & G.C., V. R., narrow suspension, impressed naming (E. Stockwell, Comd. Boatn., H.M. Coast Guard.); Khedive's Star 1882, unnamed as issued, *minor contact marks, very fine* (3) *£240-£280*

6 *Pair: Able Seaman R. Pacey, Royal Navy, who was wounded during the bombardment of Alexandria*
 Egypt and Sudan 1882-89, dated reverse, 3 clasps, Alexandria 11th July, Suakin 1884, El-Teb_Tamaai (R. Pacey A.B. H. M.S. "Sultan"); Khedive's Star 1882, unnamed as issued, *some scratches to edge of first, but not affecting naming, light pitting and minor contact marks, this nearly very fine; the Star heavily polished, thus fine* (2) *£600-£800*
R. Pacey appears on the the list, published in Hansard, of casualties from the bombardment of Alexandria.

7 *Pair: Coxswain R. Herd, Royal Navy*
 Egypt and Sudan 1882-89, undated reverse, 1 clasp, The Nile 1884-85 (R. Herd, Coxn. 1 Cl.); Khedive's Star 1882, unnamed as issued, *contact marks, very fine* (2) *£160-£200*

8 *Five: Private R. Tattersall, 10th Hussars, who was killed in action on the Western Front on 12 February 1915*
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (4372. Pte. R. Tattersall. 10th. Hussars); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4372 Pte. R. Tattersall. 10th. Hussars); 1914-15 Star (28313 Pte. R. Tattershall [sic]. 10th. Hrs.); British War and Victory Medals (28313 Pte. R. Tattershall [sic]. 10-Hrs.) with lids of named card boxes of issue for the Great War awards with OHMS transmission envelopes addressed to 'Mrs. E. A. Tattersall, 3 River View Terrace, Penworthan, Preston, Lancashire', *light contact marks, very fine and better* (5) *£200-£240*

Rowland Tattersall was born in Accrington, Lancashire, in 1877 and attested for the 10th Hussars at Preston, Lancashire, on 4 January 1897, having previously served in the 5th Lancashire Artillery Volunteers. He purchased his discharge on 9 March 1898, but re-enlisted in the 10th Hussars at Preston on 16 January 1900, and served with them in South Africa during the Boer War from 23 May to 16 October 1900, and again from 23 February 1901 to 5 June 1902. He saw further service in India from 6 January 1903 to 24 October 1907, before transferring to the Army Reserve on 16 January 1908. He was discharged on 15 January 1912.

Following the outbreak of the Great War Tattersall enlisted in the 10th Hussars for a third time, and served with them during the Great War on the Western Front from 23 November 1914. He was killed in action on 12 February 1915. He has no known grave and is commemorated on the Ypres (Menin Gate) Memorial, Belgium.

Sold with named Record Office enclosure for the British War and Victory Medals; OHMS transmission envelope for the Memorial Plaque; and copied research.

x9 *Pair: Private A. Flynn, East Lancashire Regiment*
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Johannesburg (1500 Pte. A. Flynn, E. Lanc: Regt.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (1500 Pte. A. Flynn. E. Lanc: Regt.) mounted on contemporary silver pin bar as worn, *toned, very fine* (2) *£140-£180*

x10



Five: Lieutenant-Colonel A. B. Thorburn, Argyll and Sutherland Highlanders

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (Lieut. A. B. Thorburn. A. & S. Hdrs:) engraved naming; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Lt. A. B. Thorburn. A. & S. Hdrs.) engraved naming; 1914 Star, with clasp (Capt: A. B. Thorburn. A. & S. Highrs.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. A. B. Thorburn.) *light contact marks to Boer War pair, generally very fine and better (5)* *£600-£800*

M.I.D. *London Gazette* 15 June 1916.

Adam Brown Thorburn was commissioned Second Lieutenant in the Argyll and Sutherland Highlanders on 6 December 1899, and served with them in South Africa during the Boer War, being present during the operations in the Orange Free State, February to May 1900; in the operations in the Transvaal, July 1900 to May 1902; and in Cape Colony, May 1902. Promoted Lieutenant on 16 September 1901, and Captain on 20 May 1909, he served during the Great War on the Western Front on the Staff from 14 August 1914, and afterwards in command of the 5th Battalion, Highland Light Infantry from 8 September 1918. For his services during the Great War he was promoted Lieutenant-Colonel and was Mentioned in Despatches.

Sold together with the recipient's cloth slip-on epaulettes with rank insignia; Argyll and Sutherland Highlanders Glengarry cap badge; and a set of Argyll and Sutherland Highlanders Officers Collar Dogs.



A Welsh mining interest 'Tonypany Riots', Boer War and Police Long Service group of three awarded to Police Constable Levi Wood, a Bristol policeman drafted in to help break the Cambrian Combine miners strike in the Rhondda coalfields in 1910-11, and who received back, head and hand injuries during the fighting in Llwynypia on 7 November 1910

Queen's South Africa 1899- 1902, 6 clasps, Belmont, Modder River, Driefontein, Johannesburg, Diamond Hill, Belfast (1318 Pte. L. Wood, Cldstm: Gds:); King's South Africa Medal, 2 clasps South Africa 1901, South Africa 1902 (1318 Pte. L. Wood. Coldstream Guards); Bristol City Police Long Service Medal, 1 clasp 'Twenty Two Years' (Con. L. Wood) this with top ribbon brooch, *edge bruise to first, otherwise nearly very fine and better* (3) £400-£500

Levi Wood was born to Charles and Louisa Wood, in Taunton, Somerset, early in 1880. By trade a gardener, he was already a member of the 2nd (Volunteer) Company of the Somerset Light Infantry when he enlisted into the 1st Bn. Coldstream Guards at Taunton on 5 January 1898. He was initially posted to London for training, subsequently remaining at home until posted to Gibraltar on 10 March 1899. On 27 October 1899, he was sent to South Africa to play his part in the Boer War. Returning home on 20 July 1902, he was, a week later, posted to the 3rd Battalion and on 9 October transferred to the Army Reserve on expiration of his period of army service. He was finally discharged from the reserve on 4 January 1910. Wood joined the Bristol City Police in 1905, while still on the Army Reserve, and in 1910 took part in the 'Battle for the Glamorgan Colliery Powerhouse' on Monday, 7 November.

The 'Tonypany Riots' as they were collectively known, were a series of violent confrontations between coal miners and police that took place at various locations in and around the Rhondda mines of the Cambrian Combine, a business network of mining companies formed to regulate prices and wages in South Wales in 1910 and 1911. The riots were the culmination of an industrial dispute between workers and the mine owners. The term "Tonypany riot" initially applied to specific events on the evening of Tuesday, 8th November, 1910, when strikers, impassioned by extended hand-to-hand fighting with the Glamorgan Constabulary, reinforced by the Bristol City Constabulary, smashed windows of businesses in Tonypany. The Bristol Police were the most hated of all the various police contingents as they were the most violent. A total of 1,499 Police were involved in suppressing the strikers, with 214 casualties being sustained by police contingents who needed medical attention. Minor casualties, numbering over 500, were not reported, nor were casualties amongst the minors. Constable Levi Wood was one of the casualties, sustaining injuries to his back, head and hand during the fighting in Llwynypia on 7 November 1910. This is confirmed in the book '*Labour Strife in the South Wales Coalfield 1910-1911*' by David Evans, published Cardiff, 1911.

Home Secretary Winston Churchill's decision to allow troops to be sent to the area to reinforce the police shortly after the 8 November riot caused ill-feeling towards him in South Wales throughout his life. His responsibility remains a strongly disputed topic. Strangely enough there was little, if any, ill-feeling towards the troops, who were mostly covertly sympathetic to the miners and got on very well with the local population. There have always been local stories of how the soldiers looked elsewhere when the out of work miners were scavenging coal from the spoil heaps to try to keep their families warm and to cook what little food they had. There was also the story of the loaded coal train which left the valley for Barry Dock which arrived at its destination virtually empty. The soldiers guarding it stating that it must have departed that way, or was secretly pilfered when they were not looking!

Wood was awarded his Bristol City Police Long Service Medal with clasp "Twenty Years" in 1927, at the age of 47, and died in Bristol in December 1941, aged 61. Wood's police service record is held in Bristol archives.

Sold with Coldstream Guards service papers, a reprint (1963) copy of '*Labour Strife in the South Wales Coalfield 1910-11*', which lists all the police participants and their injuries, and '*The Tonypany Riots 1910-11*', by Gwyn Evans & David Maddox (2010) which tells the full story of the strike and aftermath with many illustrations.

12 Five: Petty Officer A. J. Hayden, Royal Navy

China 1900, no clasp (A. J. Hayden, A.B. H.M.S. Wallaroo.); 1914-15 Star (175471, A. J. Hayden, P.O.1., R.N.); British War and Victory Medals (175471 A. J. Hayden. P.O. 1 R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (17541 A. J. Hayden, P.O.2 Cl. H.M.S. Minotaur.) *light contact marks to first, very fine (5)* £300-£400

Alfred James Hayden was born in Portsea, Hampshire, on 27 May 1878 and joined the Royal Navy as a Boy Second Class on 1 August 1893. He was promoted Able Seaman on 8 January 1898 and served in H.M.S. *Wallaroo* from 14 March 1900 to 7 December 1903. Advanced Petty Officer Second Class on 1 July 1907, he was awarded his Long Service and Good Conduct Medal on 2 October 1911, and was promoted Petty Officer First Class on 11 July 1912. He served during the Great War in a variety of ships and shore based establishments, and was shore demobilised on 4 March 1919.

13 Pair: Able Seaman J. P. Forbes, Royal Navy

China 1900, no clasp (J. P. Forbes, A.B., H.M.S. Undaunted.); British War Medal 1914-20 (104504 J. P. Forbes. A.B. R. N.), *good very fine (2)* £140-£180

John Pithie Forbes was born in Dundee, Forfarshire, on 1 May 1862 and joined the Royal Navy as a Boy Second Class on 25 February 1878. He was advanced Able Seaman on 24 September 1884, and served in H.M.S. *Undaunted* from 11 July to 5 September 1900. He was shore pensioned on 15 January 1901, but was recalled for service in the Great War on 2 August 1914, serving in H.M.S. *Vivid I*. He was shore demobilised on 19 May 1919; these medals appear to be his complete entitlement.

14 Five: Petty Officer M. J. Frayne, Royal Navy

Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (M. J. Frayne, P.O. 1 Cl., H.M.S. *Perseus*.); 1914-15 Star (174621, M. J. Frayne, C.P.O., R.N.); British War and Victory Medals (147621 M. J. Frayne. C.P.O. R.N.); Royal Navy L.S. & G.C., E.VII.R. (174621 M. J. Frayne, P.O., H.M.S. *Gagnes*.), *contact marks, very fine (5)* £200-£240

Martin Joseph Frayne was born in Wigan, Lancashire, on 11 February 1877 and joined the Royal Navy as a Boy Second Class on 2 August 1893. Promoted Petty Officer First Class on 8 June 1901, he served in H.M.S. *Perseus* from 22 October 1903 to 8 May 1906, and was awarded his Long Service and Good Conduct Medal on 22 February 1910. Promoted Chief Petty Officer on 19 September 1912, he served during the Great War in H.M. Ships *Euryalus* and *Northbrook*, and was shore demobilised on 8 January 1920.

15 Five: Chief Engine Room Artificer Second Class R. D. Dodd, Royal Navy

Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-14 (270695 R. D. Dodd. E.R.A. 2 Cl. H.M.S. *Highflyer*.); 1914-15 Star (270695, R. D. Dodd, E.R.A. 1., R.N.); British War and Victory Medals (270695 R. D. Dodd. E.R.A. 1 R. N.); Royal Navy L.S. & G.C., G.V.R., G.V.R., 1st issue (270695 R. D. Dodd, C.P.O. H.M.S. *Cormorant*.) *good very fine (5)* £180-£220

Richard Davey Dodd was born in Sunderland on 7 May 1880 and joined the Royal Navy as an Acting Engine Room Artificer Fourth Class on 23 June 1902. He served in H.M.S. *Highflyer* from 27 February 1911 to 14 June 1913, and during the Great War in a variety of ships and shore based establishments. He was awarded his Long Service and Good Conduct Medal on 20 July 1917, and was shore pensioned on 1 July 1924 in the rate of Chief Engine Room Artificer Second Class.

16 Five: Stoker Petty Officer F. Arnold, Royal Navy

Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (K. 4429. F. Arnold. Sto. 1 Cl. H.M.S. *Proserpine*.); 1914-15 Star (K. 4429, F. Arnold, S.P.O., R.N.); British War and Victory Medals (K. 4429 F. Arnold. S.P.O. R.N.) *naming on VM inverted*; Royal Navy L.S. & G.C., G.V.R., 1st issue (K. 4429 Frederick Arnold. Sto. P.O., H.M.S. *Pembroke*.) *light contact marks, very fine (5)* £160-£200

Frederick Arnold was born in Holybourne, Hampshire, on 21 June 1883 and joined the Royal Navy as a Stoker Second Class in H.M.S. *Proserpine* on 13 November 1909. Advanced Stoker Petty Officer on 19 June 1914, he served during the Great War in a variety of ships and shore based establishments, and was awarded his Long Service and Good Conduct Medal on 28 August 1916. He was shore invalided on 8 February 1922.

17 Three: Chief Armourer J. O'Connor, Royal Navy

Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-14 (282626, J. O'Connor, Arm. Cr., H.M.S. *Fox*.); Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (282626 J. O'Connor, Arm. Cr. H.M.S. *Fox*.); Royal Navy L.S. & G.C., E.VII.R. (282626 J. O'Connor, Armr. Crew., H.M.S. *Defence*) *good very fine (3)* £240-£280

James O'Connor was born in Ventry, Co. Kerry, on 15 August 1872 and entered naval service on 30 April 1896. He was awarded his Long Service and Good Conduct Medal in May 1911, and was pensioned as a Chief Armourer in 1919.

18



Three: Second Lieutenant K. C. Barton, 9th Battalion, Royal Fusiliers, late Cameronians, who was killed in action on the Western Front on 7 October 1916

1914 Star (6542 Pte. K. Barton. 5/Scot. Rif.); British War and Victory Medals (2. Lieut. K. C. Barton.); Memorial Plaque (Kenneth Cyril Barton) in card envelope of issue; Memorial Scroll, '2/Lieut. Kenneth Cyril Barton, Royal Fusiliers', *about extremely fine* (5) **£400-£500**

Kenneth Cyril Barton was born in Ahmednuggar, India, on 28 March 1895 and was educated at King's College, Taunton. He attested for the 5th Battalion, Scottish Rifles (Territorial Force) on 14 April 1913, and served with them during the Great War on the Western Front from 4 November 1914. He was commissioned Second Lieutenant in the 9th Battalion, Royal Fusiliers, and was killed in action on the Western Front on 7 October 1916, on which date the Battalion suffered heavy losses during an attack on Bayonet Trench, with total casualties of 9 officers and 313 other ranks killed, wounded, or missing. Barton has no known grave and is commemorated on the Thiepval Memorial, France.

Sold with a portrait photograph of the recipient and copied research.

19

Three: Lance-Corporal J. Harris, Worcestershire Battalion, who was killed in action on the Western Front on 26 September 1915

1914 Star, with *copy* clasp (9434 Pte. J. Harris. 2/Worc. R.); British War and Victory Medals (9434 Pte. J. Harris. Worc. R.); Memorial Plaque (John Harris) in OHMS transmission envelope, addressed to 'Mr. J. R. Freeman, Webleys Row, Bilson Green, Cinderford, Glos.', *good very fine* (4) **£240-£280**

John Harris was born in Cinderford, Gloucestershire, the son of J. R. Freeman, and attested for the Worcestershire Regiment in Manchester. He served with the 2nd Battalion during the Great War on the Western Front from 12 August 1914, and was killed in action on 26 September 1915. He has no known grave and is commemorated on the Loos Memorial, France.

Sold with copied research including a photographic image of the recipient.

20

Three: Lieutenant S. J. Woods, Army Service Corps, late Honourable Artillery Company

1914 Star, with clasp (423 L. Cpl. S. J. Woods. H.A.C.); British War and Victory Medals (Lieut. S. J. Woods.) mounted as worn, *nearly extremely fine* (3) **£180-£220**

Sidney John Woods was from Northampton and served with the H.A.C. in France from 18 September 1914. He was commissioned into the Army Service Corps and was also entitled to the Silver War Badge. Sold with copied Medal Index Card.

21

Six: Chief Electrical Artificer F. E. A. Dunn, Royal Navy, who was awarded a Great War M.S.M. for his services in H.M.S. Birmingham

1914-15 Star (M. 2904, F. E. A. Dunn. E.A. 3., R.N.); British War and Victory Medals (M. 2904 F. E. A. Dunn. E.A. 2 R. N.); Defence Medal; Royal Naval Meritorious Service Medal, G.V.R., 1st issue (M. 2904 F. E. A. Dunn, E.R.A. 2 Cl. "Birmingham" Services During War); Royal Navy L.S. & G.C., G.V.R., 2nd issue (M. 2904 F. E. A. Dunn. C.E.A.2 H.M.S. Vernon.) *a little polished and light contact marks, therefore very fine* (6) **£300-£400**

M.S.M. *London Gazette* 21 June 1919.

Frank Edgar Arnold Dunn was born in West Bideford, Devon, on 24 September 1883, and joined the Royal Navy as an Acting Electrical Artificer Fourth Class on 27 February 1911. He served during the Great War in H.M.S. *Birmingham* from the outbreak of War to 20 November 1916, and again from 19 February 1917 to the cessation of hostilities, and was awarded the Meritorious Service Medal. He was advanced Chief Electrical Artificer on 1 April 1921, and was awarded his Long Service and Good Conduct Medal on 12 March 1926.

22

Six: Chief Yeoman of Signals S. F. Austen, Royal Navy

1914-15 Star (239854, S. F. Austen, L.S., R.N.); British War and Victory Medals (239854 S. F. Austen. L.S. R.N.); Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (238954 S. F. Austen. Y.S. H.M.S. Repulse) mounted as worn, *the GVR awards heavily polished and worn, therefore fine and better; the GVR awards nearly extremely fine* (6) **£100-£140**

Sidney Frank Austen was born in Bromley, Kent, on 7 May 1891 and joined the Royal Navy as a Boy Second Class on 10 October 1907. Advanced Yeoman of Signals on 1 April 1921, he was awarded his Long Service and Good Conduct Medal on 3 July 1924, and was shore pensioned on 6 May 1931. He saw further service at home during the Second World War, and was discharged on 21 August 1945 in the rate of Chief Yeoman of Signals.

23

Four: Petty Officer R. K. Ward, Royal Navy

1914-15 Star (207672, R. K. Ward. P.O., R.N.); British War and Victory Medals (207672 R. K. Ward. P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (207672 R. K. Ward. P.O. H.M.S. Thunderer.) *edge bruising and contact marks, nearly very fine* (4) **£100-£140**

Rowland Keys Ward was born in Plymouth on 2 June 1884 and joined the Royal Navy as a Boy Second Class in April 1903. He was advanced Petty Officer on 1 May 1915, and served throughout the entire Great War in H.M.S. *Thunderer*. He was awarded his Long Service and Good Conduct Medal on 6 August 1917, and was shore pensioned on 1 June 1924.

24 Four: Leading Cook A. A. Cox, Royal Navy

1914-15 Star (M. 4694, A. A. Cox, Ck. Mte., R.N.); British War and Victory Medals (M. 4694 A. A. Cox. L. Ck. Mte. R. N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (M. 4694 A. A. Cox. L. Ck. H.M.S. Dolphin.) *light contact marks, nearly very fine (4)* **£100-£140**

Alfred Albert Cox was born in Gosport, Hampshire, on 19 May 1894 and joined the Royal Navy as a Second Class Cook's Mate on 15 July 1912. He served throughout the entire Great War in H.M.S. *Hercules*, and was advanced Leading Cook on 30 April 1920. He was awarded his Long Service and Good Conduct Medal on 26 February 1927.

25 Four: Chief Petty Officer J. Cretney, Royal Navy

1914-15 Star (J. 2459, J. Cretney, L.S., R.N.); British War and Victory Medals (J. 2459 J. Cretney. P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 2459 J. Cretney. P.O. H.M.S. Durban.) *contact marks, nearly very fine (4)* **£100-£140**

James Cretney was born in Liverpool on 22 September 1891 and joined the Royal Navy as a Boy Second Class on 13 August 1908. He was advanced Leading Seaman on 19 June 1914 and served in a variety of ships and shore based establishments during the Great War, being promoted Petty Officer on 1 July 1917. He was awarded his Long Service and Good Conduct Medal on 15 November 1924, and was promoted Chief Petty Officer on 6 November 1925.

26 Four: Stoker Petty Officer H. E. Davies, Royal Navy

1914-15 Star (301708, H. E. Davies, S.P.O., R.N.); British War and Victory Medals (301708 H. E. Davies. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (301708 H. E. Davies, H.M.S. Dominion.) *light contact marks, very fine (4)* **£100-£140**

Henry Edward Davies was born in Liverpool on 12 March 1884 and joined the Royal Navy as a Stoker Second Class on 31 October 1902. He was advanced Stoker Petty Officer on 12 April 1912, and served during the Great War in H.M.S. *Dominion* from the outbreak of War to 17 November 1917, being awarded his Long Service and Good Conduct Medal on 22 January 1917.

He was seconded to the Royal Australian Navy on 21 November 1917, and was promoted Chief Stoker on 22 April 1919.

He reverted to the Royal Navy on 11 November 1920, and was shore pensioned on 12 November 1924, joining the Royal Naval Reserve the following day.

27 Four: Stoker Petty Officer W. H. Evans, Royal Navy

1914-15 Star (283054, W. H. Evans, Act. S.P.O., R.N.); British War and Victory Medals (283054 W. H. Evans. S.P.O. R. N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (283054 W. H. Evans, Ldg. Stoker., H.M.S. Cornwallis.) *light contact marks, very fine (4)* **£100-£140**

William Henry Evans was born in Halwell, Devon, on 16 January 1873 and joined the Royal Navy as a Stoker Second Class on 11 August 1896. He was advanced Leading Stoker on 31 August 1907, and was shore discharged, time expired, on 10 August 1908, joining the Royal Fleet Reserve on 11 August 1908. He rejoined the Royal Navy on 27 March 1911, and was awarded his Long Service and Good Conduct Medal on 29 April 1914. He served during the Great War in a variety of ships and shore based establishments, being advanced Stoker Petty Officer on 1 September 1916, and was shore pensioned on 9 April 1921.

28 Four: Leading Stoker C. Rye, Royal Navy

1914-15 Star (K. 6313, C. Rye, Sto. 1., R.N.); British War and Victory Medals (K. 6343 C. Rye. L. Sto. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (K. 6313 C. Rye, L. Sto. H.M.S. Benbow.) *mounted as worn, polished and worn, therefore good fine (4)* **£100-£140**

Charles Rye was born in Wingham, Kent, on 25 November 1891 and joined the Royal Navy as a Stoker Second Class on 7 April 1910. He served during the Great War in a variety of ships and shore based establishments, and was advanced Leading Stoker on 1 October 1918. He was awarded his Long Service and Good Conduct Medal on 13 January 1925.

29 Four: Engineering Room Artificer J. Griffiths, Royal Navy

1914-15 Star (M. 8713, J. Griffiths, E.R.A.4., R.N.); British War and Victory Medals (M. 8713 J. Griffiths E.A.3 R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (M. 8713 J. Griffiths. E.A.1. H.M.S. Victory.) *mounted as worn, heavy contact marks, good fine (4)* **£100-£140**

Joseph Griffiths was born on the Scilly Isles, Cornwall, on 6 February 1891 and joined the Royal Navy as an Acting Electrical Artificer Fourth Class on 15 September 1914. He served during the Great War in a variety of ships and shore based establishments, and was advanced Electrical Artificer First Class on 15 September 1926. He was awarded his Long Service and Good Conduct Medal on 24 November 1929, and was shore pensioned on 14 September 1936.

30 Four: Chief Petty Officer R. E. Page, Royal Navy

1914-15 Star (J. 5089, R. E. Page, L.S., R.N.); British War and Victory Medals (J. 5089 R. E. Page. P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 5089 R. E. Page. P.O. H.M.S. Ambrose.) *very fine (4)* **£100-£140**

Reginald Ernest Page was born in Cheltenham, Gloucestershire, on 15 June 1893 and joined the Royal Navy as a Boy Second Class on 17 August 1909. He was advanced Leading Seaman on 1 August 1914, and served during the Great War in a variety of ships and shore based establishments, being promoted Petty Officer on 1 May 1918. He was awarded his Long Service and Good Conduct Medal on 22 July 1926, and was promoted Chief Petty Officer on 12 May 1927.

31 Four: Chief Stoker W. E. Pritchard, Royal Navy

1914-15 Star (229820, W. E. Pritchard, P.O., R.N.); British War and Victory Medals (229820 W. E. Pritchard. S.P.O. R. N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (229820, W. E. Pritchard, S.P.O. H.M.S. Apollo) *contact marks, nearly very fine (4)* *£100-£140*

William Ernest Pritchard was born in Madeley, Shropshire, on 23 September 1886 and joined the Royal Navy as a Boy Second Class on 2 February 1904. He was advanced Leading Stoker on 15 January 1914, and served during the Great War in a variety of ships and shore based establishments, being advanced Stoker Petty Officer on 1 November 1915. He was awarded his Long Service and Good Conduct Medal in 1919, and was promoted Chief Stoker on 1 October 1925. He was shore pensioned on 22 September 1926.

32 Four: Petty Officer G. Smith, Royal Navy

1914-15 Star (175125 G. Smith, P.O., R.N.); British War and Victory Medals (175125 G. Smith. C.P.O. R.N.); Royal Navy L.S. & G.C., E.VII.R. (175125 George Smith, P.O. 1 Cl., H.M.S. Vernon.) *very fine (4)* *£120-£160*

George Smith was born in Overton, Hampshire, on 7 June 1877 and joined the Royal Navy as a Boy Second Class on 19 July 1893. He was advanced Petty Officer First Class on 1 April 1905, and was awarded his Long Service and Good Conduct Medal on 18 August 1910. He served throughout the Great War in H.M.S. *Hecla*, and was promoted Chief Petty Officer on 1 April 1916, finally being shore demobilised on 26 February 1919.

33 Five: Leading Telegrapher L. G. H. Allan, Royal Navy, later Royal Fleet Reserve

1914-15 Star (J.38838, L. G. H. Allen [*sic*]. B. Tel., R.N.); British War and Victory Medals (J.38838 L. G. H. Allan. Tel. R. N.); Defence Medal; Royal Fleet Reserve, G.VI.R, 1st issue (J.38838 (Po.B.17084) L. G. H. Allan. L. Tel. R.F.R.) *very fine (5)* *£100-£140*

Louis Godfrey Humphrey Allan was born in Elgin, Scotland, on 18 February 1899 and joined the Royal Navy as a Boy Second Class on 5 March 1915. He served during the Great War in a variety of ships and shore based establishments, and was advanced Leading Telegraphist on 1 January 1924. He transferred to the Royal Fleet Reserve on 18 February 1929.

34 Four: Stoker Petty Officer H. F. Bone, Royal Navy

1914-15 Star (357818, H. F. Bone, S.P.O., R.N.); British War and Victory Medals (357818 H. F. Bone. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (357818 H. F. Bone, Sto. P.O., H.M.S. Latona.); together with two H.M.S. *St. Vincent* field gun prize medals, both bronze, *very fine (4)* *£100-£140*

Harold Frederick Bone was born in Gosport, Hampshire, on 2 September 1881 and joined the Royal Navy as a Domestic Third Class on 6 October 1889. He was advanced Stoker Petty Officer on 1 January 1914, and served during the Great War in a variety of ships and shore based establishments. He was awarded his Long Service and Good Conduct Medal on 12 November 1917, and was shore pensioned on 8 October 1921, joining the Royal Fleet Reserve the following day.

35 Four: Chief Stoker W. Nash, B.E.M., Royal Navy, who was awarded the British Empire Medal during the Second World War for his work as a Gun Layer on Defensively Equipped Merchant Ships

1914-15 Star (K. 12231, W. Nash, Sto. 1., R.N.); British War and Victory Medals (K. 12231 W. Nash. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (K. 12231 W. Nash. Ch. Sto. H.M.S. Kent.) *polished and worn, good fine and better (4)* *£100-£140*

B.E.M. *London Gazette* 1 January 1945.

William Nash was born in Moira, Antrim, on 2 December 1889 and joined the Royal Navy as a Stoker Second Class on 30 August 1911. He served in a variety of ships and shore based establishments during the Great War, and was advanced Stoker Petty Officer on 1 March 1918, and Chief Stoker on 3 April 1928. He was awarded his Long Service and Good Conduct Medal on 25 February 1931, and was shore pensioned on 5 September 1933. He saw further service during the Second World War as a Gun Layer on Defensively Equipped Merchant Ships, and was awarded the British Empire Medal in the 1945 New Year's Honours' List.

36 Five: Leading Stoker W. Young, Royal Navy, who served in H.M. Yachts Osborne and Alexandra

1914-15 Star (151711, W. Young, L. Sto., R.N.); British War and Victory Medals (151711 W. Young. L. Sto. R.N.); Coronation 1911, unnamed as issued; Royal Navy L.S. & G.C., E.VII.R. (Walter Young, Sto., H.M.Y. Osborne.) *very fine (5)* *£160-£200*

Walter Young was born in Southampton on 4 October 1870 and joined the Royal Navy on 19 November 1889. He served in H.M. Yacht *Osborne* between March 1896 and April 1909 (and was awarded his Long Service and Good Conduct Medal in April 1904), before transferring to H.M. Yacht *Alexandra*, serving in her until he was shore pensioned in November 1911. Re-engaged on the outbreak of war in 1914, he served in H.M.S. *Boxer* for the bulk of the Great War.

37 Four: Petty Officer J. A. May, Royal Navy

1914-15 Star (227076, J. A. May, L.S., R.N.); British War and Victory Medals (227076 J. A. May. P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (227076 J. A. May. P.O. H.M.S. Furious.) *light contact marks, nearly very fine (4)* *£100-£140*

John Albert May was born in Liverpool on 5 November 1887 and joined the Royal Navy as a Boy Second Class on 7 July 1903. Advanced Leading Seaman on 11 August 1913, he served during the Great War in a variety of ships and shore based establishments, and was promoted Petty Officer on 29 August 1918. He was awarded his Long Service and Good Conduct Medal on 13 November 1926, and was shore pensioned on 4 November 1927, joining the Royal Fleet Reserve the following day.

38 *Four: Chief Petty Officer F. Eames, Royal Navy*

1914-15 Star (180546 F. Eames, Act. C.P.O., R.N.); British War and Victory Medals (180546 F. Eames. C.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (180546 Frederick Eames, P.O. 1 Cl, H.M.S. St Vincent.) *good very fine (4)*
£100-£140

Frederick Eames was born in Largashall, Sussex, on 30 December 1878 and joined the Royal Navy as a Boy Second Class on 6 August 1894. Advanced Petty Officer First Class on 1 October 1904, he was awarded his Long Service and Good Conduct Medal on 29 December 1912, and served for virtually the entire Great War in H.M.S. *Britannia*. Promoted Chief Petty Officer on 1 October 1916, he was shore demobilised on 13 June 1919.

39 *Four: Petty Officer T. P. Price, Royal Navy*

1914-15 Star (221698 T. P. Price, L.S., R.N.); British War and Victory Medals (221698 T. P. Price. P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (221698. T. Price., P.O. H.M.S. Ithurriel.) *light contact marks, very fine (4)*
£100-£140

Thomas Percy Price was born in Birmingham on 14 March 1886 and joined the Royal Navy as a Boy Second Class on 22 July 1902. He was advanced Leading Seaman on 1 January 1914 and served during the Great War in a variety of ships and shore based establishments, being promoted Petty Officer on 17 November 1916. He was awarded his Long Service and Good Conduct Medal on 25 March 1919, and was invalided out of the Service at Haslar Hospital on 5 September 1923.

40 *Four: Chief Painter G. A. E. Potter, Royal Navy*

1914-15 Star (M.4741, G. A. E. Potter, Ptr. 1., R.N.); British War and Victory Medals (M.4741 G. A. E. Potter. Ptr. 1 R. N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (M.4751 G. A. E. Potter. Ch. Ptr. H.M.S. Victory.) *light contact marks, very fine (4)*
£100-£140

George Ambrose Edward Potter was born in Bristol on 24 August 1891 and joined the Royal Navy as a Painter Second Class on 2 February 1910. Promoted Painter First Class on 30 September 1914, he served during the Great War in a variety of ships and shore based establishments, and was awarded his Long Service and Good Conduct Medal whilst holding the rate of Chief Painter in 1925. He was shore pensioned on 12 January 1932.

41 *Five: Chief Petty Officer G. Denmark, Royal Navy*

1914-15 Star (J.31192, G. Denmark, Ord., R.N.); British War and Victory Medals (J.31192 G. Denmark, L.S. R.N.); Jubilee 1935, unnamed as issued; Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 31192 G. Denmark. P. O. H.M.S. Ganges.) *surname partially officially corrected on both BWM and LS&GC, contact marks, otherwise good fine and better (5)*
£100-£140

Gerald Denmark was born in Norwich on 13 February 1898, and was pensioned in February 1938 as a Chief Petty Officer. He served again in the Second War in this rating and was released in September 1945.

42 *Four: Artificer Engineer R. J. Baker, Royal Navy*

1914-15 Star (270449, R. J. Baker, C.E.R.A. 2, R.N.); British War and Victory Medals (Art. Eng. R. J. Baker. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (270449 R. J. Baker, C.E.R.A. 2Cl., H.M.S. Inconstant.) *good very fine (4)*
£120-£160

Reginald John Baker was born in Shaftesbury, Dorset, on 31 December 1879 and entered naval service on 16 May 1901. He served throughout the Great War in H.M.S. *Inconstant*.

43 *Four: Able Seaman P. C. Clark, Royal Navy*

1914-15 Star (J.22870 P. C. Clark, A.B., R.N.); British War and Victory Medals (J.22670 P. C. Clark, A.B. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 22760 P. C. Clark. A.B. H.M.S. Pembroke.) *polished and worn, therefore fair to fine (4)*
£80-£100

Percy Charles Clark was born in Edmonton, London, on 26 January 1897, and remained in naval service until he was pensioned in 1937. He served in H.M.S. *Badger* during the Second World War and was invalided in October 1945.

44 *Four: Petty Officer G. N. Hatch, Royal Navy*

1914-15 Star (J. 20283, G. N. Hatch, A.B., R.N.); British War and Victory Medals (20283 G. N. Hatch. L.S. R.N.); Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (J. 20283 G. N. Hatch. P.O. H.M.S. Cornwall.) *nearly very fine (4)*
£100-£140

George Norman Hatch was born in Hawkhurst, Kent, on 6 August 1896 and joined the Royal Navy as a Boy Second Class on 5 September 1912. He served during the Great War in a variety of ships and shore based establishments, including H.M.S. *Royal Sovereign* from 18 April 1916 to 30 September 1917, and was advanced Leading Seaman on 1 November 1918. He was promoted Petty Officer on 15 February 1928, and was awarded his Long Service and Good Conduct Medal on 6 June 1935, prior to being shore pensioned on 1 September 1936.

45 *Four: Stoker Petty Officer E. Howells, Royal Navy*

1914-15 Star (305410, E. Howells, S.P.O., R.N.); British War and Victory Medals (305410 E. Howells. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (305410. Edwin Howells, S.P.O., H.M.S. Woolwich.) *very fine (4)*
£100-£140

Edwin Howells was born in Pembroke on 13 January 1884.

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- 46** *Three: Able Seaman T. A. Franklin, Royal Navy*
1914-15 Star (239437, T. A. Franklin, A.B., R.N.); British War and Victory Medals (239437 T. A. Franklin. A.B. R.N.) *very fine*
Three: Able Seaman E. B. G. Foord, Royal Navy, later Royal Fleet Reserve
British War and Victory Medals (J. 43322 E. B. G. Foord. A.B. R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R. (J. 43322 (Ch. B. 21093) E. B. G. Foord. A.B. R.F.R.) mounted as worn, *the Great War awards polished, therefore good fine, the LS&GC better* (6) *£100-£140*
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- 47** *Four: Chief Sailmaker J. Cotter, Royal Navy*
1914-15 Star (J.16682, J. Cotter, A.B., R.N.); British War and Victory Medals (J.16682 J. Cotter. A.B., R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 16882 J. Cotter. SImr. H.M.S. Columbine.) *contact marks, polished, nearly very fine* (4) *£100-£140*
John Cotter was born in Kinsale, co. Cork, on 16 October 1894 and joined the Royal Navy as a Boy Second Class on 29 April 1912. He served in a variety of ships and shore based establishments during the Great War, was advanced Sailmaker's Mate on 9 January 1922, and was promoted Sailmaker on 1 July 1925. He was awarded his Long Service and Good Conduct Medal on 16 December 1927, and was promoted Chief Sailmaker on 30 June 1934. He was shore pensioned on 27 January 1935.
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- 48** *Four: Master at Arms F. Butler, Royal Navy*
1915-15 Star (211251 F. Butler, Sh. Cpl. 1., R.N.); British War and Victory Medals (211251 F. Butler. M.A.A. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (211251 F. Butler. Sh. Corpl. H.M.S. Neptune.) *very fine* (4) *£100-£140*
Frederick Butler was born in Christchurch, Hampshire, on 7 November 1884 and joined the Royal Navy as a Boy Second Class on 9 August 1900. He was advanced Ships Corporal First Class on 28 March 1913, and served throughout the Great War in H.M.S. *Neptune*, being awarded his Long Service and Good Conduct Medal on 17 November 1917, and being promoted Master at Arms on 5 August 1918. He was shore pensioned on 6 November 1924.
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- 49** *Four: Chief Joiner N. D. Keen, Royal Navy*
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) *£100-£140*
Norman Douglas Keen was born in Truro, Cornwall, on 1 August 1887 and joined the Royal Navy as Carpenter's Crew on 24 August 1910. He served during the Great War in a variety of ships and shore based establishments, and was advanced Joiner on 1 March 1916. He was promoted Chief Joiner on 16 August 1923, and was awarded his Long Service and Good Conduct Medal on 28 October 1924. He was shore pensioned on 11 November 1931.
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- 50** *Four: Leading Seaman M. Palmer, Royal Navy*
1914-15 Star (213241, M. Palmer, L.S., R.N.); British War and Victory Medals (213241 M. Palmer. L.S. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (213241 Matthias Palmer, Ldg. Smn, H.M.S. Columbine), *very fine* (4) *£100-£140*
Matthias Palmer was born in Greenwich, Kent, on 21 October 1885 and joined the Royal Navy as a Boy Second Class on 21 January 1901. Advanced Leading Seaman on 1 August 1913, he served during the Great War in a variety of ships and shore based establishments, and was awarded his Long Service and Good Conduct Medal on 22 February 1919. He was shore demobilised on 6 March 1919.
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- 51** *Four: Stoker Petty Officer J. Fountain, Royal Navy*
1914-15 Star (K. 1399, J. Fountain, Sto. 1., R.N.); British War and Victory Medals (K. 1399 J. Fountain. Act. L. Sto. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (K. 1399 J. Fountain. L. Sto. H.M.S. Argus.) *contact marks and edge bruising, nearly very fine* (4) *£100-£140*
John Fountain was born in Leighton Buzzard, Bedfordshire, on 2 April 1890 and joined the Royal Navy as a Stoker Second Class on 7 September 1908. He served during the Great War in a variety of ships and shore based establishments, and was promoted Leading Stoker on 1 October 1918. He was awarded his Long Service and Good Conduct Medal whilst serving in H.M.S. *Argus* between January 1921 and January 1924, and was shore pensioned in the rate of Stoker Petty Officer on 6 September 1930.
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- 52** *Four: Acting Petty Officer Telegrapher H. W. Thiselton, Royal Navy*
1914-15 Star (J. 17110, H. W. Thiselton, Tel., R.N.); British War and Victory Medals (J. 17110. H. W. Thiselton. L. Tel. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 17110 H. W. Thiselton. L. Tel. H.M.S. President.), mounted as worn, *good very fine* (4) *£100-£140*
Henry William Thiselton was born in Chertsey, Surrey, on 21 March 1896 and joined the Royal Navy as a Boy Second Class on 18 April 1912. He served during the Great War in a variety of ships and shore based establishments, and was promoted Leading Telegrapher on 1 July 1917. He was awarded his Long Service and Good Conduct Medal on 27 May 1929, and was shore pensioned on 1 October 1938. Recalled for service during the Second World War, he was advanced Acting Petty Officer Telegrapher
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- 53** *Four: Chief Stoker F. S. Pickard, Royal Navy*
1914-15 Star (311228, F. S. Pickard, S.P.O., R.N.); British War and Victory Medals (311228 F. S. Pickard. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (311228 F. S. Pickard. S.P.O. H.M.S. Indus.), mounted as worn, *good very fine* (4) *£100-£140*
Francis Samuel Pickard was born in Plymouth, Devon, on 5 October 1888 and joined the Royal Navy as a Stoker Second Class on 16 January 1907. He was advanced Stoker Petty Officer on 27 January 1914, and served during the Great War in a variety of ships and shore based establishments. He was awarded his Long Service and Good Conduct Medal on 2 February 1922, and was promoted Chief Stoker on 5 January 1925. He was shore pensioned on 16 January 1929, and joined the Royal Fleet Reserve the following day.

54 Three: Lieutenant D. R. Macdonald, Royal Navy, who was killed in action when H.M.S. Hawke was sunk by the German submarine U-9 in the North Sea off Aberdeen on 15 October 1914

1914-15 Star (Lieut. D. R. Macdonald, R.N.); British War and Victory Medals (Lieut. D. R. Macdonald. R.N.) *light contact marks to BWM, good very fine (3)* *£280-£320*

Donald Roy Macdonald was born in Oxford on 27 September 1888, the son of the Reverend James Middleton Macdonald, of Melbourne, Australia, and entered H.M.S. *Britannia* on 15 May 1903. He was commissioned Sub-Lieutenant on 30 November 1907, and was promoted Lieutenant on 31 December 1910, and served during the Great War in the cruiser H.M.S. *Hawke* from 7 August 1914. He was killed in action on 15 October 1914 when H.M.S. *Hawke*, on patrol off Aberdeen in the North Sea, was struck and sunk by a torpedo fired by the German submarine U-9. Whilst there were survivors, Macdonald was amongst 524 of the crew that lost their lives. He is commemorated on the Chatham Naval Memorial.

Macdonald's sister, Enid, was drowned on passage to India when the mail steamer S.S. *Persia* was torpedoed and sunk on 30 December 1915. Both brother and sister therefore were killed by German submarines.

Sold with a large file of copied research.

55 Three: Deck Hand J. H. Sage, Royal Naval Reserve

1914-15 Star (SD. 2497, J. H. Sage, D.H., R.N.R.); British War and Victory Medals (2497SD J. H. Sage. D.H. R.N.R.) *BWM partially officially corrected, good very fine*

Pair: Able Seaman C. H. Bullock, Royal Navy

British War and Victory Medals (J. 24832 C. H. Bullock. A.B. R.N.) *good very fine (5)* *£70-£90.*

56 Five: Leading Seaman H. H. Chantler, Royal Naval Reserve

1914-15 Star (B. 5348, H. J. [sic] Chantler, Smn., R.N.R.); British War and Victory Medals (5348B. H. H. Chantler. L.S. R.N.R.); Defence Medal; Royal Naval Reserve L.S. & G.C., G.V.R., 1st issue (3816D H. H. Chantler. Smn. R.N.R.) *very fine (5)* *£100-£140.*

57 Three: Second Lieutenant W. G. J. Pratt, 23rd (1st Sportsman's) Battalion, Royal Fusiliers, late 5th Dragoon Guards, who was killed in action on the Western Front on 28 September 1917

1914-15 Star (D-9461 Pte. W. G. J. Pratt. 5th. D. Gds.); British War and Victory Medals (2. Lieut. W. G. J. Pratt.); Memorial Plaque (William George James Pratt) *about extremely fine (4)* *£240-£280*

William George James Pratt was born in Hackney, London on 26 January 1897 and attested for the 5th Dragoon Guards at Walthamstow on 13 August 1914. He served with the Regiment during the Great War on the Western Front from 14 October 1915, and was commissioned Second Lieutenant in the 23rd (1st Sportsman's) Battalion, Royal Fusiliers, on 31 July 1917. He was killed in action on 28 September 1917, and is buried in Cambrin Military Cemetery, France.

Sold with copied research.

x58 Three: Second Lieutenant J. R. Dewing, Tank Corps, late Company Quartermaster Sergeant, Northumberland Fusiliers and Machine Gun Corps

1914-15 Star (16-56 C.Q.M. Sjt. J. R. Dewing North'd Fus.); British War and Victory Medals (2. Lieut. J. R. Dewing.) *good very fine (3)* *£100-£140*

James Richard Dewing attested for the Northumberland Fusiliers at Newcastle-upon-Tyne on 7 September 1914. He served with them as a Company Quartermaster Sergeant during the Great War on the Western Front from 22 January 1915, before transferring to the Machine Gun Corps, and was commissioned temporary Second Lieutenant in the Tank Corps on 28 November 1917.

Sold together with the recipient's Commission Document, in OHMS transmission envelope addressed to 'Granta, Rawcliffe Road, Goole, Yorkshire'; and the recipient's Discharge Certificate.

59 Three: Private A. L. Tate, 2nd Battalion, Royal Fusiliers, who was killed in action at the Battle of Poelcapelle on 9 October 1917 - for his gallantry that day Sergeant J. Molyneux, of the same Battalion, was awarded the Victoria Cross

1914-15 Star (L-15226 Pte. A. L. Tate. R.Fus.); British War and Victory Medals (L-15226 Pte. A. L. Tate. R. Fus.); Memorial Plaque (Arthur Lewis Tate) *nearly extremely fine (4)* *£200-£240*

Arthur Lewis Tate was born in Holborn, London, and attested for the Royal Fusiliers at Hounslow. He served with the 2nd Battalion during the Great War on the Western Front from 18 January 1915 and was posted missing, presumed killed in action, at the Battle of Poelcapelle on 9 October 1917 - an action described in the Regimental History as 'a filthy advance; it was costly; it was unsatisfactory'. Despite the heroism of the advance, the final objective could not be reached, and by the end of the day the Germans had been able to reoccupy many of their former positions.

For his gallantry during the battle Sergeant John Molyneux, 2nd Battalion, Royal Fusiliers, was awarded the Victoria Cross (*London Gazette* 23 November 1917):

'For most conspicuous bravery and devotion to duty. During an attack, which was held up by machine-gun fire which caused many casualties, Sergeant Molyneux instantly organised a bombing party to clear the trench in front of a house. Many enemy were killed and a machine-gun captured. Having cleared this obstacle, he immediately jumped out of the trench and called for someone to follow him, and rushed for the house. By the time the men arrived he was in the thick of a hand-to-hand fight; this only lasted a short time, and the enemy surrendered, and, in addition to the dead and wounded, between 20 and 30 prisoners were taken. Apart from the personal bravery of this non-commissioned officer, his initiative and dash prevented a slight check from becoming a serious block in the advance, and undoubtedly prevented many casualties.'

Tate has no known grave and is commemorated on the Tyne Cot Memorial, Belgium.

Sold with copied research.

60 *Three: Lance-Sergeant W. E. Thorne, 24th (2nd Sportsman's) Battalion, Royal Fusiliers, who was killed in action on the Western Front on 13 November 1916*

1914-15 Star (3264 Pte. W. E. Thorne. R. Fus.); British War and Victory Medals (Spts-3264 Cpl. W. E. Thorne. R. Fus.); Memorial Plaque (William Edwin Thorne) *good very fine* (4) £160-£200

William Edwin Thorne was born in Hucknall, Nottinghamshire, and attested for the Royal Fusiliers at Swansea. He served with the 24th (2nd Sportsman's) Battalion during the Great War on the Western Front from 15 November 1915, and was killed in action on 13 November 1916, on which date the Battalion was involved in an attack on Beaumont Trench. Moving out in thick fog into No Man's Land at 5:15 a.m. the operation was successful, with 5th Brigade taking all of its objectives along with many prisoners. The Battalion suffered 22 other ranks killed in action and 3 other ranks died of wounds that day, including Thorne. He has no known grave and is commemorated on the Thiepval Memorial, France.

Sold with copied research.

61 *Three: Private L. Bennett, Royal Fusiliers, who was killed in action on the Western Front on 28 July 1916*

1914-15 Star (527 Pte. L. Bennett. R. Fus.); British War and Victory Medals (K-527 Pte. L. Bennett. R. Fus.) with named card boxes of issue; Memorial Plaque (Leo Bennett) *nearly extremely fine* (3) £160-£200

Leo Bennett was born in St. Pinnock, Cornwall, and attested for the Royal Fusiliers at Shepherd's Bush, London, having previously served with the Gold Coast Survey Department. He served with the 22nd Battalion during the Great War on the Western Front from 16 November 1915, and was killed in action on 28 July 1916, on which date the Battalion was in action at Delville Wood. He has no known grave and is commemorated on the Thiepval Memorial, France.

Sold with copied research.

62 *Three: Private J. F. Ransom, Royal Fusiliers, who was killed in action on the Western Front on 27 July 1916*

1914-15 Star (545 Pte. J. F. Ransom. R. Fus.); British War and Victory Medals (K-545 Pte. J. F. Ransom. R. Fus.) *nearly extremely fine* (3) £60-£80

John Frederick Ransom was born in Westminster and attested for the Royal Fusiliers at Shepherd's Bush, London. He served with the 22nd Battalion during the Great War on the Western Front from 16 November 1915, and was killed in action on 27 July 1916, on which date the Battalion was in action at Delville Wood. He has no known grave and is commemorated on the Thiepval Memorial, France.

63 *Three: Private S. J. Claxton, Royal Fusiliers, who was killed in action on the Western Front on 11 August 1917*

1914-15 Star (GS-7110 Pte. S. J. Claxton. R. Fus.); British War and Victory Medals (GS-7110 Pte. S. J. Claxton. R. Fus.) *good very fine* (3) £60-£80

Sidney James Claxton was born in Earlsfield, Surrey, and attested for the Royal Fusiliers at St. Paul's Churchyard, London. He served with the 11th Battalion during the Great War on the Western Front from 3 May 1915, and was killed in action on 11 August 1917. He has no known grave and is commemorated on the Ypres (Menin Gate) Memorial, Belgium.

64 *Three: Private G. Bull, Middlesex Regiment*

1914-15 Star (6131. Pte. G. Bull, Midd'x R.); British War and Victory Medals (6131 Pte. G. Bull. Midd'x R.) *very fine*

Pair: **Private E. L. Beale, Middlesex Regiment**

British War and Victory Medals (36580 Pte. E. L. Beale. Midd'x R.) in named card box of issue, *extremely fine* (5)

£50-£70

x65 *Three: Second Lieutenant J. M. Kent, Durham Light Infantry, who died of wounds in August 1915*

1914-15 Star (2.Lieut. J. M. Kent Durh. L.I.); British War and Victory Medals (2.Lieut. J. M. Kent.) *extremely fine* (3)

£80-£100

James Maddison Kent was born in Newcastle-upon-Tyne in 1885. 'He served his articles in the offices of Messrs. Ridley, Son, and Tully on the Quayside, and afterwards entered the office of Messrs. A. T. Watson, coal exporters, where he remained for six years. He was appointed manager to the Frachtcontro Gesellschaft Company, Guildhall Chambers, and remained in that position until the outbreak of the war. Commissioned as 2nd Lieutenant into the 3rd Battalion, Durham Light Infantry, on 15 August 1914, he joined the 2nd Battalion in France on 7 January 1915, and served until he died on 5 August 1915, of wounds received in the trenches at Hooge. He is buried in Lijssenthoek Military Cemetery, Belgium.

Sold with various copied newspaper reports concerning his death and a copied portrait photograph.

66 *Pair: Corporal R. A. Tait, 8th London Regiment and Machine Gun Corps (Heavy Branch), who was awarded the M.M. and a Second Award Bar serving with tanks*

1914-15 Star (378479 Pte. R. A. Tait. 8th Lond. R.); British War Medal 1914-20 (378479 Cpl. R. A. Tait. 8-Lond. R.) *some verdigris on the first, otherwise good very fine* (2) £100-£140

M.M. *London Gazette* 10 August 1916: '2116 Pte. R. A. Tait. Lond. R. (T.F).'

M.M. Second Award Bar *London Gazette* 16 August 1917: 'Cpl. R. A. Tait, M.G. Corps (late Lond. R).'

The following citation is taken from *The Tank Corps Roll of Honour*:

'76952 Cpl. R. A. Tait, B Bn., 5 Coy, No. 5 Sec. - Tank B54. On the 7th June this N.C.O. without orders got out of his Tank on to the roof under heavy Machine Gun and Rifle fire in order to put out a fire. Prompt action and courage prevented the fire causing damage to the tank or drawing the enemy shell fire to it.'

Lieutenant Vans Agnew was wounded in the same action and awarded a Military Cross. Oostaverne Line.

Robert Archibald Tait was born on 30 November 1889. He enlisted into the 8th London Regiment (No. 378479) on 2 September 1914, and arrived in France on 17 March 1915. He served also with the City of London Yeomanry (No. 2116) and the Machine Gun Corps (Heavy Branch) (No. 76952) and the Tank Corps. He was discharged on 13 September 1918, and awarded Silver War Badge No. B18040.

67 Six: Major H. Railston, Indian Army Ordnance Corps, late Mercantile Marine, who commanded the Irrawaddy Flotilla Company's vessel Mysore during the Second World War, and was Mentioned in Despatches

British War and Mercantile Marine War Medals (Harry Railston); 1939-45 Star; Burma Star; Defence and War Medals 1939-45, with M.I.D. oak leaf, *nearly very fine and better* (6) £100-£140

Harry Railston was born in Newcastle-upon-Tyne on 3 June 1897 and served during the Great War in the Mercantile Marine. Upon the outbreak of the Second World War he was in command the Irrawaddy Flotilla Company's vessel *Mysore*; following the Japanese invasion he scuttled his ship and made his way to Calcutta, where he was commissioned Ordnance Mechanical Engineer (with the rank of Second Lieutenant) in the Indian Army Ordnance Corps on 28 June 1942, and was advanced Major. For his services during the Second World War he was Mentioned in Despatches.

Sold with a number of photographs taken out in Burma, mainly of steamers on the Irrawaddy; a copy of the National Maritime Museum's Monograph on *The Irrawaddy Flotilla Company*, in which the recipient is mentioned several times; a large map of Rangoon; various letters regarding the recipient's medal entitlement; and other research, including a postcard photograph of the recipient.

Note: No traces of the recipient's M.I.D. has been found in the *London Gazette*, but the award is confirmed in a letter to the recipient confirming his Second World War medal entitlement.

68 Pair: Miss Alice Anthony, Mercantile Marine

British War and Mercantile Marine War Medals (Alice Anthony) *good very fine and scarce to a female recipient* (2)

£200-£240

Miss Alice Anthony was born in Llanelli, Carmarthenshire, in 1878 and served during the Great War as a Stewardess in the merchant ships *Balmoral Castle*, *Landoverly Castle*, and *Llanstephan Castle*.

x69 Three: Leading Mechanic J. Farmer, Royal Navy, later Sergeant-Major, Royal Air Force

British War and Victory Medals (J.29374 J. Farmer. L.M. R.N.); Royal Air Force L.S. & G.C., G.V.R. (313715. S.M.2. J. Farmer. R.A.F.) *edge bruising and worn in parts, the Great War pair good fine; the LS&GC better* (3) £70-£90

Joseph Farmer was born in Atherstone, Warwickshire, on 23 July 1896, and joined the Royal Navy as a Boy Second Class on 9 January 1911. He was advanced Air Mechanic Second Class in H.M.S. *President II* on 22 September 1915, and was promoted Leading Mechanic on 1 August 1917. He transferred to the Royal Air Force on its formation on 1 April 1918.

x70 Six: Supply Chief Petty Officer C. G. Bligh, Royal Navy

British War and Victory Medals (J.81141 C. G. Bligh. Boy.1 R.N.); 1939-45 Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (M.37201 C. G. Bligh. Sy. P.O. H.M.S. Victory) *light contact marks to Great War pair, generally very fine and better* (6) £70-£90

Walter George Bligh was born in Rochester, Kent, on 21 June 1902 and joined the Royal Navy as a Boy Second Class on 15 November 1917. Advanced Supply Petty Officer on 25 April 1930, he was awarded his Long Service and Good Conduct Medal on 2 July 1935, and was promoted Supply Chief Petty Officer. He saw further service in H.M.S. *Malaya* during the Palestine campaign (entitled to a Naval General Service Medal with clasp Palestine 1936-1939), and as Chief Petty Officer Supplies during the Second World War in H.M.S. *Victory* and H.M.S. *Iron Duke*. He was shore invalided on 25 January 1943, and died in Portsmouth on 27 January 1987.

Sold with copied research.

71 Eight: Able Seaman F. Skelley, Royal Navy and Royal Fleet Reserve

British War and Victory Medals (J.59481 F. Shelley [sic]. Boy. 1 R.N.) *light attempted erasure of rate on BWM*; 1939-45 Star; Atlantic Star; France and Germany Star; War Medal 1939-45, with M.I.D. oak leaf; Royal Fleet Reserve L.S. & G.C., G.V.I.R., 1st issue (J.59481 (Ch.B.219995) F. Skelley. A.B. R.F.R.); **Italy, Kingdom**, War Cross, bronze, unnamed as issued, mounted court-style for display, *generally very fine* (8) £80-£100

Frederick Skelley was born in Shepherd's Bush, London, on 17 June 1901, and joined the Royal Navy as a Boy Second Class on 23 September 1916.

M.I.D. and Italian War Cross unconfirmed.

72 Four: Petty Officer Steward B. W. Cranshaw, Royal Navy

British War and Victory Medals (L.10055 B. W. Cranshaw. O.S.3. R.N.) *abrasions to '3' of rate on both*; Coronation 1937, unnamed as issued; Royal Navy L.S. & G.C., G.V.R., 3rd issue (L.10055 B. W. Cranshaw. P.O. Stwd. H.M.S. Victory.) mounted as worn, *polished, nearly very fine* (4) £70-£90

Benjamin William Cranshaw was born in East Ham, London, on 7 June 1898 and joined the Royal Navy as an Officer's Steward Third Class on 8 February 1917. He served during the latter stages of the Great War in a variety of ships, including H.M.S. *Dido*, H.M.S. *Nimrod*, and H.M.S. *Shakespeare*, and was promoted Officer's Steward Second Class on 25 January 1919, and First Class on 1 July of that year. He was awarded his Long Service and Good Conduct Medal on 17 February 1932 and was advanced Chief Petty Officer Steward on 24 June 1934. He was awarded the 1937 Coronation Medal whilst serving in H.M.S. *Glorious*, and was shore pensioned on 7 February 1939.

73 Three: Chief Petty Officer Writer R. G. Cole, Royal Navy

British War and Victory Medals (M. 35007 R. G. Cole. 3 Wr. R.N.); Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (M. 35007 R. G. Cole. C.P.O. Wr. H.M.S. Victory.) *good very fine*

Three: Telegrapher C. Baguley, Royal Navy

British War and Victory Medals (J. 48789 C. Baguley. O. Tel. R.N.); Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (J. 48789 C. Baguley. Tel. H.M.S. Coventry) *contact marks, very fine* (6) £100-£140

- 74 **Pair: Lieutenant C. J. R. Alford, Royal Naval Reserve**
 British War and Victory Medals (Lieut. C. J. R. Alford. R.N.R.) *VM officially re-impressed, good very fine*
Pair: Trimmer S. H. Dungey, Royal Naval Reserve, who was killed by a mine explosion on 3 January 1918, while serving in H.M. Whaler *Blackwhale*
 British War and Victory Medals (2883S.T. S. H. Dungey. Tr. R.N.R.) *good very fine (4)* £70-£90
Samuel Henry Dungey was killed by a mine explosion off Fifeness on 3 January 1918, while serving in H.M. Whaler *Blackwhale*. He is commemorated on the Plymouth Naval Memorial.

- 75 **Pair: Sub-Lieutenant A. J. Robertson, Nelson Battalion, Royal Naval Division, Royal Naval Volunteer Reserve, who died of wounds on the Western Front on 4 January 1918**
 British War and Victory Medals (S. Lt. A. J. Robertson. R.N.V.R.) *VM officially re-impressed, very fine (2)* £100-£140
Albert John Robertson, a native of Kirkcaldy, Scotland, was born on 26 June 1897 and was commissioned temporary Sub Lieutenant in the Royal Naval Volunteer Reserve on 27 June 1917. He served with the Nelson Battalion, Royal Naval Division, during the Great War on the Western Front from 1 January 1918, and died of wounds just three days later at 149th (Royal Navy) Field Ambulance, on 4 January 1918. He has no known grave and is commemorated on the Thiepval Memorial, France.

- 76 **Pair: Second Engineer B. J. Pearce, Mercantile Fleet Auxiliary, who was killed in action when H.M.S. *Albyn* was bombed by German aircraft off Dunkirk on 2 September 1917**
 British War and Victory Medals (Engr. B. J. Pearce. M.F.A.) *good very fine (2)* £70-£90
Bertram James Pearce served with the Mercantile Fleet Auxiliary during the Great War (also entitled to a 1914-15 Star), and was killed in action in H.M.S. *Albyn* during an enemy bombing raid on Dunkirk on the night of 2-3 September 1917. *Albyn* was a Dover patrol paddle minesweeper that was lying with other minesweepers alongside the quay at Dunkirk, the main minesweeper base only 12 miles from the German lines, when they were subjected to the enemy air bombing raid, and *Albyn* took a direct hit on the stern, with the after part burned-out and seriously damaged. Both the Captain, Lieutenant C. King, R.N.R., and the Second Engineer (Pearce) were killed, and several of the crew were wounded. *Albyn* was towed to the Thames, where she underwent a six month repair and refit, before returning to Dunkirk. Pearce is buried in Dunkirk Town Cemetery, France.
 Sold with copied research

- 77 **Pair: Private H. Morrison, East Kent Regiment, later Royal Fusiliers, who was wounded in the leg in October 1917, and was killed in action on the Western Front on 23 August 1918**
 British War and Victory Medals (20943 Pte. H. Morrison. E. Kent R.); Memorial Plaque (Herbert Morrison) *slight staining to VM, otherwise good very fine (3)* £100-£140
Herbert Morrison was born in Sevenoaks, Kent, and attested for the East Kent Regiment at Tonbridge, Kent. He served with the 3rd Battalion during the Great War on the Western Front, before transferring to the 10th Battalion, Royal Fusiliers, and was killed in action on 23 August 1918. He is buried in Railway Cutting Cemetery, Courcelles-le-Comte, France.
 A contemporary newspaper cutting contains the following obituary:
 'Private Herbert Victor Morrison was killed in action on the 23rd August. An officer, writing to Mrs. Morrison, said her son died in a brave attack on a village, which the Germans were strongly defending, and which, later in the day, was successfully captured. Private Morrison's own platoon officer was badly wounded in the same attack. Private Morrison joined the Buffs in January 1917. He was afterwards transferred to the Royal Fusiliers, and went out to France. In October 1917 he was badly wounded in the leg and returned to England, where he remained until 3rd June this year when he again went to the Western Front.'
 Sold with copied research including a photographic image of the recipient.

- 78 **Pair: Private J. E. Byrne, Royal Fusiliers, who was killed in action on the Western Front on 30 August 1918**
 British War and Victory Medals (GS-76961 Pte. J. E. Byrne. R. Fus.); Memorial Plaque (John Edward Byrne) *nearly extremely fine (3)* £80-£100
John Edward Byrne was born in Dublin and attested for the Royal Fusiliers at Norwich. He served with the 11th Battalion during the Great War on the Western Front, and was killed in action on 30 August 1918. He has no known grave and is commemorated on the Vis-en-Artois Memorial, France.
 Sold with copied research.

- 79 **Pair: Private H. S. Beale, Royal Fusiliers, who was killed in action on the Western Front on 27 July 1916**
 British War and Victory Medals (E-2289 Pte. H. S. Beale. R. Fus.); Memorial Plaque (Harry Stanley Beale) *good very fine (3)* £100-£140
Harry Stanley Beale was born in Sturminster Newton, Dorset, and attested for the the Royal Fusiliers at Kensington, London. He served with the 17th Battalion during the Great War on the Western Front, and was killed in action on 27 July 1916, on which date the Battalion was in action at Delville Wood, suffering 118 casualties. He has no known grave and is commemorated on the Thiepval Memorial, France.
 Sold with copied research.

- 80 **Pair: Private C. Strange, Royal Fusiliers, who died of wounds on the Western Front on 10 July 1917**
 British War and Victory Medals (B-23524 Pte. C. Strange. R. Fus.) with named card box of issue; Memorial Plaque (Christopher Strange) *traces of adhesive to reverse of plaque, nearly extremely fine (3)* £80-£100
Christopher Strange was born in London and attested for the Royal Fusiliers at Birmingham. He served with the 13th Battalion during the Great War on the Western Front, and died of wounds on 10 July 1917. He is buried in Bailleul Communal Cemetery Extension, France.

81 *Family Group:*

Pair: Private I. Griffiths, Welsh Regiment, attached 30 Squadron, Royal Flying Corps

British War and Victory Medals (201992 Pte. I. Griffiths. Welsh R.) in named card box of issue, *extremely fine*

Pair: Private D. S. Griffiths, Army Service Corps

British War and Victory Medals (RX4-235999 Pte. D. S. Griffiths. A.S.C.) in named card box of issue, *extremely fine (4)*
£80-£100

Isaac Griffiths attested for the Welsh Regiment, and served with the 8th Battalion during the Great War, as well as being attached to "B" Flight, 30 Squadron, Royal Flying Corps.

82 *Pair: Private G. Palmer, 1st (City of London) Battalion, London Regiment, who was killed in action on the Western Front on 26 October 1917*

British War and Victory Medals (7205 Pte. G. Palmer. 1-Lond. R.); Memorial Plaque (George Palmer) *nearly extremely fine (3)*
£80-£100

George Palmer attested initially for the 10th (County of London) Battalion (Hackney), London Regiment at Poplar, before transferring to the 1st (City of London) Battalion. He served on attachment to the 2nd/2nd (City of London) Battalion during the Great War on the Western Front, and was killed in action on 26 October 1917. He has no known grave and is commemorated on the Tyne Cot Memorial, Belgium.

Sold with copied research.

83 *Pair: Private A. G. Coleman, 4th (City of London) Battalion, London Regiment, later Royal Fusiliers, who was killed in action on the Western Front on 31 August 1918*

British War and Victory Medals (GS-64875 Pte. A. G. Coleman. 4-Lond. R.); Memorial Plaque (Albert George Coleman) *good very fine (3)*
£80-£100

Albert George Coleman was born in Islington, London, and attested initially for the Rifle Brigade at Holloway, Middlesex. He transferred to the 4th (City of London) Battalion, London Regiment, and served with them during the Great War on the Western Front before transferring to the 4th Battalion, Royal Fusiliers. He was killed in action on 31 August 1918 and is buried in the H.A.C. Cemetery, Ecoust-St. Mein, France.

Sold with copied research.

84 *Pair: Private A. W. Hayes, Army Service Corps*

British War and Victory Medals (M2-077941 Pte. A. W. Hayes. A.S.C.); together with the recipient's Trallwn, Pontypridd Great War Tribute Medal, silver, hallmarks for Birmingham 1916, the obverse depicting Britannia presenting a laurel wreath to a returning infantryman, with the King and Queen looking on, 'To commemorate the splendid devotion & as a tribute to the nation's gratitude to those who enlisted & fought in the Great War' around, the reverse depicting the Welsh dragon and both the Old and Victoria Bridges across the River Taff, 'Pte. A. W. Hayes' engraved in centre, 'Presented to the Men of Trallwn Pontypridd who served in the Great War' around, with silver ring suspension and top '1914-1917' riband bar, *nearly extremely fine (3)*
£100-£140

Alfred W. Hayes attested for the Army Service Corps and served with them during the Great War on the Western Front from 2 May 1915. He was discharged on 15 February 1919, and was awarded a Silver War Badge.

x85 *Pair: Second Lieutenant D. F. Tysoe, Royal Air Force, who served with the Royal Naval Air Service Armoured Car Squadron in Russia, being awarded the Russian Medal of St. George 4th Class, before transferring to the Royal Air Force as a Spowith Camel Pilot with 204 Squadron, and was shot down and severely wounded in the Autumn of 1918*

British War and Victory Medals (2. Lieut. D. F. Tysoe. R.A.F.) *surname rubbed on VM*; together with the recipient's R.A. F. pilots embroidered wings, *extremely fine (2)*
£400-£500

Donald Frank Tysoe was born in Huntingdon on 6 February 1897 and joined the Royal Naval Air Service as a Petty Officer Mechanic on 30 March 1916, for the duration of hostilities. He transferred to Locker-Lampson's Armoured Car Squadron in Russia on 12 April 1916, and served for the majority of the remainder of the War with this unit. His service record states that he was awarded the Russian Medal of St. George (although, in common with the majority of Russian awards made after 1917, this is not Gazetted).

Tysoe was commissioned a temporary Probationary Flight Officer on 19 December 1917, and was confirmed as a Second Lieutenant in the Royal Air Force on its formation on 1 April 1918. He joined 204 Squadron as a pilot in July 1918, and was shot down in late September/ early October 1918, whilst flying Sopwith Camel B6319, being admitted to hospital on 3 October 1918. Interestingly, Camel B6319 had an illustrious history- it was flown by at least three Aces, including R. A. Little (47 victories), R. J. O. Compston (25 victories), and P. M. Dennett (10 victories). Tysoe relinquished his commission on account of wounds on 3 May 1919, retaining the rank of Second Lieutenant.

Sold together with a water-colour painting by Arthur Henslowe, dated 1920, depicting Tysoe's Sopwith Camel in flight with the serial number B6319 clearly shown, mounted in a glazed display frame; a copy of the book 'The Czar's British Squadron', by Bryan Perrett and Anthony Lord, being the history, with photographs and maps, of the unit in Russia; sepia copied pages of a fine contemporary photograph album showing the RNAS Armoured Cars in Russia 1916-17; and a file of copied research.

86 *Three: Chief Shipwright J. W. Marden, Royal Navy, who was awarded the M.S.M. for his services during the Great War in the Auxiliary Patrol*

British War Medal 1914-20 (136430 J. W. Marden. Ch Shpt. R.N.); Royal Navy Meritorious Service Medal, G.V.R., 1st issue (136430. J. W. Marden, Ch. Shpt. 2 Cl. "Iolaire" Aux. Patrol 1918); Royal Navy L.S. & G.C., V.R., narrow suspension, impressed naming (J. W. Marden, Carp. Mate, H.M.S. Vivid.) *very fine* (3) **£400-£500**

M.S.M. *London Gazette* 24 May 1919:

'For services in Yachts, Trawlers, and Drifters of the the Auxiliary Patrol between 1 July and 11 November 1918.'

James William Marden was born in Cawsand, Cornwall, on 5 November 1863 and joined the Royal Navy as a Carpenter's Mate on 9 February 1886. He was awarded his Long Service and Good Conduct Medal on 11 March 1901, and was shore pensioned on 17 January 1908.

Recalled for service during the Great War, he served as Chief Shipwright in the Auxiliary Patrol vessel H.M.S. *Iolaire*, and for his services during the Great War was awarded the Meritorious Service Medal.

x87 *Four: Captain F. G. Young, Canadian Field Artillery*

British War Medal 1914-20 (3208275 A. Sjt. F. G. Young. C.F.A.); Canadian Volunteer Service Medal; War Medal 1939-45, Canadian issue in silver; Efficiency Decoration, G.V.I.R., 1st issue, Canada (Capt F. G. Young RCA) naming impressed on reverse, *good very fine* (4) **£100-£140**

Frederick George Young was born in London, England, on 17 November 1895, and was a school teacher living in MacLeod, Alberta, when he was called up at Calgary on 6 May 1918.

x88



Pair: Major G. D. Oulster, Canadian Infantry, 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, *the second with cracks to reverse centre, otherwise good very fine or better* (2) **£800-£1,000**

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, and was serving as an officer in the Non-Permanent Active Militia of Canada when he was mobilised for active service with the 100th Regiment (Winnipeg Grenadiers Canadian Infantry) on 12 August 1914. He transferred to the 11th Battalion C.E.F. at Valcartier, and embarked for England on 3 October 1914.

He served during the Great War initially with the Sub-Record Office at Shorncliffe, and was promoted temporary Captain on 1 May 1915, and temporary Major on 7 September 1916. Whilst serving in England he had various spells in hospital, suffering from broncho pneumonia, ptomaine poisoning, and hypertrophy tonsils, and returned to Canada permanently unfit on 12 May 1917.

He was seconded to the Military Service Branch on 12 July 1917, and served with them and with the Imperial Munitions Board for the remainder of the war. For his services during the war his name was brought to the attention of the Secretary of State for War. Oulster was struck off the strength of the C.E.F. on General Demobilisation in June 1919, and died at Toronto on 30 September 1935.

In response to an enquiry from his next of kin in January 1936 to the Awards Board, concerning entitlement to the 1914-15 Star and Victory Medal, it was stated that 'Major Oulster having served in England and Canada only, qualified for the award of the British War Medal and not the Victory Medal; he was also awarded the Russian Order of St Anne, (3rd Class) which is the Red Enamel and Gold Cross to which you refer. For your information, the Victory Medal and 1914-15 Star which are evidently the two other medals to which you refer, are only awarded to those who served on the establishment of an authorized Unit in a theatre of War, which condition was not fulfilled by Major Oulster.'

Sold with a substantial quantity of official service documentation including a photographic image of the recipient.

89 *Eight: Chief Petty Officer Wilfred Warren, Royal Navy, who was awarded the George Medal for saving life after the sinking of the M.V. Princess Victoria off Scotland in January 1953*

Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (JX.136660 W. Warren. A.B. R.N.); 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; Defence and War Medals 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.I.R., 2nd issue (JX.136660 W. Warren. P.O.B.25744 P.O. R.F.R.) *very fine (8)* *£300-£400*

G.M. *London Gazette* 6 October 1953.

'Lieutenant-Commander Stanley Lawrence McArdle, M.V.O., Royal Navy.
Chief Petty Officer Wilfred Warren, P/JX136660.

At about 1645 on 31st January, 1953, after the sinking of the M.V. Princess Victoria in heavy seas in the North Channel [off mouth of Loch Ryan, south-west Scotland], H.M.S. Contest was brought alongside a survivor clinging to a raft. He was obviously at the limit of his endurance and, as the raft surged ahead in the rough seas, he let go. Lieutenant-Commander McArdle, without a moment's hesitation, put a lifeline around his waist and dived into the water. He grabbed the man and brought him back to the ship's scrambling net. When Chief Petty Officer Warren saw that Lieutenant-Commander McArdle was in difficulties, he at once put a line round his waist and jumped into the water to help to rescue the exhausted man. The ship was rolling heavily and all three men were nearly swept under her. The gallantry and presence of mind shown by Lieutenant-Commander McArdle and Chief Petty Officer Warren, in the quite exceptional weather conditions, undoubtedly saved the man's life.'

Sold with copied pages from *Death of the Princess Victoria* giving further details and an image of C.P.O. Warren, and other copied research.

90 *Four: Able Seaman H. J. T. Mears, Royal Navy*

1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (J. 95570 H. J. T. Mears. A.B. H.M.S. Cumberland.), mounted as worn, *good very fine (4)* *£60-£80*

91 *Five: Leading Stores Assistant R. V. Collinson, Royal Navy*

1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (M.38536 R. V. Collinson. L.S.A. H.M.S. Aurora.); together with a silver presentation medal, the obverse engraved 'R.V.C. H.M.S. Danae', the reverse engraved 'Presented to R. V. Collinson, S.A., from the Ship's Company H.M.S. Danae for rescue at sea during a storm', *nearly extremely fine (6)* *£100-£140*

Reginald Victor Collinson was born in Ipswich, Suffolk, on 21 April 1906 and joined the Royal Navy as a Stores Assistant on 28 August 1924. He served in H.M.S. *Danae* from 30 December 1924 to 9 September 1925, and was presented with a silver medal by the Ship's Company for his gallantry during a storm at sea. He was advanced Leading Stores Assistant on 2 March 1938 and was awarded his Long Service and Good Conduct Medal on 4 April 1939. He was shore pensioned on 29 March 1946.

92 *Five: Chief Stoker J. R. I. Parry, Royal Navy*

1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (KX.80957 J. R. I. Parry. Ch. Sto. H.M.S. Onslow.) *nearly extremely fine (5)* *£80-£100*

93 *Six: Able Seaman C. A. Murray, Royal Navy*

1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (JX.128605. C. A. Murray. A.B. H.M.S. Hursley) *last with official corrections, nearly extremely fine (6)* *£60-£80*

94 *Five: Able Seaman W. Service, Royal Navy*

1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (JX.142640 W. Service. A.B. H.M.S. Berwick.) mounted court-style as worn, *minor edge nicks to last, good very fine (5)* *£70-£90*

95 *Five: Electrical Artificer First Class W. H. Collier, Royal Navy*

1939-45 Star; Atlantic Star; Pacific Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (MX.47572 W. H. Collier. E.A.1. H.M.S. Victory.) mounted as worn, *good very fine (5)* *£70-£90*

96 *Five: Stoker First Class T. Avery, Royal Navy*

1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (K.62884 T. Avery. Sto.1. H.M.S. Erebus.) *nearly extremely fine (5)* *£60-£80*

-
- 97** Six: **Chief Engine Room Artificer Second Class K. N. Wingrove, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Pacific Star, 1 clasp, Burma; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (M.36710 K. N. Wingrove. C.E.R.A.2. H.M.S. Elfin.) *light contact marks to last, generally better than good very fine* (6) *£80-£100*
-
- 98** Seven: **Stoker Petty Officer W. J. Ansell, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; Italy Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (K.64542 W. J. Ansell. S.P.O. H.M.S. Aurora.) *one letter of ship officially corrected, good very fine* (7) *£70-£90*
-
- 99** Five: **Able Seaman E. W. Gosling, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (JX.130684 E. W. Gosling. A.B. H.M.S. Eland) *minor official correction to ship on last, good very fine* (5) *£60-£80*
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- 100** Six: **Stoker Petty Officer J. Donoghue, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Burma Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (K.64306 J. Donoghue. S.P.O. H.M.S. Londonderry.) *good very fine* (6) *£70-£90*
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- 101** Six: **Chief Engine Room Artificer S. Milford, Royal Navy**
 1939-45 Star; Atlantic Star; Pacific Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (MX.48984 S. Milford. C.E.R.A. H.M.S. Drake.) *about extremely fine* (6) *£70-£90*
-
- 102** Seven: **Plumber First Class A. J. J. Brown, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.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) *£60-£80*
-
- 103** Six: **Petty Officer H. W. Cannon, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (J.101089 H. W. Cannon. P.O. H.M.S. Excellent.) *extremely fine* (6) *£60-£80*
-
- 104** Six: **Leading Seaman A. W. Sullivan, Royal Navy**
 1939-45 Star; Atlantic Star; Pacific Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (JX.130010 A. W. Sullivan. L.S. H.M.S. Wilton.) *contact marks to last, generally good very fine* (6) *£60-£80*
-
- 105** Seven: **Engine Room Artificer Second Class J. S. Tucker, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (MX.46062 J. S. Tucker. E.R.A.2. H.M.S. Carlisle.) *nearly extremely fine* (7) *£70-£90*
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- 106** Four: **Stoker Petty Officer A. G. Parmenter, Royal Navy**
 1939-45 Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (K.66295 A. G. Parmenter. S. P.O. H.M.S. Neptune.) *minor official correction to rate on LS&GC, good very fine* (4) *£60-£80*
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- 107** Four: **Regulating Petty Officer W. E. C. McPherson, Royal Navy, who was killed in action in H.M.S. Liverpool during Operation Harpoon on 14 June 1942**
 1939-45 Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 3rd issue, coinage head (M.39591 W. E. C. Mc Pherson. R.P.O. H.M.S. Greenwich.) *last slightly polished and worn, generally very fine and better* (4) *£80-£100*

William Edward Cecil McPherson was born in Battersea, London, on 31 December 1898 and was awarded his Long Service and Good Conduct Medal on 8 January 1932.

He served during the Second World War in H.M.S. *Liverpool* and was killed in action on 14 June 1942 when *Liverpool* suffered an air attack during Operation *Harpoon*, part of the Malta Convoys, and suffered total casualties of 15 killed and 22 wounded. He is commemorated on the Chatham Naval Memorial.

108 *Four: Attributed to Able Seaman S. G. Harding, Royal Navy, who was taken Prisoner of War when H.M.S. Encounter was sunk in the Java Sea in February 1942, and died in captivity after three years as a Prisoner of the Japanese on 16 April 1945*

1939-45 Star; Africa Star; Pacific Star, 1 clasp, Burma; War Medal 1939-45, mounted for display alongside a photographic image of the recipient, *good very fine*

Pair: Trooper J. A. Bibby, 5th Dragoon Guards

Korea 1950-53, 1st issue (22305334 Tpr. J. A. Bibby. 5DG); U.N. Korea 1950-54, unnamed as issued, *this a modern striking*, with an original card box of issue; together with two foreign miniature medals, comprising the Korean War Participation Medal (uniface striking); and the Pingat Jasa Malaysia Medal, *good very fine* (6) *£140-£180*

Sydney George Harding was born in Woolwich, Kent, on 16 April 1918, and entered the Royal Navy in 1940. He joined H.M.S. *Encounter*, a Class E Destroyer, in Malta on 18 July 1941, and served in her in the Mediterranean in support of the 8th Army in Tobruk. In November 1941 *Encounter* joined the Far East Fleet, and the following February became heavily engaged in the Battles of the Java Sea. She was hit by shellfire and set ablaze, and sunk, with the majority of her crew surviving but being taken Prisoner of War. Harding spent the next three years as a Prisoner of the Japanese in Macassa Camp, dying of Bacillus Dysentery on 16 April 1945, his 27th birthday, just four months before the end of the War. He is buried in Ambon War Cemetery, Indonesia. Sold with copied research.

John Arthur Bibby was born in Woolwich on 27 August 1931, the son of Frederick Bibby, who served in the Royal Garrison Artillery Band during the Great War. He attested for the 5th Dragoon Guards and sailed for Korea with his Regiment in November 1951, arriving in Pusan in December 1951. He served with "B" Squadron in Korea, which on 2 July 1952 supported the attack on Hill 227 by 1 RAR, who lost 3 killed and 34 wounded in this fierce Battle. On 18 November 1952 "B" Squadron was committed in support of the Black Watch for the Second Battle for 'The Hook'. Initially the Black Watch held their positions but were gradually forced back by an overwhelming Chinese attack. Colonel Rose, Commanding Officer of the Black Watch, launched a determined counter attack and, supported by the Centurion tanks of "B" Squadron, 5th Dragoon Guards, successfully drove the Chinese off the Hill. One tank was hit by a rocket launcher and the driver wounded but continued to fire its 20 Pounder gun and Browning Machine Gun. In December 1952 the Regiment was posted to the Suez Canal Zone. Bibby subsequently emigrated to Australia and died in Brisbane on 30 August 1977.

109

Four: Trooper C. R. G. Hill, Royal Gloucestershire Hussars - a noted artist, the lot is accompanied by a fine photograph album and a set of portrait drawings by the recipient

1939-45 Star; Africa Star; Defence and War Medals 1939-45, *good very fine* (4) *£200-£300*

Clement Richard Guy Hill was born on 5 November 1911 and attested for the Royal Gloucestershire Hussars at Tidworth on 10 July 1941. An antique and Art Dealer in civilian life, he was also a noted artist, and also kept a detailed photograph album detailing his service in North Africa.

Sold together with the recipient's Soldier's Service and Army Book; Royal Gloucestershire Hussars cap badge; a photograph album compiled by the recipient; seven pencil portrait drawings by the recipient, of H.M. The King, David Lloyd George, Winston Churchill, President F. D. Roosevelt, General Eisenhower, and two unidentified, these all mounted in glazed display frames; a portrait photograph of the recipient housed in a glazed gilt oval frame; and copied research and other ephemera.

x110 *Eight: Warrant Officer Class II P. J. Smith, Royal Engineers*

1939-45 Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Malaya, Cyprus, G.VI. R., *unofficial retaining rod between clasps* (14193818 Cpl. P. J. Smith. R.E.); U.N. Korea 1950-54, unnamed as issued; General Service 1962-2007, 1 clasp, South Arabia (14193818 W.O. Cl.2. P. J. Smith. RE.); Army L.S. & G.C., E.II.R., 2nd issue, Regular Army (14193818 W.O. Cl.2. P. J. Smith. RE) *good very fine* (8) *£180-£220*

x111 *An unattributed Second War group of four*

1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, all unnamed as issued and mounted as worn, *good very fine* (4) *£200-£240*

x112 *Seven: Staff Sergeant G. B. McGuire, Royal Canadian Ordnance Corps*

1939-45 Star; France and Germany Star; Defence Medal, Canadian issue in silver; Canadian Volunteer Service Medal, with overseas clasp; War Medal 1939-45, Canadian issue in silver; Coronation 1953, unnamed as issued; Canadian Forces Decoration, G.VI.R. (S/Sgt. G. B. McGuire) mounted as worn, together with metal dog tag, *very fine* (7)

£80-£120

x113 Five: **J. S. Caron, Canadian Forces**

Canadian Volunteer Service Medal; War Medal 1939-45, Canadian issue in silver; Korea 1950-53, Canadian issue, silver (SC 121797 J S Caron); Korea Volunteer Service Medal 1950-54, unnamed as issued; U.N. Korea 1950-54 (SC 121797 J S Caron) mounted court-style as worn, *all heavily lacquered, nearly extremely fine* (5) *£70-£90*

Sold together with a set of eight buttons by *W. Scully, Montreal.*

x114 Three: **Able Seaman J. W. Brown, Royal Navy, later Canadian Forces**

Korea 1950-53, 1st issue (P/SSX.820185 J. W. Brown A.B. R.N.); U.N. Korea 1950-54 (138169 Cpl. J. W. Brown.) officially impressed naming as issued to Canadian personnel; Canadian Forces Decoration, E.II.R., with Second Award Bar (LAC J. W. Brown) *very fine and a scarce example of the two Korea awards being issued by different authorities and named to different units* (3) *£140-£180*

x115 Pair: **H. F. Dean, Canadian Forces**

Korea 1950-53, Canadian issue, silver (SC 850787 H. F. Dean); U.N. Korea 1950-54 (SC 850787 F. H. [sic]. Dean) *heavy scratch to obverse field of first, very fine* (2) *£60-£80*

x116 Three: **Corporal R. Bourassa, Canadian Forces**

Korea 1950-53, Canadian issue, silver (SE103561 R. Bourassa) *minor official correction to surname*; U.N. Korea 1950-54, French language issue (SE 103561 R. Bourassa); Canadian Forces Decoration, E.II.R. (Cpl R. Bourassa) *good very fine* (3) *£100-£140*

x117 Pair: **J. R. Miller, Canadian Forces**

Korea 1950-53, Canadian issue, silver (SD 146295 J. R. Miller); U.N. Korea 1950-54 (SD 146295 J. R. Miller) *heavily lacquered, very fine* (2) *£60-£80*

x118 Pair: **D. K. Beebe, Canadian Forces**

Korea 1950-53, Canadian issue, silver (L-800009 D. K. Beebe); U.N. Korea 1950-54 (L-800009 D. K. Beebe) *very fine* (2) *£60-£80*

x119 Pair: **S. E. Ogden, Canadian Forces**

Korea 1950-53, Canadian issue, silver (SF 4964 S. E. Ogden); U.N. Korea 1950-54 (SF 4964 S. E. Ogden) mounted as worn, *attempt to obliterate initials and surname on both medals but still legible, otherwise very fine*

Korea 1950-53, Canadian issue, silver (**SC-58632 A. Montsion**); U.N. Korea 1950-54, unnamed as issued, *good very fine* (4) *£70-£90*

x120 Pair: **G. Waltenberry, Canadian Forces**

Korea 1950-53, Canadian issue, silver (B-801194 G. Waltenberry); U.N. Korea 1950-54 (B-801194 G. Waltenberry) *good very fine* (2) *£60-£80*

121 Pair: **Corporal R. R. E. Sheridan, Royal Air Force**

General Service 1918-62, 1 clasp, Cyprus (4235099 A.C.2 R. R. E. Sheridan R.A.F.); Royal Air Force L.S. & G.C., E.II.R., 2nd issue (J4235099 Cpl R R E Sheridan RAF) mounted as worn, *dark toned, very fine* (2) *£80-£100*

Ralph Radford Emerson Sheridan enlisted into the Royal Air Force in October 1957.



A well documented Northern Ireland campaign group of three awarded to Platoon Sergeant M. E. L. Hamilton, Ulster Defence Regiment and Royal Irish Regiment, who enlisted in the U.D.R in October 1973 among the very first group of women to be fully integrated into the infantry of the British Army and went on to complete 20 years of service during the 'Troubles'.

General Service 1962-2007, 1 clasp, Northern Ireland (F/448167 Sgt M E L Hamilton UDR); Accumulated Campaign Service Medal 1994, E.II.R., with Additional Award Bar (FO448167 Sgt M E L Hamilton UDR); Ulster Defence Regiment Medal, E.II.R. (F448167 Sgt M E L Hamilton UDR) court mounted together with brooch bar for wearing, *nearly extremely fine* (3) *£600-£800*

M. E. L. Hamilton was born in 1949 and enlisted in the Ulster Defence Regiment as a part-time member on 22 October 1973, less than 3 months after Royal Assent had been given to the U.D.R. Bill (allowing women to enlist) - a development that the Army quartermaster's stores were not fully prepared for:

'Unfortunately our uniforms were not available, so we trained in 'civvies'. When we eventually received a uniform it consisted of ATS skirts (surplus WW2), dark green jumper, green beret, tie, cravat in battalion colour, black gloves, blacked laced shoes, khaki shirt and black knee length boots for winter and a jacket. We did not have our own flakjackets and had to wear men's. It was a rush to get to the stores to get the smaller flakjackets when going out on duty. You can imagine how uncomfortable they were. Years later we were issued with lightweight denim trousers, puttees and boots.' (Recipient's notes.)

The Ulster Defence Regiment was the first infantry regiment in the British Army to fully integrate women into its structure. At its height there were 11 battalions in Northern Ireland. Known as Greenfinches, they were the vanguard for women today to integrate into all the military forces in the United Kingdom.

Hamilton served with the 10th (City of Belfast) Battalion, U.D.R., based at Abbotscroft, Newtownabbey from 1973 until 1984 in Greenfinch platoon, receiving her Accumulated Campaign Service Medal on 31 January 1981 and attaining the rank of F/Sgt. in 1978. She was then posted Platoon Sergeant, Greenfinch Platoon, 7/10th (City of Belfast) Battalion at Girdwood Park, receiving the 1st Clasp to her ACSM on 30 April 1984. In 1989 she was posted again with the 7/10th to Malone HQ, Belfast where she served as Platoon Sergeant, Part Time Signals Platoon until 1992. She joined the newly formed Royal Irish Regiment on 1 July 1992, on its creation following the merger of the U.D.R. and the Royal Irish Rangers. Serving until discharged on 21 October 1993 on completion of her engagement, Hamilton completed exactly 20 years of service.

Sold with the following items and ephemera:

- (i) Certificates (4).
- a) Greenfinches Ulster Defence Regiment 1973-1988 (record of appreciation for faithful and valuable service rendered voluntarily for 15 years since the formation of the Greenfinches as part of the U.D.R. on 1st August 1973).
- b) The 365 Club 10th (City of Belfast) Battalion (Cpl Hamilton MEL joined the Regiment on 22 October 1973 and has on 1 October 1977 completed 365 days operational duty, for which devotion to the cause of restoring peace to the Province is appointed a member of the 365 Club - dated 23 November 1977.)
- c) Certificate of Service - The U.D.R. (Certificate is issued as a record of appreciation for faithful and valuable service rendered voluntarily as a member of the U.D.R. F0448167 Sgt. Hamilton MEL has served in the U.D.R. with loyalty and devotion for eighteen years and eight months. Dated 30 June 1992.)
- d) Certificate of Discharge including Certificate of Service.
- (ii) Recipient's miniature awards, mounted for wear with one additional miniature GSM with Northern Ireland clasp.
- (iii) Named card boxes of issue for A.C.S.M. and U.D.R. medal.
- (iv) U.D.R. women's stable belt - very good condition.
- (v) U.D.R. / Royal Irish Regiment beret badges (2) one in black, one in gold; U.D.R. / Royal Irish Regiment lapel badge; Royal Irish Regiment shoulder title.
- (vi) Metal U.D.R. stripes (3) lance corporal, corporal, sergeant.
- (vii) Cloth epaulets for 10 UDR and 7/10 UDR; cloth Signals badge; cloth R.I.R. chevrons.
- (viii) Medal riband bar; Greenfinches 40th Anniversary metal and enamel badge; UDR remembrance metal and enamel badge.
- (ix) Metal medallions with UDR badge to the obverse (3) - the 1st inscribed to the reverse 'GF skills 1983 winning team'; the second inscribed to the reverse '10 UDR SAAM 84 winners WUDR match'; the third blank to the reverse.
- (x) Wooden heraldic shield with hand painted crest of the UDR together with Greenfinch symbol, the dates 1973-1983 on scroll beneath, height 17.3cm.
- (xi) Photographs of the recipient in uniform (2). The first at Hillsborough Castle, June 1980, with the Duchess of Kent; the second at a UDR medal presentation ceremony.

All the above items expertly and neatly categorised and boxed.

x123 *Three: Petty Officer (Sonar) John Robinson, Royal Navy*

South Atlantic 1982, with rosette (PO (S) J Robinson D159882L HMS Cardiff); Gulf 1990-91, no clasp (PO (S) J Robinson D159882L RN); Royal Navy L.S. & G.C., E.II.R., 2nd issue (PO (S) J Robinson D159882L RN) all in their respective named card boxes of issue, *extremely fine* (3) *£700-£900*

H.M.S. *Cardiff*, a Type 42-class Destroyer launched in 1974, served during the Falklands War under the command of Captain M. Harris. On 13 June 1982 H.M.S. *Cardiff* shot down what proved to be the last Argentine aircraft to be lost in the Falklands War, and the following day she accepted the surrender of the 700-strong Argentine garrison at Port Howard on West Falkland island.

John Robinson was born on 14 January 1951 and joined the Royal Navy on 22 April 1966. He was finally discharged from the Navy at H.M.S. *Nelson* on 3 March 1992. Sold with copied interim Certificate of Discharge and some scanned images believed to include the recipient.

x124



Pair: Lance-Corporal C. N. Richardson, Scots Guards

General Service 1962-2007, 1 clasp, Northern Ireland (24433761 Gdsm C N Richardson SG); South Atlantic 1982, with rosette (24433761 L Cpl C N Richardson SG) both medals additionally stamped 'R' for replacement, mounted court-style as worn, *nearly extremely fine* (2) *£300-£400*

x125 *Three: Guardsman D. M. Rogers, Scots Guards*

South Atlantic 1982, with rosette (24585397 Gdsm D M Rogers SG); General Service 1962, 1 clasp, Northern Ireland (24585397 Gdsm D M Rogers SG); Gulf 1991, 1 clasp, 16 Jan to 28 Feb 1991 (24585397 Gdsm G M Rogers SG) mounted court style as worn, *nearly extremely fine* (3) *£1,000-£1,200*

Groups and Single Decorations for Gallantry

126



A most unusual and rare O.B.E. group of five awarded to Captain W. P. 'Cocky' Cochrane, a 'Special List' officer who served under Colonel Cyril Wilson, the British Representative at the Jeddah Consulate; operating under the auspices of the Arab Bureau at Cairo, the Jeddah Consulate was a vitally important hub of the Arab revolt and without the quiet diplomacy and intelligence work of Wilson and his small team the revolt would have collapsed and the world would never have heard of "Lawrence of Arabia"

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast badge, silver-gilt, hallmarks for London 1919, in its *Garrard & Co* case of issue; British War and Victory Medals, with loose M.I.D. oak leaves (Capt. W. P. Cochrane.); Egypt, Kingdom, Order of the Nile, 4th Class breast badge, silver, silver-gilt and enamels, in its *J. Lattes, Cairo* case of issue; Hejaz, Kingdom, Order of El Nahda, a rare 1st type 3rd Class neck badge in silver, gold and enamels, complete with original plaited neck cord in its original case of issue, together with full-size ribbon pin bar, some minor enamel chips to the last, otherwise extremely fine and rare (5) £3,000-£4,000



O.B.E. (Military) *London Gazette* 3 June 1919:
'For services rendered during the war.'

M.B.E. (Military) *London Gazette* 18 November 1918:
'For distinguished service in connection with military operations in Egypt.'

M.I.D. *London Gazette* 17 September 1917, 7 October 1918 [Egypt], and 24 March 1919 [Mesopotamia].

Order of the Nile *London Gazette* 4 April 1918.

William Percy Cochrane, born in Armagh in 1878, worked as a shipping agent for the firm of *Gellatly, Hankey & Co.*, of Khartoum, and had worked in Jeddah before the war. August 1916 found Captain 'Cocky' Cochrane aboard H.M.S. *Fox*, anchored off Jeddah, accompanied by Colonel Cyril Wilson and Captain John W. A. Young. Wilson and his two junior officers had spent over two weeks in the cramped quarters of the warship, in their shirt sleeves in the punishing damp summer heat of the Red Sea, sending and deciphering secret coded telegrams, whilst awaiting more favourable conditions that would allow them to be landed by launch at Jeddah. Wilson had been appointed the British Representative at the Jeddah Consulate and, on 15 August 1916, the three officers landed from H.M.S. *Fox* to take up their appointments at the Consulate.

In his memoir, *A Little to the East: Experiences of an Anglo-Egyptian Official 1899-1925*, Captain John W. A. Young who, arriving at Jeddah in H.M.S. *Hardinge* in July 1916, "reported to Colonel Wilson, whom I found together with Cochrane sitting in their shirt sleeves in sweltering heat deciphering code telegrams on board the cruiser H.M.S. *Fox*... it was not until a few days after our arrival that the British Consulate could be made ready for our accommodation." A section of Sudanese policemen in due course came to the Consulate to guard them and to provide protection in the early months when the British ventured outside the town walls.

Young wrote of Jeddah, "There was something about this town which hung heavy on the soul. We all felt it... Cochrane who already knew Jeddah well as a representative of the firm Gellatly Hankey and had lived above their offices there for months at a time, was from the beginning an invaluable foundation on which to build the administration of the Agency, a rock of sound common sense and a bastion of defence against Ruhi's inaccurate gossip." Ruhi was a diminutive Persian Bahai, officially interpreter to Colonel Wilson and unofficially an intelligence agent run by Ronald Storrs, Oriental Secretary to the British High Commission in Cairo.

"More than once Cochrane and I [Young] were invited on board the flag ship *Euryalus* as the guests of the Commander in Chief, Admiral Sir Rosslyn Wemyss, and it was well worth the exposure to the midday heat in Gellatly Hankey's somewhat smelly launch to enjoy his generous hospitality."

Young continues [in early 1917] "we laid out a golf course... while Cochrane and I procured horses on which I used to ride out into the desert to the limit of safety, about three miles beyond the town. But at the commencement political correspondence, Consular questions (settled chiefly by Cochrane), distribution of the monthly supply of gold, assistance to Said Pasha Ali in landing equipment for his Egyptian troops, coding and de-coding cypher telegrams kept us fully occupied."

T. E. Lawrence wrote to Young in 1921 and praised the work of the British Agency at Jeddah: "It was a jolly good improvisation and never broke down under stress. Cochrane and that Gypsy officer and old C.E. (Colonel C. E. Wilson), and Ruhi who brought us all those stories."

The Arab revolt had unofficially begun on 5 June 1916, and Wilson, whose official title was the harmless-sounding 'pilgrimage officer', well knew that a disrupted Hajj pilgrimage to Mecca could deal a fatal blow to the revolt. The Turks wanted to break out of Medina and recapture Mecca and Jeddah before the pilgrimage began, at a stroke crushing the revolt. Thus, while Lawrence and other British, Arab, and French officers were blowing up the Hejaz Railway, a forgotten band of British officers at Jeddah, far from the desert campaign, carried out vitally important diplomatic and intelligence work that prevented the revolt from collapse.

This untold story is revealed by Philip Walker in his 2018 book *Behind the Lawrence Legend - The forgotten Few Who Shaped the Arab Revolt*. The story centres on Colonel Cyril Edward Wilson, the British Representative at the Jeddah Consulate. Wilson was a dependable officer of the old school—the antithesis of the brilliant and mercurial Lawrence. But his strong relationship with Sharif Hussein of Mecca, the leader of the revolt, drew this suspicious and controlling man back from the brink of despair, suicide, and the abandonment of the revolt. Wilson's undervalued influence over Hussein during critical phases of the revolt was at least as important as the well-known influence of Lawrence over Emir Feisal, Hussein's son.

Wilson's core team included the 'unflappable' Cochrane whose 'careful preparations and the neutralising of dangerous plotters gave the great event [the Hajj] a favourable wind.' Cochrane was largely responsible for the success of the Hajj Pilgrimages of 1916, 1917 and 1918. The compelling story of Wilson and his close-knit band points to an inescapable conclusion: the Jeddah Consulate was a vitally important hub of the revolt whose influence has been considerably undervalued. The military campaign in the desert was important, but Jeddah—with its artery to Mecca and Sharif Hussein—was the beating heart of the revolt, whose irregular rhythm needed the vital interventions of Wilson and his team. Without their quiet diplomacy and intelligence work, the revolt would have collapsed and the world would never have heard of "Lawrence of Arabia".



Cyril Wilson was the outstanding forgotten shaper and sustainer of the revolt. Near the end of Wilson’s life, General Reginald Wingate wrote to him praising his indispensable role and his “great work” in the Arab Revolt, without which, he said, it could never have succeeded. Wilson and his circle deserve to be commemorated, a century after their vital work fell through the cracks of history. It is not unreasonable to believe that Lawrence—complex and unfathomable as he was—would have acknowledged that this was so.

Captain William Cochrane’s services in these affairs were recognised by no fewer than three mentions in despatches, the award of the M.B.E. and his promotion to O.B.E. just a few months later. He resigned his commission in 1919 and went back to work for his pre-war employers, the shipping agents Gellatly, Hankey & Co. Before he went home he could be seen driving a smart car around Cairo. He married in 1925 and had two sons. Cochrane retired in the 1930s just before he was due to be appointed to the board of directors. In the Constable country of Essex, Cochrane grew fruit and vegetables in a large garden. He joined the Home Guard in the Second World War, advising his unit on strategy, training and communications. He died suddenly of a brain tumour in 1947, aged 69.

Sold with the following original documents:

- i. Warrant for O.B.E.
- ii. M.I.D. Certificate for Wingate’s despatch, dated 27th December 1918.
- iii. Brevet documents for Order of the Nile and Order of El Nahda, together with various ‘flimsies’ forwarding same from the Arab Bureau at Cairo, October 1917 and June 1920.
- iv. Telegram of congratulations from Wingate at Cairo, 23 October 1917, to Captain Cochrane at Jeddah on award of the Order of the Nile.
- v. Gellatly, Hankey & Co., Khartoum, Memorandum with hand-written notice of the award of the ‘Brevet of the Nahda’: ‘We having ascertained that Captain Cochrane (A.B.A.), when being at Port Sudan, had been amongst those who were trustworthy and faithful towards our Hashimi Throne, in view of the well known services & good endeavours shown by him, have now the pleasure to confer upon him the Brevet of the NAHDA of the 3rd order, this as a reward for his services & our consideration of his faithfulness. God will well reward benefactors.’
- vi. Captain Cochrane’s original ‘Rough Copy’ typescript report of the ‘Pilgrimage 1917’, signed Jeddah, 21st Novr, 1917, 7pp, and of the ‘Pilgrimage 1918’, 7pp plus summary page.
- vii. *Three Months in Jeddah*, being an 18pp typescript account ‘of a member of the Agency Staff [who] attempts to state in a few plain words some of the events which took place in Jeddah during the first few months of the struggle of the “brave” Arab to drive out the “unspeakable” Turk.’ The front page is inscribed in ink ‘With Mr J. W. A. Young’s compliments to a very great friend’ and initialled ‘J. W.A.Y.’ on the final page. The author was Local Captain J. W. A. Young, seconded from the Egyptian Civil Service as an intelligence officer, an important and integral member of Wilson’s inner circle. His account describes events from the Summer of 1916 through to the Coronation, on 4 November 1916, of Hussein bin Ali, Sharif of Mecca, who had proclaimed himself “King of all the Arabs”. An interesting account including mention of ‘Col. Lawrence’ who ‘had started inland from Yanbo to cut the Medina railway.’

Together with a copied photographic image of Cochrane, with a scan of another taken by Lieutenant Lionel Gray, this captioned on the back ‘Capt. Cochrane golfing at JEDDA’, and a copy of Philip Walker’s ‘Behind the Lawrence Legend’.

For the recipient’s mounted group of miniature medals see Lot 302.



The important M.B.E. and K.P.F.S.M. group of four awarded to Mr Horace Sampson Lyne, Chief Fire Officer for Newport, Monmouth, for 50 years, a Welsh International Rugby player and referee who played an important role as a founder member of the International Rugby Board (I.R.B.), serving for 51 years, and as President of the Welsh Rugby Union (W.R.U.) for 41 years

The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 1st type breast badge, silver, hallmarks for London 1933; The Order of St. John of Jerusalem, Officer's breast badge, silver and enamel, with heraldic beasts in angles; King's Police Medal, G.V.R., 2nd issue, for Distinguished Service (Horace Sampson Lyne M.B.E. Chief of Newport (Mons.) Fire Brigade); Jubilee 1935, *very fine* (4) *£500-£600*

M.B.E. *London Gazette* 7 January 1918. The above badge added to complete group.

K.P.F.S.M. *London Gazette* 1 January 1932.

Officer St. John *London Gazette* 26 June 1934

Horace Sampson Lyne was born at Newport on 31 December 1860, the son of Charles Lyne, mayor of the town in 1856 and 1884. He was educated in Plymouth and at the Royal Naval College, Keyham, and by profession he was a solicitor. At aged 18, he played as full back for Newport rugby club, but it was as a skilful forward that he found success, as the captain of the club in 1883-84, being capped five times for Wales, 1883-85. In 1885 he refereed the England vs. Ireland Rugby International. In 1886-87, he was one of the founders of the International Rugby Board, as a representative of the game in Wales, and he served the Board without a break from 1887 to 1938 (51 years). He served as the respected President of the Welsh Rugby Union for 41 years, longer than anyone else, and steered the rugby affairs of Wales throughout the first half of the 20th century. He was Chief Officer, Newport Reserve Constabulary 1914-18, when Newport had no Chief Constable (M.B.E.), Chairman of Newport Athletic Club 1894-1949, and Newport's Chief Fire Officer for 50 years (K.P.F.S.M.).

Newport Fire Brigade, by the Secretary C. Hallett:

'Up to the year 1884, the duties appertaining to the extinguishing of fires were carried out by the Police of the town. In that year, however, the Mayor (Councillor J. W. Jones, J.P.) called a public meeting of the Burgesses, at which meeting it was resolved unanimously to form a Volunteer Fire Brigade. The Mayor became Honorary Captain, and continued in that office, for many years. Mr. R. J. Whitehall, a gentleman who had had some previous experience of fire brigade work, was appointed Captain and there were two Lieutenants, viz. Messrs. Horace S. Lyne and F. W. Cross, and twenty Firemen. A subscription list was opened for providing uniforms, etc., and the Corporation made a grant of £50 and handed over such appliances as they had. Most of these seem to have been very old and in a bad condition. They included two manual pumps, a hose reel and a quantity of leather hose. One of the manuals is still in existence, having been retained for its sentimental and historic value. The first Fire Station (a very inadequate building), was opposite the Police Office in Dock Street. The building is still in existence and is now used as a garage for the Police patrol cars. The records of the Brigade show that there were many difficulties to contend with in those days. Such hydrants as were in the town were of varying patterns and a lot of delay was occasioned in getting the standpipes and hose to fit. Delay also often arose in getting horses to draw the appliances to the scene of a fire. It was the custom then to have detachments of firemen on special duty on November 5th and on the nights of Parliamentary Elections. For some years the firemen were called to fires by the Police going round the men's houses. Nowadays each fireman's dwelling is connected to the Central Fire Station by an electric call bell or a telephone.

In 1886, Mr. Horace Lyne was appointed Captain of the Brigade and continued as Chief Officer until his retirement in 1934, on the completion of 50 years' service. Mr. Lyne's services are still at the disposal of the Brigade in an advisory capacity, and he now holds the rank of Honorary Chief Officer. The first steam fire engine was purchased in 1885, a second steamer was obtained in 1900, and in the latter year the first professional fireman was appointed. In 1896, a new Fire Station, built on the site of the present premises, was opened, and three horses were purchased and kept at stables there. This appears to be the commencement of the period when the Brigade had its own horses, and those who are in a position to remember still speak in admiration of the perfect training of the horses and the way in which they took up positions to be turned out when an alarm of fire was raised. In 1912, the Brigade had its first motor fire engine, and two years later all the horses were dispensed with and two motor pumps purchased. The Central Fire Station was enlarged to its present extent in 1915 and re-opened by the then Lord Tredegar.'

Lyne was very prominent in the public affairs of Newport and was granted the Freedom of the town in 1934, and made an officer of the Order of St. John in the same year. In 1938, he was appointed Chancellor of the See of Monmouth, and he was a member of the Governing Body of the Church in Wales. He died on 1 May 1949 in Newport. He is a holder of the National Fire brigades Association Honorary life member medal. Much detail of Lyne's services to Welsh rugby can be found in '*Fields of Praise*' by David Smith and Gareth Williams (1980), the Official History of the W.R.U.

Sold with a copy of '*Fields of Praise*' by David Smith and Gareth Williams (1980), and '*Newport Athletic Club 1875-1975*', together with a comprehensive file of copied research.



A post-War M.B.E. group of seven awarded to Captain (Quartermaster) G. J. Gillings, Royal Signals

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast badge, silver; 1939-45 Star; Italy Star; Defence and War Medals 1939-45; Coronation 1953, unnamed as issued; Army L.S. & G.C., G.V.I.R., 1st issue, Regular Army (2317281 W.O. Cl.2.G. J. Gillings. R. Signals.) mounted as worn, *good very fine* (7) £240-£280

M.B.E. *London Gazette* 1 June 1953.

The original Recommendation, dated 16 January 1953, states: 'Captain Gillings has been Quartermaster of 7 Training Regiment, Royal Signals, for the past five years during which time, amongst his other duties, he has been responsible for clothing and equipping upwards of sixty thousand Regular and National Service recruits. It is mainly due to his personal efforts in this line that the very high standard of dress and turn-out of Royal Signals soldiers has been possible.

During his service with this Regiment, Captain Gillings has carried out his duties in a manner worthy of the highest praise. He has ever given of his best and has in no way spared himself in the execution of his duty and in any other Unit activity. His little spare time has been devoted to the interests of the Regiment, and in every way he has given far more than his duties require of him.

His conscientiousness, spirit of co-operation, loyalty, devotion to duty, and utter disregard of self have been an outstanding example to all ranks of the Regiment.'

Gordon Jack Gillings served with the Royal Corps of Signals throughout the Second World War and, having been advanced War Substantive Regimental Sergeant Major, was commissioned Lieutenant (Quartermaster) on 10 April 1945. He was promoted Captain (Quartermaster) on 26 October 1948, and relinquished his commission on 1 December 1953, retaining the honorary rank of Captain.



A post-War Knight Bachelor, Bailiff Grand Cross of the Order of St. John group of nine awarded to Colonel Sir Cennydd G. Traherne, K.G., Royal Artillery and Corps of Royal Military Police, who was Mentioned in Despatches for his services in North-West Europe, and was later Lord Lieutenant of Glamorgan 1952-85

Knight Bachelor's Badge, 2nd type breast badge, silver-gilt and enamel; The Order of St. John of Jerusalem, Bailiff Grand Cross set of insignia, comprising sash badge, silver-gilt and enamel, with heraldic beasts in angles, and breast Star, silver-gilt and enamel, lacking heraldic beasts in angles, with full sash riband and large embroidered mantle Star; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Coronation 1953, unnamed as issued; Jubilee 1977, unnamed as issued; Efficiency Decoration, G.V.I.R., 2nd issue, Territorial, reverse officially dated 1949, the medals mounted court-style as worn, and all housed alongside a portrait of the recipient and the recipient's riband bar in a glazed display frame, *minor enamel damage to centre of St. John Star, generally very fine and better and a rare group of medals to a Knight of the Garter (11)* *£1,000-£1,400*

Provenance: Bought privately from the recipient's estate following his death. His Garter insignia was returned to the Central Chancery by his nephew Rhodri Traherne, Colonel of the Welsh Guards.

K.G. *London Gazette* 24 April 1970.

Knight Bachelor *London Gazette* 13 June 1964.

Order of St. John, Bailiff Grand Cross *London Gazette* 1 July 1991.

T.D. *London Gazette* 20 May 1949.

M.I.D. *London Gazette* 8 November 1945:

'In recognition of gallant and distinguished service in North-West Europe.'

Sir Cennydd George Traherne was born in Cardiff on 14 December 1910, the son of Commander L. E. Traherne, R.N., and was educated at Wellington College and Brasenose College, Oxford. He was commissioned Second Lieutenant in the 81st Field Regiment, Royal Artillery (Territorial Army) in March 1934, and was promoted Captain in 1938. He served during the Second World War with this unit, before transferring to the 102nd Provost Company, Corps of Military Police, in April 1943, and served with them post-D-Day in North-West Europe, being Mentioned in Despatches. Demobilised at the end of the War, he contested the Pontypridd seat in the 1945 General Election, but suffered the same fate as all Conservatives before and since in this seat, and instead went on to serve as Chairman of Cardiff rural district council.

Appointed a Justice of the Peace and a Deputy Lieutenant for the County of Glamorgan in 1946, Traherne held various honorary appointments in the Territorial Army, being awarded his Efficiency Decoration in 1949, and was ultimately promoted to Colonel. He was Lord Lieutenant of Glamorgan from 1952 to 1974 and, following the splitting of the historic county into three separate administrative units, continued as Lord Lieutenant of Mid, South, and West Glamorgan from 1974 to 1985. He was knighted for his public services in 1964, and was appointed a Knight of the Garter on St. George's Day, 1970. Throughout his adult life he held numerous charitable posts, and was devoted to the Welsh people and their culture. He died at Coedarhydyglyn, his elegant Regency house on the outskirts of Cardiff, on 26 January 1995.

Sold with various photographs of the recipient; three letters regarding the presentation of the Queen's Award for Export Achievement to British Airways Engine Overhaul Ltd., two from the recipient on Lord Lieutenant writing paper, and one from the local M.P., the Rt. Hon. James Callaghan, on House of Commons writing paper; and copied research.

'I turned to my driver and whispered, "It's going to kick off". At that very instant an RPG exploded in the air in front of us. Machine gun fire erupted from the shadows and engulfed the two WMIKs that led the patrol. Seeing muzzle flashes of enemy weapons, I established a target and fired 200 rounds immediately at the Taliban gunman, then both WMIKs trained their Heavy Machine Guns and Grenade Machine Guns onto the firing points and opened up. The space between our position and the Taliban's is filled with tracer, birds fall out of the sky as they are cut down from the hail of steel projectiles. This is truly dead man's land...

All the while the dirt road is being ripped up by enemy bullets, the air is exploding with RPGs detonating as air bursts. Taliban 82mm mortar bombs are landing sending huge piles of soil, smoke, and high explosives into the air. If one finds its mark it will kill an entire team. We are surrounded on 3 sides, pinned to our attacking position...I turn to my crew, and tell them that I must get ammo. I jump out of the vehicle and snag myself. I am still attached to the vehicle radio net, so I unclip, and start to run back to the company. This kit and armour are almost double the weight of that I had in Iraq, so it is slow going. I look forward and focus on getting to the company. The ground splashed with dust like a puddle in torrential rain, as the Taliban attempted to bring me down, I didn't notice it at the time, but was told after by my crew.'

The Recipient's personal memoir.





The outstanding and excessively rare Afghanistan 2007 'Battle of the Sluice Gate' C.G.C., 'Iraq 2003' M.I.D. double gallantry group of seven awarded to Warrant Officer Class II J. T. 'Tommo' Thompson, late 40 Commando, Royal Marines, who was awarded the C.G.C. for his display of utterly selfless bravery which led to the defeat of an overwhelming number of Taliban during an ambush and intense prolonged firefight at Habibollah Kalay, Helmand on 10 January 2007; he had previously been Mentioned in Despatches for exceptional gallantry at the rescue of his Delta Company colleagues who had become surrounded during a lethal engagement with Feyadeen forces at Al Yahudia, Iraq, 2003.

On 10 January 2007, his entire company having been ambushed and pinned down under an overwhelming weight of fire deep in Taliban territory, Thompson displayed conspicuous gallantry, immediately engaging five separate enemy firing points with suppressive fire, thus allowing the company to dismount whilst he himself became the focus of withering and accurate fire. Suffering burst eardrums from the proximity of RPG and machine gun fire, and with his vehicle hit by numerous enemy rounds, he continued to engage the enemy despite the personal dangers - 'Running low on ammunition following prolonged engagements, Thompson realised that many colleagues were still dangerously exposed. Without any regard whatsoever for his own safety, he remained in the killing area, engaging the enemy at a range of only 50 metres. His utterly selfless and courageous actions allowed the company to win the firefight.'

Thompson's stand-out courage in the face of enemy fire had already been brought to notice with a mention in despatches in the early days of the Iraq War: elements of his 40 Commando Delta Company having been ambushed near Al Yahudiyah, Southern Iraq on 30 March 2003, Thompson's decisive action and willingness to expose himself to considerable danger under oppressive incoming fire - despite having already been stunned by an enemy rocket propelled grenade - disrupted the hitherto dominant enemy, regained the initiative and almost certainly saved the lives of a number of his team

Conspicuous Gallantry Cross, E.I.I.R., reverse officially inscribed 'PO55927F Cpl J T Thompson, RM', reverse lower arm officially dated '2007'; General Service 1962-2007, 1 clasp, Northern Ireland (Mne J T Thompson PO55927F RM); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Mne J T Thompson PO55927F RM); Iraq 2003 -11, 1 clasp, 19 Mar to 28 Apr 2003, with M.I.D. oak leaf (Mne J T Thompson PO55927F RM); Jubilee 2012, unnamed as issued; Accumulated Campaign Service Medal 2011 (Sgt J T Thompson CGC PO55927F RM); Royal Navy L.S. & G. C., E.I.I.R., 2nd issue (Sgt J T Thompson CGC RM PO55927F) mounted as originally worn, *generally nearly extremely fine (7)* *£120,000-£140,000*

The Conspicuous Gallantry Cross was instituted as a result of the 1993 review of the British honours system and is second in seniority only to the Victoria Cross. The C.G.C. was awarded for the first time as a result of the Bosnian War in 1995 and to date 61 such awards have been made.

C.G.C. *London Gazette* 19 July 2007:

'For gallant and distinguished services in Afghanistan during the period 1st October 2006 to 31st March 2007.'

The original recommendation states:

'Place: Habibollah Kalay, Helmand, Afghanistan

Date: 10 January 2007

During the deployment of Juliet Company on Operation Herrick 5 in Helmand Province, Afghanistan, Corporal Thompson has on countless occasions displayed exceptional bravery and leadership, particularly under fire. His open and un-armoured vehicle has led the company group throughout, and as such he has always been at the forefront of many engagements with the Taliban. On numerous occasions his vehicle has been hit by small arms fire and shrapnel. Unperturbed, he has constantly put himself in harm's way as he personally seeks to fight the enemy. His indomitable spirit is truly inspirational to the remainder of his company and he is invariably the last to disengage from a firefight.

On 10 January 2007, during an operation deep in Taliban held territory near Gereshk, Thompson displayed conspicuous gallantry. The operation also required the company to conduct searches in the Taliban stronghold of Habibollah Kalay, the scene of numerous previous engagements and where the enemy had time to prepare defences. The enemy's numbers proved to be far greater than expected and contributed to the intensity of the ensuing fight.

At first light, as the company was moving into position with Thompson's vehicle leading as usual, they were ambushed on three sides with an overwhelming weight of fire. Nothing new for Thompson, but the remainder of the company also began to receive fire from multiple directions. Dangerously exposed and realising that the entire company was pinned down from behind him, Thompson engaged five separate firing points. He soon became the focus for the enemy and received withering and accurate fire. His dedicated actions suppressed the enemy sufficiently for the company to dismount from its protected Viking vehicles. Suffering a burst eardrum from the proximity of RPG and machine gun fire, and with his vehicle hit by numerous enemy rounds, he continued to engage the enemy despite the personal dangers.

Despite having only one functioning weapon system on his vehicle and running low on ammunition following prolonged engagements, Thompson realised that many colleagues were still dangerously exposed. Without any regard whatsoever for his own safety, he remained in the killing area, engaging the enemy at a range of only 50 metres. His utterly selfless and courageous actions allowed the company to win the firefight.

Conducting a hasty ammunition re-supply and swapping his broken machine gun, Thompson returned to the fight, yet again at the front of the company. For the remainder of the battle he provided fire support to 1 Troop as it seized a significant weapons cache. This contact was the fiercest the company had endured during the 6-month tour. That mission success was achieved and no friendly casualties were sustained was attributable to the fortitude, bravery and level-headedness of Thompson in the face of overwhelming enemy fire. He displayed gallantry, determination, outstanding professionalism and exceptional leadership skills far beyond anything expected or imagined throughout the entire operation. This particular act of bravery led to the defeat of an overwhelming number of Taliban and was executed without any thought for his own safety. Universally respected and revered, he has been key to the success and morale of his company and through his actions many lives have been saved. The sum of all Thompson's repeated bravery and selflessness in the face of the enemy is extraordinary and worthy of the highest public recognition.'

M.I.D. *London Gazette* 31 October 2003:

'In recognition of gallant and distinguished services on operations in Iraq during the period 19th March to 19th April 2003.'

The original recommendation states:

'Place: Abu Al Khasib, Southern Iraq

Date: 30 March 2003

On 30 March 2003, as part of a 40 Commando operation to clear enemy strongholds, Delta Company was tasked to clear the town of Al Yahudiyah, on the western edge of the Company boundary. A combat team of Heavy Machine Gun and Milan Anti-Tank Weapons mounted in four patrol vehicles was ordered to proceed to the eastern edge of the town and establish a Vehicle Check Point, prior to the Company clearance operation. On approaching the town, an enemy ambush was sprung and the Combat Team came under effective enemy RPG and machine gun fire from both sides of the road. There followed an intense engagement lasting more than an hour as the enemy attempted to inflict casualties by fixing the lead elements of the Company while infiltrating into its rear with small groups of lightly armed men.

Lance Corporal Thompson was in command of the lead vehicle to advance in support of the ambushed Combat Team. Despite the oppressive hail of incoming fire, he pushed forward to stop his patrol vehicle only 200 yards short of the ambush area and immediately organised his men to lay down a large weight of suppressive fire onto the identified enemy positions. This prompt and decisive action surprised and disrupted the hitherto dominant enemy and served to regain some of the initiative, causing significant attrition and almost certainly saving the lives of some of his surrounded colleagues. Confident that his men had adequate direction, Lance Corporal Thompson then climbed on a nearby roof with his Troop Commander in order to gain a clearer view of the exact location of the pinned down troops. As they were preparing to rejoin their men, they saw three enemy armed with RPGs in an alleyway to the rear; they neutralised them with small arms fire. At about this time, an enemy RPG exploded very near to him, temporarily stunning him. Despite these considerable distractions, his focus never shifted from the task in hand and it was only minutes later that, under cover of fire from other members of the Company who had moved up to join the fight, Lance Corporal Thompson exposed himself to considerable danger by returning to one of the vehicles in the area under fire. He proceeded to turn the vehicle around and drive it back out of the danger area to safer ground, ensuring the survival of key equipment. He then returned on foot to recover a second patrol vehicle, while the remainder of the Company withdrew under indirect and direct fire.

Amid the exemplary conduct of many members of the Company, the actions of Lance Corporal Thompson stands out as exceptionally gallant. His performance that day, both as an individual and a leader, was central to the success of the mission and thoroughly deserving of lasting public recognition.'

John Thomas Thompson was born in Dumfermline where both his parents were serving at the time with the Royal Navy, subsequently moving to Devon where he has resided for most of his life. He joined the Royal Marines in 1998 and completed basic training in October 1999. Having undertaken specialist training as a Heavy Weapons Anti Tanks operator he joined 40 Commando Royal Marines and deployed to Northern Ireland in 2000 as an intelligence marine in support of 40 Commando's final Operation Banner deployment (General Service Medal and corresponding clasp). On his return from Northern Ireland, he successfully passed his Junior Command Course in 2002, gaining promotion to Corporal, and was deployed to the North Arabian Gulf on Counter Marine Interdiction Operations, boarding and securing smuggling ships.

Iraq 2003 - Telic 1 - Operation James - The Clearance of Al Faw Town - M.I.D.

At the commencement of Operation *Telic 1* (the invasion of Iraq) on the night of 20 March 2003, Corporal Thompson deployed with Delta Company, 40 Commando R.M. from HMS *Ark Royal* by helicopter onto the Al Faw Peninsula as the first waves of the invasion force simultaneously deployed from shipping and across the land border from Kuwait into Iraq. Having secured nearby Petroleum pipelines, the majority of Delta Company then moved North in echelon formation towards Basra.

Nearing the town of Al Faw, Delta Company split into three mutually supporting Combat Teams with Thompson's Combat Team 3 initially ordered to hold the road while Combat Teams 1 and 2 of Delta Company moved forward in support of a clearance patrol by Alpha Company. The frenetic action which subsequently unfolded is brilliantly described in Thompson's unpublished personal account, from which the following passages are extracted:

'I was in CT3, holding the road. I sat baking in the rising sun for hours - temperatures reaching into the 40s - as elements gained overwatching positions.

"Charlie Charlie 1, 10A, CONTACT WAIT OUT"

I receive a command from the Officer Commanding Delta Company to push forward in support of CT1 who have been ambushed from all sides. I am given an 8-figure grid reference. I understand the general direction we need to go, and we move off at speed. I am sending commands to my team over our chat net, navigating, and preparing myself for what is to come.

I stop my vehicle short of the ambush killing area and see at least two of the CT1 vehicles exploding and on fire. I hear huge volumes of suppressive fire, the zip of rounds (bullets) narrowly missing our heads as they are projected at subsonic speeds. I can see the dust eruptions of rounds hitting the road all around our feet. "OUT, OUT, OUT, GET INTO COVER!" We de-bus and I leave a sentry on our vehicles (this is called a Zulu muster). In the ditches either side of the road, I take stock of the scene in front of me. From our position, on a T-junction, we are surrounded by buildings, homes, or businesses, I am not sure. But over the blocking screen of these buildings, I see the roof tops of the fig date trees, and I know that there is a maze of disruptive irrigation channels beyond, which we must enter to gain cover of movement toward the enemy. To the east, approximately 30 to 50 meters away is the Shatt-al-Arab river, and we receive fleeting fire from Iranian Border forces.

I must establish communication with CT1, no response is forthcoming. The only things that I know is that 400m to my front is a killing area. That my friends, maybe laying shot, or are already dead. This is my only thought, everything escapes my mind. We start to move on foot on the roadside. It's the fastest way to get into the ambush area and support our friends. I move forward to check an alleyway, cautiously looking around the corner of a whitewashed breeze block wall. "BOOM!" I am on the ground, coughing through the dust which engulfs me, my ears ring with the high-pitched scream of deafness. I faintly hear my friend shouting "Tommo is dead!" As I stumble to my feet I decide that we need cover to protect our movement. At all costs we must get to CT1, so we move into the darkness of the plantations. The fig plantation is like another world in comparison to the streets, its humid and stifling. Now I can see the threat of the irrigation ditches; they are deep. I think that if one of us falls in, then we are going under fast.

In command training, the modus operandi in patrolling is to have a lead scout to cover the frontal arcs, with the section commander as the second man in the patrol. The section commander navigates, maintains comms, and gives orders in the relative safety from the lead scout and the rest of the section. On this occasion, however, I take the responsibility of the lead scout point and we move into the fray. It's quiet, almost peaceful, with the sounds of combat being muffled by the barrier of nature. Through brush, and buildings we move. It's tough trying to jump through the chest height windows of dwellings, we are so heavy in our battle dress. We come across a family who huddle in one of the houses petrified at the surrounding war. We are heading in the right direction, at least I think we are, traversing the plantation, and hopping in and out of buildings becomes confusing. All I have is my compass to keep us on the right path. Eventually we suddenly run into some lads from CT1 in a building we just entered. They are dishevelled at the effectiveness of the enemy ambush, some have lost all their kit and weapons in the explosion of their vehicles. They are in cover, they are alive, and now they are safe. But it's not the full team. Both teams shake hands and friends talk with each other. I want to know what the hell has happened.

CT1 had moved into position and while they were in transit were ambushed from multiple firing points by red and white Fedayeen, the fanatical troops of the Ba'ath Party regime. PKM, AK47, and RPGs engaged CT1, destroying vehicles and scattering friendly forces to the protection of the covered ground nearby. So far, no information came about any casualties, but people were missing. We told them where the rest of Delta Company were located (our zulu muster point) wished them luck and, moved forward again to try to find the missing ranks.

I needed more situational awareness, the closed in buildings and vegetation was driving me crazy. I had to gain higher ground. So, myself and my troop officer climb up onto the roof of the building to look around. A chance encounter of 3 Fedayeen fleeing from the road to regroup, clearly trying to encircle us. We neutralised them, they died before they hit the floor. Dropping down from the roof top, content that I now had a clearer understanding of the battle space, I gave the command to push on. Popping out into the open street, the killing area is now only 70m away. I can smell the vehicles burning and hear the scream and boom of RPGs detonating into the evacuated vehicles. Many bursting mid-air before their targets, sending fractured metal shards and high explosives in all directions, making the very air around us lethal. We move in bounds, 5 metres, 10 metres, firing and moving to the next wall for cover. On the last bound we move into a garden, though a V-shaped hole created by rocket propelled grenades. Everyone is down as low as they can go.

Despite the effectiveness of the Fedayeen's attack, there are still two stranded vehicles with weapons systems mounted on them. Those platforms have mission essential kit and Delta Company needs those wagons. "Give me covering fire, I am going to get those Pinz's!" I shout. 3, 2, 1 go! I explode with all the effort I can muster, bullets ricochet all around me as the enemy see a new target in their killing zone. I can hear explosions; I hear the covering machine gun fire. In an instant I jump up into the exposed driver's seat of the first Pinzgauer. I am aware that bullets hit are striking, inches from my hands and legs. I ignore it. I turn the key, and the engine roars into life, my foot is down, revs are at max. I scream into a 180 degree turn and race off south towards the Company holding point. Around me the buildings and trees blur into imagination, until I skid to a halt in front of the Sergeant Major and the rest of Company Main. Everyone is asking me questions, and I think I answer them. But my thoughts are on the section remaining, I turn and run in the middle of the road back into the killing area. I am drained, at the limits of endurance but my legs keep moving. It takes tremendous effort to keep going, left foot, right foot. The air in my lungs is burning, my mouth is dry, full of propellant fumes and sand. I am so dehydrated; I just want to collapse.

I remember running past an American Tactical Air Controller, I turn to acknowledge him with a smile and high five. As our hands connected, he said "Man you guys are crazy, if I was with our guys, we would be dead by now!".

"I'm going to get the section" I cry out to anyone and everyone. I am not waiting for permission, I am going. Left foot, right foot, gulping lungs of air to feed my muscles. I can feel the warm adrenaline and endorphins coarsing in my inflamed joints. I continue back into the fray.

In a huge burst of fire, with 81mm Mortars, and 105mm artillery rounds creeping closer to our position in support. We extract, running in single file on the road towards the safety of Delta Company. I count each man out of cover, making sure we are all moving, and that no man is left behind. I take up the position as the "Tail-end Charlie", running backwards keeping an eye for targets. It feels like a very long way and every one of my team is moving on dead legs. Left foot, right foot. The world explodes in a deafening cacophony of the indirect fire support bombardment.

This ambush had lasted for 6 hours. Thompson was mentioned in despatches for his gallantry in action that day.

In November 2003 Corporal Thompson was drafted to 42 Commando Royal Marines, M Company as a Heavy Weapons section commander within a Manoeuvre Support Company and January 2004 saw him deployed to Northern Norway, where he completed the arduous Cold Weather Warfare Course (CWWC) qualifying as a UK deployable arctic and mountain warfare specialist.

Early the following year Thompson deployed to Afghanistan on Op Herrick 3 to secure ground and establish what would later become Camp Bastion. On his return from Afghanistan, Thompson completed his Jungle Warfare Tracking Instructors Course in Brunei and immediately he deployed to Exercise Long Look (New Zealand Army), assisting in the development of combined armoured infantry Tactical Training Procedures until his return to 42 Commando RM to complete his pre deployment training for deployment into Afghanistan on Herrick 5 with J Coy at Camp Garmisr.

Afghanistan 2007 - Operation Herrick 5 - Helmand

Thompson participated in four operational deployments during Operation *Enduring Freedom* - the official name given by the U.S.A. for the war against global terrorism. Initially seeing action during the Maritime Interdiction Operation for Op *Veritas*, he subsequently deployed into Helmand for Ops *Herrick 3*, 5, and 12. The most notable and kinetic of all being Op *Herrick 5*, during which, as Heavy Weapons Attack Corporal, 3 Troop, J Coy, 40 Commando, Royal Marines, he was deployed into Helmand Province among a Company Group of exceptional Section Commanders. Thompson's 3 Troop was a Fire Support Group (FSG) made up of 4 WMIK (Heavy Weapons platforms mounted on a stripped-down Land Rover. No doors, no windows, no armour).

J Company was based out of Forward Operation Base Price, near Geresh, approximately 75km from Camp Bastion. Conducting mobile operations (MOG Ops), they had the freedom to move almost anywhere in the Tactical Area of Operations (TAOR) and experienced over 35 major combat operations throughout the tour.

The Battle of the Sluice Gate - C.G.C.

On 10 January 2007, Thompson's company embarked on a 10-day patrol through the town of Geresh, following the Bogra Canal (a 155km water way which dissected Helmand), and then into the northern wilds of Nowazad and Musakala. Geresh and its nearby districts well were known through intelligence to be the base location for multiple Taliban bomb makers, and indirect fire support specialists and had already witnessed multiple significant actions involving ISAF forces.

Departing at first light with Thompson leading in his WMIK, the company split into two groups. One grouping went south of the Bogra Canal to establish overwatch of the patrol area north into Geresh, and the other moved on the narrow, elevated and exposed northern road of the Bogra canal, with an aim to clear and secure the Habibullah Kalay area. Moving forwards then, on the north road in total darkness whilst observing absolute light and noise discipline, Thompson's section would soon have cause to pause:

'As the first semblance of day light began and the sky turn from utter black to a hint of the darkest blue, I noticed a shape in the eerie shadows. I radioed a halt through the companies all informed net. I unclipped my radio and got down from my commander's seat to approach the shadow. The shape of a man unfolded with each step. The man was wearing a cream polo shirt with 3 to 5 stripes going across the centre. He was on his back with his legs curled under and back. His eyes had been cut out, and he had bullet holes in his chest. A small note written in the Pashtu language had been attached to his body. Our interpreter translated the script, which declared that this man was a contractor for International Security Armed Forces (ISAF) and was therefore a traitor. He had been executed as an example to the civilian population. I got back into my vehicle and took a breath. It was very still, like the world had just paused, nothing moved, no sounds rolled through the air. I turned to my driver and whispered, "It's going to kick off".

At that very instant an RPG exploded in the air in front of us. Machine gun fire erupted from the shadows and engulfed the two WMIKs that led the patrol. Seeing muzzle flashes of enemy weapons, I established a target and fired 200 rounds immediately at the Taliban gunman, then both WMIKs trained their Heavy Machine Guns and Grenade Machine Guns onto the firing points and opened up. The space between our position and Taliban's is filled with tracer, birds fall out of the sky as they are cut down from the hail of steel projectiles. This is truly dead man's land. The noise and vibration are almost unbearable. I shout to my driver, commanding him move forward. I am acutely aware of the rest of the group. My aim is to move forward into the killing area and draw fire away from the main body. I know that we have more than enough fire power to suppress any enemy. We will hold the ground so that the rifle troops can get out and take the ground.

With enemy engagements as close as 50m, the fire fight is intense, relentless, there are no lulls in the battle. Neither the Taliban or us can let the initiative change hands. We are over exposed, with no option for positioning or gaining cover from fire. The commander seat is raised higher than that of the drivers so that I can operate the mounted GPMG, and the muzzle of the 50 cal is directly above my head. Every bullet that is fired from that monster machine gun feels like I am being hit in the head by a hammer, the sound is deafening.

I am shouting out target indications of firing points, so that the heavy weapons can execute their fire, I am still trying to use the radio as I have to trust something might get through, feeding grid locations, magnetic bearings, and ranges back through the company net. I need to know how much ammunition both vehicles have remaining. Our rates of fire are so rapid, that we are expending so much just to stay alive. Engine oil is everywhere, soaking our clothes and greasing our hands. We must use engine oil to keep the machine guns firing, the heat generated simply evaporates conventional weapon oils. The barrels of the machine guns are so hot, that they turn white, becoming semi-transparent, and you can see the heat the bullets as they travel.

We have been fighting for 10 minutes and we have demolished 50% of our ammunition. We need more, but the company is over 100m back, and it would be a suicide mission to move forward. I still can't establish comms, but know I must do something. Then my GPMG breaks, the rate of fire has literally shaken the rivets out of the firing handle and trigger, it hangs off. I must unload the ammunition belt, strip it down, and use a makeshift piece of scrap wire to fix it. Soon enough I am back in. All the while the dirt road is being ripped up by enemy bullets, the air is exploding with RPGs detonating as air bursts. Taliban 82mm mortar bombs are landing send huge piles of soil, smoke, and high explosives into the air. If one finds its mark it will kill an entire team. We are surrounded on 3 sides, pinned to our attacking position.

"We need more ammo!" I scream, trying to break through the sound of war. My head is killing, from all the heavy machine gun fire over my head. I turn to my crew, and tell them that I must get ammo. I jump out of the vehicle and snag myself. I am still attached to the vehicle radio net, so I unclip, and start to run back to the company. This kit and armour are almost double the weight of that I had in Iraq, so it is slow going. I look forward and focus on getting to the company. The ground splashed with dust like a puddle in torrential rain, as the Taliban attempted to bring me down, I didn't notice it at the time, but was told after by my crew.

I reach the company; they have all dropped down the sides of the road to get cover. The first man I see is the Sergeant Major and then the Company Commander, I tell them that my radio is broken, that I tried to send messages. They tell me that they have received the information. Then someone notices blood dripping out of both my ears. My ear drums have burst under the pure force of the heavy machine gun firing. "I need ammo, we are below 50%", I shout. It's strange because I know I am talking, but I can hear my voice inside my own head. I sounds as if I am hearing someone try to talk under water.

The Sergeant Major starts to arrange resupply. Boxes and belts of linked ammunition appear from everywhere, with my friends bringing me the lifesaving munitions to continue the battle, they are piled forward. In each hand I grasp 3 boxes of 50 cal rounds (weight 16kgs each), 3x 100 rd belts are put over my shoulders, I turn around and run back into hell. I know others are following me, though I don't know who came with more ammunition. My head is down, it's so heavy, my head is pounding, and although the new day still has the chilled morning air, I am dehydrated and drenched in sweat.

I get back to the WMIKs and distribute the ammunition, feeding the hungry machine guns. My brother in arms, Adz, is the commander of the other WMIK. He tells me that his Grenade Machine Gun has broken. I had been on the trials team with gun makers Heckler & Koch, so I was an expert in the weapon system. I hastily climbed up onto the weapons mount and started to test it. Yep, it was broken, grenades were not being fed into the mechanism, and it wasn't firing off. Standing fully up, I was 4m above the road, totalling 9m above the ground. I stripped the weapon to track the break. Oil was everywhere, my hands, so greased that I struggled to grasp anything. A split pin holding the massive recoil spring had broken. I had to wrestle the springs back and use my good old scrap metal wire to fashion a new makeshift pin. Success the pin was in, and I rebuilt the gun. Now to test it. Loaded, cocked the weapon, and fired. Nothing. I tried again, load, cock, fire, nothing. *Shit!* Its broken again. It took me three attempts to get the mechanism fixed. All the while the world is exploding around me. How I wasn't killed doing it, I will never know.

Against an enemy assessed to be engaging from 58 separate enemy firing positions, for 4 hours, we remained in contact, unwavering in resolve, unmoving from our mission, we would never retreat. We won the fire fight and exploited the ground. The riflemen, on foot, quickly cleared the surrounding buildings, uncovering caches of arms, munitions, improvised explosive devises, home-made bombs made from pressure cookers and nails. The dead enemy lay sprawled and slumped in position, never to pick up a weapon again. Besides my burst ear drums, we sustained no casualties. This was nothing short of a miracle and can be whole attributed to the exceptional displays of professionalism and gallantry of the company.

The company had to return to FOB Price to conduct a full resupply. We had drained our entire ammunition supply. 10 days of resources spent in 4 hours. Through well practice drills, we worked with machine like efficiency, managing to reconfigure the company within the hour to continue with the 10-day patrol.

I wasn't so lucky, I had totally lost my hearing, the pain in my head being unbearable. Under orders by our Naval Surgeon, I had to remain at the FOB to rest my injured senses. I hugged my brothers and apologised for not being able to join them.' (extracted from Thompson's unpublished personal account).

For his exceptional conduct during the Habibollah Kalay action and his continued gallantry during this six month combat tour in Afghanistan, Thompson was awarded the Conspicuous Gallantry Cross, presented to him at Buckingham Palace by Her Majesty The Queen.

Continued Promotion and medical discharge

Thompson was then drafted to Commando Training Centre Royal Marines to assist in Recruit training and spread his knowledge and experience to the new generation of Royal Marines. In 2008, he was nominated for his Senior Command Course which he attended and passed with distinction. In March 2009 he returned to 40 Commando RM where he served in Delta Company once again and deployed back to Afghanistan on Operation *Herrick* 12 during which time, he qualified for his Accumulated Campaign Service medal. After this tour he again returned to ATCRM as a member of the Royal Marines Young Officer training team. March 2013 he was promoted to Colour Sergeant, was awarded the Long Service Good Conduct Medal, and drafted to the Joint Counter Terrorist Training Advisory Team as technical Company Quartermaster Sergeant, supporting the U.K.'s only Global Counter Terrorism unit.

Colour Sergeant Thompson returned to 40 Cdo RM as the Unit Heavy Weapons 1 advisor where he remained until his selection to Warrant Officer Second Class in 2016 when he attended and passed his Advance Command Course prior to his appointment to Commando Logistic Regiment as Landing Force Support Squadron Logistical Task Group Sergeant Major. In January 2018 his role changed within the Regiment to that of Equipment Support Squadron Sergeant Major where he remained until an ongoing medical issue resulted in his draft to Hasler Royal Naval Recovery Centre whilst he awaited a spinal operation. Despite the success of this procedure sadly Warrant Officer Class II Thompson was unable to continue to serve within the Royal Marine Corps and was medically discharged after 23 years 6 months service.



Sold together with the following related archive:

- (i) a copy of the recipient's personal memoir (unpublished).
- (ii) the artist's proof watercolour painting of Gordon Rushmer's 'Firefight in the Helmand' additionally inscribed 'To Tomo with best wishes, Gordon Rushmer.' 77cm x 58cm including frame.
- (iii) a print of Gordon Rushmore's watercolour painting of the recipient entitled, 'Corporal "Tommo" Thompson RM, CGC.' Signed to the reverse by the artist with dedication to the recipient.
- (iv) photograph of the recipient in uniform shaking hands with President George W. Bush at a Whitehouse reception. Signed by the President. With unopened gift from the White House.
- (iv) a hardback copy of the book 'The Road to Kandahar. The Paintings of Gordon Rushmer.' Signed by the artist with dedication to the recipient.
- (v) M.I.D. certificate.
- (vi) laminated recommendations for both awards.
- (vii) 40 Commando art kit.
- (viii) N.A.T.O. Medal 1994, 1 clasp, ISAF, on ISAF ribband, in case of issue, *extremely fine*
- (ix) DVD and official photographs of investiture.
- (x) quantity of letters of congratulation on award of M.I.D. in 2003 including letters from Lieutenant General Sir John Reith K.C.B., C.B.E., Chief of Joint Operations; Major General R. V. Brims C.B.E. D.S.O. Deputy Chief of Joint Operations; Major General A. A. Milton C. B. O.B.E. Commandant General Royal Marines; Admiral Sir Alan West K.C.B., D.S.C., A.D.C.; and letters of congratulation on award of C.G.C. in 2007 including letters from Admiral Sir Jonathon Band K.C.B., Commander-in-Chief Fleet (letters for both awards); Major General G. S. Robison, Commandant General Royal Marines; WO1 (RSM) B. A. Dawe, Corps Regimental Sergeant Major; Brigadier D. A. Capewell O.B.E., 3 Commando Brigade.
- (xi) metal pocket watch and chain, the front cover engraved with the badge of the Royal Marines and the words, '353rd Royal Marines Corps Birthday' and the back engraved 'PO55927F WO2 Thompson CGC RM LFSS SSM.'
- (xii) a quantity of military maps and atlases of Afghanistan, used condition.
- (xiii) a quantity of photographs, including many taken on active service in Afghanistan, on training exercises in Canada and many from the C.G.C. investiture at Buckingham Palace.
- (xiv) newspaper cuttings and other ephemera.

For the recipient's related miniature awards, see Lot 303.

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A Great War 1918 'Salonika' M.C. group of five awarded to Captain S. G. Collingwood, Royal Field Artillery, who was wounded at Nikolie on 18 September 1918, and was awarded the French Croix de Guerre

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2.Lieut. S. G. Collingwood. R.F.A.); British War and Victory Medals (Capt. S. G. Collingwood.) *BWM renamed; France, Third Republic, Croix de Guerre, bronze, reverse dated 1914-1918, with bronze star emblem on riband, very fine and better (5)* *£700-£900*

M.C. *London Gazette* 1 February 1919:

'For conspicuous gallantry and devotion to duty at Nikolie on 18 September 1918. Though suffering from a severe attack of malaria, he continued to command his battery throughout and to observe from a tree repeatedly shelled all day. About 1:00 p.m. on that day he was wounded, but continued to command, and it was not until 10:00 a.m. on 19 September that he had an opportunity of getting his wound dressed. The endurance and devotion to duty shown by this officer is an example of a high order.'

French Croix de Guerre *London Gazette* 21 July 1919:

'For distinguished services rendered during the course of the campaign.'

Stewart George Collingwood was born in Carlisle, Cumberland, in 1895 and was commissioned Second Lieutenant in the Royal Field Artillery on 12 August 1914. He served with them during the Great War on the Western Front from 17 January to 20 October 1915, and was promoted Lieutenant on 9 June 1915. He subsequently served in Greek Macedonia, Serbia, Bulgaria, European Turkey, and the Islands of the Aegean Sea from November 1915 to October 1918, and was promoted Captain on 3 November 1917. Wounded at Nikolie, Salonika, on 18 September 1918, for his gallantry he was awarded the Military Cross and the French Croix de Guerre. He died in London on 3 February 1963.

x132



A Great War 'Western Front' M.C. group of four awarded to Captain Thomas Houston, 10th Battalion, Liverpool Regiment (Liverpool Scottish)

Military Cross, G.V.R., unnamed as issued; 1914 Star (3296 Pte T. H Houston, 10/L'pool R.); British War and Victory Medals (Capt. T. Houston.) *nearly extremely fine (4)* *£800-£1,000*

M.C. *London Gazette* 18 June 1917:

'For conspicuous gallantry and devotion to duty when in command of his company. He led his men in the most gallant manner, and carried out the task allotted to him with conspicuous success.'

Thomas Houston was born in Kirkcudbright, Scotland, on 1 February 1887, and was educated at the Kirkcudbright Academy. He enlisted at Liverpool on 29 August 1914, into the 10th King's Liverpool (Scottish) Regiment and served in France from November 1914. He was appointed Lance-Corporal on 11 April 1915, and was wounded at Hooge on 16 June 1915. He applied for a commission in March 1916 and was appointed 2nd Lieutenant in his old battalion on 24 October 1916. He won his M.C. whilst he was attached to the 12th Battalion in the attack on Neuville on 28-29th March 1917, when he commanded "D" Company, the battalion receiving congratulations from the Divisional Commander for its distinguished dash in the action. He was severely wounded by a gunshot in the left chest at Langemarck on 16/17th August 1917, and returned to the U.K. 2 weeks later.

Sold with copied research.

x133



A Great War 'Western Front' M.C. group of three awarded to Captain W. J. Keeling, 8th Battalion, Lincolnshire Regiment

Military Cross, G.V.R., the reverse engraved 'William John Keeling, Lincolnshire Regt: Nov - 1916'; British War and Victory Medals (Capt. W. J. Keeling.) *good very fine* (3) £700-£900

M.C. *London Gazette* 3 March 1917:

'For conspicuous gallantry in action. He displayed great courage and determination in establishing bombing posts at a critical time, working under very heavy fire and most trying conditions. He set a fine example to his men.'

William John Keeling was commissioned into the 9th (Reserve) Battalion, Lincolnshire Regiment, on 20 January 1916, and served in France with the 8th (Service) Battalion from 16 June 1916. He was awarded the M.C. for the action at Beaucourt, 14-20 November 1916. Promoted to Lieutenant on 11 December 1916, he was attached to the 1st and 2nd Battalions, and later served with the 2nd King's African Rifles from 7 November 1917-1919.

x134



A Great War 'Battle of the Somme' M.C. group of four awarded to Captain Kenneth Anns, 7th Battalion, East Surrey Regiment, late Surrey Yeomanry

Military Cross, G.V.R., the reverse engraved 'Capt. Kenneth Anns. Somme. 1916'; 1914-15 Star (1448 Cpl. K. Anns, Surr. Yeo.); British War and Victory Medals (Capt. K. Anns.) *nearly extremely fine* (4) £800-£1,000

M.C. *London Gazette* 26 September 1916:

'For conspicuous gallantry during operations. With two men he reconnoitred close up to the enemy's lines, and brought back valuable information. He has continually volunteered for dangerous patrols.'

Kenneth Anns served with the Surrey Yeomanry in France from 17 January 1915. He was commissioned 2nd Lieutenant into the East Surrey Regiment on 31 May 1915, and was posted to the 7th Battalion.

Sold with copied research.

x135



A Great War 'Monchy-le-Preux 1917' M.C. group of four awarded to Captain E. H. Molyneux, 9th Battalion, West Riding Regiment

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (Lieut. E. H. Molyneux. W. Rid. R.); British War and Victory Medals (Capt. E. H. Molyneux.) *nearly extremely fine (4)* *£800-£1,000*

M.C. *London Gazette* 16 August 1917:

'For conspicuous gallantry and devotion to duty. He led his company with great skill and courage. They advanced under heavy fire, and when wounded he continued to lead until again severely wounded in the leg.'

Edward Henry Molyneux was born on 5 September 189, and applied for a commission in the West Riding Regiment on 14 September 1915. He entered the French theatre of war on 21 December 1915, and was serving with the 9th Battalion, West Riding Regiment when he was severely wounded and awarded the Military Cross at the battle of Monchy-le-Preux on 25 April 1917.

Sold with copied research which show that he had been previously wounded by a gunshot in the right chest and arm in August 1916.



A Great War 'Mesopotamia' M.C. group of seven awarded to Lieutenant H. H. Tayler, Indian Army Reserve of Officers, attached 1st/66th Punjabis, who was badly wounded at Ctesiphon on 22 November 1915, and was Mentioned in Despatches for his services in Mesopotamia

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (Lieut. H. H. Tayler 1/66th. Punjabis); British War Medal 1914-20 (Lieut. H. H. Tylor [sic]); Victory Medal 1914-19, *naming erased*; Delhi Durbar 1911, silver, unnamed as issued; Jubilee 1935, unnamed as issued; Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Pte. H. H. Tayler, Hyderabad Rif., A.F.I.) *generally very fine and better* (7) *£1,200-£1,600*

M.C. *London Gazette* 10 June 1920:

'In recognition of gallant and distinguished services in the Field.'

M.I.D. *London Gazette* 13 July 1916.

Henry Holroyd Tayler was born in Bhagalpur, Bengal, India, on 9 November 1884, the son of Henry Graham Tayler, of the Indian Civil Service, and, following in his father's footsteps, joined the Civil Department in the Central Provinces on 23 December 1903. Serving on the Andaman Commission, he was commissioned Second Lieutenant in the Indian Army Reserve of Officers on 4 November 1910. Promoted Lieutenant on 13 September 1914, he was attached to the 1st/66th Punjabis depot at Jhelum on 12 October 1914.

The 66th Punjabis were mobilised in March 1915 for service in Mesopotamia and landed in Basra on 20 March. Tayler joined the battalion at Basra on 16 September 1915 where it was undertaking garrison duties. On 24 October 1915 the 66th Punjabis joined Major-General C. Townsend's 6th (Poona) Division for the advance on Baghdad; on 22 November the first major engagement on the advance to Baghdad took place at Ctesiphon. The 66th Punjabis were heavily engaged in the attack on the Turkish positions and suffered a total of 242 casualties. This included all 10 of the British officers with the battalion who were either killed or wounded, including Tayler. Only two of the wounded British officers were available for duty. Tayler was then evacuated with the other wounded soldiers and so avoided the later siege and fall of Kut-al-Amara. For his services he was Mentioned in Despatches.

Tayler was Gazetted with a Military Cross in 1920, and it is most likely that he was awarded the M.C. for his actions at Ctesiphon. The reason for the delay in the award was because it was awarded under the new provisions allowed for in Army Order 193 of 1919. Recognising that many acts of gallantry and devotion to duty during the Great War had previously gone unrecognised, because they were unwitnessed, or because those who had witnessed them were prisoners of war, it allowed rewards for these services in the Field, and in many cases (such as Tayler's) they were for acts of gallantry that had been performed some years previously.

Lieutenant Tayler died at Staines, Middlesex, on 26 April 1944, aged 59.



A fine and regimentally scarce 'Malaya' M.C. group of seven awarded to Major O. J. Mirylees, Royal Leicestershire Regiment, attached 3rd Battalion, The Malay Regiment. A successful ambush tactician, he regularly proved his ability over 12 months in the jungles of Malaya - accounting for 6 terrorists killed, and 1 captured. He was severely wounded leading his men in a night ambush in October 1955, having already been mentioned in despatches for his work in the jungles of Burma during the Second World War

Military Cross, E.I.R., reverse officially dated '1957'; 1939-45 Star; Africa Star; Burma Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; General Service 1918-62, 1 clasp, Malaya, E.I.R. (Major O. J. Mirylees. R. Leicesters.) mounted as originally worn, *very fine (7)* *£3,000-£4,000*

M.C. *London Gazette* 28 May 1957:

'For vigorous leadership and gallantry in the Malayan jungle whilst in command of a Company of the 3rd Battalion, The Malay Regiment. Although severely wounded and in great pain he continued to conduct the operation for over an hour until action was completed.'

The original recommendation states: 'Major O. J. Mirylees had just taken over Command of 'B' Company, 3rd Bn The Malay Regiment when the Battalion began operations in the Batu Gajah area in March 1955. Since then his enthusiasm, his vigorous leadership and gallant example in several engagements have inspired all under his command and turned his Company into an outstanding jungle fighting team.'

In October 1955, when in command of a small night ambush near Tronoh Town Major Mirylees was severely wounded in the thigh in one of the first exchanges of fire. Given first aid by a Sergeant he then refused to be evacuated and maintained his position, regardless of great pain, for over an hour until satisfied there was no further C.T. movement. Next morning a wounded C.T. was captured. In December 1955, before he had really recovered Major Mirylees personally went out and sited a nine man ambush, which on the following day killed all the three C.T.'s who appeared. In two further contacts in October 1956 'B' Company patrols killed three more C.T.'s.

These six kills and one capture, in the last twelve months in an acknowledged difficult area are directly attributed to the zeal, drive and dogged determination which Major Mirylees has displayed throughout to a degree far beyond the normal call of duty.

It were most fitting were this officer's outstanding services to be recognised.'

M.I.D. *London Gazette* 19 September 1946 (Burma).

Oswald James Mirylees was born in November 1920, and commissioned Second Lieutenant in the Leicestershire Regiment in December 1939. He advanced to Temporary Captain in January 1941, to Captain in July 1946, and to Major December 1952. Mirylees was Specially Employed with the Federation of Malaya Military Forces, and was attached for service with the 3rd Battalion, The Malay Regiment, October 1954 - February 1958. He rejoined the 1st Battalion, The Royal Leicestershire Regiment at the end of February 1958, and was appointed to the command of 'C' Company.

Mirylees retired in April 1960, and in later life resided in Bognor Regis. Major Mirylees died in March 2007.

1 of 2 M.C.'s to the Regiment for service in Malaya, the other for service whilst on attachment with the 1st Battalion, The Royal Lincolnshire Regiment.

Mirylees is mentioned in *Marching With The Tigers* by M. Goldschmidt, included in which there is a photographic image of him.

Sold by Order of the Family

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'Twelve Rolls Royce Merlins roared in unison with twelve fighter pilots crouched in their cockpits alone with their thoughts. This was the day, the hour, the moment of truth ... I had no feeling of fear, just the intense excitement before any contest. The fact that this was to be the death, didn't cross my mind. I looked down at Cap Gris Nez, and up at the dark surround of smoke which hung predatorily above it from its source on earth.'

Smoke Trails in The Sky, by A. C. Bartley refers



The important Battle of Britain Fighter Ace's '1940' D.F.C. and 'North Africa - Operation Torch' Second Award Bar group of seven awarded to Squadron Leader A. C. 'Bolshie' Bartley, Royal Air Force Volunteer Reserve - one of the founder members of the famous 92 Squadron, who is credited with at least 12 Victories, 8 damaged, a number of probables and possibles, and countless unclaimed.

Bartley cut his teeth over the beaches of Dunkirk, shooting down two enemy aircraft after his first dogfight, 23 May 1940 - his aircraft riddled with bullets as a result. On the way home, 'as I was racing back across the Channel, another Spitfire flew up beside me, and the pilot pulled back the hood and started pointing at my aircraft. Then, Bob Tuck came on the intercom and chortled, 'You look like a sieve, chum.' I scanned his fuselage and answered back, 'Just wait until you get a look at your crate.'

Bartley survived a remarkable episode during the height of the Battle of Britain, when he shot down a Do 17, 15 September 1940, 'I heard a cannon shell explode behind my armour-plated seat back, a bullet whizzed through my helmet, grazing the top of my head and shattering my gun sight, while others punctured my oil and glycol tanks. A 109 flashed by.

Fumes then started to fill my cockpit, and I knew without doubt that I had had it, so I threw open my hood, undid my straps and started to climb over the side. As I braced myself to bale out, I saw my enemy preparing for another attack, and knew it meant suicide to jump with him around. Escaping airmen over their own territory were fair game in some combatants' log book, and a friend of mine had been shot down in his parachute. So, I decided to bluff it out, climbed back into my aircraft, and turned on my attacker.

My ruse worked; he didn't know how hard he'd hit me, but he did know that a Spitfire could turn inside a Messerschmitt, and I fired a random burst to remind him, whereupon he fled for home. By this time I was too low to jump, so I headed for a field and prayed.

At a hundred feet, my engine blew up, and I was blinded by oil. I hit the ground, was catapulted out, and landed in a haystack, unharmed. I hit the buckle of my parachute to release it, and as it fell to the ground, the pack burst open spewing forth the silk which had been shredded by splinters of cannon shell. I said a hasty prayer before the first of the rescue party could reach me.'

Bartley's was a life of extraordinary adventure, during which he was involved in a number of iconic incidents, all of which are reflected in his Log Books and autobiography - a veritable who's who of stars of the stage, screen and sky. From Winston Churchill to Clark Gable, Noël Coward to Laurence Olivier, and Bob Stanford Tuck to 'Sailor' Malan - all ultimately leading to his marriage to the film star Deborah Kerr, of *The King and I* fame

Distinguished Flying Cross, G.V.I.R., reverse officially dated '1940', with Second Award Bar, reverse officially dated '1943', mounted on investiture pin, in *damaged Royal Mint* case of issue; 1939-45 Star, 1 clasp, Battle of Britain, *loose*; Air Crew Europe Star, 1 clasp, France and Germany; Africa Star; Pacific Star; Defence and War Medals 1939-45, with seven related and mounted miniature awards, and ribbon bar for first four awards, the latter indicating the award of a bar to Africa Star, *generally very fine or better* (7) £100,000-£140,000



D.F.C. *London Gazette* 25 October 1940:

'Pilot Officer Bartley has shot down at least eight enemy aircraft. He has always displayed great coolness in action and proved himself a clever and determined fighter.'

D.F.C. Second Award Bar *London Gazette* 16 February 1943:

'In the operations in North Africa, Squadron Leader Bartley took part in numerous sorties on which he destroyed 2 hostile aircraft, bringing his total victories to 13. His great skill, courage and determination have been an inspiration to all.'

Anthony Charles Bartley was born in Judge's House, Ramna, Dacca, Bengal, India in March 1919. He was the son of Sir Charles Bartley, KT, a Judge in the Calcutta High Court. Bartley was educated at Stowe, and took up an apprenticeship at a Chartered Accountants in London with a view to joining the East India Company. A useful athlete, Barclay played for Blackheath Rugby Football Club - where his skipper encouraged him to learn to fly at West Malling Flying Club, Kent in 1938. With a sense of impending conflict Bartley applied for a commission in the Royal Air Force, and in May 1939 was posted as an Acting Pilot Officer (on probation) to No. 13 F.T.S., Drem:

'A whole new life had opened up for me, and I knew that the next few months could make or break it. The sky was now my only goal, my only limit.' (*Smoke Trails in the Sky*, by A. C. Bartley refers)

With Jamie Rankin (later D.S.O. and Bar, D.F.C. and Bar and C/O of 92 Squadron) as one of his flying instructors, Bartley soon got in to the swing of things:

'In our off duty time, I learned to play golf, sail a thirty-two foot boat I'd bought with four of my friends and named Pimms No. 4, went into Edinburgh with them on Saturday night drinking safaris, and fell madly in love with the Provost of Edinburgh's daughter. When war was declared, just after I had got my Wings, I proved that the Oxford was acrobatic by looping the Firth of Forth Bridge, and nothing fell off. In October 1939 I was posted to 92 Fighter Squadron at Tangmere, and after a gargantuan farewell party in the officers' mess, I headed my MG towards the south.' (Ibid)

The Squadron had reformed primarily from pilots from 601 Squadron, with Roger Bushell (later mastermind of the "Great Escape" from Stalag Luft III) as the commanding officer. As Bartley settled in to squadron routine he noted, 'A new life line was starting for all of us. Few were to survive it.' (Ibid)

92 Squadron - Enter the Spitfire, Bob Stanford Tuck and Churchill...

The Squadron re-equipped with Spitfires, 6 March 1940, Bartley was 20 years old at the time:

'My second most exciting experience was to fly a Spitfire for the first time. It was like driving a racing car after an Austin... riding a racehorse, after a hack. It just didn't seem to want to slow down... the perfection of a flying machine designed to combat and destroy its enemy. It had no vices, carried great fire power, and a Rolls Royce motor which very rarely stopped. An aerodynamic masterpiece, and a joy to fly.

The next weeks were spent in a hasty training programme as the inevitable confrontation with the Luftwaffe drew nearer... The more proficient we became in mock combat, the more restless we were to get into the real thing, but our CO knew we were not yet qualified. We lacked a paramountly important element in our team - a second flight commander.... He knew we were unprepared until he'd found one.

The arrival of Robert Stanford Tuck at Croydon was as spectacular as his reputation. He buzzed the airfield with every known and, to us, unknown acrobatic before making a perfect three point landing, and we watched in awe. We'd heard that he was an ace aerobatic pilot, crack shot, had once baled out in an aerobatic collision which had scarred his face, and been court marshalled for beating up another airfield, but relieved as some 'brass hat' knew that when the shooting started he would prove himself indispensable.

He lounged out of his cockpit, a silk scarf draped around his neck, a monogrammed handkerchief drooping from one sleeve. He lit a cigarette in a long white holder, and strolled towards our CO who had emerged on the dispersal area to greet him. We watched them pace the tarmac whilst in conversation, then exchange salutes, and Bob mount up his Spitfire and take off. Roger sauntered back to join his protégés, and grinning, told us that he had completed his team.' (Ibid)

The Squadron moved to Northolt at the start of May 1940, and 'in the third week... a section of three led by Paddy Green, my ['A'] flight commander, escorted Churchill and his Chiefs of Staff in a Flamingo to and from Paris on a last resort mission to try and bolster French morale before their capitulation. I did not consider that there was any possibility of contact with the enemy, so, before leaving Le Bourget, I unloaded the ammunition from one of my machine gun tanks and substituted bottles of brandy. On landing back at Northolt, mission accomplished, my armourers, according to standard operating procedure, whipped open the ammunition bays to check re-armament, and my precious bottles broke on contact with the tarmac.

The PM, who had just disembarked from his Flamingo parked beside me, witnessed my despondency, let alone concern about court-martial, walked over to me, opened his top coat, and from its pockets produced two bottles of the same brand. All he said was, 'Smart thinking, young man. It was the last chance either of us are going to get.' (Ibid)

Success First Time Out - Over the Beaches of Dunkirk

On 22 May 1940 the Squadron was ordered to transfer to Hornchurch. The following day they were thrust into the battle to protect the retreating British Expeditionary Force as it rushed towards the Channel Ports in the hope of evacuation. Bartley carried out two offensive patrols on 23 May, and met with almost immediate success:

'Twelve Rolls Royce Merlins roared in unison with twelve fighter pilots crouched in their cockpits alone with their thoughts. This was the day, the hour, the moment of truth ... I watched the plane of my flight commander, Paddy Green, ahead of me and repeated his last instructions to myself: 'Stick to my tail and for God's sake keep a look out behind.'

I had no feeling of fear, just the intense excitement before any contest. The fact that this was to the death, didn't cross my mind. I looked down at Cap Gris Nez, and up at the dark surround of smoke which hung predatorily above it from its source on earth. Then, 'Look out, 109s,' someone yelled over the intercom, and almost simultaneously I saw it. It was grey and evil-looking with its large black crosses. So, this was it.... and as I started after him, wondered if this was his first combat, as it was mine. If he felt as I did.... I wondered how soon he would spot me closing in on him, or whether I could take him unawares.

Then suddenly he turned in a tight circle, but I turned tighter. I saw him crouched in his cockpit, looking back at me as I held him in my gun sight and pressed the trigger of my eight machine guns. I saw the flash of my bullets as they struck his wings and tail plane. Then, I heard the bullets thudding in to me and saw his compatriot whizz past. I'd forgotten Paddy's warning to look behind me.

I was angry now, and prepared for a second attack when Paddy's aircraft suddenly appeared in front of me. He hit the 109 with a long burst of fire, and an aileron flew off and fluttered earthwards like an autumn leaf. The aircraft flick rolled, then spewed out its pilot. I was close enough to see his helmet fly off, a white face and blonde hair streaming grotesquely. He didn't pull the rip cord. My petrol gauge was showing next to zero, so I radioed Paddy that I was returning to base and dived towards the ground. I saw a blazing wreck of a Spitfire as I darted seawards over the beach. It was Pat Learmond's - the squadron's first war casualty....

The squadron took off again in the afternoon, and ran into the enemy as soon as we reached the beaches. A swarm of Heinkels approached like a gaggle of grey geese. Just above them, their close escort of countless Me 110's, and higher still a swarm of 109's, small specks which betrayed their presence by their smoke trails in the sky.

I didn't know how Roger proposed to attack the armada, and I thought of Henry V at Agincourt, perhaps because it was not far from us. Suddenly, Roger's voice broke the RT silence:

'Paddy, your flight take on the top cover. The rest stick with me, and we'll take on the bombers.'

I stuck to Paddy's tail as he scrambled for more altitude, and all of a sudden we were in the middle of a milling mass of Me 110's. I turned in behind the closest of them. He had shark's jaw painted on his nose. I saw his rear gunner's tracer bullets reaching for me and then stop abruptly as I took aim and fired my first burst from my eight machine guns. On my second, he lurched, flipped over on his back and started to plunge towards the ground, both engines on fire.

The 110's had formed into a defensive circle with the Spitfires wheeling and shooting inside it picking their targets, one after the other. The rear gunners fired back. The sky was filled with tracer. A veritable maelstrom of whizzing bullets. I crouched lower in my cockpit to make myself as small a target as possible, tacked on to another 110, and finished the rest of my ammunition into him at about fifty yards' range. I couldn't miss and again I saw the engines start to smoke, then burst into flames as he broke away from the circle.

As I ducked out of this aerial arena since there was no more that I could contribute, and I had felt several ominous thuds in my fuselage, I heard Roger 'whooping' on the intercom that he had got one, and was after another. Then, minutes later, cussing that some bastard in a Me 109 had got him.

As I was racing back across the Channel, another Spitfire flew up beside me, and the pilot pulled back the hood and started pointing at my aircraft. Then, Bob Tuck came on the intercom and chortled, 'You look like a sieve, chum.' I scanned his fuselage and answered back, 'Just wait until you get a look at your crate.'

We escorted each other, more slowly, back to Hornchurch. When we landed we discovered that Roger, John Gillies, the famous plastic surgeon's son, and Sergeant Pilot Paul Klipsch were never to join us again.

Paddy Green had landed at Hawkinge, his cockpit awash with blood. He'd been hit in the thigh with an armour-piercing bullet.... The Station Commander, 'Daddy' Bouchier, drove over to our dispersal while Bob Tuck and I were checking who had the most bullet holes in our respective Spitfires, congratulated us and told Bob that he was to take over acting command of the squadron.

Back in the officers' mess, we downed unconscionable pints of beer.' (Ibid).

Bartley had shot down at least 2 enemy aircraft during the patrol. His Log Book gives the following for the patrols on that date:

'Patrol. Encountered 12 Me 109's. 6 Shot Down By Squadron. Pat Learmond Killed. No Personal Score.

Patrol. Encountered About 50 Me 110's & Bombers. About 18 Shot Down. Personal Score 2 Me 110's. Missing: - Bushell, Gillies, Klipsch, Paddy Wounded.'

“Tell Mother I Will Be Home For Tea”

Bartley claimed another 2 enemy aircraft destroyed the following day:

‘We could only muster eight serviceable aircraft. Crossing the French coast, we ran into about fifty bombers with their fighter screen. Harry Edwards, in the section I had been promoted to lead, and myself took on the close escort Me 110’s who turned for home in closed ranks, trying to keep us at bay with their rear gunners. We attacked from beneath their line of fire until our ammunition ran out. Two of my targets went down in flames before the 109’s caught up with us... bullets flying everywhere. I ducked for home. As I swept over the beaches, Pete Casanove called me that he’d been shot down and crash-landed. Asked me to call his mother which I promised I would [the Old Etonian famously quipped “Tell Mother I will be home for tea”, despite which he ended up crash-landing on the Calais coast, and joining Roger Bushell in Stalag Luft III. His Spitfire was dug up in the 1980’s and fully restored].

I staggered in to land, my guts aching from the centrifugal forces of air combat, and my right eye was bleeding from a burst blood vessel. My fitter helped me out of the cockpit. My rigger counted eighteen bullet holes in my Spitfire. All the rest of the boys landed safely. Bob Holland with half an aileron, Al a direct hit on his reflector sight, and Tuck, as usual, full of holes.

That evening developed into a party, God knows why. We hadn’t much to celebrate except rumours we were being temporarily rested. We had lost our CO, five pilots and Paddy wounded but we wanted to forget the battle and make merry. That was the spirit, initiated at the battle of Dunkirk, which prevailed amongst fighter pilots throughout the war.’

Battered and Bruised - Timely Arrivals: Wellum, Wade and Kingcome

The Squadron flew their final patrol over Dunkirk, 25 May 1940. They were only able to field one flight, which was led by Bob Tuck. Bartley shared a Do 17 with Tuck, ‘We saw two men jump out before the Dornier hit the water, but one parachute failed to open, so, we reckoned the airman dead. We watched the second man float down, wished him luck and headed back to Hornchurch.’ (Ibid)

Later the same day, the Squadron was informed that it was to move immediately to Duxford for a well earned rest:

‘Duxford was a haven of peace, and we needed it badly. All save Bob Tuck who thought it a waste of good shooting time and took some of us out to shoot up German shipping off the enemy-occupied coastline. The rest of the time we basked in spring sunshine and drank beer in the local pub while we gradually unwound and awaited our replacement pilots. Our new CO ‘Judy’ Sanders arrived; he was the complete antithesis of Roger, with no combat experience which wasn’t his fault. Poor devil, to take on us lot, I thought. Bob Tuck had pulled strings to get his old compadre from 65 Fighter Squadron to take over Paddy Green’s flight, and Brian Kingcome moved in with his bulldog ‘Zeke’. They looked and acted somewhat alike. Two other recruits were Geoffrey Wellum and Wimpy Wade. Geoff was 18 years old and very unsure of himself. Wimpy borrowed my Spitfire to get in some more time on the type, and straightaway slow rolled it at nought feet over the airfield, so was forthwith accepted in our league.’ (Ibid)

The Squadron fought its last battle over the Dunkirk beaches on 2 June 1940. This was to be a remarkably successful patrol for Bartley, with his Log Book recording:

‘Patrol Dunkirk. Encountered About 30 He III’s & Me 109’s - About 18 Shot Down. Personal Score 5 He III’s. 3 He III’s Confirmed As Having Both Engines Either On Fire Or Pouring Out Oil & Glycol, By P/O Saunders.’

Sources are, unsurprisingly for the period, at variance and eventually he was credited with 4 He III’s damaged. Bartley wrote in his autobiography:

‘We flew to our forward base at Martlesham Heath where two other squadrons were stationed, one commanded by Douglas Bader. In the afternoon we took off as a wing, 92 leading and led by Bob Tuck, our new CO deferring to Bob’s combat experience. It was a comforting spectacle to see a gaggle of thirty-six Spitfires around me. Bob had briefed the wing to fly in loose formations. The Hun was going to have a rude awakening, I was thinking. We intercepted ten miles behind Dunkirk. The bombers were flying in their formations of threes, and there were lots of them, but their fighter cover appeared quite a way off, for some reason. Bob ordered 92 to go straight for the big boys, and the other squadrons to engage the escort fighters, then ploughed straight on in. My section, with Harry Edwards, attacked a Vic of three He III’s from below where their rear gunners couldn’t reach us. We slid from one to the other, as they started to burn. Then hopped over to a second Vic formation, and repeated the exercise from about fifty yards range. We silenced all six rear gunners and set five Heinkels on fire, before running out of ammo. Sammy Saunders confirmed that he saw at least three hit the deck, but I didn’t stick around when their escort 109’s started to get to us.’

Wales - A Brush With the Law and a Failure of the Old School Tie

The Squadron was withdrawn to Pembrey for a rest on convoy patrols. The arrival of 92 Squadron at their new ‘digs’, certainly had an effect on the locals, and on this occasion Bartley excelled himself in another way:

‘On June 18th the squadron took off for Pembrey in South Wales. We broke formation over the aerodrome, and buzzed everything in the environment, rudely arousing the Welsh country from its tranquility. Farmers, doctors, parsons, lawyers, local councillors and police flooded the telephone lines to the Station, demanding an explanation for our demoniacal flying. I rolled my Spitfire around our new CO, ‘Judy’ Saunders, my engine cut dead, and I force-landed in a bog which I had mistaken for a field. I skated along on the mud, and started to turn up on my nose. For a moment, I hung poised, terrified that my Spitfire would turn over on its back, and drag me down with it, into the quagmire. It fell back on its belly, and I leaped out, as it started to sink. I waded out, practically up to my neck in mud and stagnant water, and, on reaching terra firma, was promptly arrested by the Home Guard. Since I was wearing red Daks trousers and an old Stoic tie, my captors were highly suspicious and took me to the local police station where I was locked up.’ (Ibid)

The Battle of Britain - From a Distance

Bartley was ‘sprung’ from jail by the Adjutant, and returned to life as part of No. 10 Group in Wales. Slightly withdrawn from things, the Squadron still managed to get involved, and on 15 July 1940:

‘There was a large TNT factory next to the airfield which had become a Luftwaffe target, and we knew that if they hit it, we would be out of this world. This morning, a cloud-hopping Junkers 88 made a pass at it with a stick of bombs, and I became airborne in a matter of seconds, as I didn’t want to be around if they proved to be delayed action. I cornered him in a cumulus cloud that wasn’t quite big enough to hold him, and I chased him in and out of it, like a game of hide and seek. I hit him with several bursts, and his rear gunner hit me, but I couldn’t make a kill, and finally he escaped. The Junkers was a tough one to bring down on account of its radial air-cooled engines, as opposed to the vulnerable liquid-cooled of the Heinkel and Dornier, and a load of armour plating. However, according to one aircraftman who had witnessed the fight and collected some pieces shot off the bomber, “E was very badly ‘urt, Sir.” (Ibid)

Bartley moved with ‘A’ Flight to Bibury:

‘At the beginning of August and to our disgust and despondency A Flight was moved to Bibury and put mainly on night fighter patrols. This was the last straw, when every day we heard on the news what our old friends in 11 Group were doing in the front line. Bibury was a pretty little Cotswold village, and a great contrast to the sordidness of Llanelly. We were billeted in an old coaching house that belonged to a widow who trained racehorses. The second day after we arrived, we were attacked, without warning by a Junkers 88. I had just finished a luncheon sandwich, and was watching what I had thought was an Oxford trainer circle the airfield, when, to my horror, it dived down at our dispersal point, machine guns blazing. A stream of bullets ploughed into the ground behind my heels as I dived into a ditch, while a stick of bombs came tumbling out of its belly. I lay mesmerised by the falling projectiles, and could not take my eyes off them until they disappeared into the ground with a succession of mighty crumps when everything was obliterated by smoke and debris. The rear gunner fired a parting burst as the Ju 88 disappeared into cloud. Pat Patterson, Wimpy Wade and I leapt into our Spitfires, and took off after him. In my haste I omitted my flying helmet, and was in consequence, out of touch with Ops Room’s radio communication which could have directed me in the enemy’s pursuit, so I lost him and returned to base. When I had switched off at my dispersal point and disembarked, I discovered that my flight sergeant had been rapped over the knuckles with a bullet that had first transixed my aeroplane, two adjacent Spitfires had been written off, and our nearest aerodrome anti-aircraft defence gunner had been shot dead through the heart.’ (Ibid)



Bartley, Wright and Kingcome - Biggin Hill 1940

The Battle of Britain - In the Thick of It - Welcome to Biggin Hill

In early September, 92 Squadron returned to 11 Group on the front-line of the Battle at R.A.F. Biggin Hill. Shortly thereafter, the C.O., Sanders suffered a burns injury and Bob Stanford Tuck had been posted to 257 Squadron leaving Brian Kingcome to take over as Acting C.O; he commanded 92 Squadron for approximately six weeks during the height of the Battle of Britain, leading them on around 60 operations. Having entered the fray on 9 September, the Squadron claimed a total of 127 aircraft destroyed by year end.

Bartley flew in to Biggin Hill on 12 September, after a short period of leave:

'As my Anson transport plane made a quick circuit of Biggin, I had a look at the scene below. The whole environment was a mess of bomb-scarred earth and bombed-out buildings. The hangars were in ruins, the entire airfield pock-marked with holes ringed with obstruction warning flags. There were newly laid patches on the runways where craters had been filled in and tarmacked ... The boys, in their flying boots, fur coats and Mae Wests were either standing by their aircraft talking to their ground crews, or lounging in chairs outside the wooden pilots' dispersal hut. Brian's bulldog was sprawled at his master's feet ... The boys helped me stow my gear in the aircrew station wagon while I shot questions at them on the form.

'We shoot at Huns all day, dear boy, and get bestially drunk at night,' Brian answered. 'Station stores has been blitzed, so you can help yourself to anything in the line of flying clothing. I got two of everything for a rainy day.'

As he spoke, the ack-ack guns started barking at a Ju 88 which had emerged momentarily from cloud over the airfield heading south, having, evidently, dropped his bombs, as he ignored us.

'What does one do on these occasions?' I asked, a little nervously.

'Just put on a tin hat, and strike a hostile attitude,' Brian said.

After a heavy night out at the White Hart in Brasted, 92 Squadron were scrambled in the early hours of the following morning:

'I looked over my starboard wing, and in the distance, could make out hundreds of little black puffs of cotton wool in the sky. They were approaching fast, and travelling in the wake of an armada of dark bombers flying in V formations. The 'snappers' were made visible by smoke trails in the sky. *Jesus*, I thought. Where the hell do we start on this lot? I saw six squadrons of Hurricanes tearing up on our port side and I felt less lonely.

'Tally Ho, right. Here they come, chaps,' somebody yelled on the RT, and the squadron swung towards the approaching enemy which were making straight for London. 'Ok, boys, let's go.' Brian half rolled, and tore into the leading formation from the quarter. I lowered my seat, crouched over my gun sight, and followed him.

As we closed in on them, I pushed my face close to the armour plated glass and tried to make myself as small as possible. This was like the Dunkirk days. The thrill of the chase. The scent of the kill. I watched as Brian opened fire. Flames spurting from his eight machine gun ports. I filled my gun sight with a fat Dornier, and pressed the trigger. My guns started their staccato chatter, and lead crashed into its fuselage with flashing De Wilde. He jettisoned his bombs, and started to burn. I transferred my aim to another, and his engine cowling flew off before I was caught in his slip stream and tossed to one side as my ammunition ran out. Simultaneously, my ailerons gave a jolt as one of them hit, and I saw two 109's flash by. I yelled, 'Snappers', on the RT, half rolled, and dived for the deck. Aircraft were falling, in every direction, out of the sky which was now full of smoke trails and parachutes. I made a dicey landing due to my crippled aileron, taxied up to my dispersal point where my apprehensive crew helped me out of my cockpit. I hurriedly lit a cigarette, before I said anything.

'You all right, Sir?' Wallace asked me anxiously.

'Bit of 109 trouble, that's all. Got my aileron.' (Ibid)

Remember the Hun in the Sun.....

On 15 September 1940, Bartley added further to his score with a Do 17 Destroyed and another Probably Destroyed over Hornchurch. He was shot down at the point of victory on 18 September 1940, Bartley's log book giving 'Shot Down by 109. Jumped While Shooting Down Do 17 - Abortive Parachute - Jump Attempt Caused by Pursuing 109 - Crashed at Appledore - Do 17 Confirmed in Sea.'

Bartley records the above incident thus:

'I was firing at a Dornier 17 and so preoccupied with my target that I forgot the cardinal rule of air fighting. *Remember the Hun in the Sun*. I heard a cannon shell explode behind my armour-plated seat back, a bullet whizzed through my helmet, grazing the top of my head and shattering my gun sight, while others punctured my oil and glycol tanks. A 109 flashed by. Fumes then started to fill my cockpit, and I knew without doubt that I had had it, so I threw open my hood, undid my straps and started to climb over the side. As I braced myself to bale out, I saw my enemy preparing for another attack, and knew it meant suicide to jump with him around. Escaping airmen over their own territory were fair game in some combatants' log book, and a friend of mine had been shot down in his parachute. So, I decided to bluff it out, climbed back into my aircraft, and turned on my attacker. My ruse worked; he didn't know how hard he'd hit me, but he did know that a Spitfire could turn inside a Messerschmitt, and I fired a random burst to remind him, whereupon he fled for home. By this time I was too low to jump, so I headed for a field and prayed. At a hundred feet, my engine blew up, and I was blinded by oil. I hit the ground, was catapulted out, and landed in a haystack, unharmed. I hit the buckle of my parachute to release it, and as it fell to the ground, the pack burst open spewing forth the silk which had been shredded by splinters of cannon shell. I said a hasty prayer before the first of the rescue party could reach me.'



Air Chief Marshal Sir Hugh Dowding receives R.A.F. Heroes of The Battle of Britain

Bravery Rewarded as War takes its Toll

Bartley was shot up again a couple of days later, but returned to form when he Destroyed a Ju 88 over Redhill, 27 September 1940:

'Some days, we could only field five serviceable aircraft out of twelve. We fought all day, and played most of the night. We lived for the present and dismissed our future. The battle would be won, of course. We had no doubts about that. Meanwhile, the casualties mounted, but no one grieved as we knew it was inevitable ... I had developed a septic wisdom tooth which had to be extracted ... For twenty-four hours, I lay on my bed and spat blood. Then I went up and fought again, and that night something snapped, and for the first time I was really afraid. I drank half a bottle of brandy at the White Hart, and finished it off at the Red House. The [MacNeal] twins took me upstairs, and put me to bed. My head was swimming, and I wept like a child, with fatigue and sorrow for the friends I had lost.

The next day, the MO grounded me, and two days later Brian and I heard that we had been awarded the DFC. I went down to the tailor to have it sewn on, and he refused to accept payment. He shook my hand warmly, and as I stepped out onto the pavement, I felt supremely conscious of the blue and purple striped decoration under my wings.'

Success After The Battle - Additional Firepower

After a period of leave, and the emergence of a new CO (Johnnie Kent), Bartley hit the ground running in November 1940:

1 November Me Bf 109E, Destroyed (Shared), Manston, over Estuary

3 November Me Bf 109E, Destroyed, Ashford area

15 November Me Bf 109E, Destroyed, Maidstone.

The Squadron was moved to Manston in January 1941, and placed on convoy patrols and escort duties. At the start of the following month the Squadron received the first Spitfire Vb's cannon-armed and with Merlin 45. Bartley claimed the first victory in one of these aircraft when he shot down a He III off Southend:

'Four of our Spitfires had been equipped with 20-millimetre cannons for trial purposes, and I was flying one of them. On 3rd February it was a cloudy morning when I was at readiness and ordered to scramble to intercept a lone bandit over the Thames estuary. It was luck that I saw his bombs explode below me on Hornchurch, and looking up, I spotted an He III. The experiment was on.

I told the Controller the situation and that I was armed with cannon. I added that I'd leave my transmitter on and give a running commentary. As I got within range, the Heinkel's gunner started shooting at me and the aircraft started diving for the ground. Within range, I opened fire from dead astern. The cannons shook my plane, and I saw the shells exploding on his fuselage. His rear gunner stopped firing simultaneously, and the Heinkel started to disintegrate, tail first. A gout of blood splashed my windshield. Then bodies started to bale out, but no parachutes opened.

'The bugger's blown to pieces,' I yelled over the RT. The Heinkel plunged into the sea with a cascade of spray.

When I landed, the Controller was on the Ops phone to me. Fighter Command was delighted with the result of my cannons, but not my language. From this encounter and my simultaneous commentary of the results, I am of the opinion that the Air Ministry finally decided to adopt this armament as standard.' (Ibid)

Bartley laconically described the above in his Log Book as a 'Good Show.'

Life After 92

At the end of February 1941 the Squadron moved back to Biggin Hill, and due to a reshuffle, once again found themselves with a new CO. The latter being Jamie Rankin:

'Wimpy Wade and I were having a drink in the bar after the day's action, when I spotted Jamie's entrance. With a 'long time no see' I greeted him and asked him to join us in a drink which grinning, he accepted. I asked him what he was doing at Biggin, and how were things at our old station Drem. Somewhat nervously, I thought, he answered that he'd left Drem and been posted to Biggin to take over 92.

Wimpy and I almost choked over our pints, then Wimpy said, 'Well, then you just stick around and we'll teach you the form.' He finished his drink, and walked out of the bar.

'I apologise for that, Jamie. He's a rude bugger, a great fighter pilot and doesn't mean any harm,' I said.

Bartley went on to introduce Rankin to the rest of the Squadron in the even less formal surroundings of the MacNeal's house. During the party the recently promoted 'Sailor' Malan, 'got me in a corner and told me I was a goddamn playboy, as were the rest of my tribe. That the only responsibility we ever showed was in the air, and then we were a better team than any, but notwithstanding, he was going to make me a proposition.

'I propose to give you a flight in 74 [his old squadron - now led by Mungo-Park] if you promise to behave yourself on the ground. Think it over, and give me your answer first thing in the morning, when you've sobered up.'

I had never wanted to leave the squadron, but all around me my friends were leaving for promotion and added responsibilities, so the next morning, I reported to Sailor and told him I'd settle down and accept his offer with gratitude. I said my goodbyes to the boys, my flight sergeant mechanics, my fitters and riggers, armourers and Ops Clerk Webber. Then, I packed my bags and made my departure.' (Ibid)

What followed was a two month stay with 74 Squadron, during which disagreement was rife and the nadir of which for Bartley was: 'On April 6th I was briefed to go to an airfield behind St. Omer, using low cloud cover, to shoot a group of young Luftwaffe pilots who Intelligence had told us were having their 'passing out' parade. I took a young New Zealand pilot with me, and neither of us relished the assignment. We had never before been involved in such brutality against the human race, and the thought revolted us, but those were our orders. I wondered why Mungo had selected me for this savage task. A strange malevolence, I had to think. As we approached our target, I thought of their pride in their new wings, exactly as mine had been. As we swept over their parade ground, took aim and pressed the trigger of our eight machine guns, I nearly threw up. On the way home, we were jumped by an Me 110 who had sneaked up behind us as we approached the coast. Neither of us had any thoughts other than those for the young airmen we had murdered. As a hail of lead whipped by our wing tips, both of us spontaneously looped into cloud cover, and upon emerging, found our attacker right in front of us, an easy target which we destroyed.' (Ibid)

Four days later Bartley's ear drums burst whilst diving on an Me 109; with a monumental effort he managed to fly home and pass out upon landing. He was put on sick leave and grounded for a month. Having recuperated Bartley was posted for instructor duties to 56 O.T.U. and then 53 O.T.U., before being attached, as a favour from 'Sailor' Malan, to Vickers-Supermarine as a production test pilot in July 1941.

A Brush With Noël Coward, Laurence Olivier and a Cameo in 'The First of The Few'

Whilst employed as a test pilot, Bartley had digs in Southampton:

My whole life became absorbed in test flying the only aircraft I had ever wanted to fly, and my evenings spent drinking with my new test pilot friends... All my expenses were paid, and I bought myself a motor car, as my other perks included an unlimited supply of petrol. For a while, I thought I had it made. One evening, late, I was collecting my key from the front desk, when I bumped into Noël Coward whom I'd met at the Biggin Hill camp concert. He told me that he was on a film location in Southampton (*In Which We Serve*) and deplored the fact that the bar was closed. I told him I had a bottle of whisky in my room to which we promptly adjourned to broach it. I wanted to call Paula but didn't have a room phone, so telling Noël to get on with the booze, I returned to the lobby to use the kiosk. When I got back to my room, Noël was lying on my bed in a silk dressing gown, whisky in hand.

'Thought I'd make myself comfortable, dear fellow,' he said.

'Going to make a pass at any moment,' thought I, preparing to throw him out on his ass. We talked of my war, his film, and finished the bottle. Then he said goodnight and left, and I'll never know!' (Ibid)

Bartley's time as a test pilot was possibly also an introduction to his later career with the film industry. During this time he struck up a friendship with Laurence Olivier, then serving with the Fleet Air Arm, and Ralph Richardson as well as Roger Livesey. Bartley also met Leslie Howard, and went to perform the aerobatics for his film *The First of The Few* (1942) which chronicled the life of the Spitfire's designer, R. J. Mitchell.

Command - 65 and 111 Squadrons

Despite the hi-jinks of above, Bartley wished to return to operational flying with a squadron. After pulling the odd string he was posted as a flight commander to join his friend Humphrey Gilbert, who was 65 Squadron's CO. Bartley joined the squadron at Debden in February 1942. The Squadron were briefly employed in a night fighter capacity, before operating as a Wing on offensive sweeps and bomber escorts. The following month Bartley was joined by Geoff Wellum as another flight commander, and in April they settled down to their new offensive warfare over northern Europe. The other two squadrons in the Wing were 71 and 111, and together they escorted bombers to targets at St Omer, Hazebrouck, Gravelines, Andrieuc, Le Touquet, Calais, Dunkirk, Abbeville, Ostend, Cap Gris Nez, Flusing, Ypres and Zeebrugge.

Bartley added to his score the same month:

'The FW 190s gave us a lot of trouble which came to a climax on April 27th over St. Omer, where we were escort cover to a squadron of Bostons, which can be best described by a letter Geoff Wellum wrote me after the war.

"As the circus turned for home after the bombing, we were on the outside of the turn and got well and truly bounced by about forty 190's. FO Davies and PO Grantham collided after the first attack, and Freddie Haslett was shot out of the sky. I had seen it coming, and tried to warn him on the RT, but to no avail. I couldn't help, as I was being truly clobbered by another 190. It all happened so quickly. The sight of Haslett and my own predicament still haunts me to this day. I just managed to make it back to Manston. You and Tommy Burke fought your way out via Calais, he told me, right on the deck, and you saved his life by shooting a Focke Wulf off his tail."

Gilbert died in a flying accident in May 1942, and Bartley took over command of the squadron in place of his friend. Despite his best efforts, fatigue and loss started to have an effect on Bartley. He was posted for a rest to the School of Air Gunnery at Sutton Bridge. After a period of recuperation Bartley was posted as the new CO of 111 Squadron in August 1942. The Squadron was based at Kenley, and was destined for transfer overseas. Bartley assembled the pilots that he wanted - Jimmy Baraldi, Mac Gilmour, Tommy Tinsey and Bill Draper, and led them to North Africa. Travelling by ship via Gibraltar in October 1942, and on to Algiers flying their Spitfires as an escort for some Hudsons in November.

Part of 'Dutch' Hugo's Wing

Bartley had trained at Drem with Petrus Hugo, or Pete as he called him, and now found himself under his command as part of 322 Spitfire Wing in North Africa. Flying as part of the Operation *Torch* landings, Bartley was very quickly into his stride and hit a purple patch over the following month:

16 November, MC 202, Destroyed, Bone
25 November, Ju 87, Destroyed (Probable), Tebourba
25 November, Ju 87, Destroyed (Probable), Terbourba
29 November, Me Bf 109E, Destroyed, Souk el Arba
4 December, Me Bf 109E, Destroyed, Tunis-Bizerta
28 December, Me Bf 109E, Destroyed, south-west Pont du Fahs
28 December, Me Bf 109E, Damaged, south-west Pont du Fahs.

Despite the horrendous conditions, being under almost constant attack, and struggling with the quality of the Algerian wine, Bartley marshalled his squadron to good effect. Often bunked up with Hugo, Bartley and his men were constantly in the thick of it as evidenced by the amount of annotations in his Log Book for this period - listing 'Tremendous' dogfights, his 'Boys' Claims' and 'Casualties' as they wracked up into December.

Enough is Enough: The Final Sortie

Bartley's last 'victories' of the war, came on 28 December 1942:

'The army was having a pitched battle around Pont du Fah, and asked us to go over and shoot up the eight wheeled, self-propelled enemy guns that were causing a lot of trouble. As we were walking out to our aircraft, the enemy came over in force, and I yelled to the boys to hit the slit trenches, and dived into the nearest one by yards. I lay in this, half under water, and watched them as they proceeded to shoot down the standing patrol over Souk el Arba, then bomb and machine-gun the field ...

As soon as the Huns had left the area, we dashed out to our Spitfires and rendezvoused with some Hurribombers over Pont du Fah at the same time as a formation of Ju 88's heavily escorted by 109's appeared. I led the squadron in behind the Messerschmitts, and blew up their leader with my first burst, before attaching myself to his wing man who must have been a novice as he took little evasive action, and notwithstanding my cannons jamming, I peppered him with my two machine guns from minimal range until my de Wilde set him on fire.' (*Smoke Trails in the Sky* refers)

Ultimately fatigue and strain had caught up with Bartley:

'It was not the air combat that was getting us down, but the continual movement from place to place, the chaotic organization, the anxiety of a sudden German counter offensive, and the ceaseless attacks, night and day, by bombs and machine gun fire. There was never a moment to let up. When one was not seeking the enemy in the sky, one was ducking his bullets on the ground. I had found myself incapable of a full night's sleep, as I tossed around my plans and new tactics for the morrow, worrying about my young pilots, the condition of the deteriorating landing strip and the whine of a Daimler Benz engine approaching ... I was drinking to extremes, I was fully aware of, but it brought the only relaxation I ever got, and without this I would have blown my fuse. I compared this life with the trials of Dunkirk, the Battle of Britain and the relentless sweeps over the cold North Sea into occupied Europe, listening all the while to the throb of one's single engine, for it to falter and bring you down to a death by freezing ... It now seemed that my Nemesis had caught up with me. In those days, I hadn't witnessed so graphically the death and destruction I now knew so well, and I was younger, able to forget, and able to sleep in the arms of someone I loved.' (Ibid)

Bartley was awarded a Bar to his DFC, but blanked out whilst flying on an operational sortie in January 1943. He was recommended for 3 weeks leave back in the UK, and 'I wrote my last sortie in my Log Book. It was my three hundred and sixty-fifth combat mission.'

In January 1943, 'Bartley hitched a ride home in a four engine American Liberator bomber which lost two engines and crash-landed in Wales. Bartley was not injured, and on his return was awarded a Bar to his DFC. In February of that year, he was posted to Headquarters No. 83 Group in the new Tactical Air Force forming within Fighter Command.

After training squadrons in ground attack and Army support for the forthcoming invasion of Normandy, Bartley attended the US Command and General Staff College at Fort Leavenworth, Kansas, and taught at the School of Air Tactics at Orlando, Florida. This proved useful when, on his return, he became liaison officer with the 70th Fighter Wing of the US 9th Air Force, moving on, in October 1944, to Transport Command to set up staging posts in Europe. When the war ended in Europe in May 1945, Bartley volunteered for service against the Japanese and in July 1945 established a transport staging post in the Palau Islands. The Pacific Islands and Far East war ended within weeks and Bartley fixed a lift home in a Douglas Dakota which was returning for an overhaul. He was released from the service and in 1946 returned to Vickers-Armstrong as a test pilot and sales executive.' (Bartley's Obituary from *The Times* refers)



Bartley with Clark Gable

Life in the 'Bright Lights' - Starts with Clark Gable and Ends with Deborah Kerr

Whilst stationed in America, Bartley spent time in Beverly Hills and socialised with stars such as Clark Gable, whom he had met in London. Gaining introductions to Toni Lanier, Betty Hutton, Kay Williams, Elizabeth Taylor and Mickey Rooney, a world of opportunities formed. In March 1945 Bartley was in Brussels and met the actress Deborah Kerr (later nominated six times for the Academy Award for Best Actress, and awarded a Golden Globe for her performance alongside Yul Brynner in *The King and I*). He was smitten. Back in London, Bartley bumped into David Niven in the Savoy in July 1945, and together they wrote a telegram of proposal. The couple were married in 1947 (the footage of the wedding held at St. George's Church in Hanover Square is available online), after 'a wild stag party thrown by Sailor Malan and attended by my ushers Robert Stanford Tuck, Jamie Rankin and 'Laddie' Lucas, amongst some other survivors of the Few.' (*Smoke Trails in the Sky* refers)

Bartley's marriage brought a change of direction and he moved to Hollywood, studying film production with MGM. He wrote and produced television films for *Fireside Theatre*, MCA and *Douglas Fairbanks Presents*, including *Assignment Foreign Legion*, starring Merle Oberon. After his divorce in 1959, he continued to work for in film and television in Canada, then Barbados. In 1971 he settled in the west of Ireland with his second wife, Victoria Mann, where he continued to write and develop television programmes. His autobiography *Smoke Trails in the Sky*, was published in 1984.

After a truly extraordinary life Squadron Leader Bartley died in April 2001:

'I liken life to a game of cricket. A challenge to defend oneself against a relentless foe, ever watching and waiting for the mistake which ends one's innings. At a score of fifty, one raises one's bat to the applause of the crowd, and thanks God for his mercies. From then on, the game is not of paramount importance, since one has achieved, at least, a substance of success to have survived as long. One knows that the bowling will eventually prevail.'



Wedding Day with Deborah Kerr

Sold with the following, and significant, related contemporary items and documents:

Original portrait of recipient in charcoal and white chalk by Cuthbert Orde, signed and dated by the artist, 10 October 1940, framed and glazed; Vulcain, Cricket, wrist watch, gold, reverse engraved 'Tony From Deborah 11-28-53', lacking strap, and in poor general repair; No. 1 Squadron Leader's Service Dress, jacket and trousers, former with *Gieves Ltd* label named to 'A. C. Barclay' (sic), and dated November 1945, and Mess Dress, jacket and trousers; Civil Aviation Pilot's Log Book (4 July 1938 - 31 July 1938); 2 Royal Air Force Pilot's Flying Log Books (24 January 1939 - 29 August 1942 and 11 November 1942 - 25 October 1946), the latter *water damaged*, and annotated 'Log Book No. 2 was sunk and destroyed aboard the S.S. *Berto* in the Bay of Algiers 1942', also later annotated 'Civil Log Book destroyed in September 1940', log book with signatures of Roger Bushell, Charles 'Paddy' Green and Brian Kingcome; 2 fine photograph albums compiled, and annotated by recipient, covering the period immediately prior to the war, through to 92 Squadron during the Battle and beyond; a Savoy Menu, dated 14 September 1942, with multiple signatures, including the recipient, Hugh Dowding, Richard Peck, 'Sailor' Malan, Brian Kingcome, Max Aitken and others; The Battle of Britain Memorial Trust 60th Anniversary Limited Edition Print, signed by a number of notable pilots, including: the recipient, Johnnie Johnson, John Cunningham, and Pete Brothers; another limited edition print of 'The Hunting Party', signed by artist Ivan Berryman, number 150/400; together with other ephemera.







A fine and poignant Battle of Britain Fighter Ace's D.F.C., A.F.C. group of seven awarded to Spitfire pilot, Squadron Leader T. S. 'Wimpy' Wade, Royal Air Force Volunteer Reserve - undoubtedly a character, and respected by his contemporaries as one of 92 Squadron's most capable pilots. Joining the Squadron at the same time as Brian Kingcome and Geoffrey 'Boy' Wellum, Wade went on to form a close friendship with another of the Squadron's Aces - Tony Bartley.

Wade's ability in the air was reflected by the number of his victories, damaged, shared or otherwise, but his aggression and willingness to get close in and take risks was also reflected by the number of times he had to make a forced-landing or was shot down after a 'dogfight'. In total - on 5 separate occasions, 3 of which occurred during the Battle - including his narrowest escape, when waiting upside down in a Spitfire which he expected to catch fire, on Lewes Race Course, having been shot down by cross-fire from a formation of Dornier 17s....

Wade was subsequently employed as Chief Test Pilot to Hawker Aircraft, and after multiple dices with death during the war, he finally succumbed to a peace time test flight, and was killed whilst flying a Hawker P 1081 over Sussex, 3 April 1951

Distinguished Flying Cross, G.V.I.R., reverse officially dated '1941'; Air Force Cross, G.V.I.R., reverse officially dated '1944'; 1939-45 Star, 1 clasp, Battle of Britain; Air Crew Europe Star; Defence and War Medals 1939-45; Air Efficiency Award, G.V.I.R., 1st issue (Act. Sqn. Ldr. T. S. Wade. R.A.F.V.R.) mounted court-style for wear, *generally good very fine* (7) *£50,000-£70,000*

D.F.C. *London Gazette* 16 July 1941:

'This officer has displayed great skill and determination in his numerous engagements with the enemy and has destroyed at least 6 of their aircraft. His efforts have contributed materially to the successes achieved by the squadron.'

The original recommendation states: 'This officer has been engaged continually in operational flying since May 1940, and has proved to be a pilot of skill and determination and has contributed much to the success of his squadron. He has destroyed 6 enemy aircraft, shared in the destruction of 2 more making his total destroyed 6 and 3/4 and has probably destroyed a further 6.'

A.F.C. *London Gazette* 1 September 1944.

The original recommendation states: 'This officer has been commanding officer at this unit since October 1943, and previously was Flight Commander in the Fighter Wing of the Central Gunnery School, from its formation in August 1941. During his whole career, he has shown conspicuous devotion to duty and outstanding flying ability. He has been largely responsible for the success of the school in improving marksmanship throughout Fighter Command. In particular, he has completed very close formation flying with another Spitfire aircraft, in order to make aimed releases of 500lb bombs in 60 and 70 to provide photographic evidence to clear this type of aircraft for operations in these conditions. His enthusiasm and efficiency have always been of the highest order.'

Trevor Sydney Wade was born in 1920, and educated at Tonbridge School. He joined the Royal Air Force Volunteer Reserve in 1938, and carried out pilot training at No. 19 E. & R.F.T.S., Gatwick. Wade was called up at the outbreak of the Second World War, and commissioned in April 1940. He was posted for operational flying with 92 Squadron (Spitfires), and joined the Squadron during its recuperation after a mauling in the Battle of France and covering the evacuation from Dunkirk. Tony Bartley [see lot*****] records Wade's arrival at the Squadron along with some other notable characters:

'May 26th [1940]... Brian Kingcome moved in with his bulldog 'Zeke'. They looked and acted somewhat alike. Two other recruits were Geoffrey Wellum and Wimpy Wade. Geoff was 18 years old and very unsure of himself. Wimpy borrowed my Spitfire to get in some more time on the type, and straightaway slow rolled it at nought feet over the airfield, so was forthwith accepted in our league.' (*Smoke Trails in the Sky* refers)

The Squadron had lost two Flight Commanders and the Squadron Leader, Roger Bushell, over Calais on 23 May 1940. Kingcome was posted to 92 Squadron as Flight Commander, and he revelled in the spirit and personalities of his new Spitfire Squadron, 'To my mind 92 Squadron always had the special ingredient which sets certain people or groups apart from the rest - a small, indefinable quality in the alchemy that gives an edge, a uniqueness. This quality can never be duplicated or planned for, but somehow it comes into being and is aptly called 'spirit'. It always begins at the top, and 92's exceptional spirit undoubtedly had its origins in the outstanding personalities of the original squadron and flight commanders. It then continued to flourish in the fertile soil of the rich mix of characters who made up this exceptional fighting unit: determined, committed young men, intent on squeezing the last drop of living from whatever life might be left to them at the same time as they refused to take themselves or their existence too seriously.

They came from all walks of life... there was Neville Duke and 'Wimpy' Wade, both outstanding airmen who survived the war with distinguished and much-decorated careers and became household names as test pilots. There was also Allan Wright, an ex-Cranwell cadet, extremely bright and professional even in those far-off days, but a determined and successful pilot, and then the youngest of them all Geoff Wellum, aged 17 and known as 'Boy' because of his age. And there were Don Kingaby and 'Titch' Havercroft, two of the R.A.F.'s most successful NCO pilots, both of whom finished up as Wing Commanders, Don having a unique distinction in earning a D.S.O... and three D.F.M.s... Above all, there was Bob Tuck, extrovert and flamboyant... In the air he was a total professional, none was more highly respected.' (*A Willingness to Die*, B. Kingcome refers)



Back right 'Boy' Wellum; front from left to right: Johnnie Kent, Tony Bartley and 'Wimpy' Wade

The Battle of Britain

The Squadron was withdrawn to Pembrey for a rest on convoy patrols. Wade shared in the Squadron's frustration at this prospect, and thought that they 'languished in South Wales.' They also carried out Night Patrols, and on one such occasion Wade found himself in a spot of bother over Swansea Bay. Met with awful weather conditions and R/T failure, he was forced to bale out over Exeter, 28 July 1940. His Spitfire, N 3287, crashed two miles south-west of Chudleigh.

Wade moved with 'A' Flight to Bibury:

'At the beginning of August and to our disgust and despondency A Flight was moved to Bibury and put mainly on night fighter patrols. This was the last straw, when every day we heard on the news what our old friends in 11 Group were doing in the front line. Bibury was a pretty little Cotswold village, and a great contrast to the sordidness of Llanelly. We were billeted in an old coaching house that belonged to a widow who trained racehorses.

The second day after we arrived, we were attacked, without warning by a Junkers 88. I [Tony Bartley] had just finished a luncheon sandwich, and was watching what I had thought was an Oxford trainer circle the airfield, when, to my horror, it dived down at our dispersal point, machine guns blazing. A stream of bullets ploughed into the ground behind my heels as I dived into a ditch, while a stick of bombs came tumbling out of its belly. I lay mesmerised by the falling projectiles, and could not take my eyes off them until they disappeared into the ground with a succession of mighty crumps when everything was obliterated by smoke and debris. The rear gunner fired a parting burst as the Ju 88 disappeared into cloud.

Pat Patterson, Wimpy Wade and I leapt into our Spitfires, and took off after him. In my haste I omitted my flying helmet, and was in consequence, out of touch with Ops Room's radio communication which could have directed me in the enemy's pursuit, so I lost him and returned to base. When I had switched off at my dispersal point and disembarked, I discovered that my flight sergeant had been rapped over the knuckles with a bullet that had first transixed my aeroplane, two adjacent Spitfires had been written off, and our nearest aerodrome anti-aircraft defence gunner had been shot dead through the heart.' (*Smoke Trails in the Sky* refers)

Wade met with success on 19 August 1940, when he shared a Ju 88 over Southampton. His Spitfire was hit by return fire, and he made a forced landing at Norton, Selsey, escaping just before it exploded. His combat reports gives the following:

'Firing short bursts... closing to about 150 yards, using normal sighting.... after I had expended my ammunition I broke away to the left and observed that the port engine of enemy aircraft was just turning over and smoke coming from the starboard, I continued doing dummy attacks on enemy aircraft whilst it was gradually losing height. Return fire was observed from coming underneath the enemy aircraft. Some 3 minutes later smoke came out from both sides of my engine when half a mile south of Selsey Bill. By this time flames were coming from my engine and fumes filled my cockpit. I got out unhurt, and eventually the aircraft blew up.'

In early September, 92 Squadron returned to 11 Group on the front-line of the Battle at R.A.F. Biggin Hill. Shortly thereafter, the C.O., Sanders suffered a burns injury and Bob Stanford Tuck had been posted to 257 Squadron leaving Brian Kingcome to take over as Acting C.O.; he commanded 92 Squadron for approximately six weeks during the height of the Battle of Britain, leading them on around 60 operations. Having entered the fray on 9 September, the Squadron claimed a total of 127 aircraft destroyed by year end.

Scrambled often multiple times daily, Wade's personal record for the remainder of the Battle reads as follows:

10 September Dornier 17, Destroyed (Shared), 10 miles SW Biggin Hill
11 September Heinkel 111, Destroyed, Maidstone
15 September Me Bf 109E, Destroyed (Probable), Maidstone area
18 September Me Bf 109E, Damaged, Folkestone area
20 September Me Bf 109E, Damaged, Dover area
22 September Dornier 17, Destroyed, Lewes
12 October Me Bf 109E, Destroyed, Rochester area
12 October Me Bf 109E, Destroyed (Probable), Rochester area
12 October Me Bf 109E, Damaged, Rochester area
26 October Me Bf 109E, Destroyed (Probable), Tunbridge Wells
29 October Me Bf 109E, Destroyed (Probable), East Grinstead

Of particular note were the results of a patrol on 12 October 1940, when Wade was involved in the damage or destruction of at least 3 enemy aircraft in one dogfight over Rochester. The patrol combat report adds the following details:

'11 Spitfires took off at 15.00 A.A. was observed in the direction of the Thames Estuary, and on investigation proved to be directed at a straggling wave of Me.109's flying eastward.... at 20 - 25,000 feet... their numbers 30 plus....

F/Lt. Kingcome, leading the Squadron was attacked by approximately 12 Me.109's but after taking evasive action... was able to attack from dead astern.... P/O Wade made a number of attacks on an Me.109 which he chased down to 2,000 feet, in the Dover area, and was then smoking enough to be claimed as damaged.

A second e/a was destroyed... by P/O Wade, who made two attacks, the second closing to within 15 yards, resulting in the pilot baling out... P/O Wade then fired from full starboard beam at another Messerschmitt which immediately started pouring glycol, rolled slowly to the right and dived vertically. With his remaining ammunition he engaged a third which dived, smoking, to 4,000 feet approximately, before he lost sight of it....'

During this period of high intensity, Wade joined in with the rest of his Squadron burning the candle at both ends at the White Hart and The Red House. After one such night at the latter, 13 September 1940, Tony Bartley recalled, 'My batman called me at 4.30am with a cup of tea. I struggled into my clothes and bumped into Wimpy Wade in the corridor. He had thrown his uniform over his pyjamas...'

Wade was also amongst those in the Squadron who pursued speed on land as well as in the air:

'The first opportunity I [Bartley] had, I located and bought, with parental financial support, a twelve cylinder Lincoln Zephyr coupe. It went for £100, as no civilian could get enough petrol to sustain its voracious consumption. Bob Holland had a supercharged Bentley, Kingcome had been lent the SS 100 racer which belonged to one of the MacNeal twins, and Wimpy Wade, a Packard convertible. None was licensed or insured, and the local constabulary were fully aware of this omission, and once in a while, a police sergeant would come up to the airfield to remonstrate to our Adjutant who would take him to the bar in the officers' mess to which we were summoned. After copious drinks and choruses of 'Good old Serg' the reprimand would turn into a warning, not of prosecution, but of the date of the next police road check-up of all unlicensed vehicles. We filled our cars with 100-octane fuel from the aircraft petrol bowlers, without conscience, and everyone turned a blind eye.'

Wade rode his luck again when he attacked a formation of Dorniers, 27 September 1940. He claimed to damage one, before being hit by return fire and making a forced landing at Lewes Race Track. His Spitfire's radiator was shot up, and the aircraft turned over upon landing. Wade was trapped upside down in the cockpit, but fortunately for him the aircraft did not catch fire.

After the Battle ... The Rest of the War

On 26 November 1940, Wade claimed another Destroyed (Probable) Dornier 17 over the Thames Estuary. He Destroyed another Me Bf 109E over the channel, 2 December 1940 - once again he was hit by return fire and force landed at Gravesend. Still operating Spitfires from Biggin Hill, Wade went on to add:

8 May 1941 Me Bf 109E, Destroyed, Dungeness-Ashford

16 May Me Bf 109E, Destroyed (Shared), 15 miles south of Dover

16 June Me Bf 109E, Destroyed, Le Touquet

21 June Me Bf 109E, Destroyed (Shared), south of Boulogne

23 June Me Bf 109E, Destroyed (Probable), Hardelot

Of the above, the action on 16 June 1941 is notable in that it was recorded as a 90 minute dogfight led by Kingcome against upwards of 15 Me. 109's, during which:

'P/O Wade, after being attacked himself 2 or 3 times, got in a number of bursts at an e/a which was attacking F/Lt Kingcome, from varying angles and varying ranges from 200 to 50 yards. After his first burst the port side of the e/a's engine caught fire, it dived steeply and rolling on its back, crashed into the sea; he was then engaged by another, and getting in to a position to fire from above found his ammunition exhausted.' (Combat Report refers)

Wade was posted for a rest to 123 Squadron (Spitfires), Turnhouse at the end of June 1941. Having been awarded a long overdue D.F. C., Wade was posted to 602 Squadron (Spitfires) at Kenley in September 1941. The Squadron were employed flying sweeps and escorts, and Wade was shot down on 17 September 1941. Once again he emerged relatively unscathed.

Hawker and Beyond

Wade was eventually to enter the Test Pilot arena, and his journey there is described in Geoffrey Dorman's *British Test Pilots*:

'His experience in action eminently suited him for his next post which was an instructor to an Operational Training Unit, which was followed by a course which sets a seal on any flying instructor's career, an instructor's course at the Central Flying School. From C.F.S. he was posted as a fighter-pilot/gunnery-instructor to the Central School of Gunnery, and then for three months as Gunnery Officer to No. 9 Group Headquarters in which post Wimpy became responsible for all gunnery instruction in fighter operational training units. His good work there singled him out for what, to one of his enquiring mind, must have been his most interesting war-time job. He was appointed O.C. Flying, Air Fighting Development Unit, responsible for testing performance of captured enemy fighters, and comparing them with Allied equivalents. For his work in this branch, he was awarded the A.F.C. in 1944.

During the last months of the war he was sent to the U.S.A. and Canada for flight trials on captured Japanese fighters, and to gain experience on new American types. When the war ended, his experience ranged over 65 different types.

Soon after the war ended, he turned his hand to aeronautical journalism and joined the editorial staff of *The Aeroplane*. There he was principally concerned in trying out new types of civil aeroplane.... After little more than a year of pen-pushing and flying the small aeroplanes described so graphically as those with "pop-bottle motors", Wimpy yearned for real flying again. He was never really happy tethered to an office and living in London, though he compromised to a certain extent by living in a house-boat moored in the River Thames at Chelsea. Then, towards the end of 1947, Bill Humble, Chief Test Pilot to Hawker Aircraft needed help in testing the growing production of Furies, Sea Furies, and other Hawker products which were rolling out from the factory. He knew Wimpy's capacity as a pilot; he knew Wimpy could never be happy pen-pushing, and he offered him the job as assistant test pilot.

Wimpy threw off the dust of London with pleasure, sold his house-boat, and moved lock, stock and barrel into an old manor house on the banks of the Thames within easy distance of the Hawker test airfield at Langley, some 20 miles west of London. His big chance came in the beginning of 1948, when Bill Humble was appointed sales manager of Hawkers. He had for some time contemplated giving up the very exacting work as a test pilot of fighters with ever-increasing speeds, but he would not do so until he was satisfied that he found a successor who was fully up to the work. When he found that Wimpy filled that bill, he gladly gave way to him after he (Bill) had completed over 15 years as a test pilot.

Wimpy's first big job was the testing of the first Hawker jet-propelled fighter, the P/1040 [Hawker Sea Hawk]. This was Sydney Camm's latest and greatest design, and there has been most complete co-operation between this great designer and the new Chief Test Pilot in producing yet another world-beater.

In 1948 I watched, with a number of aviation journalists, a first public demonstration of this fighter... Most of us had seen the first demonstration of famous aeroplanes; but we were all agreed on one point. We had none of us ever seen a new aeroplane demonstrated in such a superb manner. Wimpy told me he had done something less than 10 hours flying on it, but put it through a superb display of low-level aerobatics at speeds which must have been very nearly sonic, that I knew he was pulling my leg, but he had not flown it much more than 25 hours. Several times, as he swept past us, after a dive, at a speed which we estimated must have been over 650 mph, clouds of vapour were formed which seemingly wrapped the monoplane in a cocoon of transparent woolly vapour. His climbs in an inverted position, to a height which took him almost out of sight into the blue, convinced us that Sydney Camm had produced another aeroplane which, in its own class, was the greatest in the world..



He flew the Sea Hawk in the S.B.A.C. jet race of 1950 during which he made the fastest lap at 584 mph, which won for him the Geoffrey de Havilland Trophy for the fastest time of the year in any British air race. At the Air Show of 1950 he flew the 1081 at a speed which must have been near that of sound. He has a good head on him and is not merely a pilot. So when that time comes, as it must, when his reactions have grown too slow with the years, for him to continue, he should be assured of a high place on the administrative side of the company...

He considers that his narrowest escape was when waiting upside down in a Spitfire which he expected to catch fire, on Lewes Race Course after being shot down by cross-fire from a formation of Dornier 17s during the Battle of Britain... In lighter vein he is also inclined to include his successful survival from a deck landing course at a Royal Naval Air Station early in 1949. He has flown 2,200 hours and 72 different types of machines.'

Poignantly, despite all of the above experience, and the promise of a comfortable retirement when the time came, Wade's time came all too soon. He travelled to the USA on an exchange scheme, taking the opportunity to visit his old squadron friend Tony Bartley whilst out there. Having flown various American service aircraft, Wade returned to Hawker. Squadron Leader Wade was killed whilst testing a P1081, 3 April 1951. He crashed near Ringmer, and his funeral took place at St. John's Crematorium, Woking.

An unpublished letter from Tony Bartley (included with the lot), written a number of years after Wade's death, gives the following: 'Just before Wimpy was killed he came out to Hollywood where he stayed in my home, and one evening, confessed to me that he had lost his nerve test flying. I told him to, for God sakes, quit while he was ahead. Could happen to any of us, but he obviously disregarded my advice and warning. He was one of the most skilful pilots I knew and flew with. Maybe it was his natural conceit forbade him to do this, but in any event, he was a very nice fellow I was very fond of, and a very sad and unnecessary loss in my book.'

Sold with copied research, photographic images of the recipient, and an original letter from Tony Bartley concerning Wade's death.

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A Second War 'Bomber Command' D.F.C. group of six awarded to Flying Officer T. D. Halbert, Royal Air Force Volunteer Reserve, who was Flight Engineer of a Lancaster of No. 83 Squadron, Path Finder Force, which was shot down over Germany in April 1944

Distinguished Flying Cross, G.V.I.R., reverse officially dated 1944, in its *Royal Mint* case of issue; 1939-45 Star; Air Crew Europe Star; Africa Star; Defence and War Medals 1939-45, these five in card box of issue (no address label) with named Air Council enclosure (Flying Officer T. D. Halbert, D.F.C.) and medal entitlement slip, *extremely fine* (6)

£1,400-£1,800

D.F.C. *London Gazette* 27 June 1944.

Thomas David Halbert was born in Scotland in 1913, son of Matthew and Henrietta Halbert, of Maybole, Ayrshire. He joined up on the outbreak of the war and was an Air Gunner in 83 Squadron P.F.F. He was acting as Flight Engineer aboard Lancaster ND499 OL-J on his 62nd mission which was detailed to carry out an attack on Schweinfurt on the night of the 26/27th April 1944, taking off from R. A.F. Coningsby at 21.29 hours. At some point on the outward leg in the vicinity of Strassburg, OL-J was shot down by a night-fighter and crashed near Goldscheuer, a large village 9k south of Kehl. It is recorded as being seen burning and exploding as it fell to the ground. The aircraft was carrying one pack of Green target indicators, one pack of Yellow target indicators, as well as 12,500lbs of bombs and around 1,000 gallons of aviation fuel and miscellaneous other pyrotechnic devices. Such was the inferno that, of the seven man crew, only the remains of the navigator could be positively identified. With the exception of the navigator, the crew are all buried in a communal grave in Durnbach War Cemetery, Bavaria.

According to Theo Boiten's book on the night-fighter claims, this matches a claim by Oblt. Helmuth Schulte of 4/NJG5 for his 12th victory of the 23 he claimed by the end of the war.

Sold with copied research.

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A Great War 'Western Front' A.R.R.C. group of four awarded to Miss Isabella B. Grassick, Civil Hospital Reserve, who was Mentioned in Despatches for her services following the Battle of Loos

Royal Red Cross, 2nd Class (A.R.R.C.), G.V.R., silver and enamel; 1914 Star (Miss I. B. Grassick. Civ: Hos: Res:); British War and Victory Medals (A. Sister I. B. Grassick.) *good very fine, scarce to unit* (4)

£400-£500

A.R.R.C. *London Gazette* 3 June 1916.

M.I.D. *London Gazette* 15 June 1916.

Miss Isabella Beattie Grassick was born in Towie, Aberdeenshire in 1884 and served with the Civil Hospital Reserve during the Great War on the Western Front from 11 August 1914, attached initially to No. 6 Ambulance Train. She was Mentioned in Despatches for her work on the Ambulance Train following the Battle of Loos, and was awarded the Royal Red Cross Second Class. Post-War she emigrated to North America and continued to nurse there, dying in Victoria, British Columbia, in 1973.



A Great War 'Western Front' D.C.M., 1916 'Somme' M.M. group of five awarded to Sergeant A. Caldwell, 9th Battalion, Durham Light Infantry, who died of accidental injuries on 14 June 1917

Distinguished Conduct Medal, G.V.R. (325266 Sjt: A. Caldwell. 1/9 Durh: L.I. -T.F.); Military Medal, G.V.R. (2501 Sjt: A. Caldwell. 9/Durh: L.I. -T.F.); 1914-15 Star (2501 Pte. A. Caldwell. Durh: L.I.); British War and Victory Medals (9-2501 Sjt. A. Caldwell. Durh. L.I.) mounted as worn, *good very fine* (5) *£2,800-£3,200*

Provenance: Dix Noonan Webb, April 2006.

D.C.M. *London Gazette* 18 July 1917:

'For conspicuous gallantry and devotion to duty. He led his platoon with great courage and skill. He went forward and captured an enemy machine-gun and eleven prisoners. His prompt action removed a very serious obstacle'.

Original citation additionally annotated 'Wancourt Tower, 13 April 1917.'

M.M. *London Gazette* 9 December 1916.

Alexander Caldwell was born in Gateshead, co. Durham, in 1889, and attested there for the Durham Light Infantry. He served with the 1st/9th Battalion during the Great War on the Western Front from 20 April 1915, and for his gallantry on the Somme in 1916 he was awarded the Military Medal. The following year he was awarded the Distinguished Conduct Medal for his gallantry at Wancourt Tower on 13 April 1917- the Battalion War Diary records that casualties 'due to machine gun fire and heavy shelling' were 1 Officer and 13 other ranks killed and 3 Officers and 39 other ranks wounded - presumably but for Caldwell's gallantry in capturing an enemy machine gun the Battalion's casualties would have been much higher.

Caldwell died of accidental injuries on 14 June 1917 and is buried in the Avesnes-le-Comte Cemetery, France.

Sold with copied research.



A Great War 1917 'Mesopotamia' D.C.M. group of four awarded to Warrant Officer Class I W. Welford, 6th Battalion, East Lancashire Regiment, late South Lancashire Regiment, for his gallantry during the battle of 'The Boot' on 30 April 1917 - twice wounded during the Great War, he died prematurely in 1926 presumably as a result of war time injuries and sickness

Distinguished Conduct Medal, G.V.R. (34837 C.S. Mjr: - A.R.S. Mjr: - W. Welford. 6/E. Lan: R.); Queen's South Africa 1899-1902, 4 clasps, Orange Free State, Transvaal, South Africa 1901, South Africa 1902, *OFS clasp unofficially added and affixed with solder* (6136 L.Cpl. W. Welford. S. Lanc: Regt.); British War and Victory Medals (34837 T.W.O. Cl.1. W. Welford. S. Lan. R.) *contact marks, nearly very fine (4)* *£800-£1,000*

D.C.M. *London Gazette* 1 May 1918:

'For conspicuous gallantry and devotion to duty in bringing up supplies to the firing line under heavy fire. By his skill and coolness he undoubtedly prevented heavy casualties among the transport.'

Original citation additionally annotated 'Mesopotamia 30.4.17.'

William Welford was born in Liverpool on 28 December 1882 and attested for the South Lancashire Regiment on 16 October 1900. He served with the 1st Battalion in South Africa during the Boer War from 26 January 1901, and was appointed Lance Corporal on 7 May 1901, and was promoted Corporal on 7 September 1902, while still serving in South Africa, where he remained until 21 January 1903. From South Africa he proceeded with his Battalion to India, where he was appointed Lance Sergeant on 27 December 1905, and was promoted Sergeant on 31 July 1906. He was still serving with the 1st Battalion in India when the Great War broke out, and was promoted to Colour Sergeant on 12 October 1914, and to Company Sergeant Major on 21 June 1915.

Welford served during the Great War in Mesopotamia from 22 October 1916, and was transferred to the 6th Battalion, East Lancashire Regiment. He was wounded in the hip on 8 December 1916. He was appointed Acting Regimental Sergeant Major on 31 January 1917, and was wounded for a second time, in the shoulder, on 25 February 1917. He was awarded the Distinguished Conduct Medal for his services with the 6th Battalion at Tel Mahasil, east of 'Three Ridges' during the Battle of 'The Boot' at Band-i-Adhaim on 30 April 1917, during the advance north, following the capture of Baghdad in March 1917. The Battalion War Diary gives the following account:

'30 April 1917 : Tel Mahasil. 38th Brigade formed up for attack on Turkish position. East Lancs in the centre, Kings Own right, South Lancs left, Loyal North Lancs in Reserve. 5:00 a.m. attack commenced, first objective reached with very little loss, here Brigade were met by heavy rifle and machine gun fire which held them in check, during the day the Brigade was under artillery, rifle and machine gun fire which made re-organisation practically impossible, so position was consolidated. At 6:00 p.m. South Lancs and Kings Own marched away, East Lancs forming part of piquet line with 40 Brigade on our left, remainder of 38th Brigade less South Lancs on our right, South Lancs in reserve during these operation. The Battalion lost 2 officers and 13 other ranks killed, 5 officers and 68 other ranks wounded, and 2 other ranks missing.'

Welford served in Mesopotamia with 6th Battalion East Lancashire Regiment for the remainder of the war, returning to India on 29 March 1919, before returning to England on 10 December 1919. He was discharged on 17 January 1920 at Fulwood Barracks, Preston - it would appear that he had planned to stay in the Army to complete his 21 years of service but severe malaria (presumably contracted in Mesopotamia) prevented that.

In January 1920, Welford wrote to the Army requesting his service medals as well as the Orange Free State clasp for the Queen's South Africa Medal, and the Delhi Durbar Medal, although it does not appear that the latter was issued. In April 1923 he wrote again to the army requesting the Long Service and Good Conduct Medal, but it seems that his claim was not accepted. He died on 2 April 1926, possibly as a result of his war time injuries and sickness, with his widow claiming for his pension after his death.



A good Great War 1918 'Battle of Amiens' Cavalry D.C.M. group of eight awarded to Sergeant H. R. Smith, 5th (Princess Charlotte of Wales's) Dragoon Guards, who with the help of another Trooper captured 20 Prisoners and 2 motor lorries on the first day of the Battle, 8 August 1918

Distinguished Conduct Medal, G.V.R. (9502 Pte. H. R. Smith. 5/D. Gds.); 1914 Star, with *later slide* clasp (9502 Pte. H. R. Smith. 5/D.Gds.); British War and Victory Medals, with M.I.D. oak leaves (D-9502 Pte. H. R. Smith. 5-D. Gds.); General Service 1918-62, 1 clasp, Iraq (D-9502 A.Sjt. H. R. Smith. 1-D. Gds.); Defence and War Medals 1939-45; Delhi Durbar 1911, silver, unnamed as issued, *contact marks throughout, nearly very fine or better* (8) **£1,600-£2,000**

D.C.M. *London Gazette* 30 October 1918:

'For exceptional gallantry during an attack. He was sent out with another man to reconnoitre a village. This reconnaissance was carried out with the greatest dash, the two entering the village and capturing twenty prisoners and two motor lorries. He displayed fine courage and enterprise.'

Original citation additionally annotated 'Vauvillers 8.8.18'.

One of only eighteen D.C.M.s awarded to the 5th Dragoon Guards for the Great War.

Henry R. Smith attested for the 5th Dragoon Guards and served with them during the Great War on the Western Front from 26 August 1914. In July 1918 the regiment moved to Autieule (3 kilometres east of Doullens), and were attached to the Third Army. On 5 August the 5th Dragoon Guards started moving by night on Amiens, for planned operations in that area. Three days later, in the early hours of the morning of 8 August, the regiment arrived at the divisional concentration area, east of Longeau. As part of the 1st Cavalry Brigade they initially moved into position to the south-east corner of the Bois d'Aquerre (south-west of Villers Bretonneux) before progressing along the northern side of the Amiens - Chaulnes railway. By 9:45 a.m. the brigade, less the advanced-guard which was formed by the Queen's Bays on this occasion, had reached a point 1,000 yards south of Bayonvillers. At approximately the same time the infantry (Australian troops) had nearly reached one of their objectives for the attack - a line running north and south through the eastern outskirts of Morcourt and 500 yards west of Harbonnieres.

'The 5th Dragoon Guards were ordered to pass through the infantry and advance between Harbonnieres and the wood 1,200 yards north of it to gain the third objective (the old Amiens defence line), if not too strongly resisted. The line Framerville-Vauvillers was to be the limit of their advance. At 10:00 a.m. the regiment (less one troop C Squadron, liaison with 9th Cavalry Brigade) moved off at a trot in double echelon of squadrons, A Squadron (Captain A. D. Winterbottom) leading, B Squadron (Captain L. F. Mitchell) on the left, C Squadron (Captain H. O. Wiley, M.C.) on the right; headquarters with C Squadron: objective, the line Framerville-Vauvillers. The regiment passed through the leading infantry 1,000 yards west of the second objective, and advanced to a point 1,000 yards past the second objective without opposition ... From this point the operations of squadrons were as follows: A squadron [Smith's squadron] was shot at by machine-guns from Harbonnieres, but went straight on, and reached the old Amiens defence-line, and found it unoccupied. After crossing the trench-line the squadron was fired on from a train on the railway running from Proyart to the east of Harbonnieres. The train was trying to steam away, but was hit by a bomb from an aeroplane and set on fire. Continuing its advance the squadron overran the train, and the men in the train (most of whom had just returned from leave) tried to get away towards Framerville, but were all killed or captured, some by this squadron and some by B Squadron. Still advancing, the squadron was enfiladed by machine-gun fire from the cemetery at the western outskirts of Vauvillers, but reached its objective, the Framerville-Vauvillers road, where it came into dismounted action against the retreating enemy. Some infantry, transport, and two motor-lorries [see Smith's citation] coming out of Vauvillers were captured, and the walking wounded and personnel of a casualty clearing station at the Moulin de Vauvillers, numbering about 180 men in all, were captured; two anti-aircraft guns, two field-guns, and one 5.9 howitzer were captured, and the personnel either killed or captured. The squadron remained in dismounted action till joined by B Squadron, when both squadrons, being much depleted, owing to casualties and escorts to prisoners, and as no reinforcements appeared to be coming up, retired to the Amiens defence line, north-east of Harbonnieres.' (*Regimental History of the 5th Princess Charlotte of Wales' Dragoon Guards*, by Major the Hon. Ralph Legge Pomeroy, refers).

At 1:30 p.m. the regiment withdrew to west of Harbonnieres, having captured 20 enemy officers, 740 other ranks, 50 horses and 5 transport wagons. The 5th Dragoon Guards suffered 1 officer killed, and 1 wounded, 6 other ranks killed, and 42 other ranks wounded, with 122 horses killed, wounded, or missing. The regiment received congratulations from the King of the Belgians on 13 August, and from the Commander-in-Chief, Field-Marshal Sir Douglas Haig the following day, when he carried out an inspection. For their gallant attack on 8 August the 5th Dragoon Guards received 2 D.S.O.s, 5 M.C.s, 5 D.C.M.s, and 17 M.M.s. The other man mentioned in Smith's D.C.M. citation was Private R. W. Short, who also received the same award for this action.

Smith later transferred for service with the 1st Dragoon Guards as part of 18 Division, 7th Cavalry Brigade in Iraq, 1919-20, and saw further service during the Second World War.

Note: It has not been possible to confirm entitlement to the M.I.D., Delhi Durbar, Defence and War Medals.



A Great War 1915 'Battle of St. Eloi' D.C.M. group of four awarded to Sergeant J. Clarkburn, 1st Battalion, Northumberland Fusiliers, who was wounded in action on 16 June 1915

Distinguished Conduct Medal, G.V.R. (7387 Cpl. J. Clarkburn. 1/Nth'd Fus.); 1914 Star, with clasp (7387 Pte. J. Clarkburn. 1/North'd Fus.); British War and Victory Medals (7387 A-Sjt. J. Clarkburn. North'd Fus.) *naming details weak in place on VM, polished and worn, generally nearly very fine (4)* *£1,400-£1,800*

Provenance: Eric Knowles Collection, Dix Noonan Webb, September 2006.

D.C.M. *London Gazette* 30 June 1915:

'For conspicuous gallantry at St Eloi on the night of 14 April 1915 when, after extricating himself from the ruins of a fortified house which had been blown up by a mine, he assisted to extricate his men and restored order with great coolness.'

John Clarkburn attested for the Northumberland Fusiliers on 22 December 1900, and from 1902 to 1907 served in the West Indies and South Africa, earning two good conduct stripes. He transferred to the Army Reserve in 1913, before being recalled for active service during the Great War, and served with the 1st Battalion on the Western Front from 9 November 1914. He was promoted Corporal on 20 March 1915.

On 14 April 1915, Clarkburn's battalion was holding the trenches at St. Eloi Craters, Vourmezeele. "Y" Company, of which Clarkburn was a part, was occupying the part of a trench that ran through a large fortified house, 'the enemy shelled the support trenches again in the afternoon after which all was quiet until 11:15 p.m. (when opposite Q1) the enemy suddenly opened rapid rifle fire. After about 5 minutes they also opened with shrapnel on the trench which was held by a portion of "Y" Company under Captain Roddam ... but shortly after the enemy's artillery started, a mine was exploded ... the latter was completely wrecked by the explosion and a large portion of the parapet was shaken down blocking the way to the communication trench running from here to the house.' (Battalion War Diary, for 14 April 1915, refers).

Battalion casualties during this attack were 5 men were killed, and 38 wounded, and for his gallantry during this action Clarkburn was awarded the Distinguished Conduct Medal. He was wounded two months later on 16 June 1915, when he received gun shot wounds to his chest, arm and leg, and was discharged on 26 March 1919.

Note: The recipient's Medal Index Card states 'Ineligible for 14 clasp', and no authority has been found to the contrary.

Sold with copied research.



A Great War 1915 'Battle of Neuve Chapelle' D.C.M. group of four awarded to Private S. C. Climpson, 2nd Battalion, Northamptonshire Regiment, whose actions at the Battle of Neuve Chapelle on 10-12 March 1915 are vividly portrayed and described in *Deeds that Thrill the Empire*

Distinguished Conduct Medal, G.V.R. (9359 Pte. S. C. Climpson. 2/North: Regt.); 1914 Star, with clasp (9359 Pte. S. C. Climpson. 2/North'n R.); British War and Victory Medals, with M.I.D. oak leaves (9359 Pte. S. C. Climpson. North'n. R.) nearly very fine (4) *£1,800-£2,200*



Private Climpson and Luddington repairing a field telephone-wire under heavy fire at night.

Provenance: Dix Noonan Webb, March 2007.

D.C.M. *London Gazette* 23 June 1915; citation published 30 June 1915:

'For conspicuous gallantry and devotion to duty at Neuve Chapelle on 10 March 1915. When communication was rendered impossible owing to damage to cable by shell and rifle fire, he in company with another man, repeatedly endeavoured to repair the line, and on failing to do so they brought back an important message from the trenches under heavy shell and machine-gun fire'

Stanton Charles Climpson attested for the Northamptonshire Regiment and served with the 2nd Battalion during the Great War on the Western Front from 8 November 1914. He was awarded the Distinguished Conduct Medal for his gallantry at Neuve Chapelle on 10 March 1915- his and Private Luddington's actions that day are vividly portrayed and described in a lengthy account in *Deeds that Thrill the Empire*:

'In the forenoon of 10 March 1915 - the first day of the Battle of Neuve Chapelle - the 24th Brigade, composed of the 1st Worcesters 2nd East Lancshires, 1st Sherwood Foresters, and 2nd Northamptons, which attacked on our left flank from the direction of the Neuve Chapelle-Armentières highway, fought their way to the north-east of the village, and towards 4:00 p.m. it began moving southwards towards the Aubers ride, by way of the hamlet of Pietre. Two privates of the Northamptons, Climpson and Luddington, were detailed to maintain communication with Brigade Headquarters, and were to lay out wire as the troops advanced, and to keep in touch with the commanding officer, in case of anything being required from Headquarters. They soon found that, laden as they were with coils of wire, it was very difficult to keep up with their battalion, and, when darkness fell, they lost touch with it altogether for some considerable time. They continued, however, to advance, laying out wire as they went, though they had only a very vague notion as to the direction they were taking. They passed several regiments and inquired of each of them the whereabouts of the Northamptons, but could get no definite information. Finally, in the dark, they overran the line along which our troops were entrenching themselves, and would have walked into the midst of the Germans, had not an officer caught sight of them and called them back.

Returning to where our men were digging themselves in, they got under cover, fixed up their telephone, and established communication with Brigade Headquarters. It was only, however, maintained for about half an hour, the wire being broken by the spades of the men digging trenches, who could not see it in the dark. Climpson and his comrade went out to try and repair it but were unable to trace the ends, and were therefore obliged to make their way back to Brigade Headquarters and lay a fresh wire. The second one remained intact for about three hours, and when it was broken they were fortunately able to find and repair the break and to re-establish the communication.

Some two hours later, that is to say at 6:30 a.m., it was broken again and, as it was almost daylight, any attempt to repair it would have meant almost certain death, they lay low until dusk and then ventured forth again. Once more they were unable to trace the ends, and consequently had to make another journey to Brigade Headquarters and lay a fresh one. This third wire was broken and repaired twice during the night, but was luckily in working order when, at about 5:30 a.m. on the morning of 12 March, the enemy, reinforced by the Bavarian and Saxon reserves, counter-attacked in determined fashion all along our front. The Northamptons were hard put to hold their guard, while their ammunition began to give out, and the telephone operators received orders to send the S.O.S. for reinforcements and ammunition. Scarcely had they despatched it, when the line was broken, and as, since it was now daylight, they could not repair it, they lay down to take what rest they could amid the roar of the battle. About 9:00 a.m. however, the adjutant of their battalion came up and inquired whether the line was working, and when told that it was not, asked them to take an urgent message back to Brigade Headquarters, which it was of the utmost importance should be delivered before 10:00 a.m.

About 100 yards behind our trenches was a deep ditch and, with rifle and machine-gun bullets whistling past their heads, Climpson and Luddington spurted across the open and jumped into it, and into about five feet of water as well. Once in the ditch, however, they were comparatively safe, and making their way along it for about nine hundred yards, they found themselves in an old German communication trench, which was as full of water as the ditch. Another three hundred yards of walking - or rather of wading - brought them to the road running between Neuve Chapelle and Armentières. This, with the exception of the sprint from the trenches to the ditch, was the most dangerous part of their journey, since the road, which afforded but very little cover, was being heavily shelled, and for nearly half a mile they had to make their way along it with shrapnel bursting all about them. At length, with five minutes to spare, they reached their destination, soaked to the skin and so utterly exhausted that, as soon as they had delivered their message, they lay down and fell asleep'.

Both Climpson and Luddington were awarded the Distinguished Conduct Medal. Climpson was later transferred to the Royal Engineers and was subsequently awarded the Silver War Badge.

Sold with copied extracts from *Deeds that Thrill the Empire* and copied research.



A rare Great War 'Salonika' D.C.M. group of six awarded to Sergeant D. S. Thomas, 1st/1st Battalion, Surrey Yeomanry

Distinguished Conduct Medal, G.V.R. (45097 Sjt. D. S. Thomas. 1/1 Surr. Yeo.); 1914-15 Star (1570 Pte. D. S. Thomas. Surr. Yeo.); British War and Victory Medals, with M.I.D. oak leaves (1570 Sjt. D. S. Thomas. Surr. Yeo.); Defence Medal; Territorial Efficiency Medal, G.V.R. (45097 Sjt. D. S. Thomas. D.C.M. Surr. Yeo.) mounted as worn, *generally very fine and better* (6) *£1,800-£2,200*

One of only four D.C.M.s awarded to the Surrey Yeomanry for the Great War.

D.C.M. *London Gazette* 18 February 1918:

'For conspicuous gallantry and devotion to duty when on patrol. On all occasions he has shown resource, intelligence and absolute disregard of personal danger. He has set a fine example throughout.'

M.I.D. *London Gazette* 27 November 1917.

Donald S. Thomas attested for the Surrey Yeomanry (a Territorial Cavalry force) and served with "A" Squadron. On mobilisation the Surrey Yeomanry, now known as the 1st/1st Surrey Yeomanry, was attached to the South Eastern Mounted Brigade of the 1st Mounted Division. In late 1914 the regiment was split up, with the Regimental Headquarters and "A" Squadron being attached to the 27th Division. Thomas landed with the Division at Le Havre on 22 December 1914, and after a year on the Western Front embarked at Marseilles for service at Salonika, disembarked at Salonika on 11 February 1916.

Remaining in Salonika for the rest of the War, Thomas was Mentioned in General Milne's Despatch, and was awarded the Distinguished Conduct Medal. Following the cessation of hostilities his unit carried out occupation duties in the Caucasus, before finally being withdrawn from the region in 1919. He was awarded the Territorial Efficiency Medal under Army Order of February 1942, with the medal being the type that he was first entitled to having completed 12 years' service in the Territorials.

Sold with two postcard photographs of the Surrey Yeomanry, and copied research.



A Great War 'Western Front' D.C.M. group of five awarded to Temporary Warrant Officer Class I S. H. Franey, 23rd (1st Sportsman's) Battalion, Royal Fusiliers

Distinguished Conduct Medal, G.V.R. (G-74823 T.R.S. Mjr: S. H. Franey. 23/R. Fus.); 1914-15 Star (302 Sjt. S. H. Franey. R. Fus.); British War and Victory Medals (Spts-302 T.W.O. Cl.1. S. H. Franey. R. Fus.); Defence Medal, *light pitting from star, generally good very fine (5)* *£700-£900*

D.C.M. *London Gazette* 1 January 1919; citation published 3 September 1919:

'In France since November 1915 to the present date, he has shown great devotion to duty. In action he has shown great personal gallantry and displayed valuable powers of command. He has set a very high standard to all the non-commissioned officers of the battalion; by his firmness and tact he has maintained the discipline of the battalion at a high level. Untiring in his training of young non-commissioned officers, he has performed most valuable services in the reconstruction of the battalion after very heavy casualties have been suffered.'

Stephen H. Franey, a keen rugby footballer and a native of Burton-on-Trent, Staffordshire, attested for the Royal Fusiliers on 16 October 1914 and served with the 23rd (1st Sportsman's) Battalion during the Great War on the Western Front from 16 November 1915. Advanced temporary Warrant Officer Class I (temporary Regimental Sergeant Major), he was discharged on 10 March 1919, and was awarded a Silver War Badge, no. B198977.

Sold with copied research.



A Great War 1918 'Western Front' D.C.M. group of four awarded to Acting Company Sergeant-Major A. W. Currie, Royal Fusiliers, who was twice wounded during the War

Distinguished Conduct Medal, G.V.R. (G/2689 Sjt. A. W. Currie. 11/R. Fus.); 1914-15 Star (GS-2689 L. Cpl. A. W. Currie. R. Fus.); British War and Victory Medals (GS-2689 Sjt. A. W. Currie. R. Fus.) *light contact marks, good very fine (4)* £700-£900

D.C.M. *London Gazette* 16 January 1919:

'For conspicuous gallantry and devotion to duty south of Albert, on 22 August 1918. After crossing the marshes, the company of which he was acting Company Sergeant-Major, became disorganised, and he walked up and down in the open, under intense machine-gun fire, re-organising and encouraging the men to push forward close up to the barrage. Later in the day, when touch with the right flank was lost, he went across the open under heavy fire and obtained liaison. His energetic conduct throughout was admirable.'

Arthur W. Currie attested for the Royal Fusiliers at Chiswick, London in September 1914, and served with the 11th Battalion during the Great War on the Western Front from 1 June 1915. Promoted Corporal on 29 October 1915, and Sergeant on 7 July 1916, he was wounded by gun shot to the left forearm on 7 November 1916 and evacuated to England.

Returning to the Front in February 1918 Currie was appointed Acting Company Sergeant-Major, and was awarded his Distinguished Conduct Medal for gallantry at the Railway embankment south of Albert on 22 August 1918- the Battalion War Diary gives the following extract:

'At 1:00 a.m. the Battalion attacked in conjunction with the 6th Northants, on our right, enemy's position east of the Ancre. The crossing of the Ancre was carried out under extreme difficulty owing to the marshy state of the ground on either side of the river. We carried the first objective and reorganised. Bellevue Farm was captured at about 11:00 a.m. and our final objective reached at about 1:00 p.m. During the operation we inflicted heavy casualties on the enemy besides taking 300 prisoners and several machine guns.'

The Battalion War Diary records two officers and approximately 20 other ranks killed, and five officers and approximately 115 other ranks wounded in this operation.

Currie was wounded for a second time, by gun shot to the right shoulder and chest, on 1 September 1918, and was again evacuated to England. He transferred to Class 'Z' Reserve on 12 March 1919.

Sold with copied research.



A Great War D.C.M. group of seven awarded to Sergeant S. Cluer, 4th Battalion, Royal Sussex Regiment

Distinguished Conduct Medal, G.V.R. (200088 Sgt. S. Cluer. 4/R. Suss. R.); 1914-15 Star (4-1318 Pte. S. Cluer. R. Suss. R.); British War and Victory Medals (1318 Sgt. S. Cluer. R. Suss. R.); Imperial Service Medal, G.VI.R., 2nd issue (Sidney Cluer D.C.M.); Territorial Force Efficiency Medal, G.V.R. (200088 Sgt. S. Cluer. 4/R. Suss: R.); National Fire Brigades Association Long Service Medal, silver, 1 clasp, Twenty Years (S. Cluer, D.C.M.) *very fine and better (7)* £1,000-£1,400

Provenance: Dix Noonan Webb, July 2004.

D.C.M. *London Gazette* 3 June 1919; citation published 11 March 1920:

'He has served with the battalion throughout the war - Gallipoli, Palestine and France. He is very cool in action, and as serjeant in command of stretcher-bearers has displayed marked courage and devotion to duty, particularly at Soissons, 1918.'

Sidney Cluer, a native of Bognor, Sussex, attested for the Royal Sussex Regiment in January 1912 and served with the 4th Battalion during the Great War in the Balkan theatre of war from 8 August 1915, landing at Suvla Bay on that date. He was wounded (sickness) at Gallipoli; recovering, he served for the remainder of the War, and was discharged on 21 October 1919. He was awarded the Territorial Force Efficiency Medal per Army Order 380 of 1919, and for his general gallantry during he Great War was awarded the Distinguished Conduct Medal.

In later life Cluer was employed as a Postman in Bognor Regis, and was awarded his Imperial Service Medal in 1950 (*London Gazette* 31 October 1950).



A Great War 1917 'Third Battle of Ypres' D.C.M. group of four awarded to Company Sergeant Major B. Treagus, 14th Battalion, Hampshire Regiment, later Second Lieutenant, Manchester Regiment, for his gallantry during the Battle of Picklem Ridge on the first day of the Third Battle of Ypres, 31 July 1917 - for his gallantry during this attack Second Lieutenant W. Hewitt, of the same Battalion, was awarded the Victoria Cross

Distinguished Conduct Medal, G.V.R. (3-4029 C. S. Mjr. B. Treagus. 14/Hants: R.); 1914-15 Star (3-4029 Cpl. B. Treagus. Hamps: R.); British War and Victory Medals (2. Lieut. B. Treagus.) mounted court-style, *good very fine (4)*

£1,400-£1,800

D.C.M. *London Gazette* 22 October 1917; citation published 26 January 1918:

'For conspicuous gallantry and devotion to duty. When an enemy machine gun opened enfilade fire on the advancing troops he immediately organised a party, assaulted and captured the gun. He rendered valuable service during the consolidation, and his cheerfulness, coolness and contempt of danger under the most trying conditions were an example to all.'

Original citation additionally annotated 'Ypres 31st July 1917.'

Basil Treagus, a native of Buriton, Petersfield, Hampshire, attested for the Hampshire Regiment and served with them during the Great War on the Western Front from 21 April 1915. Subsequently transferring to the 14th Battalion (who did not land in France until 6 March 1916), the Regimental Journal of August 1916 notes that he had been wounded, but does not give any further details as to location or date.

Advanced Company Sergeant Major, Treagus was awarded the Distinguished Conduct Medal for his actions at the Battle of Pilckem Ridge on the opening day of Third Battle of Ypres on 31 July 1917. Following on from the successful attack at Messines in early June, the second phase of Haig's plan to break through at Flanders and capture the Belgian coast was what became known as the Battle of Passchendaele or Third Ypres. Hampered by the long delay after the Messines attack, which allowed the Germans to prepare, the destruction of the drainage system in low lying Flanders by the preliminary artillery bombardment and the unusually wet summer, the battle degenerated into one of attrition, which dragged on from 31 July until the final capture of Passchendaele village in early November.

On 31 July the 14th Hampshires were attacking over land that had already been heavily fought over during the second Battle of Ypres, from north west of Wieltje towards St. Julien, 3,000 yards away. Very few buildings remained, although the cellars and walls that did, had been turned in to strong points by the Germans. The battalion was in the second line, behind the 11th Battalion Royal Sussex Regiment, with the 13th Battalion Royal Sussex Regiment on its right and the 17th Battalion Sherwood Foresters on the left.

The attack commenced at 3:50 a.m. on 31 July 1917, with the 11th Sussexes taking the first objective, the blue line, before the 14th Hampshires then "leap frogged" them and advanced to the next objective, the black line. The main difficulty in the capture of the black line were the irregularly placed German pill boxes, which had to be dealt with individually and caused many casualties. Eventually though the black line was reached and the battalion pushed on took the green line, despite difficulties encountered at a strongly held position called 'Alberta'. The 14th Hampshires held their position and helped beat off powerful German counter attacks in the afternoon. By the end of the day they had sustained some 220 casualties in killed, wounded and missing and another 54 over the next few days in maintaining their position before being relieved. For his great gallantry during the fighting Second Lieutenant W. Hewitt was posthumously awarded the Victoria Cross.

The Battalion War Diary also records how the Battalion 'captured 2 field guns and one 4.5 howitzer; 17 machine guns; and over 200 prisoners.' The War Diary further reports casualties as 3 officers and 18 other ranks killed; 4 officers and 156 other ranks wounded; and 42 other ranks missing, giving a total of 223 casualties.

Treagus was subsequently commissioned Second Lieutenant in the 1st Battalion, Manchester Regiment on 25 June 1918 and was promoted temporary Lieutenant in March 1920. He relinquished his commission on 25 March 1921.

Sold with copied research.



A Great War 'Battle of Es Sinn' Mesopotamia D.C.M. group of five awarded to Sergeant W. Cole, 2nd Battalion, Dorsetshire Regiment, who was Mentioned in Despatches for his services during the advance from Qurna to Kut-al-Amara

Distinguished Conduct Medal, G.V.R. (7728 Pte. W. Cole. 2/Dorset: Regt.); 1914-15 Star (7728 Pte. W. Cole. Dorset: R.); British War and Victory Medals, with M.I.D. oak leaves (7728 Pte. W. Cole. Dorset. R.); Army L.S. & G.C., G.V.R., 3rd issue, Regular Army (5718090 Sjt. W. Cole. D.C.M., Dorset. R.) *number partially officially corrected on last, light contact marks, nearly very fine and better (5)* £800-£1,000

D.C.M. *London Gazette* 22 January 1916:

'For conspicuous gallantry at Kut-al-Amara (Mesopotamia), on 28 September 1915, in bringing up ammunition to the firing line at least three times under heavy fire.'

M.I.D. *London Gazette* 5 April 1916.

William Cole was born in Blandford, Dorset, in 1885 and attested for the Dorsetshire Regiment. He served pre-War with the 2nd Battalion in India, and following the outbreak of the Great War landed with the Battalion at Fao on the Persian Gulf, for service in Mesopotamia, on 6 November 1914, as part of the 16th Brigade of the Poona Division. He served with the Battalion throughout the Great War in Mesopotamia, and was awarded the Distinguished Conduct Medal for his services at the Battle of Es Sinn on 28 September 1915.

Battle of Es Sinn

On 27 September 1915, General Townshend's forces approached the Ottoman positions at the Es Sinn. Over the previous days, air and cavalry reconnaissance had scouted the area and located the camouflaged Ottoman defences as best they could. Scouts had discovered that the area between the Ataba and Suwaiqiya Marshes, north of the Ottoman lines, was passable for a heavy formation. Rather than attacking the position head on, Townshend opted for a plan to envelop the Nureddin's forces. Shifting the bulk of his forces across to the left bank of the Tigris, he then split his remaining troops into three elements. Two columns were to march around the marshes and attack the Ottoman positions from the rear. Column A, composed of the 2nd Dorsets, 117th Mahrattas, and a company of sappers, under the command of General Delamain, was given the job of clearing the Ottoman positions between the Suwada and Ataba marshes. Column B, under the command of Brigadier General Hoghton, were assigned to strike at the rear trench line of the Ottoman positions. The third element, the 18th (Belgaum) Brigade under Brigadier General Fry, would make a demonstration along the Ottoman front, fixing the defenders in position. Brigadier General Delamain would oversee the flanking manoeuvre. The Cavalry Brigade would circle around and set up astride the anticipated lines of retreat on the left side of the river. However, all of this would hinge upon the Anglo-Indian forces executing a night march across the desert and around the marshes.

Starting out at 2:00 a.m. on 28 September 1915, the two columns advanced in the darkness trying to arrive at their destinations in time to be supported by a bombardment at dawn. However, things went wrong. Houghton's column became lost and entered the Suwaiqiya marsh. Attempts by Delamain to warn him of this failed and Column B spending an hour retracing its steps before getting back on track. By about 8:45 a.m., almost three hours after the initial start time for the attack, Delamain still had no word that Houghton was any closer to clearing the marshes. Rather than wait any longer, he ordered his column to attack the Ottoman positions. However, without Houghton's support, Delamain's force was now supposed to attack more of the Ottoman positions than envisioned. Attacking the northern end of the Ottoman defences, the 117th Maharattas and 22 Company of the Bombay Sappers and Miners, suffering heavy casualties. The Maharattas lost all of their British officers, leaving the battalion under the command of its Viceroy Commissioned Officers. As the Maharattas and sappers attacked the northern end of the line, 2nd Dorsets struck at the centre and southern end of the line, encountering stiff resistance.

Unknown to Delamain, Houghton's column had already been engaged, stumbling into a previously undiscovered Ottoman redoubt near the marsh. When Houghton's column finally arrived at the battle, he immediately committed his battalions to support the attacks on the redoubts. Eventually, the entire network of trenches and redoubts were cleared at bayonet point. Receiving news of the success along the northern set of Ottoman defences, Brigadier General Fry attempted to convert his feint into a full assault on the Ottoman positions between the river and Suwada marsh. However, the Ottoman defenders put up a stiff resistance, and despite the enfilading fire from the gunboats along the river, Fry's forces could not break through the Ottoman defenders. At this point Nureddin's reinforcements began to arrive from their position upriver. Four battalions of Ottoman infantry, supported by two cavalry brigades and artillery, were racing to try to recapture the Ottoman lines. Elements of Columns A and B, both under Delamain's control now, spotted the Ottoman units first and took them under fire. Once they had stopped the Ottoman advance, Delamain ordered a bayonet charge that threw Ottoman reserves into retreat. By the end of the day, the British and Indian troops had captured most of the northern trench network on the left bank of the Tigris, and the Ottomans were in retreat.

Cole's D.C.M. was one of 8 awarded to the Battalion for this battle. He subsequently served during the capture of Kut-al-Amara but does not appear to have been one of the 350 men of the Battalion captured by the Turks at the Siege of Kut in April 1916 (of whom only 70 survived their captivity). He was also Mentioned in Despatches for his services during the advance from Qurna to Kut.



A scarce Great War 'German East Africa' D.C.M. group of four awarded to Sergeant-Major A. E. J. D. Trevelyan, Southern Rhodesia Column, British South Africa Police, late Gloucestershire Regiment and 12th Lancers

Distinguished Conduct Medal, G.V.R. (1875 Cpl. A. E. J. D. Trevelyan. Sth'n: Rhodesia Col.); 1914-15 Star (Tpr. A. J. D'E. Trevelyan B.S.A. Police.); British War and Victory Medals, with M.I.D. oak leaves (1375 S.Mjr. A. E. J. D-E. Trevelyan. B.S.A.P.) *note variations in initials, good very fine, scarce to unit (4)* *£1,800-£2,200*

One of only 20 D.C.M.s awarded to Rhodesian troops for the Great War, and one of only 8 recorded to the British South Africa Police.

D.C.M. *London Gazette* 26 April 1917:

'For conspicuous gallantry and devotion to duty. He rallied a party which had gone through the enemy's lines and completed the capture of the enemy position.'

Original citation additionally annotated 'Mkapira 30.10.16.'

M.I.D. *London Gazette* 25 September 1917.

Arthur Ernest James D'euourt Trevelyan was born in Castletown, Isle of Man in 1888. His family appears to have moved around, as Arthur subsequently had siblings born in Portsmouth in 1890, India in 1892, Devon in 1897, Jersey in 1899, and Dublin in 1903. He attested for the Gloucestershire Regiment at Bristol on 9 June 1902, and served in South Africa and India before transferring to the 12th Lancers on 31 August 1910. He again served in South Africa between October 1910 and December 1912, and was discharged on 8 June 1914. Emigrating to Rhodesia, he joined the British South Africa Police, and served during the Great War in the African theatre of War from 21 September 1914 to 1 November 1914, and then again from 20 February 1916 to 17 April 1918. Advanced Corporal, Trevelyan was awarded the Distinguished Conduct Medal for his gallantry at Mkapira on 30 October 1916:

'The Rhodesian assault party was to be Europeans only, Section 1 of A company and seven men of B company with Sergeant-Major McGee and Scouts Hill, Judson and Besuidenhouts, who had carried out the reconnaissances. The officer in charge of the attacking party, forty-three N.C.O.s and men was Lieutenant Onyett. No 2 Section of A company B.S.A.P. under Lieutenant Vaughan was in support. The position to be attacked was about one thousand yards from the Rhodesian trenches. In the No Mans Land was a strong enemy picket of about twenty-five men behind a slight ridge. The plan was that the Rhodesians, advancing in extended order, with bayonets fixed, were to double forward at a steady pace to overcome the pickets and occupy their rifle pits. As soon as the line had been consolidated No 2 section would come up as reinforcements, then in short rushes, squads were to dash forward to attack the German trenches.

The men picked for the assault knew that this was to be, at last, a real war, for in a bayonet charge they knew you kill, or are killed. This was the final exercise of their training. For this end the instructors had urged the fierce yells to raise a hatred for the enemy. Last letters were written, last instructions given. There was little sleep and everyone was awake well before the time of roll call. Fall in at half past four and a repetition of instructions. Then the assault party formed up in trenches in extended order, three paces apart. While it was still dark, shortly before dawn, the guns opened fire on the German trenches to the west while Hawthorn's K.A.R. started their attack on the north.

The Rhodesians waited impatiently for the order to move. At last it came and starting out of their trenches with whispered "Go well, bwanae and come back with blood on your bayonets" from the askaris, walked towards the picket line. Orders had been given that no one was to stop to fire until the main trench was reached. Up to that time the menace of the line of advancing bayonets would strike terror into the German Askaris. As they got nearer the enemy, they gave a cheer and breaking into a trot dashed forward and found to their surprise the picket had been withdrawn leaving only a small patrol which was easily overwhelmed. Now they raced forward taking the enemy by surprise. There were shots from the sentries when the Rhodesians broke into the trenches. The Germans tried to get rifles and machine guns into action, but the sudden determined rush of the Rhodesians carried them so close that the guns could not be depressed sufficiently to fire on them. The charge was pressed home by the Rhodesians with their bayonets and when a third of the trench had been occupied they swung round and attacked from the flank, intending to roll up the defence in the remaining parts of the trench.

Corporal Trevelyan, rallying his men on the left, led them deeper into the trenches. The enemy put up a stiff resistance but the fiercely yelling Rhodesians with their blood stained bayonets made them begin to turn. When Onyett realised his force had got into the main body he dashed back to direct Vaughan to bring up his supports to cut off the fleeing Germans. From the trench it had captured, the assault force was able to enfilade the trench on its right, killing the gunners and allowing the second wave of troops to advance. The Germans counter attacked twice but were beaten off each time until their retreat became a rout.' (*The Soldier's Burden - Southern German East Africa* refers).

For their gallantry in this action Lieutenant Onyett was awarded the Military Cross and McGee, Beith, Trevelyan and Wisener were awarded the Distinguished Conduct Medal.

Trevelyan left Durban in May 1920 and returned to England, arriving at Southampton on 7 June 1920. He subsequently emigrated to Australia, and died at Box Hill, Victoria in 1976.

Sold with copied research.



A Great War 'Battle of Epehy' D.C.M. group of four awarded to Acting Warrant Officer Class II F. S. Blamire, 1st/1st Battalion, Cambridgeshire Regiment

Distinguished Conduct Medal, G.V.R. (331037 Sjt: F. S. Blamire 1/1 Camb: R.); British War and Victory Medals (331037 A.W.O. Cl. 2. F. S. Blamire. Camb. R.); Special Constabulary Long Service Medal, G.V.I.R., 1st issue, 1 clasp, Long Service 1939, unnamed, *slight dig to obverse field of DCM, minor edge bruising, otherwise good very fine (4)*

£1,600-£2,000



D.C.M. *London Gazette* 12 March 1919; citation published 2 December 1919:

'For conspicuous gallantry and good leadership at Epehy on the 18-19 September 1918. When his platoon was held up by a strong machine-gun nest, he went across the open to a tank and directed it to the machine-gun nest. He then followed with his platoon, and sent back as a result several prisoners. On 19 September, in command of his company, he led them ably and gained his objective.'

Frederick Stanley Blamire was born at Ellel, near Calgae, Lancaster, on 9 May 1878, and prior to the Great War was employed first as an assistant master at an Elementary School in Bury St. Edmunds, and then as the School Attendance Officer for the Cockfield area of Suffolk. Following the outbreak of the Great War he enlisted as part of the Derby Scheme but his call up was deferred due to his occupation, and it was not until January 1917 that he was finally mobilised, being posted to the Cambridgeshire Regiment. He served during the Great War on the Western Front in the rank of Sergeant (acting Warrant Officer Class II) - for a time he was attached to the 7th Battalion, Suffolk Regiment, but he reverted to the Cambridgeshire Regiment when the 7th Suffolks was disbanded in May 1918. He was awarded the Distinguished Conduct Medal for his gallantry at Epehy in September 1918, and was demobilised following the cessation of hostilities. In later life he lived in both London and Somerset, and died in Croydon in 1962.

Sold together with a photographic image of the recipient, and copied research.



A superb Great War 'Palestine' D.C.M. group of four awarded to Warrant Officer Class II S. N. Seager, 20th (Blackheath and Woolwich) Battalion, London Regiment, for his gallantry at Tel Bileibil during the crossing of the River Jordan on 30 April 1918; he had previously been wounded on the Western Front in 1916

Distinguished Conduct Medal, G.V.R. (630585 Sjt. S. N. Seager, 2/20 Lond. R.); British War and Victory Medals (2127 A.W.O.Cl. 2. S. N. Seager. 20-Lond. R.); Defence Medal, *good very fine or better* (4) *£1,000-£1,400*

Provenance: Dix Noonan Webb, September 2008.

D.C.M. *London Gazette* 30 October 1918:

'For conspicuous gallantry and devotion to duty during an attack. When the leading line had been held up by machine-gun fire he collected seven men and led them along a ridge. All seven were wounded, so he walked back and fetched more men, whom he led forward. Again every man was hit. He walked back again and asked if he should take more men and make a third attempt.' Original citation additionally annotated 'Tel Bileibil'.

A total of nine D.C.M.s were awarded to the 2/20th Battalion, London Regiment.

Stanley Noah Seager was born at Penge, Surrey, in October 1887, and attested for the 20th (Blackheath and Woolwich) Battalion, London Regiment. He was promoted Sergeant on 13 June 1916 and served with them during the Great War on the Western Front from 25 June 1916, being wounded in action on 17 October 1916. He saw further service with the Battalion in Salonika from 8 December 1916 to 15 June 1917; in Egypt and Palestine from 18 June 1917 to 23 June 1918 and again on the Western Front from 30 June 1918 to the cessation of hostilities. For his services during the Palestine Campaign he was awarded the Distinguished Conduct Medal, specifically for his gallantry during the attack on Tel Bileibil on 30 April 1918.

In early March 1918 the Battalion took part in reconnaissance missions looking for potential crossings of the River Jordan. A raid across the Jordan was planned and advancing towards Makhadet Hajlah on 20 March, the 180th Brigade planned to force a crossing of the Jordan there. A crossing was established and at midnight the Battalion advanced to the attack on a line of foothills, to broaden and secure the bridgehead. The attack met with little opposition. The advance was continued on 24 March, but 180th Brigade including the 2/20th Battalion went into Divisional Reserve, before covering a withdrawal from Amman, which had been the scene of heavy fighting during the raid.

The Battalion had a brief return to rest in Jerusalem and on 27 April 1918 left the city for a second raid across the River Jordan towards Es Salt, to be carried out by 179th and 180th Brigades and the Australian Mounted Division. During the night of 28-29 April, the two Brigades were concentrated within the jungle east of the Jordan in the Ghoraniyeh bridgehead. At 10:00 p.m. on 29 April the Battalion left its bivouack and marched to its assembly position. Proceeding through scrub towards their objective on Tel Bileibel, the advance commenced at 2:00 a.m. on 30 April, meeting with little opposition until the edge of the first crest. Here the trenches were captured in a bayonet charge and the advance continued until it was checked by a strong enemy counter attack from the left. This was in turn repulsed capturing over 100 prisoners and by 3:00 a.m. the first objectives had been taken. The enemy had by now reorganised a strong defensive position and further advance was stopped by heavy machine gun fire which enfiladed both flanks. When the Turks brought up artillery support, the line had to be withdrawn to the first crest and 2/20th were relieved by the London Irish that evening. The Battalion suffered total casualties of 204 killed, wounded and missing in this engagement and it was here that Seager earned his D.C.M. This proved to be the Battalion's final engagement in Palestine. The award of Seager's D.C.M. was noted in the Battalion War Diary on 23 May 1918, one of two D.C.M.s and three M.M.s given for this action.

Seager was advanced Warrant Officer Class II on 29 December 1918, and was demobilised on 12 March 1919. He saw further service during the Second World War with "A" Company, 54th London Battalion, Home Guard, based in Lewisham, London, for which he was awarded the Defence Medal. He died in Beckenham, Kent, on 23 December 1955.

Sold together with the recipient's Warrant Document, appointing him a Warrant Officer, dated 29 December 1918; and copied research.

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A Great War 1918 'Western Front' D.C.M. awarded to Corporal S. A. Heron, Royal Scots Fusiliers, a veteran of the Gallipoli campaign

Distinguished Conduct Medal, G.V.R. (240459 Cpl S. A. Heron. 1/5 R. Sc: Fus:) *light contact marks, very fine*

£500-£700

D.C.M. *London Gazette* 15 November 1918:

'For conspicuous gallantry in an attack. After his company had reached an objective he went out under very heavy fire in full view of the enemy and carried a wounded man to a less exposed position. He then improvised a stretcher and had him carried by prisoners, who were wounded in the process, back to safety. Throughout the operations he set a fine example to all.'

Samuel A. Heron was a native of Stranraer, Scotland. He served during the Great War with the 1/5th Battalion, Royal Scots Fusiliers in Gallipoli from 6 June 1915. Heron moved with the Battalion to the French theatre of war in 1918.

x157



A 'posthumous' Great War 'Western Front' D.C.M. awarded to Private J. Sumner, 2nd Battalion, Royal Irish Regiment, late Royal Dublin Fusiliers, who died at home on 31 October 1918

Distinguished Conduct Medal, G.V.R. (18418 Pte. J. Sumner. 2/R. Ir. Regt.) *minor edge bruising and light contact marks, nearly very fine*

£700-£900

D.C.M. *London Gazette* 3 June 1919; citation published 11 March 1920:

'On 10 November 1918 [sic], at Nouvelles, for great gallantry. During the operation when trench mortar ammunition was urgently required in the front line, he drove his limber through heavy fire, delivering the ammunition and enabling the attack to succeed. He has previously shown great coolness and devotion to duty under fire.'

John Sumner was born in King's Cross, London, and attested for the Royal Dublin Fusiliers at Holloway, London. He served with the 2nd Battalion during the Great War on the Western Front from 3 May 1915, before transferring to the 2nd Battalion, Royal Irish Regiment, and was awarded the Distinguished Conduct Medal for his gallantry at Nouvelles in 1918. He died at home on 31 October 1918 (date confirmed by both the C.W.G.C. Roll of Honour and *Soldiers died in the Great War*), and is buried under a C.W.G.C. Commission headstone in Islington Cemetery, London.



A scarce Great War 'German South West Africa, Battle of Pforte-Jakkalswater-Riet' D.C.M. awarded to Sergeant S. G. W. Steenkamp, Ermelo Commando, who also suffered a gun shot wound to the jaw, 20 March 1915

Distinguished Conduct Medal, G.V.R. (Sjt. S. G. W. Steenkamp. Ermelo Commando.) *very fine*

£600-£800

D.C.M. *London Gazette* 22 August 1918 (originally recommended for an M.M.):

'He showed exceptional bravery at the battle of Pforte and was always trustworthy and obedient in the execution of his orders. He was severely wounded. His conduct at all times was exemplary.'

Coleman Gerhardus Martinus Steenkamp served during the Second Boer War as a Burgher with the Swaziland Commando. He subsequently enlisted in the Ermelo Commando, 29 November 1914, and travelled to German South West Africa with the SS *Galway Castle*, 5 February 1915. Steenkamp distinguished himself at the Battle of Pforte-Jakkalswater-Riet, where he also suffered a gun shot wound to the lower jaw, 20 March 1915. German losses for the battle were 4 officers and 12 other ranks killed, one officer and 20 other ranks wounded, and 9 officers and 275 other ranks taken prisoner. South African casualties were 2 officers and 11 other ranks killed, as well as 5 officers and 36 other ranks wounded.

Steenkamp was evacuated back to South Africa for medical treatment, and was discharged medically unfit in December 1919.

Sold with copied research.



A Great War 'German East Africa' D.C.M. awarded to Regimental Sergeant Major T. West, 5th Regiment, South African Infantry

Distinguished Conduct Medal, G.V.R. (4762 C. S. Mjr: T. West. 5/S.A. Inf:) *very fine*

£500-£700

D.C.M. *London Gazette* 3 March 1917:

'For conspicuous gallantry and devotion to duty. He has performed consistent good work throughout. On one occasion during an enemy counter-attack he greatly helped to steady his company by his coolness and daring.'

Thomas West was born in Kildare, Ireland, and having emigrated to South Africa resided at Wynberg, Cape Province, where he was employed as an Explosive Maker prior to the Great War. His attestation form for the South African Expeditionary Forces list his previous military service as: '1st Royal Scots 6 years 3 months; Rhodesian Regiment 9 months; Scotts Railway Guards 6 months; K Battery Heavy Artillery 7 months.' He attested for the 5th Regiment, South African Infantry, on 2 December 1915, and served with them during the Great War in German East Africa.

Sold with copied research.



A good Second War 'North West Europe' D.C.M. group of five awarded to Sergeant L. M. Johnstone, 1st Battalion, The Black Watch (Royal Highland Regiment), a regimental stalwart of the North West Europe campaign - 'his courage is a bye-word'. He distinguished himself from the Normandy Landings in June 1944 through to the Crossing of the Rhine in March 1945 - whether it be by capturing positions with the use of a flame thrower, or defending positions by climbing on a roof in the full view of the enemy in order to despatch a bazooka party

Distinguished Conduct Medal, G.V.I.R. (2766113 Sgt. L. M. Johnstone. Black Watch.) *polished*; 1939-45 Star; Italy Star; France and Germany Star; War Medal 1939-45, *nearly very fine (5)* *£2,600-£3,000*

D.C.M. *London Gazette* 24 January 1946.

The original recommendation states: 'Throughout the campaign in N.W. Europe, since early June 1944, this NCO has either led a Section or acted as Platoon Sgt, on occasion commanding a Platoon. Throughout he has displayed absolutely outstanding courage and leadership. In Holland, in October, after the crossing of a river, he personally led an assault on an enemy post and killed the occupants, and later used an abandoned Wasp flame thrower with great effect. At Laroche in January he personally led an assault across bullet swept ground to clear a strongly held house, the capture of which was vital to the attack. After the Rhine crossing, he took over a Platoon and held out in a house for several hours against the most determined enemy attacks accompanied by bazookas and S.P. guns. At one time he personally climbed onto the roof in full view of the enemy, and from this position was able to shoot and kill a bazooka party who were infiltrating and endangering the whole position.

During the whole campaign, it is difficult to speak too highly of this NCO's conduct. Throughout his entire Company, his courage is a bye-word, and it is difficult to overestimate the tremendous value of his splendid example to the men around him.'

M.I.D. *London Gazette* 9 August 1945 (North West Europe).

Leslie Milne Johnstone was a native of Forfar, Scotland. He served during the Second War with the 1st Battalion, The Black Watch (Royal Highland Regiment), and was present during their landing in Sicily and crossing over to mainland Italy. The Battalion landed in Normandy, 9 June 1944, and Johnstone proceeded to serve with them through to the Reichswald and ultimately the Crossing of the Rhine in March 1945.

'I was in command and decided to save it. I had a few new blokes and didn't want them to get involved in something where they might get hurt.'



The important and impressive 'Iraq' G.M. group of six awarded to Colour Sergeant M. P. Caines, Princess of Wales's Royal Regiment, who as Platoon Leader, employed both clear-headed discernment and cold courage in resolving a dangerous and escalating incident involving his men and Iraqi soldiers at Maysaan, Iraq, on 7 July 2006, and in so doing prevented a fire-fight, the implications of which would have been disastrous, both militarily and politically.

Following a joint stop and search patrol carried out by Caines' platoon and a much larger contingent of Iraqi soldiers, re-supply failures by the Iraqi Army resulted in food and water shortages among the Iraqis, causing resentment towards the well supplied British, who had offered to share their own resources, however inadequate. Frustration turned to anger and shots were fired in the direction of the British who were ordered by Caines to take cover and not return fire. As fifteen Iraqi soldiers then fired rounds provocatively towards Caines' section, an Iraqi Army ring-leader produced a sniper rifle and started shooting directly at the front of the British position. A full confrontation seemed inevitable. Realising the breadth and enormity of the consequences of shooting the ringleader and precipitating a fire-fight, Caines stood up from behind cover and, keeping his weapon lowered, stared at the Iraqis, challenging them to fire again. All firing ceased and there was a stand off as the ringleader kept his sniper rifle level and aimed at Caines. Finally the Iraqi assailant faltered, threw down his weapon and walked away, and as a consequence the atmosphere changed and co-operation was re-established.

Caines had earlier served on 1/PWRR's action-packed 2004 Iraq tour which resulted in a large number of gallantry awards for the battalion, including Johnson Beharry's V.C., and during which, while undertaking Operation Waterloo, Caines' vehicle was immobilised having been struck by RPG, grenades, blast bombs and small arms fire - a contact for which his commander was mentioned in despatches.

Caines' George Medal is one of just five awarded for the Iraq War

George Medal, E.I.I.R., 2nd issue (25067847 Cpl. M. P. Caines. PWRR) ; N.A.T.O. Medal 1994, 1 clasp, Kosovo; Iraq 2003-11, no clasp (25067847 LCpl M P Caines PWRR); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Sgt. M P Caines GM PWRR 25067847); Jubilee 2012; Army L.S. & G.C., E.I.I.R., 2nd issue, Regular Army (CSgt M P Caines GM PWRR 25067847) together with *Royal Mint* case of issue for G.M., *extremely fine* (6)

£20,000-£30,000



G.M. *London Gazette* 15 December 2006:

'For gallant and distinguished services in Iraq.'

The official recommendation states: 'On 7 July 2006 a selfless act of gallantry by Corporal Caines prevented a major incident, the strategic effect of which could have been catastrophic for the Security Sector Reform process in Southern Iraq. He was part of a combined stop and search operation with the Iraqi Army, in the remote desert region of Maysan. A re-supply failure by the Iraqi Army led to a water shortage, and the Iraqi soldiers became increasingly irate and frustrated. Regrettably, their officers soon abandoned them, leaving a heavily outnumbered British presence on the ground. Attempts to placate the soldiers with what little water the soldiers carried were met with outright anger. Weapons were cocked and pointed by the Iraqis and shots were fired. Cpl Caines ordered his men to take cover, but not to return fire. Encouraged by this non-aggressive response the number of Iraqis firing increased to 15. Cpl Caines continued to reassure his men and, despite the hail of bullets, instructed them not to fire on the Iraqis; his control and discipline shown over a period of 20 minutes was exceptional. Cpl Caines then observed the Iraqi ring leader pull a Dragunov sniper rifle from his vehicle and fire two shots. These rounds hit the berm immediately to the front of the section position. At this gesture the other Iraqis upped the rate of fire, and a full contact seemed unavoidable.

At this moment Caines leapt to his feet. He kept his weapon by his side, stood tall and glared at the Iraqis. His initiative stopped the firing outright, and to a man the Iraqis turned to their ring leader for direction. He kept the sniper rifle level and aimed at Caines, Caines never moved or wavered and after 20 seconds, in the face of such resolve, bravery and self-discipline, the Iraqi finally threw down his weapon and walked away, kicking the dust. The atmosphere changed in an instant, and the fight left the Iraqis. In the vacuum, the Iraqis were approached, talked to and as a consequence co-operation was re-established.

Faced with the prospect of a politically, and militarily disastrous fire-fight Caines acted selflessly, placing his own life at direct risk in order to regain the initiative and resolve the crisis.'



Martin Paul Caines was born in 1979 in Surrey, England and was raised in Northern Ireland and England. He was a member of the Army Cadets and joined the Princess of Wales's Royal Regiment in 1997. Having completed two tours in Kosovo he was embarked for Iraq on operation Telic 4 in July 2004.

Iraq 2004 - Operation Telic 4

This legendary tour saw Caines' 1st Battalion awarded one Victoria Cross, two Conspicuous Gallantry Crosses, two Distinguished Service Orders, seven Military Crosses, one Member of the British Empire, sixteen Mentioned in Despatches and one Queen's Commendation for Valuable Service. In summarising their achievements, the Commanding Officer, Lieutenant Colonel (now Brigadier) Matt Maer stated 'It has been said that 1 PWRR Battle Group faced the most constant period of conflict of any British Army unit since the Korean War ... The Battle Group in Maysan Province faced over 100 contacts in one day alone and close to 900 over the tour ... Every single man who deployed on Operation TELIC had been in some form of contact. That in itself made a tour like no other'.

For his part, Caines described Telic 4 as providing his first real insight to combat. Based at the city of Al-Amarah, the regiment had a checkpoint at CIMIC house in the city itself and a main camp on the outskirts. As CIMIC House was under constant attack from RPGs, mortar rounds and small arms fire, the decision was made to take back the city and Operation Waterloo was put in to effect on 8 May 2004. As Caines hit the city from the west in the lead vehicle, his vehicle was struck by an RPG and immobilised. Throughout this contact, for which his C.O. was mentioned in despatches, the vehicle was repeatedly hit by blast bombs, RPG, grenades and small arms fire until eventually recovered by the REME some seven hours later. Pressing on, his team later identified a target armed with RPG. His 7.62mm having been rendered inoperable, this target was engaged and destroyed by 2 rounds of HE30 mil, the first confirmed kill with a 30 mil by any vehicle on the tour.

Iraq 2006 - Operation Telic 8

Operation *Telic 8*, although not as dangerous as *Telic 4*, had the important goal of training the Iraqi Army, a task which was accomplished to a high level. On one combined operation however, an unexpected supply chain issue caused a dangerous scenario to unfold requiring Corporal Caines' to exhibit cold courage together with a grasp of the high-level implications of the situation. His actions resulted in the award of the George Medal. The following authoritative account of this unique incident is taken from the regiment's website, armytigers.com:

'On 7 July 2006 Corporal Caines had returned from a combined stop and search operation in the remote desert region of Maysaan to a forward operating base shared with a unit from the Iraqi Army. His platoon and its company headquarters were the only multinational forces in the area for some 80 kilometres and were totally outnumbered by their Iraqi colleagues. The Iraqi Army unit had not had food or water for 36 hours and were, not unreasonably, becoming anxious that they should receive a re-supply. While Corporal Caines' platoon had been deployed with his Iraqi colleagues on the stop and search operation, Iraqi officers had, unbeknown to the remainder of the personnel, left the forward operating base supposedly to try to arrange a re-supply. On return from the operation, the young Iraqi soldiers became frustrated by the apparent frailty of the Iraqi system versus the comparative order and ease with which multinational forces had managed to sustain themselves and the apparent duplicity of their officers who had not returned.

Tensions were raised as hours went by without sight or sound of their officers. A group of between 10-15 armed Iraqi soldiers then approached multinational forces. Clearly animated, they remonstrated with Corporal Caines' platoon commander, who was then ordered to back off when a number of Iraqi soldiers cocked their weapons. The immediate incident having been defused successfully, a ringleader appeared who was determined to engineer some kind of incident. He returned and opened fire into the ground with single shots and then with bursts of fire over the heads of the British soldiers. A deliberate decision was made not to escalate the situation. The 'contact' lasted for about 20 minutes with multiple automatic single shots being directed in the vicinity of the British soldiers. The situation reached a culminating point when, out of sight of the British company headquarters, the Iraqi Army ringleader having acquired a sniper rifle was now firing around British soldiers and deliberately aiming to miss.

Corporal Caines, who was about 400m from company headquarters, immediately saw that this was now more serious and that a decision to shoot the ringleader may be required. Two rounds were fired at his platoon leaguer. At this point, Corporal Caines gave direction to his soldiers having understood the breadth and enormity of the consequences of killing the ringleader and acted to bring the situation under control. He also recognised that British forces were outgunned by the Iraqi Army unit, and that opening fire would probably force the Iraqi Army into a fight they did not want. Corporal Caines stood up from behind cover, 50 metres from the gunman, and keeping his weapon lowered, glared at the gunman challenging him to fire again. There was a brief stand off and then complete capitulation by the Iraqi assailant, who knowing he was beaten, threw down his weapon and returned indignantly to his side of the forward operating base.

For this outstanding act of bravery Corporal Caines was awarded the George Medal'

Caines' last tour in Iraq was *Telic 13* - overseeing the withdrawal of British soldiers from Iraq in 2008 - 2009. He then served on two Afghanistan tours. On *Herrick 15*, 2011-12, he was presented with the Brigade Commander's Coin (with lot) for his actions as Platoon Sergeant in command of a check point in the south on the River Helmand in the Green Zone. On his second Afghanistan tour he was part of Optac, whose main role was to train British soldiers deploying into Afghanistan - four months on the ground teaching new ways to operate. During the course of his career, Caines was presented with both the Kohima Corporal and Sobraon Sergeant awards - the first soldier in his battalion to receive both awards. (Both statuettes with lot). He retired from the army having served the Queen for 24 years.

Sold with the following archive:

- i) Sobraon Sergeant award. Bronze statuette of a sergeant of the Queen's Royal Surrey Regiment, holding regimental colour and brandishing a rifle in defiant stance. Wooden plinth inscribed, 'Presented to Sgt M Caines GM. Sobraon Sergeant 2011. On the 165th Anniversary of the Battle of Sobraon.' Small chip otherwise very good condition. Height including plinth, 43.5cm.
- ii) Kohima Corporal award. Bronze statuette of Lance Corporal Harman V.C. Wooden plinth inscribed, 'Cpl MP Caines GM. Kohima Cpl. 2007.' Very good condition. Height including plinth 27cm.
- iii) Brigade Commander's Coin presented by Commander Task Force Helmand, the edge inscribed, 'Operation Herrick 15. October 2011- April 2012.'
- iv) The recipient's George Medal citation mounted in glazed wooden frame. 32cm x 39cm. Glass cracked.
- v) Set of Recipient's fatigues with PWRR and British Army insignia patches together with company T-shirt, with Afghanistan logo and the words 'B Coy 1 PWRR, Afghanistan.'
- vi) Photograph album presented to Sgt. M. Caines GM from the men of of 4 Pl. B Coy 1 PWRR, 28 June 2012. Signed by platoon members. Containing a large quantity of images of 4 Platoon 'The Tigers' on active service on Herrick 15, Afghanistan 2011/12. Album in book form. No loose photographs.
- vii) An album of letters of congratulation with regard to the recipient's GM award. Includes letters from many high ranking officers e.g. Major General J Cooper DSO MBE; Major General G J Binns CBE DSO MC; Major General P R Newton CBE; Brigadier Scott-Bowden MBE ADC; Brigadier J R Everard CBE; Lieut General J C McColl CBE DSO; Major General ARD Shirreff CBE.
- viii) A quantity of correspondence relating to the investiture held by the Queen at Buckingham palace, 28 February 2007.
- ix) Further ephemera.

For the recipient's related miniature awards, see Lot 304.





The rare Suez Crisis 'Operation *Toreador*' D.S.M. group of three awarded to Able Seaman R. J. Loader, Royal Navy, a Bofors Gunner aboard the frigate H.M.S. *Crane* who was decorated for his gallantry as part of Task Force 324 during the aircraft strike by Mystere jet fighter-bombers of the Israeli Air Force - the first action in which modern swept-wing supersonic jet aircraft had ever attacked a naval vessel and the first time that such an aircraft had been destroyed by naval gunfire.

One of only two D.S.M.'s awarded for the Suez Operations, the lot is accompanied by an audio interview conducted with the recipient

Distinguished Service Medal, E.II.R., 1st issue (A.B. R. J. Loader, D/JX.912011) with *Royal Mint* case of issue; Naval General Service 1915-62, 1 clasp, Near East (D/JX.912011 R. J. Loader. D.S.M. A.B. R.N.); Royal Naval Reserve L.S. & G.C., E.II.R. (LPA R J Loader, D980250A RNR) with named card box of issue, mounted court-style for display, *nearly extremely fine* (3) *£8,000-£12,000*



D.S.M. *London Gazette* 13 June 1957:

'For gallantry during the attack by Israeli aircraft on the frigate *Crane*. Rockets struck around the Bofors gun of which he was aiming number, seriously wounding another rating, severing the power supply and putting a neighbouring gun out of action. With the assistance of another rating, untrained in Bofors gun drill, he kept his gun in action and continued to direct accurate fire throughout the operation.'

Roy Joseph Loader was born in Lincolnshire in December 1936 and enlisted as a boy seaman in 1952. He served aboard a number of ships and shore establishments, before leaving the Royal Navy in November 1963, subsequently settling in Exeter where he worked for the Post Office as a postman, subsequently joining the Postal Branch of the Royal Naval Reserve. He died in October 1989, age 47.

Roy Loader's medals were previously sold by Sotheby's in December 1990 as part of the Roger Perkins's Collection. Included with the lot are two comprehensive articles written by Roger Perkins about the *Crane* Incident, which draw from a taped interview conducted by the author with the recipient. Copies of both articles and a tape recording of the interview are included with the lot. The following passages are extracted from these sources.



Operation Treador and The "Crane" Incident, 3 November 1956

On 16 July 1956, Colonel Gamal Abdel Nasser, head of Egypt's military government, announced to the world that he had nationalised the Suez Canal. This summary seizure of an asset previously owned by the French and British Governments was a direct challenge to Great Britain's long standing leadership in Middle East affairs. As a result Egyptian assets held in France and the United Kingdom were frozen, and all further financial aid to Cairo stopped. The USSR seized the opportunity to increase its flow of money, weapons and technical support to Egypt and other Arab countries. Israel watched with mounting dismay as the Egyptians continued to build up a massive military presence on the Sinai Peninsula, presumably in preparation for an attack into Southern Israel through the Gaza Strip. All of the ingredients for a multinational conflict were coming together in the same area and at the same time.

What is often overlooked by historians is that whilst the Anglo-French force mobilised to attack Port Said, the Royal Navy was fighting a war of its own, five hundred miles to the south, in the Red Sea, where a small but powerful squadron, including H.M.S. *Crane*, under Captain Pemberton had been sent under the code-name Operation *Treador*.

There had been a report that an Egyptian frigate was somewhere up towards Aqaba and it was *Crane's* task to stop her from breaking out, sinking her if necessary. H.M.S. *Crane* (F 123) was a modified 1,350 ton Black Swan Class sloop (later re-designated a Frigate) laid down by Denny & Company of Glasgow in June 1941, launched in November 1942 and completed in May 1943. Her length overall was 300 feet, her beam 38.5 feet with a draught of 8.75 feet. Powered by steam turbines driving two shafts, she had a top speed of 20 knots. She was armed with six 4-inch guns in twin mountings and six 40 mm AA Bofors guns.

Roy Loader's action station was at one of the two 40mm Bofors guns mounted at the ship's stern. On 3rd November *Crane* was patrolling close inshore, not far from Sharm el Sheik. "It was a beautiful evening, not a cloud in sight". Captain Pemberton cruised into the rapidly narrowing Channel, the sand-brown Tiran Island to the east, the cliffs and dunes of Sinai to the west. He was now very close to the mainland, and the land battle which had been raging all day could be seen in great detail. Shells were bursting amongst groups of lorries while opposing tanks and armoured cars crawled blindly through the banks of smoke and dust. To the men watching from the *Crane's* upperworks, there could have been no greater contrast between the war fought by the sailor and that fought by the soldier. Circling above the battle were five aircraft. They were seen to swoop low over the cliffs and their bombs exploded near Ras Nusrani. The *Crane* was now only three miles from the fight. Clearly the Egyptians were determined to block the Israeli drive southwards for as long as they could. It was at this point that H.M.S. *Crane* ceased to be a spectator. The aircraft, initially identified as Egyptian MIGs but now seen to be Israeli Air Force Mysteres, climbed to 6,000 feet, turned seaward and dived towards the British ship. "I was number one on the gun and the standing order was that I must fire at anything I believed was a threat to the ship. I didn't need an order from the bridge before I opened up. I could see that they were Mystere fighter-bombers and guessed they were Israeli. But that didn't matter. Once they started to dive down in line astern I pressed the peddle and let fly".

The aircraft were indeed Mysteres of the Israeli Air Force. They too had been alerted to the presence of an Egyptian frigate in the Gulf of Aqaba and, having failed to identify the *Crane* as a Royal Navy ship, they attacked her as a legitimate target. One after the other, they swept in to launch their salvos of 2-inch rockets. The rockets missed the central superstructure but burst all over her quarterdeck. Both of the Bofors guns were hit and three of the gunners were struck by splinters of steel. Roy Loader looked around as the aircraft climbed away to the east and saw that he was the only man uninjured. "The rockets had cut through my hydraulics, so I could only train the gun by hand. My Number Two was on the deck, with a lot of little holes in him, and the other gun's crew were also laid flat. My mate was not too badly hurt, but one of the other gunners had a mangled leg. A damage control party came running aft to see what they could do. I shouted to one of the seamen, who was even younger than I was, to give me a hand. He hadn't a clue about Bofors, but I quickly told him how to load the clips of ammo and what I wanted him to do. By the time the aircraft had circled around and were coming in for their second run, we were just about ready for them". The *Crane's* formidable armament did not deter the pilots from now strafing the ship with cannon fire. The White Ensign had been hoisted and there was a Union flag painted prominently on the forecandle deck but, coming in low at 500 knots, the Israelis were obviously convinced that they were attacking the *Rashid*.

Again they were deceived by the speed of the ship and the streams of cannon shells nearly all missed their target. Only two shells struck, causing insignificant damage. Captain Pemberton was heading rapidly to the south east, hoping to hide his ship in the gloom of approaching night. Once again the five *Mysteres* formed line ahead and swooped down on the *Crane's* starboard side from 6,000 feet. This time they released clusters of small bombs which burst all around the ship's stern. Spray from the explosions drenched Roy and his new Number Two, but again they succeeded in firing several bursts. The rocket attack had inflicted widespread damage on the frigate's hull, destroyed a depth-charge thrower, and cut various electrical circuits and water mains. Splinters had sprayed over the decks, and some even fell on the compass platform, but none of the damage was serious. Her fighting efficiency was only slightly impaired and she continued away from the coast at 17 knots into the protection of full darkness.

Damage to the attacking aircraft is less easy to quantify. During the second attack, one of the *Mysteres* was seen to be hit and emit smoke. It is believed that this aircraft subsequently caught fire while returning to its base in southern Israel. The pilot, Major Benny Peled, baled out over the Sinai desert and, although injured when landing, managed to evade capture by the Egyptian soldiers who had seen his parachute descent. He hid in the dunes until, some hours later, the pilot of a Piper light "search and rescue" aircraft found him. Its pilot daringly came down within 500 yards of an Egyptian encampment and Peled was whisked away to safety. When the *Mysteres* made their third run over the *Crane*, dropping bombs, one of their number took a direct hit. Shedding pieces of airframe, it was seen to fall ahead of the *Crane* and crash into the sea. Shortly afterwards the ship passed a column of flame and oily smoke rising from a patch of burning fuel. Captain Pemberton claimed this one as "definitely destroyed". The Israeli Air Force has subsequently declined to confirm or deny that any of its aircraft were hit or lost during the attack. Unofficially, one of its senior officers has since stated that the second *Mystere* did indeed fall into the sea but its pilot managed to eject and paddle his way ashore in a rubber dinghy.

The incident was remarkable in several ways. That day, 3rd November 1956, witnessed the first occasion when a British naval ship had been attacked by modern swept-wing supersonic jet aircraft. It was the first time that such aircraft were shot down by naval gunfire. And it was almost certainly the first when a Royal Navy gunner was decorated for having shot down a "friendly" aircraft of any kind. Much to his surprise, Roy Loader was recommended for the award of the Distinguished Service Medal. It was one of only two such awards resulting from the Suez war, the other D.S.M. being awarded to a Leading Seaman aboard HMS *Newfoundland*, both for Operation *Toreador*.

Sold together with comprehensive copied research material and the following original documentation:

- i. Royal Navy Certificate of Service.
- ii. Admiralty letter announcing award of D.S.M., dated 13 June 1957.
- iii. Notification from the Central Chancery to attend investiture at Buckingham Palace on 19 November 1957.
- iv. Admiralty charts showing the location of the engagement.



A good Great War 1916 'Somme' M.M. and 1918 Second Award Bar group of four awarded to Private G. A. E. Gilbert, 3rd Australian Infantry Battalion, Australian Imperial Force, who was wounded in action in November 1917, and killed in action during the attack on Proyart, Somme, 23 August 1918

Military Medal, G.V.R., with Second Award Bar (2831 Pte G. A. E. Gilbert. 3/Aust: Inf: Bn.); 1914-15 Star (2831 Pte G. A. E. Gilbert. 3/Bn. A.I.F.); British War and Victory Medals (2831 T-Cpl. G. A. E. Gilbert. 3-Bn A.I.F.) VM additionally officially impressed with 'M.M.', mounted for display, *generally very fine or better* (4) *£2,000-£2,400*

M.M. *London Gazette* 16 November 1916.

The original recommendation states: 'At Pozieres, France, 17 August 1916, Private Gilbert carried messages under very heavy fire, more especially on the night 17/18 August when the telephone line was out and the communication trench blocked in many places through shell fire, he took messages through over the top without hesitation although warned by others that it was extremely unlikely that he would get through.'

M.M. Second Award Bar *London Gazette* 6 August 1918.

The original recommendation states: 'For conspicuous gallantry and devotion to duty at Mont de Merris near Strazeele, France on 14 April 1918. As Linesman during an enemy attack, Private Gilbert showed an utter disregard of danger and bravery and coolness of the highest order.'

George Albert Edward Gilbert was born in Hail Weston, Cambridgeshire in 1897. He enlisted in the Australian Imperial Force at Liverpool, New South Wales, 2 July 1915. Gilbert was posted to the 3rd Australian Infantry Battalion, and served in the Egyptian theatre of war, prior to serving in the French theatre of war from March 1916.

Gilbert distinguished himself fighting with the Battalion on the Somme, in particular as a runner at Pozieres in August 1916. The Battalion War Diary gives the Commanding Officer describing 'the communications back to Brigade were bad as in many cases I had to send runners the whole distance which took two hours which was by far too long. My telephonic communications was by courtesy of another Brigade and was again unsatisfactory owing to the great number of messages passing over one line.'

Gilbert was wounded in action, 9 November 1917. After a period of recuperation he rejoined the Battalion at the end of December 1917, and distinguished himself as a Linesman at Mont de Merris, near Strazeele, Northern France, 14 April 1918.

Gilbert was killed in action during an attack on the rear of the village of Proyart, 23 August 1918. The attack was successful, but the Battalion suffered casualties of 2 officers and 38 other ranks killed, 7 officers and 181 other ranks wounded. Private Gilbert is buried in Heath Cemetery, Harbonnieres, Somme.



A good Great War 1917 'Ypres operations' stretcher bearers' M.M. and Second Award Bar awarded to Private A. Robinson, 7th Australian Infantry Battalion, Australian Imperial Force, a veteran of Gallipoli who was later Mentioned in Despatches

Military Medal, G.V.R., with Second Award Bar (2653 Pte A. Robinson. 7/Aust: Inf:) *cleaned, very fine* £800-£1,000

M.M. *London Gazette* 11 December 1917.

The original recommendation states: 'During the operations near Polygon de Zillebeke, east of Ypres, on 20-22nd September 1917. Private Robinson as a stretcher bearer worked with great courage under heavy shellfire, collecting wounded and assisting at the Regimental Aid Post.'

M.M. Second Award Bar *London Gazette* 25 January 1918.

The original recommendation states: 'Near Ypres on 4/5th October 1917 as a stretcher bearer he showed great courage and devotion to duty. Under heavy shellfire he rendered continuous assistance to wounded men. By his energy and coolness he materially assisted in clearing the wounded from his company sector and then undoubtedly saved many lives.'

M.I.D. *London Gazette* 28 October 1919.

Arthur Robinson was born near Talbot, Victoria, Australia in 1890. He served with the Australian Imperial Force in the Gallipoli theatre of war, before serving in the French theatre of war from March 1916.

Robinson is mentioned for his gallantry during operations in Ypres in *Our Dear Old Battalion - The Story of the 7th Battalion, A.I.F., 1914-1919*, including:

'Rather than halting as they entered the mist-covered Glencourse Wood, the two right hand companies ventured a further 500 metres into the shell-shattered wood. Bill Peach who was to win the M.M. that day, described the scene: "The form-up in Glencourse Wood, our three minute barrage, then on it lifting, the quick move forward under its cover looking not unlike the crowd getting away immediately on the finish of a football match. Unfortunately, some of the boys, in their eagerness to press on, failed to await the successive artillery lifts, with the result they got caught up in our own barrage." The R.M.O. Captain Doug Barlow, followed behind the creeping barrage, and set up the R.A.P. in Remus Wood, and throughout the morning his team of stretcher bearers brought in the wounded for Barlow to dress their wounds, whereupon the casualties were handed over to the field ambulance bearers. Privates William Glasspool, Benjamin Joyner, Percy Payne, and Arthur Robinson (died 29 September 1959) upheld the reputation of the regimental stretcher bearers by constantly going out under heavy shell fire to bring in the wounded, acts which were later recognised by the award of the M.M. to each man.'

Robinson returned to Australia in November 1919, and was discharged in January the following year.

x165 A Great War 'Western Front' M.M. awarded to Sergeant A. McHattie, 2nd Battalion, Royal Scots

Military Medal, G.V.R. (375005 Sgt. A. McHattie 2/R. Scots.) minor official correction to unit, *good very fine* £240-£280

M.M. *London Gazette* 17 June 1919.

Alexander McHattie was a native of Bo'ness, or Barrowstounness, Falkirk.

x166 A Great War 'Western Front' M.M. awarded to Private J. Kelsall, 8th Battalion, Royal Lancaster Regiment

Military Medal, G.V.R. (27766 Pte. J. Kelsall. 8/R. Lanc: R.) *small edge bruise, otherwise very fine* £240-£280

M.M. *London Gazette* 28 January 1918.

James Kelsall was a native of Manchester and is entitled to the British War and Victory Medals in the rank of Corporal.

x167 A Great War 'Western Front' M.M. awarded to Sergeant J. Spencer, 1st Royal Lancaster Regiment

Military Medal, G.V.R. (3329 Sgt. J. Spencer. 1/R. Lanc: R.) *extremely fine* £240-£280

M.M. *London Gazette* 23 July 1919.

John Spencer was a native of Stepney, London, and entered the French theatre of war on 29 June 1915.

x168 A Great War 'Western Front' M.M. awarded to Corporal J. W. Ridley, Northumberland Fusiliers, later Royal Engineers

Military Medal, G.V.R. (1529 L. Cpl. J. W. Ridley. 1/4 Nth'd: Fus:) *nearly very fine*

£240-£280

M.M. *London Gazette* 6 January 1917.

John W. Ridley attested for the Northumberland Fusiliers and served with the 1st/4th Battalion during the Great War on the Western Front, before subsequently transferring to the Royal Engineers.

Sold with copied research which states that he is listed as wounded in *St George's Gazette*, April 1915.

169



A Great War 'French theatre' M.M. group of three awarded to Corporal T. Parnell, 1st Battalion, Border Regiment

Military Medal, G.V.R. (28610 Pte - A Cpl - T. Parnell. 1/Bord: R.); British War and Victory Medals (28610 Cpl. T. Parnell. Bord. R.) mounted for display, *light contact marks overall, very fine (3)*

£280-£320

M.M. *London Gazette* 14 May 1919:

'For conspicuous gallantry and devotion to duty when in command of a platoon, the troops on both sides were forced back. He at once realised the situation, and withdrew his platoon to the support lines, where he held the enemy. He then organised and led a successful counter-attack, and enabled the flanks to do likewise.'

Thomas Parnell was a native of Bolton. He served during the Great War with the 1st Battalion, Border Regiment in the French theatre of war.

Sold with an original photograph of recipient in uniform.

x170 A Great War 'Western Front' M.M. awarded to Acting Corporal G. Billing, 21st Battalion, London Regiment

Military Medal, G.V.R. (678035 Pte. -A. Cpl. G. Billing. 21/Lond: R.) *good very fine*

£240-£280

M.M. *London Gazette* 23 July 1919.

171



A Second War B.E.M. group of nine awarded to Chief Petty Officer Telegrapher R. C. Woodrow, Royal Navy

British Empire Medal, (Military) G.V.I.R., 1st issue (C.P.O. Tel. Robert Cornelius Woodrow. C/J. 2576. R.N.); 1914-15 Star (J.2576, R. C. Woodrow. L. Tel., R.N.); British War and Victory Medals (J.2576 R. C. Woodrow. P.O. Tel. R.N.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Royal Navy L. S. & G.C., G.V.R., 2nd issue, fixed suspension (J.2576 R. C. Woodrow. C.P.O. Tel. H.M.S. Lucia.) *GVR awards polished and with minor edge bruising, therefore nearly very fine; the GVIR awards good very fine (9)*

£240-£280

B.E.M. *London Gazette* 1 July 1941.

Robert Cornelius Woodrow was born in Notting Hill, London, on 5 September 1892 and joined the Royal Navy as a Boy Second Class on 14 September 1908. He served during the Great War in various ships and shore based establishments, and was advanced Petty Officer Telegrapher on 20 June 1917. Promoted Chief Petty Officer Telegrapher on 19 August 1925, he was awarded his Long Service and Good Conduct Medal, together with a gratuity, on 8 November 1925, and saw further service during the Second World War, being awarded his British Empire Medal for his services in H.M.S. *Watchful* (*Seedie's Roll*, refers).

Single Orders and Decorations

x172



A very rare 1814 'T' hallmarked C.B. breast badge by John Edwards

The Most Honourable Order of the Bath, C.B. (Military) Companion's breast badge, 22 carat gold and enamels, hallmarked London, date letter 'T' for 1814, maker's mark 'IE' for John Edwards, complete with wide straight-bar suspension and gold three-pronged ribbon buckle, *some very minor chips to enamel on reverse wreath and small flake to one reverse arm, otherwise nearly extremely fine and a very attractive badge, especially rare for this early date*

£4,000-£5,000

x173



The Most Honourable Order of the Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamel, complete with full neck cravat, *a few very minor blemishes to white enamel, otherwise good very fine*

£600-£800

x174



The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck badge, silver-gilt and enamel, complete with full neck cravat, *minor chipping to both centres and a very small flake to one arm, otherwise good very fine* £300-£400

x175 The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 1st type neck badge, silver-gilt and enamel, with length of Military division neck ribbon, *minor chip to red enamel circlet, otherwise nearly extremely fine* £200-£240

176 The Most Excellent Order of the British Empire, C.B.E. (Civil) Commander's 2nd type neck badge, silver-gilt and enamel, with both full width and miniature width neck ribbands, in *Toye, Kenning & Spencer, London*, case of issue, *extremely fine* £200-£240

177



Distinguished Service Order, G.V.R., silver-gilt and enamel, with Second Award Bar and integral top riband bar, in *Garrard & Co. Ltd.* case of issue, *extremely fine* £1,000-£1,200

x178 Distinguished Service Order, G.V.I.R., silver-gilt and enamel, reverse officially dated 1945, with integral top riband bar; mounted as worn together with a 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, with M.I.D. oak leaf, *nearly extremely fine* (6) £1,000-£1,400

x179 The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast badge, silver-gilt, hallmarks for London 1919, *a little tarnished, otherwise nearly extremely fine* £80-£100

- x180 The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st type breast badge, silver, hallmarks for London 1919, *tarnished, otherwise nearly extremely fine* £80-£100
- x181 The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast badge, in *Royal Mint* case of issue, *catch defective on this, otherwise nearly extremely fine* £80-£100

182



A Great War 1916 'Western Front' M.C. awarded to FE2b Observer, Second Lieutenant R. V. Walker, Royal Flying Corps, late 6th Battalion, Connaught Rangers, who, with Second Lieutenant Lord Doune as his pilot, shot down and killed Baron Von Saal Saalfield, the son of the Prince of Saxony, 29 April 1916. Walker was wounded in action, 4 June 1916, and injured whilst on instructional duties the following year

Military Cross, G.V.R., reverse contemporarily engraved 'Robert Verschoyle Le [sic] Walker 2nd Lt. R.F.C. For Conspicuous Gallantry & Devotion To Duty April 1916', in *Royal Mint* case of issue, with wooden walking stick, the latter with silver band which is engraved 'Fokker Shot Down in France By Lieut. R. V. Walker M.C. 29th April 1916; together with Victory Medal 1914-19 (24772 Pte. R. G. McClelland. Sco. Rif.) and Scottish Rifles cap badge, *generally very fine (lot)* £1,000-£1,400

M.C. *London Gazette* 31 May 1916:

'For conspicuous gallantry and skill. When on patrol duty with Second Lieut., Lord Doune, he sighted a Fokker machine 1,000 feet below them. Second Lieut. Lord Doune at once dived, and when within 60 yards, Second Lieut. Walker opened fire. Lord Doune then headed straight for the Fokker, which had to rise steeply to avoid a collision. Second Lieuts. Walker and Lord Doune then both opened fire and shot away one wing of the Fokker, which fell behind our lines.'

Robert Verschoyle Walker was born in December 1893, and was a 'young Ulster officer in the Royal Flying Corps.... in bringing down a German Fokker, with the aid of Sec.-Lieut. Lord Doune, the eldest son of the Earl of Moray, is described in last evening's *Gazette*. Both officers have been awarded the Military Cross....

Sec.-Lieut. Walker, who has received this distinction, is the second son of Mr Henry Walker, of Mayo, Cootehill, and Strand Road, Londonderry (formerly of Falcarragh). When the war broke out he was mathematical master at "Normandale", Bexhill-on-Sea. He enlisted early in 1915, and in November of that year received a commission in the 6th Batt. Connaught Rangers, from which he shortly afterwards transferred to the Royal Flying Corps. Lord Doune, his companion in his gallant mid-air feat, is 24 years of age, and a student of Cambridge University.' (*Belfast Evening Telegraph* May 1916 refers)

The Fokker concerned was piloted by Baron Von Saal Saalfield, the son of the Prince of Saxony, and he was killed during the action. Walker was posted for operational service as an Observer to 25 Squadron (FE2b's) in France in March 1916. The above combat took place over Hulluch, however, the pairing were not so lucky on 4 June 1916. On the latter date Walker's aircraft was hit by anti-aircraft fire, and forced down at Essars. Lord Doune escaped unscathed, but Walker suffered wounds to his face.

Having recuperated from his wounds, Walker was gazetted Flying Officer (Observer), 12 June 1916, and was posted for instructional duties. He was injured serving in that capacity at 42 TS in the UK, 31 October 1917. He was discharged in April 1919.

Walker and McClelland were related by marriage.

Sold with the following related documentation: 2 telegrams related to the investiture of Wallace's M.C.; a typed extract about the recipient's gallantry award as appeared in the *Belfast Evening Telegraph* in May 1916; and demobilisation paperwork and certificates relating to McClelland.

- 183 Military Cross, G.V.R., unnamed as issued, in *Royal Mint* case of issue, *extremely fine* £400-£500
- 184 Military Cross, G.V.R., unnamed as issued, in case of issue, *nearly extremely fine* £400-£500
- x185 Military Cross, G.V.I.R. reverse officially dated 1941, in *Royal Mint* case of issue, *nearly extremely fine* £500-£700
- x186 Medal of the Order of the British Empire (Military), unnamed as issued, *nearly extremely fine* £160-£200

A Collection of Medals to the 46th Foot and its Successor Units

The 46th (South Devonshire) Regiment of Foot was raised in 1741 and saw extensive service in North America during the later half of the 18th Century and early 19th Century, and subsequently took part in the Crimean War. It amalgamated with the 32nd (Cornwall) Regiment of Foot in 1881 to become the 2nd Battalion, Duke of Cornwall's Light Infantry, and then following the Second World War amalgamated successively with the Somerset Light Infantry to form the Somerset and Cornwall Light Infantry in 1959; with the Durham Light Infantry, the King's Shropshire Light Infantry, and the King's Own Yorkshire Light Infantry to form the Light Infantry in 1968; and then with the Devonshire and Dorset Light Infantry, the Royal Gloucestershire, Berkshire, and Wiltshire Light Infantry, and the Royal Green Jackets to form The Rifles in 2007.

187 Pair: Private T. Lewis, 46th Foot

Crimea 1854-56, 1 clasp, Sebastopol (46th... Thomas Lewis 3576...) contemporarily engraved naming; Turkish Crimea 1855, Sardinian issue (No. 3576. T. Lewis Regt. 46th.) contemporarily impressed naming, pierce with ring and silver straight bar suspension, *heavy edge bruising and contact marks to Crimea Medal, this fair to fine; the Turkish Crimea Medal better (2)* £180-£220

Sold with copied medal roll extracts.

188 Crimea 1854-56, 1 clasp, Sebastopol (...P.. J. Desborough ...t) contemporarily engraved naming, *heavy edge bruising and contact marks, therefore fair* £100-£140

John Desborough was born in Irchester, Northamptonshire, in 1834 and volunteered for the Northamptonshire Militia on 7 March 1853. He attested for the 46th Regiment of Foot at Daventry, Northamptonshire, on 12 May 1854, and served with them in the Crimea. He was promoted Corporal on 23 August 1857, and Sergeant on 7 August 1863, and was appointed Colour Sergeant on 27 June 1869. He was discharged on 15 June 1875, after 21 years and 5 days' service.

Sold with copied research, including service papers, Militia Attestation papers, and medal roll extracts.

189 Crimea 1854-56, 1 clasp, Sebastopol, *clasp loose on riband (E. Haslar. 46th. Reg.)* officially impressed naming, *minor edge nicks, otherwise extremely fine* £200-£240

Eli Haslar was born in Toppesfield, Essex, on 30 June 1819 and attested for the 46th Regiment of Foot on 11 December 1846. He sailed for the Crimea with the main body of the Regiment on the steam transport *Prince*, and disembarked at Balaklava Harbour on 8 November 1854. He was sent sick to Scutari on 14 December 1854, and died at Scutari on 18 January 1855.

Sold with copied research.

190 Crimea 1854-56, 1 clasp, Sebastopol (W. Haslar. 46th. Regt.) officially impressed naming, *minor edge bruise, about extremely fine* £200-£240

William Haslar was born in Dunmow, Essex, in 1824 and attested for the 46th Regiment of Foot on 9 November 1846. He was one of the four Hospital Orderlies in the regiment, and died in the Crimea on 11 November 1854.

Sold with copied research.

191 Crimea 1854-56, 1 clasp, Sebastopol, *clasp loose on riband (Isaac. Iles. 46th. Regt.)* officially impressed naming, *toned, extremely fine* £200-£240

Isaac Iles was born in Brimsfield and attested for the 46th Regiment of Foot on 9 October 1843. He was one of the four Hospital Orderlies in the regiment, and having sailed for the Crimea with the main body of the Regiment on the steam transport *Prince*, he disembarked at Balaklava Harbour on 8 November 1854. He was sent to Scutari on 27 December 1854, and died at Scutari on 3 January 1855.

Sold with copied research.

192 Crimea 1854-56, 1 clasp, Sebastopol, *clasp loose on riband (Pte. Jas. Trumpeter. 46th. Rt.)* Hunt and Roskell engraved naming, *edge bruising, nearly very fine* £140-£180

James Trumpeter was born in Saxmundham, Suffolk, in 1832 and attested for the 46th Regiment of Foot at Bury St. Edmunds on 14 June 1854. He sailed for the Crimea with the main body of the Regiment on the steam transport *Prince*, and disembarked at Balaklava Harbour on 8 November 1854. He was sent sick to Scutari on 26 December 1854, and remained there until 27 March 1855, when he was sent back to England. He rejoined the Regiment in the Crimea on 3 February 1856, and saw further service in the Ionian Islands and in India. He was 'sent home' from India on 7 February 1865, and was discharged prior to the 1871 Census. He died in Camberwell in 1891.

Sold with copied research.

193 Turkish Crimea 1855, Sardinian issue ((\\) 3464 Serjt. W. Hampton. 46th. Regt. (//)) contemporarily engraved naming, plugged and fitted with a Crimea-style suspension, *pawn-broker's mark to edge after naming, minor edge bruise, very fine* £80-£100

W. Hampton attested for the 46th Regiment of Foot and served with them in the Crimea (also entitled to the Crimea Medal with clasp for Sebastopol). His name features in the letters of Lieutenant-Colonel George Frederick Dallas, published in the book *'Eyewitness in the Crimea'*, edited by Michael Hargreave Mawson.

- 194** Turkish Crimea 1855, Sardinian issue ((\)) **2317. Serjt. Heny. Howell. 46th. Regt. (//)** contemporarily engraved naming, pierced with small ring and straight bar suspension, with remnants of top silver brooch bar, *minor edge bruising, nearly very fine* **£80-£100**

Henry Howell was born in Westbury-on-Severn, Gloucestershire, in 1827 and attested for the 46th Regiment of Foot at Gloucester on 6 November 1846. He was promoted Corporal on 17 July 1852, and Sergeant on 31 October 1854. He served with the Regiment in the Crimea as part of the Advance Party (entitled to the Crimea Medal with clasps for Alma and Sebastopol), and saw further service in the Ionian Islands and in India. He was discharged on 12 May 1868, after 21 years and 184 days' service.

Sold with copied discharge papers.

- 195** *Three: Corporal H. Newcombe, Duke of Cornwall's Light Infantry*
1914-15 Star (9060 Cpl. H. Newcombe. D. of Corn. L.I.); British War and Victory Medals (9060 Cpl. H. Newcombe. D. of Corn. L.I.) mounted as worn, *traces of verdigris to last, contact marks and edge bruising, good fine*

Three: Private J. T. Negus, Duke of Cornwall's Light Infantry

1914-15 Star (9659 Pte. J. T. Negus. D. of Corn. L.I.); British War and Victory Medals (9659. Pte. J. T. Negus. D.C.L.I.) *good very fine (6)* **£80-£100**

Harry Newcombe attested for the Duke of Cornwall's Light Infantry and served with the 2nd Battalion during the Great War on the Western Front from 19 December 1914.

John Thomas Negus was born in Stepney, London, in 1893 and attested for the Duke of Cornwall's Light Infantry at Bodmin, Cornwall, on 14 December 1910. He served with the 2nd Battalion during the Great War on the Western Front from 19 December 1914, and later transferred to the Military Foot Police.

- 196** *Pair: Sergeant W. R. Keat, Duke of Cornwall's Light Infantry*
British War and Victory Medals (1439 Sjt. W. R. Keat. D. of Corn. L.I.) *very fine*

Pair: Lance-Corporal A. E. Bayliss, Duke of Cornwall's Light Infantry
British War and Victory Medals (25353 Pte. A. E. Bayliss. D. of Corn. L.I.) *very fine*

Pair: Private O. Gregory, Duke of Cornwall's Light Infantry
British War and Victory Medals (2121 Pte. O. Gregory. D.C.L.I.) *very fine*

Pair: Private A. Horrell, Duke of Cornwall's Light Infantry
British War and Victory Medals (28906 Pte. A. Horrell. D. of Corn. L.I.) *very fine*

Pair: Private H. Tabb, Duke of Cornwall's Light Infantry
British War and Victory Medals (2367 Pte. H. Tabb. D. of Corn. L.I.) *edge bruise to BWM, very fine (10)* **£120-£160**

William Richard Keat attested for the Duke of Cornwall's Light Infantry, and served with the 1st/5th Battalion during the Great War on the Western Front, and latterly with the Labour Corps.

Albert Edward Bayliss was born in Hanbury, Warwickshire, on 7 May 1890 and attested for General Service at Warwick on 26 January 1916. Mobilised on 20 March 1916, he was posted to the Duke of Cornwall's Light Infantry, and served with the 12th Battalion during the Great War on the Western Front from 7 May 1916. He was appointed Lance-Corporal on 4 November 1916, and later served with the Labour Corps.

Owen Gregory attested for the Duke of Cornwall's Light Infantry, and served with the 1st/5th Battalion during the Great War on the Western Front.

Archibald Horrell was born in Launceston, Cornwall, on 1 June 1895 and attested for the Duke of Cornwall's Light Infantry in 1916. He served with the 7th Battalion during the Great War on the Western Front, and died in Tavistock, Devon, in 1983.

Sold with copied research.

- 197** *Pair: Private C. H. Jones, Duke of Cornwall's Light Infantry*
Victory Medal 1914-19 (30084 Pte. C. H. Jones. D. of Corn. L.I.); General Service 1918-62, 1 clasp, Iraq (30084 Pte. C. H. Jones. D.C.L.I.) *minor edge bruise to latter, very fine (2)* **£70-£90**

Charles Henry Jones was born in Rochdale, Lancashire, in January 1899 and attested for the Duke of Cornwall's Light Infantry, serving with the 1st Battalion during the latter stages of the Great War and subsequently with the 2nd Battalion in post-War Iraq.

Sold with copied research.

- 198** *Pair: Private G. White, Duke of Cornwall's Light Infantry*
Victory Medal 1914-19 (40857 Pte. G. White. D. of Corn. L.I.); General Service 1918-62, 1 clasp, Iraq (40857 Pte. G. White. D.C.L.I.) *very fine (2)* **£70-£90**

George White, a native of Wheatley, Oxford, attested for the Duke of Cornwall's Light Infantry, serving with the 7th and 1st Battalions during the latter stages of the Great War and subsequently with the 2nd Battalion in post-War Iraq.

Sold with copied research.

- 199** General Service 1918-62, 1 clasp, Iraq (2) (**01354 Cpl. T. Scott. D.C.L.I.; 01060 Pte. G. A. Udale. D.C.L.I.**) *suspension crudely re-affixed on first and nearly restored on second, the first good fine, the second nearly very fine (2)* **£100-£140**

Thomas Henry Scott was born in Jacobstow, Cornwall, in 1894, and attested for the 5th Battalion, Duke of Cornwall's Light Infantry on 25 August 1914. Posted to the 6th Battalion, Devonshire Regiment on 3 December 1914, he served with them during the Great War in India, before proceeding from there to Mesopotamia in March 1916, and took part in the Relief of Kut operations (entitled to the British War and Victory Medals). Reverting to the Duke of Cornwall's Light Infantry, he saw further service in Iraq and Mesopotamia post-War, before being discharged on 25 March 1922.

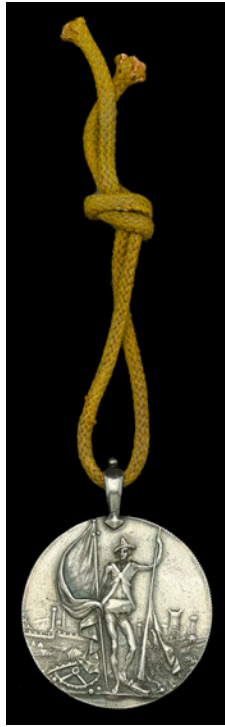
Sold with copied research.

Sold also with copied Medal Index Card and medal roll extract which implies that this is Private G. A. Udale's sole entitlement.

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- 200** *Three: Corporal T. Beddow, Duke of Cornwall's Light Infantry*
 1939-45 Star; Defence and War Medals 1939-45; together with the recipient's Royal Tournament Medal, bronze, the reverse engraved 'Aldershot Command Tug-of-War 110 Stone 2nd. Bn. D.C.L.I. Cpl. Beddows [sic] T. 1938', in *Mappin & Webb, London* case of issue; and a small Regimental Shooting Cup, silver (hallmarks for London 1937), 96mm high excluding wooden plinth, 131mm high including wooden plinth, inscribed 'Dominica Cup 1938 Cpl. T. Beddow. 2/D. C.L.I.', *nearly extremely fine (5)* *£120-£160*
-
- 201** *Three: Private K. H. S. Heading, Duke of Cornwall's Light Infantry*
 Defence and War Medals 1939-45; Efficiency Medal, G.V.I.R., 1st issue, Territorial (5933168 Pte. K. Heading. D.C.L.I.) in named card box of issue, *extremely fine (3)* *£70-£90*
Kenneth Herbert Saville Heading, a native of Chatteris, Cambridgeshire, served with a large number of different units over a comparatively short space of time, first attesting for the Suffolk Regiment on 22 February 1939, before transferring to the Cambridgeshire Regiment in March of that year; and then to the Royal Engineers in December of that year. He served during the Second World War at home in various searchlight and Anti-Aircraft units, before transferring to the Duke of Cornwall's Light Infantry on 12 October 1944. He was seconded to the Oxfordshire and Buckinghamshire Light Infantry on 3 January 1945, and then to the Worcestershire Regiment on 6 June 1945, and served post-War with the 1st Battalion in North-West Europe from 28 December 1945 to 9 May 1946. Returning to his parent unit he was awarded his Efficiency Medal per Army Order 85 of July 1947, and was discharged on 10 February 1954.
 Sold with copied service papers and other research.
-
- 202** General Service 1962-2007, 1 clasp, South Arabia (**23989014 Pte. R. D. Beer. SCLI.**) *good very fine* *£60-£80*
R. D. Beer served with the 1st Battalion Somerset and Cornwall Light Infantry in South Arabia as part of the 18 Officers and 63 men of the Regiment who formed the advance party.
-
- 203** General Service 1962-2007, 2 clasps, South Arabia, Northern Ireland, *unofficial retaining rod between clasps (23972747 Pte. I. Palmer. SCLI.) about extremely fine* *£100-£140*
I. Palmer served with the 1st Battalion Somerset and Cornwall Light Infantry in South Arabia from 23 April to 10 September 1966.
 Sold with copied medal roll extract.
-
- 204** General Service 1962-2007, 1 clasp, Northern Ireland (2) (**23915642 L/Cpl. M. J. T. Sandry LI.; 24312746 Pte. J. M. Adam LI.**) *edge bruising to latter, good very fine and better (2)* *£70-£90*
-
- 205** General Service 1962-2007, 1 clasp, Northern Ireland (2) (**24583422 Pte W Elliott LI; 24219544 Pte. A. C. M. George LI.**) *edge bruise and heavy test mark to obverse rim at 9 o'clock on first, this very fine; the second nearly extremely fine (2)* *£70-£90*
Andrew C. M. George was born in Sheffield, Yorkshire, in 1954.
-
- 206** General Service 1962-2007, 1 clasp, Northern Ireland (2) (**24904221 Pte C M Heffron LI; 24748285 Pte I J Hodder LI**) *minor edge bruise to second, otherwise nearly extremely fine (2)* *£70-£90*
Christopher Martin Heffron was born in Liverpool in 1972 and attested for the Light Division, undergoing his basic training in Kohima Platoon between 1 May and 28 September 1990.
 Sold together with a group photograph of the Platoon and a VHS video cassette of the Passing Out Parade.
-
- 207** Army L.S. & G.C., G.V.R., 3rd issue, Regular Army (**7733447 Cpl. J. Smith. D.C.L.I.**) *minor edge bruise and light contact marks, good very fine* *£50-£70*
Joseph Smith was born in Greenock, Renfrewshire, in 1892 and attested for the Royal Irish Rifles (Special Reserve) at Belfast on 15 November 1910. He transferred to the Royal Inniskilling Fusiliers on 20 February 1911 and served with the Mediterranean Expeditionary Force during the Great War, being wounded in action at Gallipoli on 22 May 1915. He was discharged on account of his wounds on 24 December 1915 and was awarded a Silver War Badge. No. 3923.
 Smith subsequently joined the Corps of Military Accountants as a Founder Member on 13 December 1920, and served at Didcot until the Corps was disbanded in July 1925, when he transferred to the 2nd Battalion, Duke of Cornwall's Light Infantry. He was awarded his Long Service and Good Conduct Medal with gratuity per Army Order 175 of 1933, and was discharged on 25 September 1937.
 Sold with full set of service papers.

Single Campaign Medals

208



Honourable East India Company Medal for Mysore 1790-92, silver, 38mm., milled edge, fitted with contemporary silver loop for suspension, *very fine* £1,400-£1,800

x209



Military General Service 1793-1814, 1 clasp, Corunna (**Richard Burton, 76th Foot.**) *two edge bruises, otherwise nearly very fine* £800-£1,000

Richard Burton was born in the Parish of Trowell, Nottinghamshire, and enlisted into the 76th Foot at Nottingham on 10 September 1806, aged 24 years, a tailor by trade. He served with the regiment as garrison troop at Jersey in 1807, in northern Spain in 1808, and with Moore at Corunna in 1809, in Captain Gaff's Company. The 76th afterwards took part in the ill-fated Walcheren Expedition before returning briefly to the Peninsula and, in 1814, to North America where they took part in the battle of Plattsburg. He afterwards served with the 76th in Canada as garrison troops at Fort Henry in 1818-19 and 1821. Burton was discharged at Quebec on 13 May 1821, in consequence of 'being unfit for service and paralytic affliction of the lower extremities. He was invalided to England where he was finally discharged on 11 September 1821. He was admitted to a Chelsea Hospital out-pension of 9d per diem on the following day, after 15 years service.

Sold with copied discharge papers and other research.

x210



Military General Service 1793-1814, 1 clasp, Martinique (**John Pumphries, 90th Foot**) *good very fine* £1,000-£1,200

Provenance: Spink, March 1983.

John Pumphries (also Pumphrey/Pumphreys) was born in the Parish of Kilbride, county Lanarkshire, in about 1782, and enlisted into the 2nd Battalion, 90th Foot, on 6 January 1807, from a garrison battalion in which he had served for one year, then aged 25, a weaver by trade. In June 1808 he transferred to the 1st Battalion and joined the service companies in the West Indies at St Vincent. In January and February 1809, he served with the regiment at the capture of the Island of Martinique. He remained in the West Indies until March 1814 when he proceeded to Canada, where the regiment was stationed at Kingston, Queenstown and Fort Niagara. He returned home with the regiment in June 1815 and joined the Army of Occupation at Paris. On 24 December 1815, he transferred back to the 2nd Battalion in Armagh and Cork, and was discharged at Cashel to a Kilmainham Hospital out-pension on 29 May 1816, in consequence of impaired sight.

Sold with copied discharge papers, pension register entry and muster details.



The Peninsula War medal awarded to Private Thomas Harding, 95th Foot, Rifles, who was wounded in the left thigh in the attack on Buenos Ayres in 1807, and in the left leg at the forcing of the pass at Vera in 1813; he also took part in the Walcheren Expedition in 1809 and was present at the battle of Waterloo in 1815

Military General Service 1793-1814, 11 clasps, Corunna, Busaco, Fuentes D'Onor, Ciudad Rodrigo, Badajoz, Salamanca, Vittoria, Pyrenees, Nivelles, Nive, Toulouse (T. Harding, 95th Foot, Rifles.) fitted with silver ribbon buckle, minor marks, otherwise nearly extremely fine *£4,000-£5,000*

Provenance: Glendining's, July 1940 and November 1952; A. Leyland Robinson Collection.

26 eleven-clasp M.G.S. medals issued to the 95th Rifles, 3 with this combination of clasps, Harding the only one of these three to also serve at Waterloo.

Thomas Harding was born at Motson, Hampshire, in about 1771. He enlisted for unlimited service into the 1st Battalion, 95th Foot, at Stockbridge, Hampshire, on 12 July 1800, a Volunteer from the Prince of Wales's Regiment of Fencible Infantry, in which unit he had served since 11 February 1795. He was then 29 years old, a labourer by trade, and was probably one of the original soldiers who volunteered from the Militia into the 'experimental corps of Rifle Men' which was formed at this period.

Harding served a total of 25 years 95 days which included 5 years 150 days of service in the Fencibles, and his 2 year allowance for Waterloo, at which battle he was present in Beckwith's No. 10 Company. His discharge papers are signed by both Kincaid and Balvard, though Harding could not sign himself and marked with 'X'. They are dated Bourlon, France, 24 February 1818, at which time he was 47 years old and recommended for discharge in consequence of being 'old and worn out'. His conduct as a soldier is described as being 'Very good. Served in South America, during the whole of the Peninsula War and at Waterloo. Was wounded in South America in the left thigh and at Vera in the left leg, and merits the most favourable consideration of the Board.' He was subsequently invalided to England where he was finally discharged on 18 May 1818, and admitted to a Chelsea out-pension of 1/2d per diem.

Thomas Harding, Chelsea Pensioner, died of apoplexy at Broughton, Hampshire, on 1 March 1859, aged 78 years.

Sold with detailed muster report, copied discharge papers, various pay and muster lists and other research.

212



Army of India 1799-1826, 1 clasp, Ava (**J. Mahoney, 47th Foot**) short hyphen reverse, officially impressed naming, *light marks, otherwise better than very fine* *£800-£1,000*

Provenance: Spink, July 1998.

213



Army of India 1799-1826, 1 clasp, Bhurtpoor (**J. Bailey, 14th Foot**) short hyphen reverse, officially impressed naming, fitted with silver ribbon buckle, *small obverse edge nick, otherwise good very fine* *£800-£1,000*

Provenance: Sotheby, March 1911; Glendining's, May 1912.

Joseph Baile [as shown on roll] was born in the Parish of Woodside Carrington, Hertfordshire, and enlisted into the 14th Foot at Hertford on 22 June 1813, aged 16 years, a farmer's servant by trade. He served in the East Indies for 15 years 359 days, from 20 June 1815, and was present in the Deccan campaign and at the taking of Hattrass, and was present at the siege and capture of Bhurtpore. He was finally discharged on 13 March 1832, after 24 years 307 days service, in consequence of 'general bad health, especially in breathing on using much exertion. He intended to reside and draw his pension at Lewton, Bedfordshire. Sold with copied discharge papers.

x214



Army of India 1799-1826, 1 clasp, Bhurtpoor (**Thos. Platt, 1st. Eur. Regt.**) short hyphen reverse, officially impressed naming, *minor edge bruise and edge nicks, scratch to obverse field, otherwise nearly extremely fine* *£1,400-£1,800*

215



Army of India 1799-1826, 2 clasps, Capture of Deig, Nepaul (**S. Dobson, 8th Lt. Dragns.**) short hyphen reverse, officially impressed naming, *some edge bruising, otherwise very fine and a rare combination of clasps* £3,000-£3,600

Provenance: Glendining's, December 1969 and December 1984.

Only 4 medals issued with these two clasps, three to the 8th Light Dragoons and one to an H.E.I.C. officer.

Stephen Dobson was born in the Parish of St John's, Manchester, and enlisted there into the 8th Light Dragoons on 25 September 1801, aged 16 years, for unlimited service. He served a total of 21 years 137 days after the age of eighteen, including service in the East Indies from 20 October 1803 to 4 May 1823. He was discharged on 24 June 1823, in consequence of long service and being worn out.

Sold with copied discharge papers.

216



Army of India 1799-1826, 2 clasps, Nepaul, Ava (**S. Clough, 53rd Foot**) short hyphen reverse, officially impressed naming, *good very fine and rare to regiment* £2,600-£3,000

Provenance: Gaskell Collection 1911; Needes Collection 1940; Dalrymple-White Collection 1946; Elson Collection 1963; Dix Noonan Webb, March 2008.

Only 7 officers and 10 men of the 53rd received this medal for Nepaul. Clough's medal is unique to the 53rd with an additional clasp for Ava gained with the 13th Foot. Assistant Surgeon Miller was attached to the 53rd Foot in Nepaul and to the 47th Foot at Ava but is shown on the roll of the latter regiment.

Samuel Clough was a weaver from Oldham, Lancashire, prior to enlisting into the 53rd Foot. He was admitted to Chelsea Hospital as an out-pensioner from the 13th Foot on 11 October 1826, aged 39, in consequence of 'wounded right leg and long service'. He is stated to have served in the 53rd for 17 years 8 months, and then in the 13th Foot for 4 years 1 month, of which he spent 19 years 11 months on India service.

217



Army of India 1799-1826, 3 clasps, Allighur, Laswarree, Capture of Deig (**G. Hunter, 29th Lt. Dragns.**) short hyphen reverse, officially impressed naming, *edge bruising and contact marks, very small dent to lower border of top clasp, otherwise very fine and rare* *£10,000-£12,000*

Provenance: J. B. Hayward & Son, July 1974; Dix Noonan Webb, March 2008.

Only 14 medals issued to this regiment, and only 8 issued with this combination of clasps - 6 to the 29th Light Dragoons including one officer, and 2 to H.E.I.C. recipients. Approximately 66 clasps for Allighur, 100 clasps for Laswarree, and 103 clasps for the Capture of Deig were issued to European recipients.

George Hunter was born in the Parish of Rescobie, Forfar, and enlisted into the 29th Light Dragoons (re-designated 25th Light Dragoons in 1802) at London on 15 July 1801, aged 17 years, for unlimited service. He served for 17 years 125 days after the age of eighteen, including 16 years 286 days in the East Indies, and was discharged at Arcot cantonment, India on 16 November 1818, in consequence of being 'worn out from length of service and injury of loins from Field Service.' Invalided to England, he received his final discharge on 4 July 1820.

Sold with copied discharge papers.

218



Honourable East India Company Medal for Seringapatam 1799, silver-gilt, 48mm., Soho Mint, within a gilt-metal rim with loop for suspension and additional burnished gold ring and straight bar suspension, *very fine* *£600-£800*

219



Honourable East India Company Medal for Seringapatam 1799, silver, 48mm., Soho Mint, fitted with contemporary wide loop for suspension, *good very fine* *£600-£800*

220



Honourable East India Company Medal for Seringapatam 1799, pewter, 48mm., Soho Mint, fitted with small loop for suspension, *a few marks to reverse, otherwise good very fine with a pleasant tone* *£300-£400*

x221



Waterloo 1815 (**Serjeant Henry Smith, 1st or Royal Dragoons.**) fitted with steel clip and ring suspension, *edge bruising and light contact marks, otherwise very fine* *£1,400-£1,800*

Henry Smith served as a Sergeant in Captain Ralph Heathcote's No. 4 or "C" Troop at Waterloo, where the regiment formed part of the 2nd (Union) Brigade.

x222



Waterloo 1815 (**Serjeant John M'Neil, 2nd or R.N. Brit. Reg Drag.**) fitted with steel clip and ring suspension, traces of brooch marks to obverse, *edge bruising and contact marks, otherwise nearly very fine* *£3,000-£4,000*

Provenance: Matthew E. Taylor Collection, Christie's, July 1983.

John McNeil was born at Paisley, Renfrewshire, and enlisted into the 2nd Dragoons in 1793, a hairdresser by trade. He served 23 years with the regiment and was in Captain Edward Payne's Troop at Waterloo, for which he received an additional 2 years' service. He was discharged to an out-pension at the Royal Hospital, Chelsea, on 20 October 1816, in consequence of chronic rheumatism, at the rate of 1s 10d per diem. He was then aged 40 years and had served the last 5 years 4 months in the rank of Sergeant.

223



Waterloo 1815 (**John Fowler, Rifle Brigade, 1st Batt.**) fitted with original steel clip and ring suspension, *edge bruising and contact marks, otherwise nearly very fine* *£2,400-£2,800*

Provenance: Sotheby, September 1992.

John Fowler was born at Mincheaston, near Braintree, Essex, in about 1795. He enlisted into the 1st Battalion, 95th Foot, at Braintree on 20 August 1813, aged 18 years, for unlimited service. He completed service of 7 years 26 days, including 2 years for Waterloo, and was eventually discharged at Cambray, France, on 24 July 1818, in consequence of 'a gunshot wound received on the 18th June 1815 at the battle of Waterloo by which means the hip bone was fractured, so as to prevent him from wearing his Side-Arms.'

He served in Captain Glasse's No. 9 Company at Waterloo, which was positioned behind the second row of hedge to the left of the crossroad above La Haye Sainte. *Rifle Green at Waterloo* states that Fowler was on the strength of the 1/95th from 10 August 1813; 'sick absent, June & July. Not on Mint or Waterloo Roll. WO 100/15B shows in action 16, 17 & 18th and received Waterloo Medal.' The regimental designation as shown on his medal indicates that it is a slightly later but original issue. Fowler was invalided to England where he was finally discharged on 15 September 1818, his conduct as a soldier being described as 'Very good. Served at Waterloo where he received a wound for which he is now discharged.'

Sold with copied discharge papers, Chelsea Hospital admission entry and full muster records.

224



Honourable East India Company Medal for Burma 1824-26, silver, original steel clip and later ring suspension, fitted with four-pronged silver ribbon buckle, the top edge engraved 'AVA', *nearly extremely fine* £600-£800

-
- x225 Ghuznee 1839, unnamed as issued, with later straight swivel bar suspension, *some light file marks to edge, otherwise good very fine* £240-£280

226



Ghuznee 1839, unnamed as issued, fitted with replacement silver clip and bar suspension, *traces of brooch marks to reverse, otherwise nearly very fine* £300-£360

-
- x227 Ghuznee Cabul 1842, unnamed as issued, fitted with original steel clip and later silver straight bar suspension, *good very fine* £300-£400



The Hyderabad campaign medal awarded to Major-General Ross B. Moore, 3rd Bombay Light Cavalry, who was recommended for the Victoria Cross for his gallantry in the famous charge at the battle of Khushab during the Persian War of 1856-57

Hyderabad 1843 (Lieutt. R. B. Moore. 3rd Lt. Cavy.) fitted with original silver clip and straight bar suspension, edge bruising, contact marks and polished, otherwise nearly very fine £1,000-£1,400

Note: The Persian campaign medal awarded to this officer formed part of the Brian Ritchie Collection, as also did the Victoria Cross group awarded to his brother, Dix Noonan Webb, September 2004.

Ross Balfour Moore, the elder brother of General Arthur Thomas Moore, V.C., C.B., was commissioned Cornet in the 3rd Bombay Light Cavalry on 10 February 1839. He became Lieutenant in August 1842 and the following year he took part in the 'conquest of Scinde' being present at the battle of Hyderabad on 24 March 1843 (Medal). In February 1854 he was advanced to the rank of Captain.

In mid-September 1856, he joined the expedition to Persia in consequence of the Shah's re-occupation of Herat, traditionally considered the key to Afghanistan. Swords were duly sharpened and on 1 October, Moore left Rajcote with his regiment for the port of embarkation which was reached two weeks later. Following the Shah's refusal to leave Herat, Britain formally declared war on 1 November 1856. In early December, the 7,000 strong expeditionary force arrived in the Persian Gulf and successfully effected a landing near Bushire, which was taken after a naval bombardment. Moore, meanwhile, took part with the land forces in the assault and capture of the old Dutch fort at Reshire a few miles to the south. Six weeks later Major-General James Outram arrived with reinforcements and took over command from General Stalker. An advance was then made inland to Boorzgoon from which the Persians immediately withdrew, leaving their camp to fall into the hands of the expeditionary force. It was now generally believed that the Persians were retreating through the mountains and Outram decided to retire to the coast.

On the night of 7-8 February, however, the Persians attacked the rearguard, causing considerable confusion. But at length, the British force was organised into line, with the 3rd Bombay Light Cavalry posted on the right flank with the Poona Irregular Horse. The light of dawn revealed some 6,000 Persian troops stretched out in a long line, with their right resting on the walled village of Khushab. 'The 3rd Cavalry,' Captain Ross Moore afterwards reported, 'were formed up in close column of squadrons ... facing the direction of the enemy. The Poona Horse also in close column were on our right, the order being that each regiment should have an attacking and supporting squadron; as my squadron was in front, Captain Forbes, commanding the Regiment, accompanied it and it was entirely under his orders that the squadron acted ... Brigadier Tapp [of the Poona Irregular Horse] went off to the right at a hard gallop, I heard no previous orders given by Brigadier Tapp for this advance, but Captain Forbes immediately advanced and the squadron was soon employed in cutting up the Persian skirmishers who had advanced close enough to annoy the line of infantry ... After being thus employed for a few minutes we perceived to our left what appeared to be in the grey of morning ... a regiment of the Shah's guard [in fact the 500-strong 1st Kushkai Regiment of Fars, one of the best regular units in the Persian army] ... They halted on the rise of a small hill and fired volleys at us; when we got close they formed a solid square with kneeling ranks and awaited us most steadily.'

Behind Captain Forbes and the Adjutant Arthur Moore, Ross Moore advanced with the squadron totalling 100 men as it gathered pace on the commands "Trot," "Gallop," "Charge!" Riding shoulder to shoulder with Lieutenant Malcolmsen and Lieutenant Spens, Ross Moore dug in his spurs and steered his horse straight through the square. Emerging on the far side with Captains Forbes and Wren and such men as they had been able to keep together, they fell on the Persian artillery two hundred yards in the rear. Here Moore killed three drivers of a brass 9-pounder gun, which was taken and kept possession of under a heavy fire from the Persian infantry who were scattered all about. At this point Moore's horse died, having being shot in three places. One musket ball had entered the front of the horse's neck and exited from his withers, without initially impeding its progress.

Standing six feet and seven inches tall and weighing in at eighteen stone, Captain Ross Moore immediately set about cutting his way clear on foot, a feat which he accomplished unscathed. By this time the Sowars were crashing back through the square for a second time, putting what remained of the Fars to flight. Meanwhile, at the advance of the British infantry, the bulk of the Persians lost their nerve and throwing away their arms, equipment, and, in some cases, even their clothes, fled leaving seven hundred of their number dead on the field.

The 3rd Light Cavalry's losses for the day totalled one Sowar killed, Captain Forbes and fourteen Sowars wounded. Thus concluded the action which the legendary leader of Indian cavalry, John Jacob, of the Scinde Horse, declared 'the best Cavalry performance of modern times'.

For his part in the affair at Khushab, Ross Moore was recommended for the Victoria Cross by Outram who wrote: 'After the fullest inquiry, I am myself quite satisfied that the undermentioned officers and men of the 3rd Regiment of Bombay Light Cavalry are well deserving of the high distinction of the Victoria Cross for their conduct at Khooshab, on 8th February, 1857, for which I beg earnestly to recommend them. The order of merit in my opinion is as I have placed their names: - Captain Forbes, Lieutenant and Adjutant Moore, Captain Moore, Lieutenant Malcolmsen, Captain Wren, Lieutenant Spens, Cornet Combe, Cornet Hill, Jemadar Runjeet Sing, Trooper Lall Khan.' Of the above only Malcolmsen and Ross Moore's brother, Arthur, received the Cross.

In January 1858, Ross Moore served with the 3rd Bombay Light Cavalry in Sir Hugh Rose's Central India Campaign, and was present in all the actions from the reduction of Rathgahr to the fall of Calpee in May (Medal with clasp). He was promoted Major in 1861, Lieutenant-Colonel in 1865, Colonel in 1866, and Major-General in 1874.

229



Sutlej 1845-46, for Moodkee 1845, 2 clasps, Ferozeshuhur, Sobraon (**Henry Coles 3rd Lt. Dragns.**) *minor contact wear and lightly polished, otherwise very fine* £600-£800

Henry Coles enlisted into the 3rd Light Dragoons in January 1839 and embarked for India before the end of that year. He saw action in the First Sikh War and was wounded at Moodkee on 18 December 1845, afterwards taking part in the battles of Ferozeshuhur and Sobraon (Medal with 2 clasps). He subsequently took part in the Second Sikh War and was present at the battle of Chilianwala (Medal with clasp). Regimental musters record that he died at Landour, Punjab, on 6 September 1849.

Sold with copied muster rolls and other research.

230



Sutlej 1845-46, for Moodkee 1845, 2 clasps, Ferozeshuhur, Sobraon (**Lieut. R. C. Taylor 48th Regt. N.I.**) *some light marks, otherwise good very fine* £800-£1,000

Provenance: Payne Collection 1911.

Richard Curtis Taylor was born on 28 May 1823, the son of Rev. Henry Taylor and Maria Louisa, of Phillimore Place, Kensington. His father was Rector of Stoke, near Colsterworth, Lincolnshire. Nominated as a Cadet for the East India Company by Martin Tucker Smith, one of its Directors, at the recommendation of Mrs Turner, Richard Curtis Taylor was appointed to the Bengal Infantry on 21 August 1840. He arrived at Fort William on 17 February 1841, was posted to the 48th Native Infantry and ordered to Allygurgh. He was promoted to Lieutenant on 1 November 1842, and was subsequently appointed Adjutant of the 48th N.I.

He served in the First Sikh War of 1845-46, and was present at the battles of Moodkee, Ferozeshuhur, and Sobraon, being slightly wounded at Ferozeshuhur. Lieutenant R. C. Taylor, Adjutant of the 48th Native Infantry, died at Benares on 2 July 1849, accidentally by a fall from his horse whilst on parade.

Sold with copied Cadet Nomination papers and other research.

231

New Zealand 1845-66, reverse undated (**Assist. Purveyor J. Forrest, Staff**) 'P' of Purveyor impressed over an 'S' so medal originally named 'Asst. Surveyor', *toned, good very fine and interesting* £500-£600

Joseph Forrest is shown 1888 Hart's Army List as Deputy Commissary, Commissariat and Transport Department receiving the New Zealand Medal for service there 1863-1864.

x232



Punjab 1848-49, 1 clasp, Chilianwala (**Corpl. J. Walden, 2nd. Eur. Regt.**) *light contact marks, very fine* £600-£800

Provenance: Buckland Dix & Wood, July 1992.

James Walden served with the 2nd European Regiment during the Second Sikh War, and was killed in action at the Battle of Chilianwala on 13 January 1849.

x233 Punjab 1848-49, 1 clasp, Goojerat (**Thos. Smith, 29th. Foot**) *suspension claw loose with signs of having previously been tightened or re-affixed, edge bruising and contact marks, nearly very fine* £160-£200

Entitled to both Chilianwala and Goojerat clasps.

x234 Baltic 1854-55, unnamed as issued, *traces of lacquer, good very fine* £100-£140

235 Baltic 1854-55 (**Ed. Kitchen, A.B, H.M.S. Locust.**) contemporary engraved naming, fitted with silver ribbon brooch; together with a silver Temperance Society medal, 38mm (Edward Kitchen) fitted with scroll suspension and silver ribbon brooch, and two Exhibition medals, St Pancras Industrial Exhibition, bronze, 38mm (Presented to Ed. Kitchen by The Right Hon: The Lord Mayor Alderman Ellis. (Nov. 26th) 1881) fitted with scroll suspension and silver ribbon brooch, and South London Art and Industrial Exhibition Balham 1886, silver, 40mm (Presented to Ed. Kitchen Jany. 10th 1887) pierced but lacking suspension, *good very fine or better (4)* £200-£260

Sold with copy medal roll entry for Baltic medal.

x236 Crimea 1854-56, 2 clasps, Alma, Inkermann (**Ricd. Pinch. Royal Sappers Miners**) depot impressed naming, *left top lug broken, edge bruising and contact marks, otherwise nearly very fine* £200-£260

Private (1333) Richard Pinch is also entitled to the clasp for Sebastopol and the Turkish Crimea medal. He was slightly wounded in the trenches before Sebastopol on 26 July 1855, and later served at Corfu.

Another man of this name served as a Private (No. 2608) in the Royal Sappers and Miners and died on service in the Crimea (entitled to medal only).

x237 Crimea 1854-56, 2 clasps, Azoff, Sebastopol, unnamed as issued, Sebastopol clasp loose on ribbon as issued, *light contact marks, otherwise very fine* £180-£220

238 India General Service 1854-95, 1 clasp, Pegu (**Geo. Watson. "Bittern"**) *heavy edge bruising and contact marks, and traces of having previously been held in a mount, therefore fair to fine* £160-£200

Sold with copied medal roll extracts that show that the recipient was also entitled to the Crimea Medal with clasp Sebastopol, the Turkish Crimea Medal, and the China Medal with clasp Taku Forts 1860.

239 Indian Mutiny 1857-59, 1 clasp, Lucknow (**Naick Dyal Singh Regt. of Ferozepore**) *nearly very fine and scarce* £200-£300

x240 Indian Mutiny 1857-59, 1 clasp, Central India (**Edwd. McKinlay, 71st Highd. L.I.**) *polished, better than good fine* £180-£220

Two men of this name on the roll, both entitled to clasp for Central India.



The Indian Mutiny medal awarded to Sergeant-Major James Hill, 7th Bengal Native Infantry, who was attached to the staff of Major-General Sir James Outram, as Assistant Baggage Master at the first relief of Lucknow and at the subsequent defence and capture of Lucknow

Indian Mutiny 1857-59, 2 clasps, Defence of Lucknow, Lucknow (Serjt. Jas. Hill, 7th N.I.) *some edge bruising and polished, otherwise very fine and probably unique to regiment* *£800-£1,000*

The last Will and Testament of Sergeant-Major James Hill surprisingly reveals that he was born William Nessling. The preamble concerning aliases at the National Archives state that, contrary to popular belief, it was quite common in mid-nineteenth century Britain for citizens to use an alias. Provided one was over the age of 16 and not engaged in any fraudulent activity any person could change their name without registering the fact with any legal authority.

William Nessling was christened at Mendlesham on 25 July 1824, the son of Stephen Nessling, a shoemaker and his wife Elizabeth. In 1833 the Norfolk criminal courts convict a certain Stephen Nessling to deportation to the colonies for life for the stealing of a sheep. No other Stephen Nessling can be found in either the Norfolk or Suffolk records and furthermore he disappears from the family records at this date. Speculation apart what is known is that sometime after his 16th birthday William Nessling changed his name to James Hill and lived the remainder of his life under this name.

He attested into the Bengal Foot Artillery on 7 October 1841, at Westminster, being assigned to the 4th Company 3rd Battalion. He was fair haired, of light complexion, living in Stowmarket, Suffolk and working as a cotton spinner. He gave his age as 20 whereas he was only 17, and arrived in India on the ship *Juliet* on 13 June 1842.

A series of letters written by Sergeant-Major J. Hill from Ipswich in 1861, which form part of the L/MIL/5 (soldiers letters) archive in the British Library, give a detailed description of his army life and movements throughout his 20 years and 208 days service in India. He wrote that his health had deteriorated and was debilitated by long service and requested retirement to pension. Although he was 157 days short of the required 21 years service, he was allowed to retire with full benefits based on the regulations existing at the time. One letter lists his promotions and service as follows:

‘Gunner, 7 October 1841 - 28 February 1843; Bombardier, 1 March 1843 - 4 January 1844; Corporal, 5 January 1844 - 9 August 1846; Sergeant, 10 August 1846 - 6 April 1851; Quarter Master Sergeant, 7 April 1851 - 16 July 1857; Sergeant-Major, 17 July 1857 - 5 May 1860.

Present as Gunner with the Left Wing, 4th Company 3rd Battalion Bengal Foot Artillery at the Battle of Sobraon in the Sutlej Campaign on the 10th February 1846.

Present as Sergeant with the 4th Company 3rd Battalion Bengal Foot Artillery at the Siege of Multan and the Battle of Gujarat in 1849.

Present with the 7th Regiment Native Infantry in crushing the Santhal Rebellion in 1855/56.’

On 25 July 1857 the 7th, 8th and 40th Regiments of Native Infantry all mutinied at Dinapore and marched for Arrah. Brevet-Colonel H. Templar, 7th N.I states that a total of 882 officers and men were present at Dinapore and sub-stations on this date including Sergeant-Major James Hill. On 27 July a relief party, led by Captain Dunbar, consisting of several companies of the 10th and 37th Regiments together with 50 loyal Sikhs from the Military Police and approximately 20 loyal Sikhs of the 7th N.I. led by Lt. R. M. Ingilby made their way by boats down the Saone river to relieve Arrah. Hill’s letters make no mention of being with the column but as the senior N.C.O. of the 7th NI it is probable that he was. The relief party was badly commanded and ended in a disaster. Of the 405 men that left Dinapore 135 were killed and 232 wounded. Lieutenant Ingleby was shot through the head attempting to climb into a boat and his body never recovered.

Major-General Sir James Outram arrived at Dinapore from Calcutta on 18 August 1857, as the newly promoted Commander-in-Chief of the Dinapore and Cawnpore Divisions. All available officers and European troops, including Sergeant-Major Hill, joined the General and immediately marched for Cawnpore. Troops and volunteers were added to the column at Benares, Futtehpore and Allahabad with the force arriving Cawnpore on 19 September 1857. In anticipation of Outram’s arrival, a bridge of boats had been floated across the Ganges on the night of 18 September and the next morning a force of 2,780 Europeans and 400 loyal Indians, led by Major-General Havelock, crossed over to relieve Lucknow.

Hill’s letters confirm that he was present at the Battle of Mangalwar on 21 September 1857.

Further confirmation of his services come from a letter from Captain L. P. Bouverie, 78th Highlanders, and countersigned by Captain Spurgin, Brigade Major 1st Brigade, 1st Division and Captain J. C. Tombs, Field Paymaster, dated 12 March 1858, which states that ‘Sergeant-Major James Hill, late 7th Nat. Infantry performed the duties of Assistant Baggage Master of the 1st and subsequently of the 2nd Brigade 1st Division of the Army in the Field and was actually present in that capacity during the Siege and Capture of Lucknow.’

The Baggage Master was Lieutenant James Augustus Grant of the 8th Regiment Native Infantry which had also mutinied at Dinapore. The baggage train, in the rear, was attacked on numerous occasions and casualties were high, including Lieutenant Grant who was severely wounded. It is worth noting that Lieutenant Grant was famed as the man who accompanied Speke on his quest to find the source of the Nile.

Single Campaign Medals

Sergeant-Major Hill's letters further state that he was 'present at the taking of the Alum Bagh, 23d September 1857. Present with the Force in the Relief of the besieged Garrison of Lucknow, 25th September 1857. Was with the Garrison of Lucknow from 26th September 1857 to 19th November 1857. Present with the 1st Division under Sir J. Outram at the Alum Bagh from 30th December 1857 until the fall of Lucknow, March 1858.'

Hill's official medal roll shows 'Sergeant-Major James Hill, Jhansie Police, late of the 7th Regt. N.I., attached to Staff of Major-General Outram in Lucknow and Alum Bagh.' He was 'in Lucknow with Major Genl. Outram and Asst. Baggage Master in the 1st Division at the Capture of Lucknow.' Afterwards on 'Field Service during the recent operations in India - Mangalwarrah 21st Sepr. Taking of Alum Bagh, 23d Sepr. Joined the Lucknow Garrison 25th Sepr. 1857. Sahao 5th Sepr. 1858'.

After the fall of Lucknow in March 1858, Sergeant-Major Hill was attached to the Jhansie Military Police serving under Brigadier Macduff in the Bundelkhand. He was present at the battle of Sahao, 5 September 1858, and served with the Jhansie Police until he left for England on 5 May 1860. He was granted two years extra service for his exertions.

He wrote two further letters asking that his Prize Money for the Lucknow campaigns be forwarded to him and thanked the authorities for his Mutiny medal.

James Hill retired to Ipswich, Suffolk, where he bought a plot of land. The 1871 census shows that he had married on his return to England a woman named Sarah, 6 years his senior. He died on 2 March 1880, and is buried at St Mary's Church, Little Stonham, Suffolk, just a few miles from where he originally lived as William Nessling. He was 58 years old. His wife Sarah continued to live in Ipswich until her death on 23 October 1894.

Sold with a file of detailed research including copies of his various letters, medal rolls and statements of service.

242 Kabul to Kandahar Star 1880 (**Resaldar Shah Wullie Khan 3d Punjab Cavy**) *very fine* £140-£180

x243



Cape of Good Hope General Service 1880-97, 1 clasp, Basutoland (**Pte. W. J. Brandt. Burghersdorp Burg.**) *nearly extremely fine, rare to unit* £300-£400

One of only two medals awarded to the Burghersdorp Burgher Force.

244 Khedive's Star 1882, unnamed as issued, *very fine* £50-£70

x245 India General Service 1854-95, 1 clasp, Burma 1885-7 (**90 Private G. Snooks 2nd. Bn. R.W. Surr. R.**) *edge bruise, good very fine* £100-£140

246 India General Service 1854-95, 1 clasp, Hazara 1888 (**193 Pte. P. Brennan 2d Bn. North'd Fus.**) *small official corrections to last two letters of surname and latter part of unit, very fine* £120-£160

Virtually all India General Service Medals with clasp Hazara 1888 awarded to members of the Northumberland Fusiliers have the 'Fus' part of the unit officially corrected - presumably the medals were all originally named 'North'd R.' prior to this error being spotted.



The British South Africa Company's Medal to Trooper F. L. Vogel, Salisbury Horse, formerly Assistant Secretary to Dr. L. S. Jameson and a member of Major Wilson's heroic patrol, killed in action at Shangani River on 4 December 1893

British South Africa Company Medal 1890-97, reverse Matabeleland 1893, no clasp (Troopr. F. L. Vogel, Salisbury Horse) *extremely fine and a rare casualty* *£6,000-£8,000*



Provenance: A. A. Uphill-Brown Collection, Buckland, Dix and Wood, 4 December 1991 (Lot 63); Dix Noonan Webb, June 2009 (Lot 888).

Frank Leon Vogel was born in Auckland in October 1870, the second son of the Hon. Sir Julius Vogel, K.C.M.G., the famous early Jewish Prime Minister of New Zealand.

After being educated at Charterhouse young Frank joined the London Office of the British South Africa Company in 1890. In April of the following year, however, he departed for South Africa and enlisted in the Mashonaland Mounted Police as a Trooper at Fort Tuli - he appears in a group photograph taken at Rhodes Drift on the Limpopo River in August 1891, *The Men Who Made Rhodesia* stating that he appears as a 'young fellow in his early twenties, long-faced and rather sad looking, with a thin moustache. He wears a smasher hat, dark tunic and breeches, top-boots and bandolier, and holds a Martini-Henry rifle.'

Following the disbandment of his unit, Vogel joined the Survey Department at Salisbury, and subsequently became Acting Assistant-Secretary to Dr. L. S. Jameson. But with the advent of the Matabele Rebellion in 1893, he enrolled in 'B' Troop of the Salisbury Horse under Captain Borrow, and during the campaign served the Maxim gun attached to his Troop, under Lieutenant Llewellyn. He left Salisbury with the column, but returned alone two or three weeks afterwards on business. Rejoining his Troop two or three days after they left Fort Charter, he marched with the column, and was in all the engagements on the way to Bulawayo, serving the Maxim gun, besides volunteering for special scouting expeditions.

He was one of the small party sent out in search of Captain G. Williams, and also one of the expedition on which Captain Campbell was killed, in addition to which he served the Maxim at the engagement on the Shangani River on the 25 October, and also at Imbembesi on 1 November, where he had a narrow escape, one bullet passing through his hat. Reaching Bulawayo safe and sound in early November, on the 10th he wrote his last letter to his relatives, being then evidently in high spirits, and regarding the campaign as over. He departed Bulawayo on the 14th and remained with Major Forbes throughout the patrol which ended at Shiloh; thence again, as a volunteer, he accompanied the force under Major Forbes to the Shangani River, where under Captain Borrow, he joined Major Wilson's ill-fated patrol.

Shangani River

Frederick Burnham, the American scout, later Chief of Scouts under Lord Roberts, was the last man to leave the beleaguered patrol before their final stand at Shangani River. In his book *Scouting on Two Continents*, he describes his last meeting with Major Wilson and his officers, and the fate that befell his patrol:

'It had now stopped raining. Captains Judd, Kirton, Fitzgerald, Greenfield and Brown gathered with us round Wilson. The first three were experienced colonials, and Wilson asked each what he thought to be the best move. Kirton, with a bitter smile, said: "There is no best move." Fitzgerald said: "We are in a hell of a fix. There is only one thing to do, cut our way out." Judd said: "This is the end."

Picking up the threads of the grim story, we are told by Majors Forbes and Sir John Willoughby that, after crossing the river and following the king's spoor, Major Wilson and his men reached a series of scherms, or temporary encampments protected by felled bush or trees. These scherms were filled with Matabele, who, however, offered no resistance, probably because they did not know the strength of the whites, or believed them to be but the advance guard of a larger body. So the Patrol rode on till they reached the royal scherm, within which the king's wagons were dimly visible in the gathering gloom. Here a halt was called, and Lobengula summoned to surrender. The reply was an ominous rattle of arms within the reed fence, while parties of Matabele, rifle in hand, came hurrying up from the rear. With so small a force nothing could be done, and the Patrol withdrew into the bush, Captain Napier and Troopers Robertson and Mayne being sent for reinforcements. These in due time appeared in the form of Captain Borrow with eighteen mounted men. A miserable night was passed under arms in the drenching rain, and when day at length dawned, Major Wilson decided to make one more dash for the king, with the tragic result, which will not soon be forgotten in South Africa. From the start the Patrol was outnumbered, and almost as soon as the attack began, Ingram, Burnham, and Gooding had to be sent to cross the river, if that were possible, to ask for further support. That support, however, never arrived, and Burnham's first breathless remark to Major Forbes, after reaching the main body, was "I think I may say we are the sole survivors of that party."

The Shangani had risen in flood, added to which Major Forbes was himself attacked in force on the way down to the river. Either of these circumstances was enough to prevent the arrival of succour in time to save the doomed men to whom the last chance of escape was lost. To the end, however, there was no thought of surrender, no request for quarter. They resolved to show the Matabele that the white man could play a losing as well as a winning game. Taking cover behind the dead bodies of their horses, with an iron calmness they fought on for two long hours, pouring a destructive fire into their encircling foes, and coolly singling out the Indunas for their aim. One by one, however, they sank under the heavy fire from the bush, but many of the wounded continued, so the natives say, to re-load and pass their rifles to their uninjured comrades. Again and again the Matabele would issue from their cover to attempt a conclusive charge, but again and again were repulsed with a well-directed fire; upon which Wilson and his men would wake the echoes with an undismayed, defiant cheer. But at last the end came. Of the thirty-four valiant men whose hearts beat high with hope and courage as they rode behind their leader in the early dawn that morning, only one remained erect; the rest lay prone, dead or dying, upon that field of honour.

The name of the one man who stood at bay against an army of Matabele will never be known; his remains could not be identified. But the natives tell that, picking up several rifles and bandoliers, this hero amongst heroes made his way to an ant-heap some twenty yards from where the rest lay stretched upon the earth. From that point of vantage he checked, single-handed, several rushes of the Matabele with a cool and deadly fire. At length, shot through the hips, he sank on his knees, but continued to load and fire until he succumbed to his wounds. Then, and not till then, the Matabele came out from the bush, but on reaching the hallowed circle where the Patrol lay side by side, were fired upon by several of the unconquerable wounded who were still alive. So great had been the terror and demoralisation inspired by the desperate bravery of the Patrol, that when the revolvers rang out the natives turned and fled precipitately into the bush; and it was not till several hours later - 'when the sun was right overhead' - as the Matabele tell the tale - that they again ventured to leave their cover. But by this time death had mercifully come to the wounded, and as the native warriors gazed upon the forms of their fallen foes there was silence.'

Rather fortuitously, Vogel made out his last Will & Testament in Salisbury, Rhodesia on 1 September 1893, leaving everything of value to his father. Following his death a stone tablet with citation was erected in his honour at his former school Charterhouse, Godalming, where it remains to this day.

Sold with research, including a copy of Vogel's last Will & Testament, dated 1 September 1893, and an extract from Eric Rosenthal's *Rhodesian Jewry and Its Story*, from which some of the above information has been taken.

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|-------------|-------------------------------------------------------------------------|------------------|
| x248 | Central Africa 1891-98, ring suspension, unnamed, <i>good very fine</i> | <i>£200-£240</i> |
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|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| x249 | Queen's South Africa 1899-1902, 3 clasps, Tugela Heights, Relief of Ladysmith, Transvaal (21344 Gnr: W. H. Parke, 4th. M.B., R.G.A.) <i>nearly extremely fine</i> | <i>£160-£200</i> |
| | W. H. Parke served with the 4th Mountain Battery, Royal Garrison Artillery in South Africa during the Boer War, and died of disease at Pretoria on 21 November 1900. | |
| | Sold with copied medal roll extract and some unit details. | |
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|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 250 | Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, <i>unofficial rivets between state and date clasps</i> (Orderly A. E. Sheppard. I.Y. H.P. Staff.) <i>good very fine</i> | <i>£100-£140</i> |
| | A. E. Sheppard served as an Orderly with the Imperial Yeomanry Hospital Staff at Pretoria. | |
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|-------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| x251 | Queen's Mediterranean 1899-1902 (2762 Pte. A Trimby. Rl: W. Kent Regt.) <i>minor edge bruise, otherwise nearly extremely fine</i> | <i>£200-£240</i> |
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|------------|------------------------------------------------------------------------------------|------------------|
| 252 | Anglo-Boer War Medal 1899-1902 (Burger C. J. Swanepoel.) <i>very fine</i> | <i>£140-£180</i> |
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| 253 | Tibet 1903-04, 1 clasp, Gyantse (3645 Sepoy Kaka Singh 32nd Sikh Pioneers) <i>small test mark to edge, otherwise nearly very fine</i> | <i>£300-£360</i> |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------|------------------|

x254 Natal 1906, 1 clasp, 1906 (**Sgt. W. Williamson, Durban Light Infantry.**) *edge bruise, traces of lacquer, nearly extremely fine* £120-£160

255 1914 Star (**Resdr. Amir Khan, S. & T. Corps.**) *nearly very fine* £100-£140

Amir Khan served during the Great War as a Ressaidar/Resaldar with the 2nd Mule Corps, Supply and Transport Corps, Indian Army. He was awarded the Order of British India, 2nd Class with the title of "Bahadur" in recognition of his service in the French theatre of war. Khan was also M.I.D. for services with the Mediterranean Expeditionary Force, *London Gazette* 5 November 1915.

Khan is also mentioned several times in *On Two Fronts, Being The Adventures of an Indian Mule Corps in France and Gallipoli*, by Major H. M. Alexander, D.S.O.

Sold with copied research.

256 1914-15 Star (**F.1878 J. O. Simpson. A.M.1. R.N.A.S.**) *good very fine* £80-£100

A.F.C. *London Gazette* 11 January 1919.

James Orrok Simpson was born in Banff, Scotland, on 1 September 1896 and joined the Royal Naval Air Service on 2 November 1914. He was commissioned Lieutenant in the R.N.A.S. on 4 March 1917, and served with 5 Group, and later 212 Squadron, Royal Air Force, as an Instructor, for which services he was awarded the Air Force Cross. He transferred to the Unemployed List on 8 April 1919.

Sold with copied research.

257 **The 1914-15 Star awarded to Private William Trebble, Royal Newfoundland Regiment, who was wounded on the First Day of the Battle of the Somme, near Beaumont-Hamel**

1914-15 Star (18 Pte. W. Trebble. R. Newf'd R.) *very fine* £400-£500

William Trebble, a fireman from 11 Knight Street, St John's enlisted in the Royal Newfoundland Regiment as one of the famous 'first 500' on 7 September 1914. He was wounded in action on the first day of the battle of the Somme, one of nearly 700 casualties suffered within 40 minutes of the Newfoundlanders going over the top.

After seeing action in the Gallipoli campaign in Turkey from September 1915 to January 1916, the regiment was withdrawn and the Newfoundlanders sent to the Western Front in France in the spring of 1916. It was on the first day of the Battle of the Somme, near the village of Beaumont-Hamel in northern France, that the Newfoundland Regiment entered the action. No better summary of the massacre of the Newfoundlanders can be found than in Martin Middlebrook's definitive account *The First Day of the Somme* (Allen Lane, 1971):

'In his H.Q. dug-out, Lieutenant-Colonel Hadow, the English officer commanding the battalion, received his orders by phone from the brigade commander. These were simple. The Newfoundlanders were to leave their position as soon as possible and advance to the German front line. The 1st Essex, on their right, would also attack. Hadow asked questions: Were the German trenches held by British or Germans? He was told that the situation was uncertain. Was he to move independently of the Essex? Yes. Colonel Hadow must have been unhappy, but he had been given a direct order. He gave out his own orders and in a few minutes the battalion was ready.

The Newfoundlanders had to go 300 yards before reaching the British front line and then a similar distance across No Man's Land. In view of the urgency of their orders they went straight over the top from the reserve trench, instead of going to the front line by way of congested communication trenches. As soon as they appeared in the open, the German machine-guns spotted them and opened fire. No artillery bombardment kept the Germans' heads down; no other targets distracted them, for the Essex had not appeared. They concentrated their fire on the 752 Newfoundlanders advancing over the open ground less than half a mile away. Before the men could even get into No Man's Land they had to pass through several belts of British barbed wire.

As the Newfoundlanders bunched together to get through the narrow gaps in this wire, the German machine-guns found their best killing ground. Dead and wounded men soon blocked every gap, but those still not hit struggled on, having to walk over their comrades' bodies.

More experienced or less resolute men might have given up and sought shelter in such impossible conditions, but not the Newfoundlanders. Those who survived to reach No Man's Land continued towards the German trenches, but they had no chance. A few dozen men could not cross No Man's Land without any support in broad daylight and, inevitably, the German fire cut these down. The attack was watched by a survivor of an earlier attack from a nearby shell hole: 'On came the Newfoundlanders, a great body of men, but the fire intensified and they were wiped out in front of my eyes. I cursed the generals for their useless slaughter, they seemed to have no idea what was going on' (Private F. H. Cameron, 1st King's Own Scottish Borderers). Only a handful of Newfoundlanders reached the German wire. There they were shot.

The attack had lasted forty minutes. Rarely can a battalion have been so completely smashed in such a short time. Of those who had attacked, ninety-one per cent had become casualties - twenty-six officers and 658 men. Every officer who had left the trenches had been killed or wounded, even some who had no right to be there at all: the quartermaster, a captain, whose normal duties kept him behind lines, was one of the wounded.'

After the War, the Newfoundland government purchased the land at Beaumont Hamel that had witnessed their gallant countrymen's sacrifice and established the Newfoundland Memorial Park. As Martin Middlebrook notes, 'for many years the barbed-wire defences were also preserved but these had to be removed as too many sheep were trapped in the wire', but numerous iron picket bars that originally supported the wire remain in place. In fact, the park constitutes the best preserved trench system to be found on the Somme today, the whole overlooked by a spectacular bronze caribou, atop a mound of granite, the official memorial to Newfoundland's fallen.

The losses sustained by the Newfoundland Regiment at Beaumont-Hamel on 1 July 1916, were staggering. Of the some 752 Newfoundlanders who went into battle that morning, only 68 were able to answer the roll call the next day. The dead included 14 sets of brothers, including four lieutenants from the Ayre family of St John's.

The Newfoundlanders' sacrifice did not go unnoticed on the front lines. The commander of the 29th British Division said of the actions of the Newfoundland Regiment on that July morning:

"It was a magnificent display of trained and disciplined valour, and its assault only failed of success because dead men can advance no further."

William Trebble was discharged at St John's on 19 October 1917, being medically unfit due to wounds of right shoulder and left ankle received in action on 1 July 1916. He died at St John's on 13 November 1922. Trebble Place in St John's was named after William Trebble in 2003. Sold with copied Attestation and Discharge papers.

258 The British War Medal awarded to Wireless Operator A. H. Jeffries, Mercantile Marine, who was killed when the R.M. S. *Leinster* was torpedoed and sunk by the German submarine *U-123* off Dublin Bay on 10 October 1918 with the loss of over 500 lives

British War Medal 1914-20 (Arthur H. Jeffries) *good very fine*

£70-£90

Arthur Henry Jeffries was born in Chesterton, Cambridgeshire, in 1891, and after training at the British School of Telegraphy in London qualified as a Marconi Radio operator.

He served during the Great War as the radio operator in the City of Dublin Steam Packet Company's vessels R.M.S. *Ulster* and R.M.S. *Leinster*, and was killed when the *Leinster* was torpedoed by the German submarine *U-123* just outside Dublin Bay in the Irish Sea, en route from Dublin to Holyhead, on 10 October 1918 - his last radio message was 'S.O.S. S.O.S. S.O.S. Torpedoed Torpedoed Torpedoed.'

Two torpedoes struck the ship, the first exploding near the bows where 22 Post Office officials were engaged in sorting the mail. Of these men 21 were killed instantly. The second torpedo penetrated her engine room and killed and injured many persons. The weather was bad, with a very heavy sea; nevertheless an attempt was made to take the steamship in tow. In response to Jeffries' S.O.S. message a destroyer came on the scene in time to rescue 33 persons, but too late to assist the *Leinster*, which had foundered in the meantime. At the time of the attack many passengers were lying in their berths owing to the rough sea, and there was much confusion when they rushed on deck. Several of the boats were got out too hurriedly and capsized, and in total over 500 lives were lost, many being service personnel who were returning from leave.

Jeffries' body was recovered from the sea and he was buried in the family grave at Deansgrange Cemetery, Dublin.

Sold with copied research.

259 British War Medal 1914-20 (2. Lieut. M. E. Young.) initials officially corrected; together with a Royal Humane Society Swimming Proficiency Medallion, silver, named 'Marcus E. Young, Modern School, Bedford, 1916', in *Elkington, London*, fitted case of issue; six silver sports medals, variously engraved 'Senior Sculls B.M.S. 1915.'; 'M. E. Young (St.)', 1915 House Foucs'; '1915 100 yds. Open 2nd. M. E. Young'; and three unnamed; various rank and unit insignia; and other ephemera, *good very fine (lot)*

£70-£90

Marcus Ernest Young was commissioned Second Lieutenant in the Royal Field Artillery (Special Reserve) on 12 March 1917, and served with them during the Great War on the Western Front. He was killed in action on 24 March 1918, and is buried in Chauny Communal Cemetery British Extension, France.

x260 British War Medal 1914-20 (38892 Gnr. E. J. Smith. R.A.) in its named card box of issue, *extremely fine*

£60-£80

Sold with 18 loose photographs, mostly of the recipient alone or in groups, including one at Fort Siloso, Singapore in April 1918, and a small album of 'Snaps' containing 32 photographs taken between the wars. With copied Medal Index Card and medal roll which confirm sole entitlement for service with 78 Company Royal Garrison Artillery.

261 The British War Medal awarded to Brevet Major C. E. A. O'Callaghan, Royal Munster Fusiliers, who was taken Prisoner of War on 27 March 1918

British War Medal 1914-20 (Lieut. C. E. A. O'Callaghan.) *polished, nearly very fine*

£70-£90

Cornelius Edward Alexander O'Callaghan was commissioned Second Lieutenant in the Royal Munster Fusiliers and served with the 2nd Battalion during the Great War on the Western Front, being taken prisoner of War on 27 March 1918. Repatriated following the cessation of hostilities, he transferred to the Green Howards on 5 August 1922, following the disbandment of the Royal Munster Fusiliers, and was promoted Captain on 15 June 1928, and Brevet Major on 10 October 1939

262 British War Medal 1914-20, bronze issue (685 G. Sammut. Maltese L.C.) *very fine*

£100-£140

263 The Victory Medal awarded to Naval Chaplain the Reverend H. D. Dixon-Wright, M.V.O., Royal Navy, who was mortally wounded in H.M.S. *Barham* at the Battle of Jutland on 31 May 1916 and died the following day, 1 June 1916, one of nine Chaplains who died at Jutland

Victory Medal 1914-19 (Chapn. H. D. Dixon-Wright. R.N.) *extremely fine*

£140-£180

Note: The recipient's other medals, comprising Royal Victorian Order (Fourth Class); 1914-15 Star; British War Medal 1914-20; and Delhi Durbar Medal 1911; together with his Memorial Plaque and a Presentation Bible personally inscribed by H.M. King George V, were sold at auction at Reeman Dansie, Colchester, in March 2005.

The Reverend Henry Dixon Dixon-Wright was born Henry Dixon Wright in Upper Holloway, London, on 25 April 1870, and was educated at Highgate School and Corpus Christi College, Cambridge. He trained for the priesthood at Ridley Hall, Cambridge, and was ordained Deacon in 1893, and Priest in 1894.

He was appointed an Anglican Chaplain in the Royal Navy on 10 November 1899, and after serving in various ships was appointed Chaplain at the Royal Naval College, Dartmouth, in 1907. In 1911 he changed his surname to Dixon-Wright.

Whilst at Dartmouth Dixon-Wright was responsible for preparing both the Prince of Wales and the Prince Albert (the future Kings Edward VIII and George VI) for confirmation, and in 1911 acted as Chaplain to H.M. King George V on his journey to and from India for the Delhi Durbar, for which service he was created a Member Fourth Class of the Royal Victorian Order, and was awarded the Delhi Durbar Medal.

Following the outbreak of the Great War Dixon-Wright was posted first to the pre-dreadnought battleship H.M.S. *Albemarle*, and then in October 1915 was appointed Chaplain to the newly-commissioned battleship H.M.S. *Barham*. He served in her at the Battle of Jutland on 31 May 1916 where *Barham* acted as flagship of the 5th Battle Squadron. She was heavily engaged with Hipper's battle cruisers, scoring hits on the *Lutzow*, *Derfflinger* and *Seydlitz*, but also getting badly mauled in the process, several hits causing her serious casualties, among them four officers and 22 ratings killed.

Dixon-Wright was mortally wounded at Jutland, a biographical note on Royal Navy Chaplains recording that 'as he lay severely wounded with a shattered spine and leg, he was praying for victory.' He was brought back to Orkney and died the day after he battle, on 1 June 1916, one of nine Chaplains who died as a result of the Battle. He is buried at Lyness Royal Naval Cemetery, Orkney.

Sold with copied research.

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- x264** Victory Medal 1914-19 (3) (**16-837 Pte. G. R. Reveley. W. York. R.; 202928 Pte. P. Carmichael. Seaforth.; Lieut. L. M. C. Collins**) *naming officially re-impressed on last*; Territorial Efficiency Medal, G.V.R. (**2204924 Spr. E. J. Thomas. R.E.**) *very fine or better (4)* *£60-£80*
- Sold together with North West Mounted Police, cap and collar badges by *J. R. Gaunt*, one of each in white metal and brass; and a pair of Royal Canadian Mounted Police brass collar badges by *J. R. Gaunt*.
-
- x265** General Service 1918-62, 1 clasp, Iraq (**533801 Pte. J. J. McCoy 8-Hrs.**) *heavy edge bruising, polished and worn, therefore fair* *£50-£70*
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- 266** General Service 1918-62, 1 clasp, Palestine (**4270100 Fsr. C. Parkinson. R. North'd Fus.**) *good very fine* *£60-£80*
-
- x267** Air Crew Europe Star, 1 clasp, France and Germany, *with replacement ring suspension, good very fine* *£160-£200*
-
- 268** General Service 1918-62, 1 clasp, Malaya, G.V.I.R. (**4193790 Sgt. E. Toleman. R.W.F.**) *surname officially corrected, good very fine* *£50-£70*
-
- 269** Africa General Service 1902-56, 1 clasp, Kenya (**22991269 Pte. T. Beaumont. K.O.Y.L.I.**) *first two digits of number officially corrected, extremely fine* *£80-£100*
-
- 270** U.N. Medal (9), on UNMOGIP and UNIPOM ribbon (India and Pakistan 1949), UNYOM ribbon (Yemen 1963-64), UNIMOG ribbon (Iran-Iraq 1988-91), UNAVEM ribbon (Angola 1988-97), ONUCA ribbon (Central America 1989-92), UNAMIC ribbon (Cambodia 1991-92), UNTAC ribbon (Cambodia 1992-93), UNHQ ribbon (General service UN HQ New York), and UNTAES ribbon (Eastern Slovenia 1996-98), *very fine or better (9)* *£40-£50*
-
- 271** General Service 1962-2007, 2 clasps, South Arabia, Northern Ireland, *second clasp loose on riband* (**24012730 Tpr. I. Vickery. QDG.**) *nearly extremely fine* *£60-£80*
- Ian Vickery** was born in Glamorgan, Wales, and attested for the Queen's Dragoon Guards in 1964. He served with 1st Troop, "A" Squadron, in Aden, and then did two tours of Northern Ireland, in 1971 and 1974. Advanced Sergeant, he later served as an Inspector in both the Metropolitan and Cleveland Police Forces.
- Sold with copied research, including a photographic image of the recipient in later life.

Coronation, Jubilee and Long Service Medals

-
- x272** Empress of India 1877, silver, unnamed as issued, with full length of neck riband, *light scuff marks, nearly extremely fine* £300-£400
-
- 273** Coronation 1902, bronze, unnamed as issued, in its *Elkington & Co* presentation case, *case rather scuffed, medal good very fine* £50-£70
-
- 274** Jubilee 1977, unnamed as issued, in *Royal Mint* card box of issue, *extremely fine* £60-£80
-
- 275** *Pair: Farrier Major Muhamman Khalil, 20th Lancers*
Indian Army Meritorious Service Medal, G.V.R., 1st issue (1001 Far-Maj. Muhd. Khalil, 20 Lcrs.); Indian Army L.S. & G.C., G.V.R., 1st issue (2491 Farrier Muhammad Khalil, 14/Jat Lcrs.) *both with corrections, nearly very fine* £50-£70 (2)
£50-£70
-
- 276** Army L.S. & G.C., W.IV.R. (**R. Lucas, Color Srejt. [sic] 71st Regiment Foot. 1834**) fitted with original steel clip and rectangular bar suspension, name and most of 'Color' re-engraved, otherwise officially impressed as usual, *good very fine* £300-£360
No man of this name shown on the roll of the 71st Foot. This medal would appear to be that originally issued to Colour-Sergeant Robert Munro in 1834. Munro was entitled to the M.G.S. with clasps for Vittoria, Pyrenees, Nive, Orthes and Toulouse as Sergeant, and to the Waterloo medal as Corporal. He was also awarded the 71st Foot regimental medal for 30 years' service named to Colr Serjt Robert Munro and dated 1834, sold at Glendining's in 1930 as part of the Cheylesmore Collection. A single Wm. IV L.S. & G.C. dated 1834, believed to be this one but not named in the catalogue, was sold at Sotheby in June 1884. Needes also records it as being sold at Glendining's in February 1903 and July 1914, named to R. Lucas on both occasions.
-
- 277** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**95528. Frank Woodrow. C.P.O. H.M.S. Crescent; 342601. William Windsor, Ch. Sh. Cook. H.M.S. Minotaur.; 193830 V. H. Mayrick, Ch. Quartermaster, H.M.S. President.**) official correction to ship on last, *the second very fine, otherwise extremely fine* (3) £100-£140
-
- 278** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**222074 Michael Hanby, P.O. H.M.S. Colleen; 300770. R. W. C. Roberts, Ch. Sto. H.M.S. Erin.; 176633. J. J. Richards, Ldg. Stoker. H.M.Y. Victoria & Albert.**) the first with crudely re-affixed non-swivel suspension, *nearly very fine or better* (3) £100-£140
-
- 279** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**350078. George Statham, Sh. Cpl. 1Cl. H.M.S. Africa.; 355962. Lawrence Buttigieg, Off. Ck. 1Cl. H.M.S. Glorious.; 183812 George Walker, C.P.O. (Tel) H.M.S. Victory VI.**) *light contact marks, otherwise very fine and better* (3) £100-£140
-
- 280** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**207409 Fred Watso, P.O. H.M.S. Bellerophon.; 92502. William Ambler, P.O. H.M.S. President VI.; 190431 Denis Gallagher, P.O. H.M.S. Temeraire.**) *nearly very fine or better* (3) £100-£140
-
- 281** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**292302 H. F. Hore, Sto. P.O., H.M.S. Adventure.; 156496. Henry Waite, Ch. Sto. H.M.S. Fiscard.; 214457. W. H. Tuer, A.B. H.M.S. Tyne.**) *good very fine* (3) £100-£140
-
- 282** Royal Navy L.S. & G.C., G.V.R., 1st issue (3) (**268006. A. J. Binning. E.R.A. 1Cl. H.M.S. Queen Elizabeth.; 305849 J. H. Edwards, S.P.O. H.M.S. Skirmisher.; 341480 F. N. Harris, Shipwt. H.M.S. Vivid.**) *nearly very fine or better* (3) £100-£140
-
- 283** Royal Navy L.S. & G.C., G.V.R. (2), 2nd issue, fixed suspension (**205151 P. Rundle. A.B. H.M.S. Dauntless.**); 3rd issue, coinage head (**J.90643. P. B. Etherton, A.B. H.M.S. Douglas.**) *the first very fine, second extremely fine* (2) £60-£80
-
- 284** Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (3) (**K.540 A. Graham. S.P.O. H.M.S. Calliope.; J.30399 A. H. Davies L Tel H.M.S. Vindictive.; 154387 F. Fullocks, A.B. H.M.S. Wallington.**) *very fine or better* (3) £100-£140
-
- 285** Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (3) (**270162 R. E. Rowett, E.R.A. 1Cl. H.M.S. Columbine.; 226938. F. Mitchell, P.O. H.M.S. Julius.; J.30930 F. Howard, A.B. H.M.S. Resolution.**) *nearly very fine or better* (3) £100-£140
-
- 286** Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (3) (**J.90186 F. C. Spencer. Tel. H.M.S. Diana; M.36996 W. E. Bayley. Pbr. 1. H.M.S. Malaya.; M.35774 A. H. Pulford. O.A.1. H.M.S. Vega.**) *some light contact marks, otherwise good very fine* (3) £100-£140

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- 287** Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (3) (**K.55811 J. H. Hooper. Sto.1 H.M.S. Emerald.; J.34143 F. L. Kemp. A.B. H.M.S. Vanessa.; J.73323 C. W. Watson. A.B. H.M.S. Whitehall.**) official correction to ship on last, very fine or better (3) £100-£140
-
- 288** Royal Navy L.S. & G.C., E.VII.R. (2), (**Thomas Smith, Lg. Sto. 1 Cl., H.M.S. Lancaster.; W. J. Johns, A.B., H.M.S. Prometheus.**) suspension bar on latter slightly bent, otherwise very fine (2) £100-£140
-
- 289** Territorial Force Efficiency Medal, E.VII.R. (**22 Sjt: A. V. T. Elliott. S. & K. R.G.A.**) toned, extremely fine £80-£100
Arthur Victor Thomas Elliott was born in Brighton, Sussex, in 1875 and served with the Sussex and Kent Royal Garrison Artillery (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 186 of 1 July 1909. He served during the Great War as a Corporal (Acting Sergeant) in the Rifle Brigade, a conflict in which 3 of his 6 brothers were killed. Sold with copied research.
-
- 290** Territorial Force Efficiency Medal, E.VII.R. (**37 Sjt: F. J. Harper. Devon (Ftrs) R.E.**) good very fine £70-£90
Francis John Harper was born in Wembury, Devon, in 1872 and served with the Devonshire Fortress Company, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 186 on 1 July 1909. He died in Plymouth in July 1959. Sold with copied research.
-
- 291** Territorial Force Efficiency Medal, E.VII.R. (**78 Cpl. F. Newberry. Devon (Fts) R.E.**) good very fine £70-£90
Frederick Newberry was born in Axminster, Devon, in 1869 and served with the Devonshire Fortress Company, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 10 on 1 January 1910. He died in Plymouth in July 1959. Sold with copied research.
-
- 292** Territorial Force Efficiency Medal, E.VII.R. (**5972 Sjt: S. W. Kettle. Durham (Fts) R.E.**) one digit of number double-struck, nearly extremely fine £70-£90
Sidney William Kettle was born in Gateshead, co. Durham, in December 1875 and served with the Durham Fortress Company, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 7 on 1 January 1909. He died in November 1941. Sold with copied research.
-
- 293** Territorial Force Efficiency Medal, E.VII.R. (**8 Sjt: J. Mc.Kenna. Lanc: Ftrs: R.E.**) good very fine £70-£90
J. McKenna served with the Lancashire Fortress Company, Royal Engineers (Territorial Force), and was awarded his Territorial Force Efficiency Medal per Army Order 7 on 1 January 1909.
-
- 294** Territorial Force Efficiency Medal, E.VII.R. (**37 Sjt: F. Taylor. W.R.D.E.**) last letter of unit officially corrected, good very fine £60-£80
Frank Taylor was born in Sheffield, Yorkshire, in 1878 and served with the Special Service Section of the Royal Engineers in South Africa during the Boer War from 4 March 1901 to 21 July 1902, and subsequently with the West Riding Divisional Engineers, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 95 on 1 April 1911. He served briefly during the Great War at home. Sold with copied research.
-
- 295** Territorial Force Efficiency Medal, E.VII.R. (**100 Sapr. G. Butcher. W. Riding D.E. R.E.**) nearly very fine £100-£140
George Butcher was born in Sheffield, Yorkshire, in 1879 and served with the West Riding Divisional Engineers, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal in 1910. He served with the 458th Field Company, Royal Engineers during the Great War in the Egyptian theatre of War from 30 March 1915, and subsequently on the Western Front, and died of wounds on 12 December 1917. He is buried in Lijssenthoek Military Cemetery, Belgium Sold with copied research.
-
- 296** Territorial Force Efficiency Medal, E.VII.R. (**221 Sapr. J. A. Elliott. N.C.T. Cos: R.E.**) minor edge bruise and small pawn-broker's marks to obverse and reverse fields, good very fine £70-£90
James Arthur Elliott was born in Leeds, Yorkshire, in 1875 and served with the Northern Command Telegraph Companies, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 7 on 1 January 1909. Sold with copied research.
-
- 297** Territorial Force Efficiency Medal, G.V.R. (**20 Sapr. G. W. Wheatley. Tyne E.E. R.E.**) very fine £60-£80
George William Wheatley was born in Easington, co. Durham, in 1878 and served with the Tyne Electrical Engineers, Royal Engineers (Territorial Force), being awarded his Territorial Force Efficiency Medal per Army Order 107 on 1 April 1912. He served during the Great War at home, and was promoted Sergeant on 23 August 1915. Sold with copied research.
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- Sold for the benefit of the Aircrew Association Archive Trust.
-
- 298** Air Efficiency Award, G.VI.R., 1st issue, with copy Second Award Bar (**Flt Lt B E J Hyde RAFVR**) in named card box of issue; together with the recipient's related miniature awards, comprising 1939-45 Star; Burma Star; France and Germany Star; War Medal 1939-45; General Service 1918-62, 1 clasp, S.E. Asia 1945-46; Air Efficiency Award, G.VI.R., 1st issue, with Second Award Bar; Special Constabulary Long Service Medal, E.II.R., 1st issue, the majority of modern manufacture and mounted as worn; the AE a somewhat later issue, extremely fine £80-£100

Life Saving Awards

299



Liverpool Shipwreck and Humane Society, Camp and Villaverde Medal for Saving Life at Sea, bronze, edge laser engraved 'Specimen', in original fitted case with integral top brooch bar, *extremely fine* £240-£280

The Liverpool Shipwreck and Humane Society's Camp & Villaverde Medal was instituted in 1873 'to be awarded to those who were instrumental in saving life at sea', and the first award was made to Mr. Rawson Post, mate of the *George Hurlbut*, for rescuing the crew of the barque *Olive* in a gale in the Atlantic on 12 April 1873. In total 37 silver and 8 bronze medals have been awarded, with the last award made in 1944.

Sold with a letter from the Liverpool Shipwreck & Humane Society, dated 5 November 2021, authenticating and explaining that this is one of four unnamed medals discovered in their archive and is now being sold to raise funds for the Society. Each of the four medals has been marked 'Specimen' and will be sold by Dix Noonan Webb in future sales.

300



A Presentation Match Case, by 'S.B. & S. Ltd.', 43mm x 40mm x 10mm, gold (9ct, 22.14g, hallmarks for Birmingham 1924), inscribed '**Presented to Mr E. Milford, by the 3 Widows & 1 Mother to show their appreciation of his kindness in the Tug Boat Disaster, July 12th 1923**', attached to a watch chain with jewelled fob, *a little buckled, good condition* £300-£400

Provenance: Jack Boddington Collection, Dix Noonan Webb, December 2006.

The Barry Tugboat Disaster

'Barry Roads was the scene this morning of an appalling disaster, four men being drowned and three rescued from the water. It appears that about 6.30 this morning the Cardiff tug *Assistance* was engaged in helping the large steamer *Lagarto* to dock. The tug had her hawser towing the steamer at an angle, when the little craft overturned and sank. Those below the deck had little chance of escape from their inevitable doom, for the water overwhelmed the tug and she sank within a couple of minutes. The three men on deck at the time were thrown into the water, and, amid great excitement, other tugs rushed to the scene, and were able to rescue them all. Three men and a lad who were below (the latter being in his bunk asleep) were drowned. The names of these are: Walter Henderson, chief engineer; Alfred Wright, second engineer, Ronald Smith, deck hand; George Francis Bevan, lad. All the men reside at Grangetown. Capt. Clapham and the pilot on board the *Lagarto* did all they could to effect the rescue of the men in the water, but the other tug boats raced to the spot and made diligent search for other signs of life, but none were seen. The tug is sunk about half-a-mile from the eastern breakwater'. (*The Barry Herald*, 18 July 1923 refers).

It is believed that Mr E. Milford was the pilot on board the *Lagarto* mentioned above.

Sold with copied research.

Miniature Medals

301



A mounted group of eight miniature dress medals representative of those worn by Group Captain J. B. Tait, Royal Air Force

Distinguished Service Order, E.II.R. [sic], with Second, Third, and Fourth Award Bars, gilt and enamel, with integral top ribband bar; Distinguished Flying Cross, E.II.R. [sic], with Second Award Bar; 1939-45 Star; Air Crew Europe Star, 1 clasp, France and Germany; Africa Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Coronation 1953, mounted court-style, with *Spink, St. James's, London* label to reverse, and housed in a *Spink* card box; together with an Auxiliary Air Force lapel badge, silver, the reverse numbered '1556', the miniatures all of recent manufacture, otherwise extremely fine (8) £200-£300

D.S.O. *London Gazette* 18 April 1941.

D.S.O. Second Award Bar *London Gazette* 25 July 1941:

'In June 1941, this officer was the captain of the leading aircraft of a formation of three aircraft which carried out an attack on Kiel in clear daylight. Despite accurate anti-aircraft fire, bombs were dropped and observed to burst on the objective. The success which attended this operation was largely due to the magnificent leadership and courage together with the brilliant airmanship displayed by this officer.'

D.S.O. Third Award Bar *London Gazette* 22 September 1944:

'Since he was awarded a Bar to the Distinguished Service Order this officer has completed many sorties against targets in enemy-occupied territory and Germany. On several occasions Wing Commander Tait has remained in the immediate vicinity of the target area, often in the face of heavy opposition, for a considerable time. His excellent leadership, gallantry and untiring devotion to duty have contributed materially to the successes achieved by the squadron he commands.'

D.S.O. Fourth Award Bar *London Gazette* 9 January 1945:

'This officer has displayed conspicuous bravery and extreme devotion to duty in the face of the enemy, constantly exemplified over a long period of operational flying. He has completed a very-large number of sorties, many of them against most dangerous and difficult targets and the successes obtained are a magnificent tribute to his brilliant leadership and unsurpassed skill. On 3 occasions, Wing Commander Tait has led attacks on the German battleship *Tirpitz*. The last occasion was on 12th November, 1944. The vessel was lying at Tromsø. Visibility was good as Wing Commander Tait led his squadron in to the attack. In spite of continuous fire from 3 ships and from land batteries, the attack was pressed home. The first bomb, dropped by Wing Commander Tait, hit the *Tirpitz*. Another hit was obtained almost immediately and another 12,000 lb bomb fell close alongside. The battleship caught fire and smoke poured from her. Finally, she capsized. By his outstanding skill and leadership, Wing Commander Tait played a prominent part in the success of the operation. This officer has completed 98 sorties and throughout has set an example of a high order.'

D.F.C. *London Gazette* 22 October 1940.

D.F.C. Second Award Bar *London Gazette* 5 December 1944:

'Recently, this officer led a formation of aircraft in an attack on the sluice gates of the Kembs Barrage. When nearing the target considerable light anti-aircraft fire was encountered. Nevertheless Wing Commander Tait led his formation into the attack with his usual skill and determination. Although his aircraft was hit and sustained damage, Wing Commander Tait pressed home his attack with precision. Some time previously this officer flew with great distinction in a successful attack on the Dortmund-Ems Canal. He displayed the highest standard of devotion to duty in both attacks on dangerous and difficult targets.'

M.I.D. *London Gazette* 25 September 1941.

James Brian 'Willie' Tait was born in Manchester on 9 December 1916 and was educated at Wellingborough School and R.A.F. College Cranwell. He was commissioned Pilot Officer in the Royal Air Force on 1 August 1936, and served during the Second World War, succeeding Leonard Cheshire as the Commanding Officer of 617 (Dambusters) Squadron. He conducted 101 bombing missions during the War, including the one that finally sunk the German battleship *Tirpitz*. Remaining in the R.A.F. post-War, he was advanced Group Captain in 1953, and was appointed an Aide-de-Camp to H.M. The Queen in 1959. He retired from the R.A.F. in 1964, and died on 31 August 2007.

With six gallant decoration to his name Tait is one of the most decorated airmen in the history of the Royal Air Force, and was the only airman to receive four D.S.O.s during the Second World War.

302 The mounted group of five miniature dress medals worn by Captain W. P. 'Cocky' Cochrane, a 'Special List' officer who served under Colonel Cyril Wilson, the British Representative at the Jeddah Consulate; operating under the auspices of the Arab Bureau at Cairo, the Jeddah Consulate was a vitally important hub of the Arab revolt and without the quiet diplomacy and intelligence work of Wilson and his small team the revolt would have collapsed and the world would never have heard of "Lawrence of Arabia"

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type badge, silver-gilt; British War and Victory Medals; **Egypt, Kingdom**, Order of the Nile, silver, silver-gilt and enamels; **Hejaz, Kingdom**, Order of El Nahda, 1st type, silver and enamels, mounted as worn, *very fine* (5) *£300-£400*

O.B.E. (Military) *London Gazette* 3 June 1919.

M.B.E. (Military) *London Gazette* 18 November 1918:

'For distinguished service in connection with military operations in Egypt.'

M.I.D. *London Gazette* 17 September 1917, 7 October 1918 [Egypt], and 24 March 1919 [Mesopotamia].

Order of the Nile *London Gazette* 4 April 1918.

For the recipient's full-sized medals see Lot 126.

303



The group of seven miniature dress medals worn by Warrant Officer Class II J. T. Thompson, 42 Commando, late 40 Commando, Royal Marines

Conspicuous Gallantry Cross, E.I.I.R.; General Service 1962-2007, 1 clasp, Northern Ireland; Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan; Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003, with M.I.D. oak leaf; Jubilee 2012; Accumulated Campaign Service Medal 2011; Royal Navy L.S. & G.C., E.I.I.R., 2nd issue, mounted court style as originally worn, *generally nearly extremely fine* (7) *£300-£400*

C.G.C. *London Gazette* 19 July 2007:

'For gallant and distinguished services in Afghanistan during the period 1st October 2006 to 31st March 2007.'

M.I.D. *London Gazette* 31 October 2003:

'In recognition of gallant and distinguished services on operations in Iraq during the period 19th March to 19th April 2003.'

Sold together with an original letter of congratulation on the award of the C.G.C. from Lieutenant General J. N. R. Houghton C.B.E., Chief of Joint Operations, dated 19 July 2007; and a photograph of the recipient following his investiture at Buckingham Palace.

For the recipient's full-sized awards, and a full account of his service career, see Lot 130.

304



The group of six miniature dress medals worn by Warrant Officer Class II M. P. Caines, Princess of Wales's Royal Regiment

George Medal, E.I.I.R., 2nd issue; N.A.T.O. Medal 1994, 1 clasp, Kosovo; Iraq 2003-11, no clasp; Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan; Jubilee 2012; Army L.S. & G.C., E.I.I.R., 2nd issue, Regular Army, mounted court style as worn by the recipient, *nearly extremely fine* (6) *£140-£180*

G.M. *London Gazette* 15 December 2006.:

'For gallant and distinguished services in Iraq.'

Sold with an original letter from The Gallantry Medallists' League addressed to the recipient and an original copy of the Buckingham Palace investiture program, including the name of the recipient.

For the recipient's full-sized awards, and a full account of his service career, see Lot 161.

-
- 305** The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer's 2nd type breast badge, silver-gilt; Military General Service 1793-1814, 1 clasp, Nivelles, with top riband bar, *this a modern striking*; 1914-15 Star; British War Medal 1914-20 (3); Victory Medal 1914-19 (3); 1939-45 Star; Africa Star; Italy Star; France and Germany Star; Defence Medal; War Medal 1939-45, all except the MGS mounted as worn, *generally very fine and better* (15) *£50-£70*
- Sold together with various riband bars, both full-sized and miniature width.

-
- x306** *Five*: 1939-45 Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya, E.I.I.R.; Army L.S. & G.C., E.I.I.R., 2nd issue, Regular Army, mounted as worn, *good very fine*
- Three*: Canadian Volunteer Service Medal; War Medal 1939-45; Efficiency Decoration, E.I.I.R., *lacking integral top riband bar*, mounted as worn, *very fine*
- Four*: Canadian Volunteer Service Medal, with overseas clasp; War Medal 1939-45; Canadian Forces Decoration, E.I.I.R.; Canadian Corps of Commissionaires Long Service Medal, mounted court-style as worn, *good very fine*
- Three*: General Service 1962-2007, 1 clasp, Gulf; Jubilee 2002; Police L.S. & G.C., E.I.I.R., 2nd issue, mounted court-style as worn, *good very fine*
- Four*: Canadian Special Service Medal, E.I.I.R., 1 clasp, NATO OTAN; U.N. Emergency Force Medal; U.N. Medal, on UNEF 2 riband; Canadian Forces Decoration, E.I.I.R., mounted as worn, *good very fine* (19) *£60-£80*

Miscellaneous

- 307** A Presentation Cup and Saucer to an N.C.O. of the 52nd Light Infantry. White metal, believed manufactured in Malta and so marked on base of saucer, the cup inscribed **'Presented Cr. St. A. C. Virgo by the N.C.O.s & men of Letter A. Co. on his departure from the 52nd L.I. as a mark of our respect & esteem Gibraltar 12 Jany. 1874'**, contained in a silk lined fitted presentation case with additional provision for a spoon?, case a little distressed, especially the hinged lid, otherwise reasonable condition (2) £40-£50

Albert Cooke Virgo had served with the 52nd (Oxfordshire) Light Infantry since 1856 and was present during the Indian Mutiny at the siege and storming of Delhi (Medal with Clasp). He was also awarded the Long Service and Good Conduct Medal with a gratuity of £5. He was at present at Malta, September 1868 to May 1873, and then at Gibraltar until 17 June 1874, when he took up an appointment to the Permanent Staff of the 5th Royal Lancashire Militia.

Sold with copied discharge papers.

- 308** An Ambrotype of a Sergeant wearing the Crimea and Turkish Crimea Medals. Mounted (probably in memorium) in a swivel gilt brooch, with pin-back suspension, some scratching to glazing, otherwise reasonable condition £60-£80

- 309** An Ambrotype of an Artillery Sergeant. A ninth plate (2 1/2 in x 2 in) ambrotype of an Artillery Sergeant, c.1860, contained in its original leather covered wooden case, this with gilt metal frame but lacking the lid; together with a Lantern Slide of seven Tower of London Yeoman Warders ("Beefeaters"), c.1885, six of whom are wearing medals, including James Owens V.C., reasonable condition (2) £60-£80

- 310** **Medical Medals awarded to Major A. Dingwall-Fordyce, Royal Army Medical Corps** Edinburgh University Prize Medals (3), 52mm, bronze, named 'Practice of Physic, 1896-97, A. Dingwall Fordyce'; 'Mental Diseases, 1897, A. Dingwall Fordyce'; and 'Medicine, 1897-98, A. Dingwall Fordyce' respectively; Edinburgh University Moutat Medal, 58mm, bronze, named 'A. Dingwall Fordyce, 1898', generally very fine (4) £80-£100

Alexander Dingwall-Fordyce was born in Edinburgh in 1875 and qualified in medicine from Edinburgh Academy in 1898. He studied in Vienna, Berlin and Paris, and was elected to the Royal College of Physicians, Edinburgh in 1903. A pioneer paediatric physician, he was appointed assistant physician to the Children's Hospital, Edinburgh in 1906, and served during the Great War in the Royal Army Medical Corps in Salonika from October 1915. He was honorary physician to the Royal Liverpool Children's Hospital, 1920-35. He died in 1940.

The Dingwall-Fordyce family, whose seat was Brucklay Castle, Aberdeenshire, is descended from Margaret, daughter of Robert the Bruce. The Castle and two neighbouring fields were requisitioned by the Ministry of Defence in 1941 as a prisoner-of-war camp and to house displaced Polish soldiers, which was decommissioned in 1947.

Sold together with an iron nameplate inscribed 'Capt. D. Fordyce of Brucklay, No. 4', 240mm x 116mm; ands copied research.

- 311** Boer War Memorial Medal 1899-1902, by *Emil Fuchs*, 45mm, bronze, the obverse depicting an angel over a dying soldier, inscribed above 'To the memory of those who gave their lives for Queen and country', inscribed in plaque below 'South African Campaign 1899-1900', the reverse featuring a stylised bare-footed warrior sheathing his sword, 'Pax' inscribed above, very fine £60-£80

- 312** Monmouthshire Coal Owners Association Rescue Medal, gilt and enamel, the reverse engraved **'R. W. Tallis, 9th. October 1911'**, in case of issue; together with the recipient's Ebbw Vale Literary and Scientific Institute Richardson Medal, silver (**Richard W. Tallis, Highest Aggregate, Session 1903-1904.**) in fitted case of issue; and five small Penarth Cup silver prize medals, generally very fine (7) £100-£140

Richard Watkin Tallis was born in Ystraddyfodwg on 26 March 1885, a scion of the famous Welsh mining family; his father, John Fox Tallis, was the General Colliers Manager of the Ebbw Vale Steel Iron and Coal Co. Ltd., and a village near Ebbw Vale, Tallistown, is named after the family, as are the several 'Tallis Streets' found throughout the Welsh valleys. The recipient served as Under-Manager of the Ebbw Vale Steel Iron and Coal Co. Ltd., and died on 19 February 1972.

Sold with copied research.

313



Newport, Monmouthshire, Returned Prisoners of War Cross 1914-19, 33mm, gold (9ct, 12.48g, hallmarks for Birmingham 1918), the obverse depicting Britannia, with the shield of Newport, greeting a returning infantryman outside the City Hall, with the dates '1914' and '1918' above and below, the reverse featuring the arms of Newport, 'Prisoner of War, Newport is Proud of You' around, unnamed, with loop suspension, suspension loop slightly bent, otherwise good very fine £280-£320

- 314** Trallwn, Pontypridd Great War Tribute Medal, silver, hallmarks for Chester 1917, the obverse depicting Britannia presenting a laurel wreath to a returning infantryman, with the King and Queen looking on, 'To commemorate the splendid devotion & as a tribute to the nation's gratitude to those who enlisted & fought in the Great War' around, the reverse depicting the Welsh dragon and both the Old and Victoria Bridges across the River Taff, '**Lce. Cpl. W. Hocking**' engraved in centre, 'Presented to the Men of Trallwn Pontypridd who served in the Great War' around, with silver ring suspension and remnants of fob chain, *good very fine* £70-£90

315



Trallwn, Pontypridd Great War Tribute Medal, silver, hallmarks for Birmingham 1916, the obverse depicting Britannia presenting a laurel wreath to a returning infantryman, with the King and Queen looking on, 'To commemorate the splendid devotion & as a tribute to the nation's gratitude to those who enlisted & fought in the Great War' around, the reverse depicting the Welsh dragon and both the Old and Victoria Bridges across the River Taff, '**Pte. H. Meats**' engraved in centre, 'Presented to the Men of Trallwn Pontypridd who served in the Great War' around, with silver ring suspension and top '1914-1916' riband bar, *edge bruising, very fine* £80-£100

- 316** A Selection of Miscellaneous Medals, including a Queen Alexandra's Imperial Military Nursing Service cape badge, silver; a Queen Alexandra's Imperial Military Nursing Service Reserve cape badge, silver; a St Andrew's Ambulance Corps Jubilee Medal 1904-54, unnamed; two Army Temperance Association: India Medals, silver, for 8 and 12 Years' Abstinence respectively; an Army Rifle Association Methuen Cup Prize Medal, silver-gilt and enamel, with four date bars, for 1904, 1905, 1907, and 1908, with top riband buckle; a Royal Horse Artillery Prize Medallion, bronze, the reverse engraved '3rd Brigade Boxing 1937', in *F. Phillips, Aldershot*, fitted case; and a Jutland Commemorative Medallion, bronze, *generally very fine and better (8)* £60-£80

- 317 Documents and ephemera relating to Communication Yeoman H. Ings, Royal Navy, who was Mentioned in Despatches as a Signal Boy during the Second World War for his services in H.M.S. Duke of York during the sinking of the Scharnhorst**

Mentioned in Despatches Certificate, named 'Signal Boy Harry Ings', and dated '7 March 1944'; the recipient's Naval Pay and Identity Book; Admiralty Board Certificate of Appreciation, dated 2 February 1966; the recipient's Signal History Sheet; a Souvenir Magazine of H.M.S. *Barrosa*, December 1954 to May 1956; Ministry of Transport Seaman's Record Book; various photographs, mainly taken post-War in the far east; and other ephemera, *generally good condition (lot)* £60-£80

- x318** Victoria Cross, an official *Hancocks & Co, London*, replica, the reverse engraved 'Hancocks 90', in fitted leather case of issue, *extremely fine* £300-£400

The Victoria Cross was instituted on 29 January 1856, with the first awards backdated to 1854, and in the first 150 years of its existence was awarded on 1,355 occasions (1,352 Crosses and 3 Second Award Bars).

To mark the 150th Anniversary, the London jewellers Hancocks, who have manufactured every Victoria Cross ever awarded, issued a limited edition replica, the replicas all individually numbered on the reverse, with the edition limited to 1,352 replica crosses.

Sold together with Hancocks Numbered Certificate of authenticity.

- 319** Renamed and Defective Medals (2): Candahar Ghuznee Cabul 1842, *naming erased*, fitted with standard late 19th Century silver straight bar suspension; Meeanee Hyderabad 1843, *naming erased*, fitted with IGS-style suspension, *generally very fine (2)* £160-£200

- 320** Renamed Medal: South Africa 1877-79, no clasp (**1257. Pte. Robt. Norris. 2nd. 24th. Foot.**) *neatly renamed in italicised serif capitals possibly by a family member, some abrasive scratches to a small area of obverse field, polished, very fine* £200-£300

Robert Norris attested for the 24th Foot on 24 February 1877 and served with the 2nd Battalion in South Africa from 1 July 1878, being present at the Defence of the Mission Station at Rorke's Drift, 22-23 January 1879.

321 Cases of Issue (10): The Most Excellent Order of the British Empire (3), D.B.E. Dame Commander 1st type, an early case, by *Garrard, London*; C.B.E. (Military) Commander 1st type, by *Garrard, London*; C.B.E. (Military) Commander (Lady) 2nd type, by *Garrard, London*; Royal Red Cross (4), 1st Class (R.R.C.) (2), both by *Garrard, London*; 2nd Class (A.R.R.C.), by *Garrard, London*; another, unmarked, by *Garrard, London*; Jubilee 1897, Mayor's and Provost's issue; Jubilee 2002, card box, by *Royal Mint*; together with an unmarked case by *Garrard, London*, in Royal blue leather, *some scuffing to cases, generally good condition (10)* *£240-£280*

322 A Selection of Cases of Issue for Foreign Orders and Decorations, including: **Belgium, Kingdom**, Order of Leopold; Order of Leopold II; Royal Household Medal; **Italy, Kingdom**, Order of the Crown of Italy (2), by *Cravanzola, Rome*; **Japan, Empire** (10), including various classes of the Order of the Rising Sun; various classes of the Order of the Sacred Treasure; Order of the Golden Kite; Red Cross Merit Medal in Gold, the majority all rio-nuri lacquer work; **United States of America** (6), including Legion of Merit, Commander; Bronze Star Medal; together with various other miscellaneous and unmarked cases, of both official and Masonic insignia, some of the lids embossed, *some scuffing to cases, generally good condition (60)* *£400-£500*

World Orders and Decorations

x323



A fine German Great War and Second War Iron Cross group of seven

Germany, Prussia, Iron Cross 1914, Second Class breast badge, silver with iron centre, with Second War 1939 Spange; **Germany, Empire**, Cross of Honour 1914-18, combatant's issue with swords, bronze; **Germany, Third Reich**, Army Long Service Medal, Fourth Class, for Four Years' service, with eagle emblem on riband; **Hungary, Republic**, War Commemorative Medal 1914-18, silvered; **Bulgaria, Kingdom**, War Commemorative Medal 1915-18, gilt; **Spain, Franco Period**, Order of Military Merit, breast badge, gilt and red enamel, *lacking reverse central medallion*; War Commemorative Medal 1936, blackened gilt, mounted Continental style as worn, with *Sedlatzek, Berlin*, tailor's label to reverse, *generally good very fine (7)* *£260-£300*

324 An unattributed Second War Polish group of eight

Poland, Republic, Cross of Valour 1920 (2), bronze, the reverse of one officially numbered '11925'; the reverse of the second unnumbered; Cross of Merit, Second Class, silver and enamel, silver marks to reverse; Monte Casino Cross 1944, bronze, the reverse officially numbered '9460'; Army Medal 1945, bronze; **Great Britain**, 1939-45 Star; Defence and War Medals 1939-45, *generally good very fine (8)* *£140-£180*

Sold together with an unofficial Polish unit cross, silvered and gilt; and an unrelated Belgian Albert I Veteran's Cross 1909-34, gilt.

325 **Russia, Empire**, Cross of the Order of St. George, 4th Class, silver, the reverse officially numbered '508360', *very fine* *£300-£400*

326 **United States of America**, Congressional Medal of Honor, Army, 5th (1945-65) issue, gilt metal and enamel, unnamed specimen, reverse of suspension engraved 'The Congress to', with neck cravat with pop stud attachments, *very fine* *£400-£500*

x327 **United States of America**, Central Intelligence Agency Distinguished Intelligence Medal Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, For Distinguished Service', the reverse unnamed, *extremely fine, rare* *£200-£240*

The Central Intelligence Agency's Distinguished Intelligence Medal is awarded 'For performance of outstanding services, or for achievement of a distinctly exceptional nature in a duty or responsibility.'

x328 **United States of America**, Central Intelligence Agency Hostile Action Service Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, Hostile Action Service', the reverse unnamed, *extremely fine, extremely rare* *£200-£240*

The Central Intelligence Agency's Hostile Action Service Medal is awarded 'For direct exposure to a specific life-threatening incident in a foreign field, or in the United States where the employee was in close proximity to death or injury, but survived and sustained no injuries.'

x329 **United States of America**, Central Intelligence Agency Intelligence Medal of Merit Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, For Merit', the reverse unnamed, with riband bar, *extremely fine, rare* *£200-£240*

The Central Intelligence Agency's Intelligence Medal of Merit is awarded 'For the performance of especially meritorious service, or for an act or achievement conspicuously above normal duties.'

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- x330** **United States of America**, Central Intelligence Agency Distinguished Career Intelligence Medal Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, Distinguished Career Intelligence Medal', the reverse unnamed, with riband bar, *extremely fine, extremely rare* £200-£240
- The Central Intelligence Agency's Distinguished Career Intelligence Medal is awarded 'For an individual's cumulative record of service reflecting a pattern of increasing levels of responsibility or increasingly strategic impact and with distinctly exceptional achievements that constitute a major contribution to the mission of the Agency.'
-
- x331** **United States of America**, Central Intelligence Agency Career Intelligence Medal Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, For Career Achievement', the reverse unnamed, with riband bar, *extremely fine, rare* £200-£240
- The Central Intelligence Agency's Career Intelligence Medal is awarded 'For a cumulative record of service which reflects exceptional achievement.'
-
- x332** **United States of America**, Central Intelligence Agency Career Commendation Medal Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, Career Commendation Medal', the reverse unnamed, with riband bar, *extremely fine, extremely rare* £200-£240
- The Central Intelligence Agency's Career Commendation Medal is awarded 'For exemplary service significantly above normal duties that had an important contribution to the Agency's mission.'
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- x333** **United States of America**, Central Intelligence Agency Intelligence Commendation Medal Presentation Medallion, 75mm, bronze, the obverse embossed 'Central Intelligence Agency, For Commendable Service', the reverse unnamed, with riband bar, *extremely fine, rare* £200-£240
- The Central Intelligence Agency's Intelligence Commendation Medal is awarded 'For the performance of especially commendable service or for an act or achievement significantly above normal duties which results in an important contribution to the mission of the Agency.'
-
- x334** **United States of America**, Central Intelligence Agency Exceptional Service Presentation Medallion, 75mm, silvered, the obverse embossed 'Central Intelligence Agency, For Exceptional Service', the reverse unnamed, with riband bar, *extremely fine, rare* £200-£240
- The Central Intelligence Agency's Exceptional Service Medallion is awarded 'For injury or death resulting from service in an area of hazard.'
-
- 335** **United States of America**, Distinguished Flying Cross (4); Bronze Star (3); Purple Heart (5), all unnamed as issued, all housed in Second World War/ Korean War 'coffin' cases of issue, together with a selection of riband bars, lapel rosettes and other accoutrements, *generally good very fine* (12) £140-£180
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- 336** **United States of America**, Distinguished Flying Cross, bronze; Air Medal, bronze, both unnamed, *very fine* (2) £70-£90
- Sold with a pair of dog tags 'Edmund V. Merlan ASN 31023988 Johanna Merlan 68 Centre St. Pawtucket, R.I.', together with Airborne Troop carrier patch, 17th Airborne Division patch, appears to have been removed from a uniform, 2 other patches, 5 collar and lapel badges, and approximately 40 snapshot photographs which appear to have been taken during the Vietnam War.
-
- 337** **United States of America**, Navy Cross; Distinguished Service Cross; Army Distinguished Service Medal (2); Air Force Distinguished Service Medal, in case of issue; Silver Star; Legion of Merit, Legionnaire's Badge; Distinguished Flying Cross (2); Navy/Marine Corps Medal; Soldier's Medal (2), one in case of issue; Airman's Medal (2), one with 'V' riband device, in case of issue; Bronze Star (3), one in case of issue; Purple Heart (2); Meritorious Service Medal, in case of issue, all unnamed as issued, *generally good very fine* (20) £140-£180
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- 338** **United States of America**, Joint Services Commendation Medal; Navy/Marine Corps Commendation Medal; Coast Guard Commendation Medal; Navy/Marine Corps Achievement Medal; Army Achievement Medal (2), one in case of issue; Air Force Achievement Medal, in case of issue; Navy Good Conduct Medal; Army Good Conduct Medal (10); Air Force Good Conduct Medal; Army Reserve Component Achievement Medal; European-African-Middle Eastern Campaign Medal; National Defense Medal (7); Army of Occupation Medal (5), one with Germany clasp; Medal for Humane Action; Armed Forces Expeditionary Service Medal (2); Vietnam Service Medal (2); United States Navy Expert Pistol Shot Medal; together with a United Nations Medal for Korea; Republic of Vietnam Gallantry Cross (4), three with bronze palm emblem to riband; and a Republic of Vietnam Campaign Medal, no clasp, some in card boxes of issue, all unnamed as issued and the majority with the period 'slot brooch' suspension, *generally good very fine* (lot) £100-£140
- Sold together with various riband bars; riband devices; and other emblems.
-
- 339** **United States of America**, Victory Medal 1918, bronze, 3 clasps, Defensive Sector, Ypres-Lys, Somme Offensive; American Defense Service Medal, bronze; Victory Medal 1945, bronze; Armed Forces Reserve Medal, with 2 service emblems; **United Kingdom**, Victory Medal, name erased; **Belgium, Kingdom**, Commemorative Medal for the Great War, bronze, together with corresponding set of miniatures, mounted as worn, *generally very fine* (7) £60-£80
- Group attributed to Lieutenant Colonel Michael Lawler, United States Army.

340 *Pair: Lieutenant Colonel Arthur T. Eaker, United States Army*

United States of America, Allied Victory Medal, bronze; **France**, Croix de Guerre with bronze star, together with miniatures of the above but including the Mexican Border Medal, these mounted as worn, *very fine* (2) £60-£80

Arthur T. Eaker was born 31 July 1896 in Muncy PA and enlisted into the U.S. Army on 24 April 1916, as Private. He saw his first service during the Mexican Border Crisis 1916, before going on to join 18th Infantry, 1st Division in the A.E.F., serving in France between 14 June 1917 and 29 July 1919. Eaker was Commissioned on 13 May 1918. Attached to the 252nd French infantry, he was awarded the French Croix de Guerre on 5 April 1918. He again served in the Second World War, becoming an honorary member of the Free French Forces and then went on to complete 3 tours in Korea, before retiring on 1 October 1953. He remained on the Reserve until finally retiring on 31 July 1956, to live in Muncy, Pennsylvania, where he died in November 1987.

Sold with original Statement of Pensionable Service, dated 13 November 1958, and a Department of the Army letter about his Armed Forces Reserve Medal, dated 16 February 1952. Eaker was additionally entitled to the Mexican Border Medal, Second War service medals, Korean War service medals, Army Commendation Medal with 2nd award cluster, Armed Forces Reserve Medal and Free French Forces insignia (No.17371).

341 **A Second War Distinguished Flying Cross group of six awarded to P-38 'Lightning' and P-51 'Mustang' fighter pilot Captain Gene Harold Cole, who was credited with 2 'Victories'; during the Korean War, his F-80 'Shooting Star' was shot down over North Korea when he was wounded and taken prisoner**

United States of America, Distinguished Flying Cross, bronze, slot brooch reverse engraved 'Gene H. Cole', in case of issue; Air Medal, bronze, with 1 silver and 2 bronze clusters on riband, in case of issue, this with Cole's U.S.A.F. leather uniform name tag glued to front, with enamelled lapel miniature riband bar; Purple Heart, gilt and enamel, slot brooch, in case of issue, with enamelled lapel miniature riband bar; Air Force Long Service medal, bronze, slot brooch; American Defense Service Medal, bronze, slot brooch, in box of issue; U.N. Korea Medal, slot brooch, in box of issue, *very fine* (6) £700-£900

Gene H. Cole was born in Huntington Park, Los Angeles, California on 20 October 1921, and enlisted as a Private in the Air Corps at Santa Ana AAB on 21 July 1942. Accepted for pilot training, he was commissioned 2nd Lieutenant on 5 December 1943, on completion of his basic training. Posted to 343 Fighter Squadron, 55 Fighter Group in England, as a P-38 Lightning pilot on 25 May 1944. As part of the Eighth Air Force Fighter Command, 343 squadron provided cover for B-17's and B-24's that bombed aircraft plants during Big Week in February 1944, and later gun emplacements during the St Lo breakthrough in July 1944.

For his services, Cole was awarded the Air Medal on 6 July 1944, for:

'Exceptionally meritorious service in aerial flight over enemy occupied Continental Europe. The courage, coolness and skill displayed by these officers reflect great credit upon themselves and the Armed Forces of the United States.'

He was awarded a second Air Medal (First Cluster) on 27 July, a third (Second Cluster) on 26 August and fourth (Third Cluster) on 15 September, 1944, all with similar citations.

On 9 July 1944, he converted to the P-51 (Mustang) fighter, naming his 'ship' "Miss Jane the 1st". He claimed an Me-109 destroyed (ground) S/Augsburg on 10 September 1944, and another Me-109 destroyed (air) Eisenach-Gotha on 13 September 1944. Later in September, the squadron patrolled the Arnhem sector in support of the airborne drops and Cole was awarded the Distinguished Flying Cross on 3 October 1944:

'For extraordinary achievement as a fighter pilot in aerial combat over Germany and German occupied Continental Europe. The courage and skill with which Lieutenant Cole flew his aircraft and engaged attacking enemy fighters have on many occasions assisted heavy bomber formations to reach their targets and return to their bases with a minimum of loss. The devotion to duty displayed by Lieutenant Cole on these escort flights, and his disregard for personal safety in exposing himself to the hazards of low flying strafing missions reflect the highest credit on himself and the Army Air Force.'

His fifth and sixth Air Medals (Fourth and fifth Clusters) followed on 21 October and 20 November 1944:

'For meritorious achievement while serving as a fighter pilot during an extended period of aerial combat over Germany and German occupied Continental Europe. The courageous devotion to duty and outstanding flying ability displayed by these officers reflect the highest credit upon themselves and the Armed Forces of the United States.'

Cole made his last combat flight on 9 November 1944, and returned to the USA. His seventh Air Medal (Sixth Cluster) followed on 11 June 1945:

'For meritorious achievement in destroying one enemy aircraft on a fighter combat operation while over Germany and German occupied Continental Europe. The aggressiveness, courage and devotion to duty displayed by these officers reflect the highest credit upon themselves and the Armed Forces of the United States.'

Cole was recalled in March 1951, and in April 1952 he was posted to the 35th (The Black Panthers) Fighter Bomber Squadron, based at K-13 airfield (Suwon) Korea, as an F-80C (Shooting Star) pilot. Taking part in combat operations there from 27 June 1950 to 27 July 1953. Theirs was probably the most dangerous work, flying low level fighter-Bomber attacks on targets in North Korea.

On 6 August 1952, flying F-80C Shooting Star #49-741 on his 6th combat mission, Cole was shot down by ground fire over Huichon, North Korea. His aircraft was seen to be hit by ground fire and burst into flames, he was not observed to bail out. However, although wounded, he did successfully get out of the burning aircraft and was taken Prisoner of War by the North Koreans, remaining captive until finally repatriated on 31 August 1953. On the 11 March 1954, he was promoted to Temporary Captain, and on 24 September the rank was made permanent. On 21 February 1955, Cole was awarded the Purple Heart for wounds received in action against the enemy on 6 August 1952, and on 19 March 1955, he was awarded his eighth Air Medal (Seventh Cluster):

'For meritorious achievement while participating in aerial flight in Korea as a member of the Far East Air Forces. Despite the hazards of marginal weather conditions, aerial interception, and intense anti-aircraft artillery fire, his exceptional airmanship in combat operations against the enemy contributed immeasurably to the successful execution of the United Nations mission. The technical skill, personal courage, and selfless devotion to duty which he displayed reflected the highest credit upon himself, his organisation, and the United States Air Force.'

Cole continued to serve in the Air Force, moving to ground status in January 1961, before taking disability retirement on 17 August. He died in Orange County, California on 16 September 1989, age 68, and is buried at Riverside National Cemetery.

Sold with a large quantity of research including an official copy of his service records, this including his medal citations, and flight log sheets (logbook equivalent).

A Second War Legion of Merit, Distinguished Flying Cross and Bronze Star group of fifteen awarded to Colonel John F. Coonan, U.S.A.F., a P-40 'Lightning' and P-52 'Mustang' fighter pilot credited with one Japanese 'Zero' fighter and a probable 'Helen' bomber, then three German aircraft over Europe, also flying in support of ground troops during operation 'Market Garden', later being shot down by a member of his own squadron and taken prisoner, he went on to serve for a further 31 years, commanding a flying F-100D Super Sabre squadron and became the first foreigner to command a R.A.A.F. squadron

United States of America, Legion of Merit, Legionnaire's badge, gilt and enamel, crimp brooch; Distinguished Flying Cross, bronze, slot brooch, in case of issue; Bronze Star, with 2 cluster emblems on ribbon, slot brooch, in case of issue; Air Medal, bronze, in case of issue, with enamelled lapel miniature riband bar; Air Force Commendation Medal, bronze, with 2 oak leaf cluster emblems on riband, crimp brooch; American Defense Service Medal, bronze, slot brooch, in box of issue; Asiatic-Pacific Campaign Medal 1941-45, bronze; with two bronze star emblems on riband, crimp brooch, in box of issue; European African Middle Eastern Campaign Medal, bronze, slot brooch; Victory Medal 1945, bronze, slot brooch, in box of issue; National Defense Service Medal, bronze star on ribbon; National Defense Service Medal, crimp brooch, in box of issue; Armed Forces Expeditionary Forces medal, bronze, crimp brooch, in box of issue; Armed Forces Reserve medal, bronze, with two emblems, slot brooch; Vietnam Service Medal, bronze, crimp brooch; South Vietnam, Service Medal, 1 clasp, 1960, *generally very fine or better (15)* *£1,000-£1,400*

John F. Coonan was born in Boise, Idaho, on 24 April 1918, and entered the Air Service in 1941 as an aviation cadet. He flew P-40 (Lightning) fighters with 26th Fighter Squadron in the CBI (China-Burma-India) Theatre, being credited with shooting down one Japanese Zero aircraft on 25 February 1943, also claiming a "Helen" bomber as a probable. Transitioning to P-51s in the 38th Fighter Squadron and moving to Europe, Coonan brought down three German aircraft, on 13 September and 2 November, 1944, and 3 January 1945. On this latter day, which was his 34th combat mission, Coonan was leading a flight of eight when he was shot down by another member of his squadron, 1st Lieutenant Dudley Amoss, by accident, spending the rest of the war as a prisoner of War. Of the sortie, 2nd Lieutenant Jones reported:

'Capt. Coonan was leading a flight of 8 Mustangs approx. 10-20 miles south of Ulm, Germany. (He was flying P-51D aircraft CG-P s/n 44-14358 "Portland Rose"). Several German trainer planes were spotted flying formation a few thousand feet below us. Captain Coonan led the attack and shot down one enemy plane. Several seconds later he said that he had been hit. At low altitude he passed over a small town and belly landed on a snow-covered field adjacent to this town. I took several camera shots of the airplane which seemed to be in good condition, and while doing this I did not observe the pilot's presence in or around the plane. The remaining seven planes then proceeded towards home.'

German J 2735, reported the capture of Captain Coonan at 1300 on 3 January 1945, at Gutensell, near Laupheim. The aircraft was reported 12 to 15 percent damaged. The report further stated that Captain Coonan was shot down by 'friendly aircraft, Mustang!' The letters on the aircraft were CG-P. The report, which was addressed to Evaluation Centre West, Oberursel, also contained the names of 16 pilots, (the entire 38th fighter Squadron), with their corresponding plane identification letters and pilot's name that had flown on that mission! This was one of the many reasons Hanns Scharff, the interrogator at Oberursel, could name familiar members of the prisoner's squadron to him.

While in prison camp, at Stalag Luft I, Coonan was quoted as saying that if he 'caught that son-of-a-bitch (in his flight) who shot him down he'd kill him!' Lieutenant Dudley Amoss recalls: 'While at Stalag Luft I, I ran into Jack Coonan. He told me that his wingman had shot him down. I had to level with him and tell him that it was me who shot him down! I explained that I saw what appeared to be a lone Me-109 flying low on the deck, heading into Germany. It was a long, long, shot. I gave him a lot of lead and fired. He crash-landed. Much to my horror, as I passed over him, I recognized the plane as a P-51. Jack didn't get angry. He just grimaced and shook his head.'

He stayed in the Air Force, serving in Greenland, England, Morocco, Iran, Vietnam, Burma, Pakistan and the Philippines. Additionally, during one assignment, he exchanged with an officer with the Royal Australian Air Force, being the first foreigner to command a R.A.A.F. squadron; 75 Squadron flying CAC Sabres. He also commanded the 1st T.F.S. flying F-100D Super Sabres. He received the Legion of Merit for planning U.S. air operations during the invasion of the Dominican Republic in 1965 and 2 clusters plus 3 Bronze Stars while serving in Vietnam. He retired as a Colonel (O-6) in 1975.

Sold with, Coonan's medal riband bar, mounted for wear on uniform as pictured in portrait photograph, Senior pilots wings; pair of Colonels shoulder rank badges; Tactical Air Command patch. A large selection of original paperwork relating to Coonan's service, including: flight log, service papers and some copied service papers, casualty reports etc, these housed in official Aircrew Standardization/Evaluations Records folder. Original newspaper cuttings, 2 x POW postcards from German camps; a quantity of original photographs taken throughout his career, some large including portraits in uniform wearing medal bar. Original award Certificates for Bronze star and Legion of Merit, along with the original citations to accompany the Bronze star, First Oak Leaf Cluster, Legion of Merit First Oak Leaf Cluster, Certificate of training, Air-Ground Operations School Diploma, crossing the equator certificate and Mach Busters Club certificate, the latter for exceeding the speed of sound in a U.S.A.F. F-100 Super Sabre.

343 A Second War Distinguished Flying Cross and Air Medal group of six awarded to Major Orlando Cartford Asper, a B-17 'Flying Fortress' pilot

United States of America, Distinguished Flying Cross, bronze, slot brooch, in case of issue, with enamelled lapel miniature riband bar; Air Medal, bronze, with 3 clusters on riband, wrap brooch, in case of issue, with enamelled lapel miniature riband bar; American Campaign Medal 1941-45, bronze, crimp brooch, in box of issue; European African Middle Eastern Campaign Medal, bronze, crimp brooch, in box of issue; Victory Medal 1945, bronze, slot brooch, in box of issue; Army Occupation medal, bronze, crimp brooch; Distinguished Unit Citation badge, *generally very fine or better* (7) *£400-£500*

Orlando "Ole" Cartford Asper was born in Kikungshan, Henan Province, China on 13 June 1917, to Lutheran Missionary parents. Having returned to the United States, he attended Pacific Lutheran High School Division, Pacific Lutheran College, Parkland. Having joined the Army Air Corps Cadet Programme at Army Air Forces Advance Flying School, Stockton Field, California on 26 January 1942, qualifying as a pilot in November 1942, he was commissioned 2nd Lieutenant in the Army Air Force. From May 1943, he served as a Captain (pilot), flying B-17 Flying Fortress bombers of 96th Bomb Group, 45th Combat Wing, 3rd Air Division, 8th Air Force, from Snetterton Heath, England. Between May and October 1942, Asper was pilot of a B-17 named "Kipling's Error", flying at least 25 Missions over target in occupied France and Germany. On 13 August 1943, he was awarded his first Air Medal for 5 combat missions, three more were to follow. He was also awarded the 8th Air Force Certificate of Valour by General Eaker for 25 combat missions. After completing his tour, in October 1943, he returned to the U.S.A. as a Pilot Instructor, before returning to Europe as 1st Lieutenant, piloting twin engine aircraft passenger flights for European Air Transport Service. He also served as Administrative Officer for 8 months in 1946-7, duties including meeting and greeting dignitaries at Rhein Main Airfield, Germany. Appointed a Captain in the U.S.A.F. Reserve on 1 April 1948, he rejoined U.S.A.F. 7th Division Strategic Air Command as an Admin Officer in January 1951 and retired on 30 September 1965.

In civilian life, 'Ole' taught biology and science in York High School, Nebraska, and also taught at the University of Washington in Seattle. He later worked as an engineer for Boeing Aircraft Company in Seattle, where he worked on numerous projects, including hovercraft and hydroplanes; he also worked as a nuclear waste engineer for Westinghouse at Hanford Nuclear Plant in Richland, WA. He died on 3 April 1986, in Seattle, King county, Washington.

Sold with original 1942 Graduation book, Aviation Cadet Class 42-K. Army Air Forces Advanced Flying School, Stockton Field, California, 8th Air Force Certificate of Valour for 25 combat missions signed by General Ira Eaker, portrait photo, very extensive & detailed official copy of service record, personnel reports, and other original papers.

344 A Second War Air Medal group of four awarded to 1st Lieutenant Arthur Bert Crawford Jr, 845 squadron, 489th Bombardment Group, 8th Air Force, who in 1944 piloted B-24 Liberator Heavy Bombers for 23 missions over heavily defended targets in Germany

United States of America, Air Medal, bronze, with two oak leaf cluster emblems on riband, wrap brooch; American Campaign Medal 1941-45, bronze, crimp brooch; European African Middle Eastern Campaign Medal, bronze, crimp brooch; Victory Medal 1945, bronze, crimp brooch, *very fine* (4) *£300-£400*

Air Medal, 8 September 1944:

'For meritorious achievement in accomplishing with distinction, several aerial operational missions over enemy occupied Continental Europe, the courage, coolness and skill displayed by this individual in the face of determined opposition materially aided in the successful completion of these missions. His actions reflect great credit upon himself and the Armed Forces of the United States.'

Second Air Medal, 24 October, with the same (standard) citation; third Air Medal November 1944, almost certainly the same standard citation but unconfirmed

Arthur Bert Crawford Jr was born on 6 October 1918, in Newark, Ohio. He enlisted in the US Army on 11 June 1941, and in May 1942 he was commissioned 2nd Lieutenant. Initially assigned to active duty on 23 June as Motor Officer, 227th Quartermaster Company, in May 1943 Crawford was accepted for pilot training and sent to Perrin Field, Sherman, Texas, to begin flight training. Gaining his "wings" on 8 February 1944, on 23 April he qualified as a B-24 pilot and was sent to Biggs Field for assignment. On 2 August 1944, he received Movement Orders for overseas duty, and by 6 August the crew were making their way to Halesworth/Holton Airfield, Suffolk, England. On arrival they were actually allotted to 845 squadron, 489th Bombardment Group (Heavy). Crawford's first combat mission to Karlsruhe, Germany, came on the 8 September 1944, and he took part in a further 22 missions, between then and 8 November 1944, most of these being targets over Germany. By December 1944, Crawford's squadron was back in the USA, reporting in at AAF Topeka on 14 January for re-assignment. It was to convert to the B-29 Superfortress for the war on Japan. Crawford did not fly again until February 1945, when he started his B-29 Superfortress pilot conversion training at Maxwell AFB, Alabama, in preparation for transfer to the Pacific theatre. He qualified on the 25 March 1945, but was not however required to go to the Pacific theatre and was separated (demobilised) back to civilian life on 13 December 1945.

Sold with large file of original documents, including detailed service papers, official U.S.A.F. documents, medal entitlement and flight logs etc.

A B-17 Flying Fortress pilot's Distinguished Service Cross group of six awarded to Major Sidney Hantman, of 322 Squadron who was badly wounded when cannon-shell from a German fighter blew off his arm during an attack on the Arado Fleugenwerke in October 1943 - at the time he was 'filling in' for a sick rear gunner having already completed his own tour of operations as a pilot - he continued his duty until he passed out from loss of blood

United States of America, Distinguished Service Cross, bronze, numbered '13747', wrap brooch; in case of issue (cover distressed), with miniature Distinguished Service Cross, with brooch mount; Air Medal, bronze, numbered 16441, wrap brooch; Purple Heart, gilt and enamel, slot brooch, in case of issue, with enamelled lapel miniature riband bar; Army Commendation Medal; American Defense Service Medal, bronze, slot brooch, in box of issue; Victory Medal 1945, slot brooch, in box of issue, *generally very fine or better (6)* *£800-£1,000*

Distinguished Service Cross Citation:

'The President of the United States takes pleasure in presenting the Distinguished Service Cross to Sidney Hantman, First Lieutenant (Air Corps), U.S. Army Air Forces, for extraordinary heroism in connection with military operations against an armed enemy while serving as Tail Gunner and Observer in a B-17 Heavy Bomber of the 322nd Bombardment Squadron, 91st Bombardment Group (Heavy), EIGHTH Air Force, during a bombardment mission over Germany on 9 October 1943. Although he had completed his missions as a pilot and was serving as squadron Operations Officer, First Lieutenant Hantman volunteered to fill a crew vacancy by occupying the tail gunner observer position. Before arriving at the target area, his aircraft was attacked by enemy fighters and he was struck by an explosive shell which blew off his right arm at the shoulder, and caused a compound fracture of his right leg and inflicted extensive wounds to his right thigh. In total disregard of the pain of his wounds and without regard for the preservation of his life, Lieutenant Hantman remained at his post without first aid or assistance and continued to discharge his duties under enemy attack until he was on the verge of unconsciousness. He then began to work his way forward to obtain someone to take over his post at which time he collapsed from shock and loss of blood. The personal courage and devotion to duty displayed by First Lieutenant Hantman on this occasion have upheld the highest traditions of the military service and reflect great credit upon himself, the 8th Air Force, and the United States Army Air Forces. Headquarters: U.S. Strategic Forces in Europe, General Orders No. 15 (1944).'

Sidney Hantman was born on 23 April 1916, in Springfield. In 1943, he was serving as an Assistant operations officer, flying in B17 Flying Fortress's of 322 Squadron, part of 91st Bomb Group. On 9 October 1943, as part of the crew of B-17 #604 (42-5804) "Hell's Halo", Hantman took part in a raid on the Arado Fleugenwerke, in Anklam, Germany. However just before reaching their target, the aircraft was hit by a 20mm cannon round.

A Squadron report stated that:

'1st Lt. Sidney Hantman (Ass't operations officer of this squadron) while riding in the tail position of A/C 604 piloted by Lt. Everett and Major Donald Sheeler, was struck by a 20 mm. It cut his right arm off close to the shoulder, penetrated his thigh and went on through his leg. Hantman was hit just before the formation reached the target at about *** hours. Tourniquet could not be applied as arm was sheared off too close to body. S/Sgt . W. S. French, right waist gunner on A/C 804, was struck by flak or bullet in hand. Injury not serious although French was hospitalized. S/Sgt A. K. Baker, radio operator on A/C 511, struck in forehead by flak.'

A further Squadron report of the raid stated:

'A/A Fire: No fire at target, meager to moderate fire from Madergale, Rostock, Warnestrude, Fehasian Island and Bad Sulms. All inaccurate. We were out of their range. Enemy Opposition: Up to 300 E/ A were encountered, mostly twin engine craft, some single engines - FW190, ME109, ME110, He111, Do217, JU87, JU88, FW189. First met E/A at 1032 hours and not until our remaining planes of the formation were well offshore at 1035 did the E/A cease their attacks. Enemy employed rockets which were fired by the Me110, Ju88 and FW190. Although fighter support was to have met us at point in the North Sea, our formation did not see them.'

1st Lieutenant Hantman and Staff Sergeant French were taken to the 49th Station Hospital before moving to a hospital in or near Cambridge. He was later taken back to America and sent to Water Reed Hospital in Washington D.C. He met his wife-to-be at Walter Reed and had one or more children. Promoted Major, in later life Hantman was a life member of The Legion of Valor, serving as National Commander 1968-1969. He resided in Maryland and died at home at Silver Spring on 17 March 1973.

Sold with medal riband bar, mounted as worn in photographs, Major's rank insignia, leather flying jacket name label, large 322nd Bombardment Squadron and smaller Army Air Force cloth flying jacket patches; Legion of Valor banner and National Commander forage cap, U.S. Air Force sweetheart cushion cover; paperwork, including service record, original citation and certificate for Army Commendation; period file with detailed commendations, menu from dinner honouring Hantman in 1957, Hantman's Armed Forces of the United States card, with photo and left fingerprint, noting his right 'Amputated', giving his rank of Major, dated June 1950; Legion of Valor membership card, Governor of Kentucky Order of Kentucky Colonels membership, 1973, 91st Bomb Group Memorial Association membership, 1973; together with a large quantity of photographs, including one of the attack where he lost his arm, of large portrait (wearing medal ribands), damaged aircraft, veteran shots, also meeting with President Lyndon B. Johnson.

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A Second War Distinguished Flying Cross and Air Medal group of eleven awarded to Major Charles Duane Mellinger, U.S.A.F., a B-17 'Flying Fortress' pilot of 385th Bomb Group, 8th Air Force, who won the D.F.C. for commanding his formation in attacks against Regensburg, Bremen and Berlin, July to October 1944; he was later killed when a KC-97 Strato-tanker he was piloting crashed in the Adirondack mountains after suffering mechanical failure

United States of America, Distinguished Flying Cross, bronze, slot brooch, engraved 'Charles D. Mellinger', in case of issue, with enamelled lapel miniature riband bar; Air Medal, bronze, with 3 clusters on riband, wrap brooch, engraved 'Charles D. Mellinger', in case of issue, with enamelled lapel miniature riband bar; American Campaign Medal 1941-45, bronze, crimp brooch, in box of issue; European African Middle Eastern Campaign Medal, bronze, one silver and one bronze star on Riband, crimp brooch, in box of issue; Victory Medal 1945, bronze, crimp brooch, in box of issue; Army Good Conduct Medal, Bronze, engraved 'C D Mellinger', slot brooch, with top of box of issue; Korean Service medal, bronze, crimp brooch, in box of issue; U.N. Korea Medal, in box of issue; Armed Forces Reserve medal, bronze slot brooch, in box of issue; National Defense Service Medal, bronze, crimp brooch, in box of issue; Distinguished Unit Citation badge, with second award cluster, *generally very fine or better* (11) *£1,000-£1,400*

Air medal awarded 22 September 1944, 333 B. Squadron, 94th Bomb Group:

'For meritorious achievement while participating in heavy bombardment missions in the air offensive against the enemy over continental Europe. The courage, coolness and skill displayed by these officers and enlisted men on these occasions reflect great credit upon themselves and the Armed Forces of the United States.'

Air Medal, first cluster, 16 February 1945; 2nd cluster, 17 April 1945; third cluster, 29 May 1945, all for 385th Bomb Group and all the same standard citation.

Distinguished Flying Cross, 26 April 1945 (385th Bomb Group) for:

'Extraordinary achievement while serving as commander in the air of group and squadron formations on heavy bombardment missions against the enemy. Captain Mellinger demonstrated outstanding airmanship while commanding his formations on successful attacks against Regensburg, Germany, 21 July 1944, against Bremen, Germany 26 September 1944, and against Berlin, Germany 6 October 1944, despite heavy accurate concentrations of anti-aircraft fire on each mission. The brilliant exercise of command displayed that Captain Mellinger was largely responsible for the success of these missions. His actions reflect the highest credit on himself and the Army Air Force.'

Charles Duane Mellinger was born on 16 November 1916, in Tacoma, Washington. He enlisted on 7 July 1942, becoming an Aviation Cadet on 19 December and after completing his training as a heavy bomber pilot, was commissioned on 3 November 1943. From June 1944, as a B-17 Flying Fortress pilot, he initially served with 333 Bombing Squadron, 94th Bomb Group and then 385th Bomb Group (H), 8th Air Force, flying from Great Ashfield, Suffolk, England. Returning to the U.S.A. in July 1944, he retired as a Major in 1946. Joining the reserve, he served until 4 June 1951, when he returned to active duty as a Supply Officer. On 14 June 1955 he resumed flight status as a pilot with 384 AREFS, WAFB, Mass. On 12 July 1956, he became Wing Logistics Officer, 4050 AREFWG, (Air Refuelling Wing) until killed in a flying accident on 22 January 1957, when the KC-97 Strato-tanker he was in crashed, near Griffith AFB, New York. All crewmen were lost.

Sold with an original letter, dated April 1957, from U.S.A.F. to his wife confirming entitlement to all above awards, which will be sent to her. Original award documents for the Distinguished Flying Medal and Air Medal with three clusters, both dated 1 February 1957; photograph of Air Medal presentation, the medal being pinned on to Mellinger's breast, together with partial copy of service record and other copied research.

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A Second War Purple Heart and Air Medal group of five awarded to 2nd Lieutenant Earl M. Richardson, U.S.A.A.F., a B-24 Bombardier and aircraft commander who was killed in action on 20 June 1944, when 856th squadron lost 11 out of 12 aircraft during an attack on oil refineries at Politz, Germany

United States of America, Purple Heart, gilt and enamel, slot brooch, engraved 'Earl M. Richardson', in case of issue; Air Medal, bronze, with two oak leaf cluster emblem on riband, slot brooch, in case of issue; American Campaign Medal 1941-45, bronze, crimp brooch, with lower portion of box of issue; European African Middle Eastern Campaign Medal, bronze, in box of issue; Victory Medal 1945, bronze, in box of issue, *very fine or better* (5) *£300-£400*

Earl M. Richardson, from New Mexico, initially joined the U.S. Army Air Forces, for basic training at Alamogordo, New Mexico. From there he was sent to 330th Combat Crew Training school in Biggs, Texas, training as a B-24 Liberator bombardier and joining crew #1637. On 3 Mar 1944, the crew was transferred to 856th Bomber Squadron, 492nd Bomber Group (Heavy) where it was re-designated crew #610 (pilot 1st Lieutenant John R. Curtis). The squadron left for England on 1 April 1944, and would be stationed at North Pickenham, Curtis Crew's B-24J being given the name, "The Mary Ellen".

Flying their first mission, an attack on an oil refinery at Zeitz, Germany on 12 May, Richardson would take part in a further 14 missions over targets in France and Germany between then and 18 June 1944. On the morning of 20 June 1944, 35 aircraft of 492nd Group, led by Major Losee, 856th Squadron's Commander, took off for an attack on an oil refinery at Politz, Germany. As protection, the bombers were to be covered by fighters from 14th and 2nd Wings, however, while on route to the target, an error with timing a switchover left the Bombers exposed for a short time. The Luftwaffe took advantage of the situation, German fighters swooping in for the attack, randomly targeting the left side of the Group flown by the 856th Squadron. Within minutes, 856th Squadron alone lost 9 of its 12 aircraft and by the time the Group reached the target, the 856th only had 2 planes left while the other two squadrons had not lost any. Despite heavy flak and fighter attacks, the bombers were able to hit their targets and head for home, but the cost had been heavy and the mission would become the Bomb Group's worst day of the war. The Group had lost 14 crews, with the 856th squadron being almost completely wiped out, as 11 of the lost crews were their's. "The Mary Ellen" was one of the aircraft that was lost, 2nd Lieutenant Richardson being killed along with the rest of the crew. It was his 16th combat mission.

Sold with copied research.

A Second War Distinguished Flying Cross and Air Medal group of six awarded to Major George Raymond Barker, U.S. A.F., a B-29 Superfortress pilot who flew 'the Hump' from India to China and the far East, attacking Japanese targets all over the far East; he then flew the long haul from Tinian Island in the Pacific on the first heavy bomber raid on Japan, completing 35 combat missions with 468th Bombardment Group, 8 of which were by night

United States of America, Distinguished Flying Cross, bronze, slot brooch; Air Medal, bronze, with oak leaf cluster emblem on riband, wrap brooch; Asiatic-Pacific Campaign Medal 1941-45, bronze, with one silver and two bronze star emblems on riband, crimp brooch; Victory Medal 1945, bronze, crimp brooch; Philippines Liberation medal, bronze and enamel, crimp brooch; Presidential Unit Citation riband bar, *very fine or better* (6) *£400-£500*

George Raymond Barker was born on 18 May 1917, at Butte, Montana and enlisted into the U.S. Army as a Private on 3 August 1937. Discharged on 3 November 1940, he immediately re-enlisted as an Aviation Cadet. Promoted Sergeant, 3 November 1941 and Master Sergeant, 23 June 1942, he began flying training in February 1942, and by December he was piloting the B-17 heavy bomber. He was Honourably Discharged from training on 22 June 1942, and immediately commissioned wartime 2 Lieutenant. Promoted Lieutenant on 18 February 1943 and Captain, 3 April 1944, Barker was assigned to 795th Squadron, 468th Bomb Group (The Billy Mitchell Bomb Group), 58th Bomb Wing, 20th Air Force, in June 1944. Equipped with B-29's the group moved, via Africa, to Kharagpur, India in June 1944. Barker flew combat missions flying over "the Hump" to carry supplies from India to staging fields in China, before entering combat with an attack on railroad shops at Bangkok, Thailand, on 5 June 1944. From bases in India, China, and Ceylon, he mined shipping lanes near Saigon, French Indochina, and Shanghai, China, and struck Japanese installations in Burma, Thailand, French Indochina, Indonesia, Formosa, China and Japan. Targets included iron works, aircraft factories, transportation centres and naval installations. Barker's regular B-29 aircraft (42-24734) named "Miss Lead" crashed at Tinian on return from a mission on 8 June, but was repaired. On 20 August 1944, as part of the 468th Bomb Group, Barker took part in the first US air raid on Japan since the "Doolittle Raid" in April 1942. 64 B-29 Superfortresses took part in this daylight raid on the iron and steel works at Yawata, Japan.

For this raid the 468th received a Distinguished Unit Citation as follows:

'The 468th Bombardment Group (VH), XX Bomber Command, is cited for outstanding performance of duty in armed conflict with the enemy on 20 August 1944. The group dispatched 29 B-29 type aircraft to its forward bases and all aircraft were airborne on D-day as a part of the XX Bomber Command. Fighter opposition was successfully overcome on the way to the target. Despite a steady hail of intense and accurate flak concentrations which accounted for the destruction of one airplane, and damage to a second, causing it to crash on the return to the mainland of China, and despite continuous enemy fighter attacks employing suicide ramming tactics which accounted for the destruction of two or more of their aircraft, the 468th Bombardment Group (VH) succeeded in destroying the Imperial Iron and Steel Works at Yawata on the Jap mainland. In the accomplishment of its primary mission, 15 enemy aircraft were damaged or destroyed. The success of its part of the mission by the 468th Bombardment Group (VH) was especially outstanding in that the method of attack used called for the utmost in daring and skill. The first daylight raid over the Japanese home islands since the historic raid of Tokyo in April 1942 proved the real effectiveness of daylight precision bombing by B-29s. The hazards of mechanical failure, fighter opposition, flak, and barrage balloons on the mission of over 3,000 miles were all overcome by the valor and high professional ability of all members of the 468th Bombardment Group, XX Bomber Command, and by their courage, cooperative spirit, and tireless energy the individuals of the group have reflected great credit on themselves and the Army Air Forces.'

The Group evacuated the advanced bases in China in January 1945 but continued operations from India, bombing storage areas in Rangoon, Burma, a railroad bridge at Bangkok, Thailand, railroad shops at Kuala Lumpur, Malaya, and the dry dock in Singapore harbour. Barker flew further missions against Japan after the Bomb Group repositioned to Tinian Island in the Marianas group in February 1945. They also took part in mining operations, incendiary raids on area targets, and high-altitude missions against strategic objectives.

The group dropped incendiaries on Tokyo and Yokohama in late May 1945, being awarded a second Distinguished Unit Citation for the attacks as follows:

'The 468th Bombardment Group (VH) is cited for outstanding performance of duty in armed conflict with the enemy. During the period of 23-29 May 1945 the destruction of the militarily important industrial areas of Tokyo and Yokohama was completed, despite the fierce enemy anti-aircraft fire from these most heavily defended points of the Japanese mainland. On 23 and 25 May 1945, the heroic efforts of all personnel of the 468th Bombardment Group (VH) contributed materially to the destruction of an additional 22.1 square miles of vital industrial area in Tokyo, bringing to 56.3 square miles the total area devastated within that city, the center of Japan's war industry. Before the Japanese had time to recover from this staggering blow to their morale and war potential, this group participated in a daring daylight strike on 29 May 1945 against the city of Yokohama, a single attack in great force, which reduced to rubble 6.9 square miles of the city's most important industrial area. The success of this series of missions, flown as they were in rapid succession and over vast expanses of open sea, despite dangerous tropical weather conditions and intense enemy opposition, is a reflection of the exemplary devotion to duty demonstrated by the ground personnel and of the great professional skill, tenacity, and courage of aircrews. The achievements of the 468th Bombardment Group (VH) during this period of sustained effort reflect great honor on themselves and the armed forces of the United States.'

The group received another Distinguished Unit Citation for a daylight strike on an aircraft plant at Takarazuka, Japan, in July 1945, citation as follows:

'The 468th Bombardment Group (VH) is cited for outstanding performance of duty in action against the enemy. On 24 July 1945, this group and one other group of the 58th Bombardment Wing were ordered to knock out the Kawanishi aircraft plant at Takarazuka in a daylight precision bombing attack. This mission was of utmost strategic importance because the plant was known to manufacture components of a dangerous Japanese navy fighter. Inspired by the importance of the mission, both air and ground personnel worked tirelessly to insure maximum success of the strike. As a result, 42 airplanes of the group reached the target area. At the assembly point, the aircraft encountered continuously pointed fire that continued all the way into the target. The fire was so accurate and concentrated that twenty-three of the forty-two B-29s were damaged. Despite this savage fire the 468th Bombardment Group (VH) calmly and heroically held the compact formation necessary for maximum bombing accuracy and dropped 245 tons of explosives on the aircraft factory. When the group retired from the target area, the Kawanishi plant was 85% destroyed and was cancelled as a future target for B-29 aircraft, thus materially reducing the Japanese air potential. By the conspicuous courage, leadership, and professional skill of its combat crews, together with the high technical ability and unflinching devotion to duty of its ground personnel, the 468th Bombardment Group (VH) on this occasion was able to inflict serious damage on the enemy. The gallantry, brilliant teamwork, and heroic determination displayed by the group reflect the highest credit on its personnel and exemplify the finest traditions of the Army Air Forces.'

Barker completed his tour on 29 July 1945, leaving for home just a few days before the "Enola Gay" left Tinian for Hiroshima. For his services, Barker received a letter of commendation from Brigadier General Ramsey, C/O 58th Bomb Wing, for completing 35 combat missions of which 8 were by night, for a total of 596 combat flying hours. He had served 13 months overseas, qualifying him for two overseas service bars and the seven battle stars for China campaign, India-Burma Campaign, Air Offensive Japan, Air Combat (Palembang), Luzon (Philippines), Ryukus, and Central Burma. He also received a first Air Medal for his missions flying 'the hump', 4th December 1944, second Air Medal (Cluster) on 2nd February 1945, the Distinguished Flying Cross for missions flying 'the hump', 6th April 1945 and the Distinguished Unit Badge, 15 June 1945.

Promoted Major, 28 August 1945, on 11 December he was assigned to 873 Squadron, 498 Bomber Group, McDill AFB Tampa, Florida, as a B-29 pilot instructor. On 14 March 1946, he was assigned to 873 Bomber Squadron, 498th Group and remained there until 30 September 1946, when he went on termination leave. He re-enlisted as a Master Sergeant in the Army Air Force on 5 December 1949, and was assigned to a base in the UK in December 1950, returning to the US in 1953. He retired on 20 October 1967, with a total Army Air Force service of 30 years, 7 months and 18 days.

Sold with a Leather cased B-29 bomb load adjusting slide rule, this numbered and marked 'Model B-29'; the recipient's dog tags; metal uniform name tag; pilots wings, embossed 'Sterling', uniform attachments removed for display; 20th Bomber Command silvered and enamel pin badge; Major's collar insignia; sergeant's chevrons, four U.S.A.F. unit patches; Air Force cloth escape map, South East China; the recipient's lightweight side cap with Major's insignia; additionally, a large archive of original documentation, including various photographs of Barker next to his B-29 "Miss Lead", and of Barker with other crew; original newspaper cuttings relating to service and awards; ration cards, foreign currency; various U.S.A.F. Certificates and Diplomas, including Pilots training course completion, appointment to rank of Major and Master Sergeant, Strategic Air Command course, proficiency as Flying Instructor, and Honourable discharge. Also citations for both the Distinguished Flying Cross and Air Medal, enlistment and service records, plus some copied research.

349 A Second War Army Good Conduct pair awarded to Private First Class Arthur F. Perry, 103rd Infantry Regiment, who was killed in action 15 January 1945, during the battle for Luzon Island

United States of America, Army Good Conduct Medal, slot brooch 'Arthur F. Perry'; Philippines Liberation Medal, slot brooch, *very fine* (2) *£100-£140*

36170413 Private First Class **Arthur F. Perry**, from White Cloud, Newaygo County, Michigan, served with the 103rd Infantry Regiment, 43rd Infantry Division. He died on 15 January 1945 and is buried at Manila American Cemetery.

"The 103rd Infantry Regiment landed on the island of Luzon (Philippines) on 9 January 1945 and was one of the leading elements during the Battle of Luzon. As the left wing of the invasion force, they pushed inland, encountering stiff opposition from fanatical Japanese enemies. The 103d Infantry went ashore at 0700, with the 152d following at 1300 to set up firing positions on the beach. The landing was unopposed and the regiment moved inland by column of battalions, with 3d in the lead, followed by 2d, and 1st in support. As the day went on, Japanese resistance began to increase. Using 75mm guns, the Japanese would initiate long-range ambushes on the 103d, retreating when approached by riflemen. This delaying tactic did not inflict many casualties, but it did slow the regiment's advance. The next day saw the 103d making good time but it was still slowed by harassing enemy attacks. Riflemen, acting in conjunction with artillery fire, steadily advanced and destroyed several of the Japanese guns.

Everything changed on the morning of 11 January, when 2-103 INF began the assault on Hill 200. It was a heavily fortified position, with caves, tunnels, and trenches dug into the hillside for both infantry and artillery. It took five days of brutal fighting to take the hill, characterized by heavy supporting fire from the 152d FAB, the 105mm howitzers in the 103d's Cannon Company, and the 103d's organic mortars. The rest of the battalion worked on securing the perimeters around the hill with aggressive patrolling, which sparked intense fighting. By 16 January, Hill 200 and its environs were in U.S. hands. An enemy armored counterattack in the vicinity of barrio Potpot resulted in a long night for the men of 3-103d INF, as they fought off the attack and destroyed eleven Japanese tanks."

351 A Silver Star and Purple Heart pair awarded to Master Sergeant John P. Pappas, 2nd Medical Battalion, 2nd Infantry Division, who displayed gallantry in action on 23 December 1950 in the vicinity of Sinbul-san, Korea

United States of America, Silver Star, gilt with central silver star, machine-engraved 'John P. Pappas', slot brooch; Purple Heart, gilt and enamel, slot brooch, unnamed, in case of issue, *good very fine* (2) *£400-£500*

John P. Pappas, United States Army, was awarded the Silver Star for conspicuous gallantry and intrepidity in connection with military operations against the enemy in Korea, while serving with the 2nd Medical Battalion, 2nd Infantry Division, on 23 December 1950.

General Orders: Headquarters, 2d Infantry Division, General Orders No. 349 (1951)

'Master Sergeant John P. Pappas, RA35999845, (then Sergeant), Army Medical Service, a member of Clearing Company, 2d Medical Battalion, 2d Infantry Division, displayed gallantry in action on 23 December 1950 in the vicinity of Sinbul-san, Korea. On that date Sergeant Pappas was attached to a unit of the Republic of Korea Army. The unit was assigned the mission of destroying an enemy guerrilla band disrupting the main supply route from Pusan northward. During the attack the commanding officer was killed, causing disorganization among the men. Sergeant Pappas with complete disregard for his own safety, exposed himself to intense enemy small arms and automatic weapons fire to reorganize the unit to lead the attack in a successful completion of the mission. Through intense enemy fire Sergeant Pappas moved about directing medical care and the evacuation of the wounded. The gallantry displayed by Sergeant Pappas reflects great credit upon himself and the military service.'

Pappas later served in Vietnam.

352 A Vietnam War Bronze Star and Second War Air Medal group of fourteen awarded to Lieutenant-Colonel Rolland Turner Gill, a lead B-17 'Flying Fortress' Bombardier and Master Navigator who became a prisoner of war when his aircraft was hit and brought down over Holland by another B-17; he later became a targeting expert, playing a major role in selecting SAC nuclear targets in the Soviet Union and later in North Vietnam

United States of America, Bronze Star, bronze, crimp brooch, in case of issue, with enamelled lapel miniature riband bar; Air Medal, bronze, wrap brooch, in case of issue; Purple Heart, gilt and enamel, crimp brooch, in case of issue, with enamelled lapel miniature riband bar; American Campaign Medal 1941-45, bronze, crimp brooch; European African Middle Eastern Campaign Medal, bronze, crimp brooch; Victory Medal 1945, bronze, crimp brooch; National Defense Service Medal, bronze, crimp brooch, in box of issue; Joint Service Commendation Medal, gilt and enamel, crimp brooch, engraved 'Roland T. Gill', in case of issue; Air Force Commendation Medal, bronze, crimp brooch, engraved 'R. T. Gill'; Army Commendation Medal, bronze, crimp brooch; Prisoner of War medal, bronze, crimp brooch, in box of issue; Armed Forces Reserve Medal, bronze, slot brooch; Vietnam Service Medal, bronze, crimp brooch; **South Vietnam**, Service Medal, 1 clasp, 1960, *generally very fine or better* (14) *£700-£900*

Citation for the Bronze Star, SO G-848, Headquarters 7th Air Force:

'Lieutenant Colonel Rolland T. Gill distinguished himself by meritorious service as Chief of Data Division, Directorate of Targets, Deputy Chief of Staff for Intelligence, Headquarters Seventh Air Force, Republic of Vietnam, while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force from 28 March 1967 to 10 February 1968. During this period, Colonel Gill, with utmost proficiency and skill, directed the collection, refinement, and dissemination of intelligence on the out-country areas of responsibility and through his efforts, the entire Data Division was improved in all operational and administrative aspects. The exemplary leadership, personal endeavour, and devotion to duty displayed by Colonel Gill in this responsible position reflect great credit upon himself and the United States Air Force.'

Rolland Turner Gill was born in Los Gatos, California, on 19 September 1922, and enlisted in the US Army as an Aviation Cadet on 28 January 1942. He was posted to train at the Advanced Flying Training School, Kirtland Field, Albuquerque, New Mexico, and began his pilot training on the PT-13 aircraft. It fairly quickly became clear that he did not have the aptitude to be a pilot, so he accepted alternative flying duties, and began training as a B-26 Bombardier with the 336 Bomb Group at Avon Park, Florida. On 30 October 1942, after 230 flying hours, he graduated as an Aerial Bombardier, being commissioned Lieutenant in the US Army the following day. On 5 January 1943, he was posted to 479 Squadron, 836 Bomber Group for advanced Bombardier/Navigator training on B-26 aircraft, completing his training on 14 September. Allocated to the 561st Squadron, 388th Bomb Group, Gill left the US for England on 4 October 1943, taking part in his first mission, an 8¼ hour trip to Kiel, Germany on 13 December 1943. Between then and 4 March 1944, Gill would take part in a further 12 missions, mostly to targets in Germany, having become Principal Day Bombardier on 1 March. On 6 March, Gill would take part in his 14th and final mission with 561st Squadron, an attack on industrial areas in the suburbs of Berlin.

On the way to and from the target, the crew encountered intense flak, rockets and FW-190 and ME-109 fighters. On the return journey, near Quakenbruck, Germany, their plane was involved in a mid-air collision when another B-17 in the formation, flying below them, rose and hit them, detaching part of their left wing and the ball-turret. Their aircraft had been rammed by B-17 #42-37886, from the 562nd Bomb Squadron, at about 2:55 'and went down steeply'. His plane burst on fire. Captain Brown ordered the crew to bail out. The Navigator and Bombardier were blown out of the nose and the Co-pilot never got his chute on. The aircraft fell, crashed and burned, coming down near Coevorden, Holland, just over the border from Germany. Gill was captured by the Germans and incarcerated in Stalag Luft 1, Barth-Vogelsang, Prussia, Germany for some 14 months, until the POW camp was liberated by the Russians in June 1945. He was Honourably Discharged on 30th November, and on 1st December 1945, he joined the Army Air Force Reserve.

Gill re-entered the service on 1 May 1951, and was promoted permanent Captain on 5 August 1953. In October 1954, he began a six month Observer Upgrading Course, followed by a further 7 month Air Observer Nav-Bombardier training and other courses. In May 1956 he attended a Nuclear Weapons Delivery Course, followed by Advanced Survival Training. On 16 March 1958, he began to play his part in the Cold War, when he was posted to Davis-Monthan AFB, Arizona as Nav-Bomb. of the six engine B-47 "Stratojet" long range bomber. His Squadron, 65 Sqn., 43rd Bomb Wing, was part of the US Strategic Air Command (SAC). His primary duties included navigating his aircraft to his appointed target in the Soviet Union and delivering his Nuclear Weapons. On 6 January 1958, Captain Gill was selected for an appointment in the newly formed Regular Air Force. Major Gill (40690A) was awarded The Air Force Commendation Medal for "Meritorious Service 16th March 1955 to 8th March 1960", for his navigational skills while serving with SAC.

On 4 March 1960, he moved to 529 Sqn., (SAC) at Plattsburgh AFB, New York, where he remained until April 1964. He had been promoted to permanent Major on 28 February 1963, having held acting ranks of Major then Lt. Col. since 18 February 1959. He now became a Staff Officer in the Combat Targeting Division, HQ SAC at Offutt AFB, Nebraska. It is probable that he now played a major role in selecting SAC nuclear targets in the Soviet Union. He was promoted to permanent Lt. Col. on 20 March 1966, with rank backdated to 4 April 1965. His next posting was to Vietnam, where he arrived on 26 March 1967. Here his was again to use his targeting expertise in the war against North Vietnam. He left Vietnam for home on 27 March 1968 and was awarded the Bronze Star for his service during the War. Gill now became an Intelligence Staff Officer, 1133 U.S.A.F. Sp. Acty. Wg. at Arlington Hall Station, Virginia. His last posting was at Fort Belvoir, Virginia with 1133 Support Activity Squadron (HQ Command USAF) in the Plans & Analysis Branch. Gill finally retired on 31 March 1972, and died on 12 March 1999, at the age of 76. He is buried in Section 67 Site 4111 at Arlington National Cemetery.

Sold a pair of shoulder boards and the following original documents: Air Force Commendation Medal award document; Citation for Bronze Star; Aerial Bombardier Diploma; Appointment as First Lieutenant, Army Air Corps; Certificate of Service; Discharge document; photographs of recipient in uniform and other miscellaneous documents. Additionally, three original record files, Officer Command Selection Record; flight record, and Aircrew Standardization/Evaluation records, these containing a huge amount of detail on the recipient's service.

353 A Vietnam War Bronze Star and Air Medal group of nine awarded to Staff Sergeant Willard S. Hudson, Tactical Communications Chief 1st Battalion, 5th Cavalry, 1st Cavalry Division (Airmobile), the "Black Knights"

United States of America, Bronze Star, bronze, engraved 'Willard S Hudson', with oak leaf cluster emblem on riband; Air Medal, bronze, engraved 'Willard S Hudson', with oak leaf cluster emblem on riband; Army Commendation Medal, bronze, engraved 'Willard S Hudson'; Army Good Conduct Medal, with five knots emblem on riband; Vietnam Service Medal, one silver and one bronze stars on riband; National Defense Service Medal, bronze; Armed Forces Expeditionary Medal, bronze; South Vietnam, Service Medal, 1 clasp, 1960, all with crimp brooches; Vietnam Gallantry Cross with palm, *generally very fine or better* (9) £400-£500

Air Medal, 26 June 1970, Headquarters Battery, 2nd Battalion (Airmobile) 19th Artillery:

'For meritorious achievement while participating in aerial flight August 1969 to June 1970 in the Republic of Vietnam.' (certificate dated 26th June 1970).

Air Medal second award – no details, probably similar for July to December 1970.

Bronze Star, 3rd July 1970, Headquarters Battery, 2nd Battalion (Airmobile) 19th Artillery:

'For Meritorious Achievement in ground operations against hostile forces during the period August 1969 to August 1970 in the Republic of Vietnam.'

Bronze Star second award – no details, probably similar for September to December 1970.

Army Commendation Medal:

'For Meritorious Achievement during the period April 1970 to June 1970 in the Republic of Vietnam.'

Silver and bronze stars to Vietnam Campaign Medal for six Campaigns: Vietnam Defense Campaign 1965-66; Tet Counter Offensive 1969; Vietnam Summer, Fall, 1969; Vietnam Winter, Spring, 1969-70; Sanctuary Counter Offensive 1970; Southwest Monsoon 1970.

Willard S. Hudson was born on 29 September 1941, in Apopka, Florida, and enlisted into the Army on 7 January 1964. He was posted to 39th Transport Battalion, Fort Benning, Georgia, and became a switchboard operator with 616, then 515 Transport Battalions, also at Fort Benning. Promoted to PFC at the end of January 1964. He served in Vietnam between 23 July 1965 and 10 November 1965, with 515th Transport Company, "Road Runners", at Cam Ranh Bay, Vietnam. There, the 515th had the primary mission of transporting troops and cargo from port facilities to their final destination, often times the front lines themselves. Hudson was hospitalised in Vietnam for about a month in September, reason unknown. On 19 November 1965, he was at Fort Buckner, Okinawa, as Communications Specialist, where he gained artillery experience, becoming a Tactical Team Chief. In November 1966, he was posted to the Republic of Korea, as Tactical Communications Chief, where he remained until December 1967. In May, while in Korea, he was promoted to Sergeant and on 1 January 1968 he was in Germany where he remained until April 1969.

On 5 June 1969, he was back in Vietnam for his second tour, serving as Tactical Communications Chief, A Company, 1st Battalion, 12th Cavalry, 1st Cavalry Division (Airmobile). Promoted to Staff Sergeant in August 1969, in October he joined the 1/13th Signal Battalion, in December, 1/5th Cavalry, and in May 1970, the 2/19th Artillery, all units of the 1st Cavalry Division. Hudson left Vietnam for the final time on 9 December 1970, and was posted to Germany on 1 February 1971.

On 3 February 1974, he joined 716th Military Police Company, at Fort Riley, Kansas, serving with various Military Police units at Fort Riley until the end of January 1976, when he was posted to Korea as Communications Chief, of the 2nd Military Police Company, 2nd Infantry Division. He was back at Fort Riley by mid-January 1978, where he remained in various security positions until he retired on 31 January 1981. He died on 12 September 1986, aged 45.

Sold with a file containing original award certificates for the Bronze Star, Air Medal and Army Commendation Medal, with original citations for the first two, together with service papers and other research.

Books

-
- 354** *The Navy and Army Illustrated.*
A Complete Set of Volumes I to XV (1895-1903), edited by Commander Charles N. Robinson, published by George Newnes, all 15 Volumes uniformly bound in original green cloth covered boards with gilt illustrations to front boards, heavy scuffing to covers and damage to extremities of spines, therefore fair condition (15) *£80-£100*
Please note that this lot is not suitable for shipping, but can be hand delivered within mainland Britain by prior arrangement with Christopher Mellor-Hill.
-
- 355** The Distinguished Service Medal 1939-1946.
Compiled by W. H. Fevyer, published by J. B. Hayward & Son, 1981, 163pp., including index, hardback, with with plastic dust jacket, *very good condition*
The Meritorious Service Medal, The Immediate Awards 1916-1928.
Compiled by Ian McInnes, published by The Naval & Military Press, 1992, 511pp., including appendices, hardback, with dust jacket, *very good condition*
British Orders and Decoration.
By J. C. Risk, published by J. B. Hayward & Son, 1973, 124pp., including appendices, together with 77 b&w photographic plates, hardback, with dust jacket, *reasonable condition*
Orders, Medals and Decorations of Britain and Europe.
By Paul Hieronymussen, published by Blandford Press, 1973, 256pp., including index, together with 80 colour photographic plates, hardback, with dust jacket, *reasonable condition* (4) *£60-£80*

Militaria

x356



An Honourable East India Company Officer's Gilt Gorget c.1800.

A fine and rare example in rich fire gilding, to the centre the full Achievement of Arms of the company, 115mm in height and 78mm in width, with original chamois lining and silk roses, *very good condition* £1,000-£1,400

x357



An 1801 Pattern Officer's Gorget.

A standard pattern copper gilt example with engraved St. Edward's crown GR cypher and laurel sprays, the gilding all present, *very good condition* £300-£400

x358



A 1790 Pattern Officer's Gorget.

A standard pattern copper gilt example with engraved Royal Arms, the gilding all present, with original chamois lining, *very good condition*

£300-£400

x359



A Scarce Northumberland Militia Officer's Gorget c.1790-1801.

A fine and rare silvered example with engraved Royal Arms with Northumberland above, 107mm in height and 89mm in width, with original chamois lining, *very good condition*

£1,000-£1,400

Illustrated in *The Fifth Fusiliers and its Badges* by Denis Wood (page 19, figure 8).

-
- x360** A copy silvered Gorget with Royal Arms.
Mounted on a back plate, with poor quality detail on engraved Royal Arms, *fair condition, sold as viewed and not subject to return* *£60-£80*
-
- x361** A French Officer's Garde Nationale Gorget c.1840.
Imperial device mounted on a brass back plate, with original cord and bosses to the rear, *fair condition* *£60-£80*
-
- 362** West Kent Volunteers Senior N.C.O.s Pouch Belt Plate c.1890.
Of the standard Maltese Cross format with White Horse of Kent device to the centre and West Kent Rifle title scroll; together with an Other Ranks helmet plate 1902-08 crowned star format with Kent Horse of Kent devise to the centre and 1st. Volr. Battn. Royal West Kent title scroll, with three lugs to the rear, *good condition (2)* *£140-£180*
-
- 363** The Queen's Own (Royal West Kent Regiment) Officers Helmet Plate 1881-1901.
A good quality example, a gilt crowned star back plate with laurel and Garter overlays, in the centre on a ground of black velvet the White Horse of Kent over a scroll "Invicta", above the horse a scroll "Quo Fas Et Gloria Ducant", at the base of the laurels a silver scroll "The Royal West Kent Regiment", *good condition* *£160-£200*
-
- 364** 97th (West Kent) Regiment of Foot Other Ranks Helmet Plate 1878-81.
A scarce example of the crowned star format with Garter scroll with correct detachable 97 centre plate, *good condition* *£60-£80*
-
- 365** Royal Military College Officer Cadets Helmet Plate 1881-1901.
Featuring a gilt crowned star back plate with laurel wreath to the centre with "Nec Aspera Terret" on a red and blue enamelled ground, *good condition* *£70-£90*
-
- 366** A Miscellaneous Selection of Kent Insignia.
Various cap, collar and shoulder titles to the West and East Kent Yeomanry, East Kent Regiment, and Royal West Kent Regiment, *some restrikes, otherwise generally good condition (29)* *£40-£50*
-
- 367** Machine Gun Corps Insignia.
Comprising a c.1916 Officers service dress cap badges, pair collar badges, small pattern HM Silver cap badge, (Bent & Parker 1918), single silvered collar badge; together with restrike RND and MMG cap badges, *generally good condition (8)* *£40-£50*
-
- 368** Miscellaneous Cap Badges.
A Selection of Cap Badges including Royal Warwickshire Regiment, East Yorkshire Regiment, East Lancashire Regiment, South Lancashire Regiment, Essex Regiment, Loyal North Lancashire Regiment, King's Royal Rifle Corps, and National Fire Service, *fair condition (10)* *£30-£40*
-
- 369** Royal Irish Constabulary Helmet Plate c.1900.
A fine example, with crowned shamrock sprays with title scrolls and harp to the centre, *good condition* *£80-£100*
-
- 370** 12th (Civil Service) Rifle Volunteers Other Ranks Helmet Plate 1878-1900.
Of standard Maltese Cross format with Prince of Wales plumes to the centre, *good condition* *£60-£80*

- 371** Miscellaneous Insignia.
A selection of miscellaneous items, comprising an Imperial German Pickelhaube Helmet plate; a 9th Lancers Cap Badge; a Leinster RC Shoulder title; a copy Belfast Infantry Shoulder Belt Plate; and an ornate silvered cypher, *generally fair condition and better* (5) *£40-£50*

372



2nd King's Own Loyal Militia, HM Silver Shoulder Belt Items.

Two very fine period items, only the larger is marked for London 1808 by Charles Chesterman. Both fitted with broad studs for attachment through the shoulder belt, the chevron shaped 'ti' is engraved, '2nd. Kings Own Ll. Militia. The 'buckle' completely plain, the fixings clearly indicate that it was intended to be a fixed item. Possibly a larger third element in embroidery was worn above these two items, probably by a 'grandee', such as the Drum-Major, *very fine and rare* (2) *£300-£400*

Note: There was strictly no such regiment with this exact title on the British Establishment at this time. The 2nd Tower Hamlets Militia (along with the 1st) were granted granted 'Royal' in 1797. Buttons c1798-1820 of the 2nd Regiment bear the legend , '2 Ry. Rt. M' below the White Tower.

- x373** Royal Marines Band Insignia.
Comprising a Chatham Division helmet plate, standard pattern with silvered rose 1923-50; cap badge RMLI with separate silvered rose 1902-23; another 1923-50; Deal Depot helmet plate standard pattern with mounted Prince of Wales cypher at the top; a pair of embroidered Collar Badges, Royal Marine Artillery Band cap badge, gilt laurel wreath with grenade to the centre and silvered GVR cypher 1912-23; another with separate EIRR cypher and crown; a Victorian bandsman pouch badge, another KC example; and a Royal Marine School of Music cap badge 1903-50, *generally good condition* (lot) *£160-£200*

- x374** Royal Marines Band Insignia.
Comprising a Portsmouth Division helmet plate, of standard pattern with mounted Prince of Wales cypher 1905-23; another with silvered GVR and EIRR cyphers mounted 1947-55; another 1952-; a Plymouth Division helmet plate of standard pattern with mounted Prince of Wales cypher 1923-47; another 1952-; a cap badge RMLI with separate Prince of Wales cypher and royal cypher 1920-23; another 1947-52; a Royal Marine divisional band helmet plate standard pattern with mounted silvered GVR cypher; and a Royal Marine School of Music cap badge gilt laurel wreath with grenade to the centre and silvered GVR cypher 1903-50, *generally good condition* (lot) *£160-£200*

- 375** A Selection of Miscellaneous Militaria.
Comprising Cap Badge of the 6th Battalion, London Regiment; 8th Irish Hussars, and pair of shoulder titles; Royal Tank Regiment; Allens School OTC; Duke of Lancaster Yeomanry, bronze with collar badge; Life Guards, bronze; together with sundry shoulder titles, buttons and lapel badges including an Old Comrades Associations, *generally good condition* (lot) *£80-£100*

376



A Fine East Yorkshire Glengarry Badge 1881-99.
Gilt crown and Royal cypher with gilt star and silvered rose to the centre mounted on black leather background, *very good condition* *£120-£160*

-
- 377** A Selection of Insignia from Singapore.
Comprising a Volunteer Corps cap and pair of collar badges; an Artillery cap badge and pair of shoulder titles and another; Machine Corps Volunteers cap badge; Engineer Volunteers cap and collar badge and shoulder title; Volunteer Armoured Car Company cap badge; Infantry Regiment cap badge and pair of collar Malaya and shoulder titles; Guard Regiment cap badges, pair of shoulder titles and collar badges; Red Cross lapel badge, *generally good condition (lot)*
£120-£160
-
- 378** A Selection of Insignia from Malaya.
Comprising a scarce Penang Volunteers cap badge; pairs of collar and shoulder titles; a pair of shoulder titles Penang & Province Wellesley Volunteer Corps; a cap badge Garter Strap with silvered Prince of Wales cypher to the centre; and a Malacca Volunteer Rifles (pin fitting) cap and collar badge and pair of shoulder titles, *generally good condition (lot)*
£120-£160
-
- 379** A Selection of Insignia from Malaya.
Comprising a scarce Volunteer Guides badge; State Guides cap badge, button and shoulder title; Volunteer Reconnaissance Corps cap badge; State volunteers various Cap Collars and shoulder titles; Johore Volunteer rifles cap badge pair of collar badges; Volunteer Engineers cap badge and another, *generally good condition (lot)* *£120-£160*
-
- 380** A Large Selection of Insignia from Malaya.
Comprising Cap badges of the Federation Home Guard, Artillery, Engineers, Air Force, Defence Force, cap and collar badges and shoulder titles, *generally good condition (lot)* *£60-80*
-
- 381** A Selection of Police Insignia from Malaya.
Comprising Waist Belt Clasps (female section only); Cap Badges, shoulder titles and buttons; and a Prison Warden badge, *generally good condition* *£60-£80*
-
- 382** A Selection of Insignia from Malaya.
A good collection of shoulder titles and collar badges including pairs SVC, MVI, MSG, *good condition (lot)* *£80-£100*
-
- 383** Malaya Peoples Anti Japanese Army Cap Badge.
A scarce chromed example, *good condition* *£60-£80*
-
- 384** A Selection of Insignia from Palestine 1942-48 .
Comprising Officers Service Dress cap (one blade absent) and a pair of collar badges; other ranks cap badge, shoulder title; Volunteer Force cap badges; scarce shoulder titles Buffs Palestinian, RE Palestinian, Home Guard; Gendarmerie cap badge; and Police cap badge and shoulder titles, *generally good condition (lot)* *£120-£160*
-
- 385** A Selection of Insignia from the Middle East.
Comprising Cap badges for the Suez Canal Civil Defence Force, Aden Police, Transjordan Frontier Force and shoulder title, Tripolitania Police, Arab Legion, Aden Protectorate Levies, sundry shoulder titles and collar badges, shoulder Belt Plate Pipes and Drums? Selection of Israeli Defence Force, including a scarce badge of the Jewish Mobile Underground Army 1945-48, *generally good condition (lot)* *£120-£160*

End of Sale



Commission Form – Medals 8 December 2021

Please bid on my behalf at the above sale for the following Lot(s) up to the price(s) mentioned below. These bids are to be executed as cheaply as is permitted by other bids or any reserve.

I understand that in the case of a successful bid, a premium of 24 per cent (plus VAT if resident in, posted to or collected from within the U.K.) will be payable by me on the hammer price of all lots.

Please ensure your bids comply with the steps outlined below:

Up to £100 by £5

£100 to £200 by £10

£200 to £500 by £20

£500 to £1,000 by £50

£1,000 to £2,000 by £100

£2,000 to £5,000 by £200

£5,000 to £10,000 by £500

£10,000 to £20,000 by £1,000

£20,000 to £50,000 by £2,000

£50,000 to £100,000 by £5,000

Over £100,000 by £10,000

Bids of unusual amounts **will be rounded down** to the bid step below and will **not** take precedence over a similar bid unless received first.

NOTE: All bids placed other than via our website should be received by 15:00 on the day prior to the sale. Although we will endeavour to execute any late bids, DNW cannot accept responsibility for bids received after that time. It is strongly advised that you use our online **Advance Bidding Facility. If you have a valid email address bids may be entered, and amended or cancelled, online at www.dnw.co.uk right up until a lot is offered. You will receive a confirmatory email for all bids and amendments. Bids posted or faxed to our office using this form will now be entered by our staff into the system using exactly this facility to which our clients now have access.**

There is, therefore, no better way of ensuring the accuracy of your advance bids than to place them yourself online.

I confirm that I have read and agree to abide by the Terms and Conditions of Sale printed in the catalogue.

Signed _____

Name (Block Capitals) _____ Client Code _____

Address _____

Tel: _____ Email _____

If successful, I wish to pay for my purchases by (please indicate):

Cash Cheque Credit/Debit Card (see below) Bank Transfer

Other (please give details) _____

All payments to be made in pounds sterling.

If successful, I wish to pay for my purchases by (please indicate):

Mastercard Visa Amex Debit Card Issue No. (if applicable) _____

Name (as shown on the card) _____ Start Date / Expiry Date /

Your bids may be placed overleaf

Conditions of Business

Conditions mainly concerning Buyers

1 The buyer

The highest bidder shall be the buyer at the 'hammer price' and any dispute shall be settled at the auctioneer's absolute discretion. Every bidder shall be deemed to act as principal unless there is in force a written acknowledgement by Dix Noonan Webb Ltd ("DNW") that he acts as agent on behalf of a named principal. Bids will be executed in the order that they are received.

2 Minimum increment

The auctioneer shall have the right to refuse any bid which does not conform to Dix Noonan Webb's published bidding increments which may be found at dnw.co.uk and in the bidding form included with the auction catalogue.

3 The premium

The buyer shall pay to DNW a premium on the 'hammer price' in accordance with the percentages set out above and agrees that DNW, when acting as agent for the seller, may also receive commission from the seller in accordance with Condition 15.

4 Value Added Tax (VAT)

The buyers' premium is subject to the current rate of Value Added Tax if the lot is delivered to the purchaser within the UK.

Lots marked 'x' are subject to importation duty of 5% on the hammer price unless re-exported outside the UK.

5 Payment

When a lot is sold the buyer shall:

(a) confirm to DNW his or her name and address and, if so requested, give proof of identity; and

(b) pay to DNW the 'total amount due' in pounds sterling within five working days of the end of the sale (unless credit terms have been agreed with Dix Noonan Webb before the auction). Please note that, as stated above, we will not accept cash payments in excess of £5,000 (five thousand pounds) in settlement for purchases made at any one auction.

6 DNW may, at its absolute discretion, agree credit terms with the buyer before an auction under which the buyer will be entitled to take possession of lots purchased up to an agreed amount in value in advance of payment by a determined future date of the 'total amount due'.

7 Any payments by a buyer to DNW may be applied by DNW towards any sums owing from that buyer to DNW on any account whatever, without regard to any directions of the buyer, his or her agent, whether expressed or implied.

8 Collection of purchases

The ownership of the lot(s) purchased shall not pass to the buyer until he or she has made payment in full to DNW of the 'total amount due' in pounds sterling.

9 (a) The buyer shall at his or her own expense take away the lot(s) purchased not later than 5 working days after the day of the auction but (unless credit terms have been agreed in accordance with Condition 7) not before payment to DNW of the 'total amount due'.

(b) The buyer shall be responsible for any removal, storage and insurance charges on any lot not taken away within 5 working days after the day of the auction.

(c) The packing and handling of purchased lots by DNW staff is undertaken solely as a courtesy to clients and, in the case of fragile articles, will be undertaken only at DNW's discretion. In no event will DNW be liable for damage to glass or frames, regardless of the cause. Bulky lots or sharp implements, etc., may not be suitable for in-house shipping.

10 Buyers' responsibilities for lots purchased

The buyer will be responsible for loss or damage to lots purchased from the time of collection or the expiry of 5 working days after the day of the auction, whichever is the sooner. Neither DNW nor its servants or agents shall thereafter be responsible for any loss or damage of any kind, whether caused by negligence or otherwise, while any lot is in its custody or under its control.

Loss and damage warranty cover at the rate of 1.5% will be applied to any lots despatched by DNW to destinations outside the UK, unless specifically instructed otherwise by the consignee.

11 Remedies for non-payment or failure to collect purchase

If any lot is not paid for in full and taken away in accordance with Conditions 6 and 10, or if there is any other breach of either of those Conditions, DNW as agent of the seller shall, at its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following rights and remedies:

(a) to proceed against the buyer for damages for breach of contract.

(b) to rescind the sale of that or any other lots sold to the defaulting buyer at the same or any other auction.

(c) to re-sell the lot or cause it to be re-sold by public auction or private sale and the defaulting buyer shall pay to DNW any resulting deficiency in the 'total amount due' (after deduction of any part payment and addition of re-sale costs) and any surplus shall belong to the seller.

(d) to remove, store and insure the lot at the expense of the defaulting buyer and, in the case of storage, either at DNW's premises or elsewhere.

(e) to charge interest at a rate not exceeding 2 percent per month on the 'total amount due' to the extent it remains unpaid for more than 5 working days after the day of the auction.

(f) to retain that or any other lot sold to the same buyer at the sale or any other auction and release it only after payment of the 'total amount due'.

(g) to reject or ignore any bids made by or on behalf of the defaulting buyer at any future auctions or obtaining a deposit before accepting any bids in future.

(h) to apply any proceeds of sale then due or at any time thereafter becoming due to the defaulting buyer towards settlement of the 'total amount due' and to exercise a lien on any property of the defaulting buyer which is in DNW's possession for any purpose.

12 Liability of Dix Noonan Webb and sellers

(a) Goods auctioned are usually of some age. All goods are sold with all faults and imperfections and errors of description. Illustrations in catalogues are for identification only. Buyers should satisfy themselves prior to the sale as to the condition of each lot and should exercise and rely on their own judgement as to whether the lot accords with its description. Subject to the obligations accepted by DNW under this Condition, none of the seller, DNW, its servants or agents is responsible for errors of descriptions or for the genuineness or authenticity of any lot. No warranty whatever is given by DNW, its servants or agents, or any seller to any buyer in respect of any lot and any express or implied conditions or warranties are hereby excluded.

(b) Any lot which proves to be a 'deliberate forgery' may be returned by the buyer to DNW within 15 days of the date of the auction in the same condition in which it was at the time of the auction, accompanied by a statement of defects, the number of the lot, and the date of the auction at which it was purchased. If DNW is satisfied that the item is a 'deliberate forgery' and that the buyer has and is able to transfer a good and marketable title to the lot free from any third party claims, the sale will be set aside and any amount paid in respect of the lot will be refunded, provided that the buyer shall have no rights under this Condition if:

(i) the description in the catalogue at the date of the sale was in accordance with the then generally accepted opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

(ii) the only method of establishing at the date of publication of the catalogue that the lot was a 'deliberate forgery' was by means of scientific processes not generally accepted for use until after publication of the catalogue or a process which was unreasonably expensive or impractical.

(c) A buyer's claim under this Condition shall be limited to any amount paid in respect of the lot and shall not extend to any loss or damage suffered or expense incurred by him or her.

(d) The benefit of the Condition shall not be assignable and shall rest solely and exclusively in the buyer who, for the purpose of this condition, shall be and only be the person to whom the original invoice is made out by DNW in respect of the lot sold.

Conditions mainly concerning Sellers and Consignors

13 Warranty of title and availability

The seller warrants to DNW and to the buyer that he or she is the true owner of the property or is properly authorised to sell the property by the true owner and is able to transfer good and marketable title to the property free from any third party claims. The seller will indemnify DNW, its servants and agents and the buyer against any loss or damage suffered by either in consequence of any breach on the part of the seller.

14 Reserves

The seller shall be entitled to place, prior to the first day of the auction, a reserve at or below the low estimate on any lot provided that the low estimate is more than £100. Such reserve being the minimum 'hammer price' at which that lot may be treated as sold. A reserve once placed by the seller shall not be changed without the consent of DNW. DNW may at their option sell at a 'hammer price' below the reserve but in any such cases the sale proceeds to which the seller is entitled shall be the same as they would have been had the sale been at the reserve. Where a reserve has been placed, only the auctioneer may bid on behalf of the seller.

15 Authority to deduct commission and expenses

The seller authorises DNW to deduct commission at the 'stated rate' and 'expenses' from the 'hammer price' and acknowledges DNW's right to retain the premium payable by the buyer.

16 Rescission of sale

If before DNW remit the 'sale proceeds' to the seller, the buyer makes a claim to rescind the sale that is appropriate and DNW is of the opinion that the claim is justified, DNW is authorised to rescind the sale and refund to the buyer any amount paid to DNW in respect of the lot.

17 Payment of sale proceeds

DNW shall remit the 'sale proceeds' to the seller not later than 35 days after the auction, but if by that date DNW has not received the 'total amount due' from the buyer then DNW will remit the sale proceeds within five working days after the date on which the 'total amount due' is received from the buyer. If credit terms have been agreed between DNW and the buyer, DNW shall remit to the seller the sale proceeds not later than 35 days after the auction unless otherwise agreed by the seller.

18 If the buyer fails to pay to DNW the 'total amount due' within 3 weeks after the auction, DNW will endeavour to notify the seller and take the seller's instructions as to the appropriate course of action and, so far as in DNW's opinion is practicable, will assist the seller to recover the 'total amount due' from the buyer. If circumstances do not permit DNW to take instructions from the seller, the seller authorises DNW at the seller's expense to agree special terms for payment of the 'total amount due', to remove, store and insure the lot sold, to settle claims made by or against the buyer on such terms as DNW shall in its absolute discretion think fit, to take such steps as are necessary to collect monies due by the buyer to the seller and if necessary to rescind the sale and refund money to the buyer if appropriate

19 If, notwithstanding that, the buyer fails to pay to DNW the 'total amount due' within three weeks after the auction and DNW remits the 'sale proceeds' to the seller, the ownership of the lot shall pass to DNW.

20 Charges for withdrawn lots

Where a seller cancels instructions for sale, DNW reserve the right to charge a fee of 15 per cent of DNW's then latest middle estimate of the auction price of the property withdrawn, together with Value Added Tax thereon if the seller is resident in the UK, and 'expenses' incurred in relation to the property.

21 Rights to photographs and illustrations

The seller gives DNW full and absolute right to photograph and illustrate any lot placed in its hands for sale and to use such photographs and illustrations and any photographs and illustrations provided by the seller at any time at its absolute discretion (whether or not in connection with the auction).

22 Unsold lots

Where any lot fails to sell, DNW shall notify the seller accordingly. The seller shall make arrangements either to re-offer the lot for sale or to collect the lot.

23 DNW reserve the right to charge commission up to one-half of the 'stated rates' calculated on the 'bought-in price' and in addition 'expenses' in respect of any unsold lots.

General Conditions and Definitions

24 DNW sells as agent for the seller (except where it is stated wholly or partly to own any lot as principal) and as such is not responsible for any default by seller or buyer.

25 Any representation or statement by DNW, in any catalogue as to authorship, attribution, genuineness, origin, date, age, provenance, condition or estimated selling price is a statement of opinion only. Every person interested should exercise and rely on his or her own judgement as to such matters and neither DNW nor its servants or agents are responsible for the correctness of such opinions.

26 Whilst the interests of prospective buyers are best served by attendance at the auction, DNW will, if so instructed, execute bids on their behalf. Neither DNW nor its servants or agents are responsible for any neglect or default in doing so or for failing to do so.

27 DNW shall have the right, at its discretion, to refuse admission to its premises or attendance at its auctions by any person.

28 DNW has absolute discretion without giving any reason to refuse any bid, to divide any lot, to combine any two or more lots, to withdraw any lot from the auction and in case of dispute to put up any lot for auction again.

29 (a) Any indemnity under these Conditions shall extend to all actions, proceedings costs, expenses, claims and demands whatever incurred or suffered by the person entitled to the benefit of the indemnity.

(b) DNW declares itself to be a trustee for its relevant servants and agents of the benefit of every indemnity under these Conditions to the extent that such indemnity is expressed to be for the benefit of its servants and agents.

30 Any notice by DNW to a seller, consignor, prospective bidder or buyer may be given by first class mail or airmail and if so given shall be deemed to have been duly received by the addressee 48 hours after posting.

31 These Conditions shall be governed by and construed in accordance with English law. All transactions to which these Conditions apply and all matters connected therewith shall also be governed by English law. DNW hereby submits to the exclusive jurisdiction of the English courts and all other parties concerned hereby submit to the non-exclusive jurisdiction of the English courts.

32 In these Conditions:

(a) 'catalogue' includes any advertisement, brochure, estimate, price list or other publication;

(b) 'hammer price' means the price at which a lot is knocked down by the auctioneer to the buyer;

(c) 'total amount due' means the 'hammer price' in respect of the lot sold together with any premium, Value Added Tax chargeable and additional charges and expenses due from a defaulting buyer in pounds sterling;

(d) 'deliberate forgery' means an imitation made with the intention of deceiving as to authorship, origin, date, age, period, culture or source which is not shown to be such in the description in the catalogue and which at the date of the sale had a value materially less than it would have had if it had been in accordance with that description;

(e) 'sale proceeds' means the net amount due to the seller being the 'hammer price' of the lot sold less commission at the 'stated rates' and 'expenses' and any other amounts due to DNW by the seller in whatever capacity and howsoever arising;

(f) 'stated rate' means DNW's published rates of commission for the time and any Value Added Tax thereon;

(g) 'expenses' in relation to the sale of any lot means DNW charges and expenses for insurance, illustrations, special advertising, packing and freight of that lot and any Value Added Tax thereon;

(h) 'bought-in price' means 5 per cent more than the highest bid received below the reserve.

33 Vendors' commission of sales

A commission of 15 per cent is payable by the vendor on the hammer price on lots sold.

34 VAT

Commission, illustrations, insurance and advertising are subject to VAT if the seller is resident in the UK.



www.dnw.co.uk

We were established in 1991 and are located in a six-storey Georgian building in the heart of London's Mayfair, just two minutes' walk from Green Park underground station.

Our staff of specialists collectively have over 300 years of unrivalled experience on all aspects of numismatics, medals, banknotes and jewellery, including coins of all types, tokens, commemorative medals, paper money, orders, decorations, war medals, militaria, ancient, antique and modern jewellery, wristwatches and pocket watches, objects of vertu and antiquities.

We hold over thirty auctions each year, the full contents of which are published on the internet around one month before the sale date, together with a unique preview facility which is available as lots are catalogued and photographed. Printed auction catalogues are mailed to subscribers approximately three weeks prior to each sale.

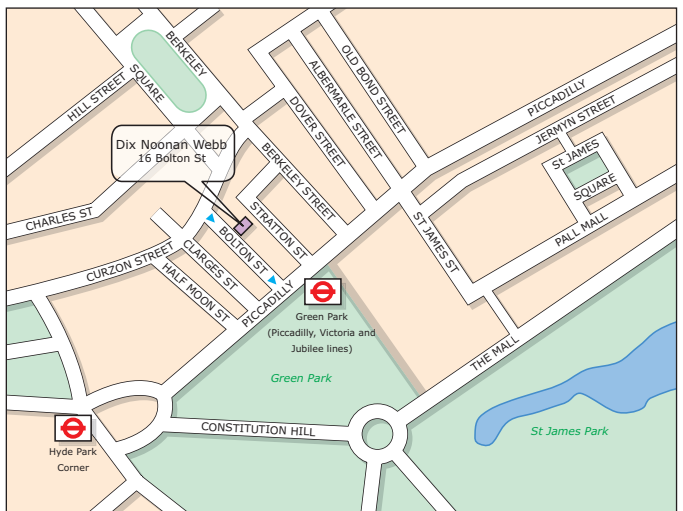


Jewellery viewing room

Our offices, open from 9:30am - 5pm, Monday to Friday, include pre-auction viewing rooms, normally enabling us to offer viewing up to three weeks prior to an auction.

Auctions are held in our building at 16 Bolton Street, Mayfair, where sales may normally be attended in person. Free online bidding is available using our own live bidding system or by placing commission bids, all of which is available via our website at www.dnw.co.uk

We look forward to welcoming clients to Bolton Street and assure you of a warm reception.





www.dnw.co.uk

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