

NOONANS  
MAYFAIR

NAVAL MEDALS  
FROM THE COLLECTION OF  
THE LATE JASON PILALAS: PART I

23 JULY 2024 AT 2 PM



## AUCTION

**AN AUCTION OF:**  
NAVAL MEDALS FROM THE COLLECTION  
OF THE LATE JASON PILALAS: PART I

### DATE

23 JULY 2024 AT 2 PM

## VIEWINGS

### STRICTLY BY APPOINTMENT ONLY

18–19 JULY 10AM–4PM

### PUBLIC VIEWING

22 JULY 10AM–4PM

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FRONT COVER:

LOT 140

THE GREAT WAR V.C.

GROUP OF SIX AWARDED

TO CAPTAIN H. P. RITCHIE

ROYAL NAVY

IMAGE CREDIT:

THE BATTLE OF TRAFALGAR, 1822  
OIL ON CANVAS BY J.M.W. TURNER





# NAVAL MEDALS FROM THE COLLECTON OF THE LATE JASON PILALAS: PART I

TUESDAY 23 JULY AT 2 PM

NAVAL MEDALS FROM THE COLLECTON OF THE LATE JASON PILALAS

1-250

## FORTHCOMING AUCTIONS 2024

11 JULY

THE SOUTH DOWNS COLLECTION OF SHILLINGS

17 JULY

ORDERS, DECORATIONS, MEDALS & MILITARIA

28 AUGUST

WORLD BANKNOTES

10 SEPTEMBER

JEWELLERY, WATCHES, SILVER & OBJECTS OF VERTU

11 SEPTEMBER

ORDERS, DECORATIONS, MEDALS & MILITARIA

18 SEPTEMBER

BRITISH COINS

18 SEPTEMBER

BRITISH COINS COLLECTION OF JOHN SABBERTON

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## JASON PILALAS (1941-2023)



Jason was born in Norwalk, Connecticut, USA and grew up in Greenwich, Connecticut. His love of all things nautical stemmed from his service as an officer in the United States Navy, with whom he completed three tours of Vietnam. It was whilst serving in the Navy that he met his future wife Rena, to whom he was happily married for 55 years, becoming the proud father of two children, Debbie and Troy and subsequently a happy grandfather to his two grandchildren.

Jason was an accomplished scholar, attending the University of Southern California and later graduating from Harvard Business School. Following his service with the United States Navy, Jason's

career took him to Capital Group in Los Angeles, an investment management firm, where, during a 36 year career, he specialised as an Investment Analyst in the pharmaceutical and medical products sector. Jason was known to have been an outstanding pharmaceutical analyst, described by his colleagues as being a committed and fearless investor who understood his industry better than anyone.

Jason's generosity was surpassed only by his razor sharp wit, which those who knew him understood could come out of nowhere at the most unlikely of times. He was not only a man of many talents, but he was also a man of many interests, none more so than his relentless pursuit of knowledge of all things relating to the Royal Navy. This voracious

appetite for knowledge being matched only by his seemingly unquenchable thirst to collect objects relating to his passion.

Never one to do things by halves, Jason was not someone to be put off by the size or weight of an object, whether it be a ship's bell of which he amassed a collection of many hundreds or a giant ship's nameplate, Jason would find somewhere to display it, even if it did mean buying a lighthouse to put much of it in, as he did in 1991 when he and Rena purchased and lovingly restored the lighthouse at Morgan Point, Noank, Connecticut.

So it was against this backdrop in October 1996 that Jason happened across Dix Noonan Webb, as we were then known, at which time we were selling the unsurpassed (until now) collection of Naval Medals belonging to the late Captain K. J. Douglas-Morris. Jason could not resist and made his first medal purchases in this auction and from that moment on became a die-hard medal collector. In medals Jason had discovered something small and portable that not only satisfied his interest in the tangible, but also the personal stories that came with them that touched on so many areas of British naval history, about which he knew so much.

In the following 27 years Jason assembled an incredible collection of naval medals, which he vigorously tracked down and purchased from all over the world to complement his many other nautical collecting themes. As much as Jason



cherished his collection he was always mindful of the fact that he was just the custodian of these objects in his own lifetime. There is no doubt, therefore, that he would have been very happy to know that the items in his collection will now be finding new homes with a new generation of collectors who will appreciate them as much as he did.

**ND & PN July 2024**

NAVAL MEDALS FROM THE COLLECTION OF THE LATE JASON PILALAS



1 x

Defence of Gibraltar 1779-83, General Picton's Medal, silver, good very fine

£1,000-£1,400







2 x

Alexander Davison's Medal for The Nile 1798, gold, unmounted, 80.64g, light scuffing in reverse field, otherwise nearly extremely fine and very rare £14,000-£18,000



3 x

Alexander Davison's Medal for The Nile 1798, gold, unmounted, 80.64g, light scuffing in reverse field, otherwise nearly extremely fine and very rare £2,000-£2,400



4 x

**The unique gold Testimony of Approbation presented by The Earl St Vincent to Alexander Davison**

Earl St Vincent's Testimony of Approbation 1800, gold, set in a glazed gold mount for wearing, 83.37g all in, the gold band inscribed in cross hatched block capitals '**Earl St Vincent, to Alexr. Davison, 1801.**', fitted with ring and square-section gold ring for suspension, a high quality brilliant frosted proof striking with a few trivial hairlines and a couple of marks to the glass, otherwise extremely fine and virtually as made £12,000-£16,000

*Provenance:* Nelson: The Alexander Davison Collection, Sotheby's, 21 October 2002.

Earl St Vincent had been one of the very first recipients of Davison's gold medal for the Nile, which he received on 18 March 1799, and he evidently returned the compliment with this specimen and its unique dedication to Alexander Davison.



EARL ST VINCENT

CENT, TO ALEX

ALEX<sup>R</sup>, DAVISON, 180

DAVISON, 1801.



Naval Medals From the Collection of the Late Jason Pilalas



5 x

Earl St. Vincent's Testimony of Approbation 1800, silver, contained in original white metal shells, *toned, extremely fine* £400-£500

*Provenance:* Sotheby's, Trafalgar, Nelson and the Napoleonic Wars, 5 October 2005, Lot 160.



6 x

Matthew Boulton's Medal for Trafalgar 1805, white metal, contained within its original metal shells, *brilliant extremely fine with mirrored fields and virtually as struck* £800-£1,000



7 x

The Naval General Service medal awarded to Commander Alexander G. Stirling, Royal Navy, who was a Midshipman aboard H.M.S. *Bellerophon* at Admiral Cornwallis' celebrated 'retreat' on 17 June 1795

Naval General Service 1793-1840, 1 clasp, 17 June 1795 (A. G. Stirling, Midshipman.) extremely fine

£5,000-£7,000

Provenance: Colin Message Collection, August 1999.

42 clasps issued including 11 to officers.

Confirmed on roll as a Midshipman aboard H.M.S. *Bellerophon* at Lord Cornwallis' celebrated 'retreat' on 17 June 1795. 42 clasps were issued for this action, including 11 to officers.

On 17 June 1795, a force of five ships-of-the-line led by Cornwallis' flagship *Royal Sovereign* 100 and two frigates managed to escape from a vastly superior French fleet of twelve ships-of-the-line, as many large frigates and other smaller vessels to a total of about thirty. Cornwallis was inhibited by the poor sailing qualities of *Bellerophon* and *Brunswick*, and the rear of the line, especially *Mars*, came under heavy fire, but he was able to persuade the enemy that the rest of the British fleet was just over the horizon, in part by having his frigates make signals to imaginary ships. If the French admiral had closed the British would surely have been destroyed.

**Alexander Garthshore Stirling**, of Craigharnet, Stirlingshire, was born on 21 January 1773, son of James Garthshore of Alderston and Charlotte Stirling his wife, and upon succeeding his uncle, John Stirling of Craigharnet, in that property in 1805, he assumed the additional surname of Stirling. Alexander Garthshore entered the Navy on 17 July 1790, as Able Seaman, on board the *Assistance*, Captain Lord Cranstoun, joining next, in September and November 1791, the *Vengeance* 74, Captain Thomas. Pasley, and *Hind* 28, Captain Hon. Alexander Cochrane. He was again, from February 1793 until January 1796, employed with Lord Cranstoun in the *Raisonnable* 64 and *Bellerophon* 74; and after serving for nine months in the *Venerable* 74, flag-ship of Lord Duncan, was made Lieutenant, 14 October 1796, into *L'Espiègle* 16, Captain James Boorder. He cruised next, for about two years, from 1797 to 1799, in the *Endymion* 40, Captain Sir Thomas Williams and, for a short time in 1801, he was employed in the *Berschermer* 54. While attached to the *Bellerophon* he was present in Admiral Hon. William Cornwallis' celebrated retreat, 16 and 17 June, 1795. In all the ships above mentioned he served on the Home station. He was placed on the Junior list of Retired Commanders on 26 November 1830, and on the Senior list on 1 Feb. 1838. Commander Alexander Garthshore Stirling died at Craigharnet, Stirlingshire, on 21 April 1852.





8 x

**The Naval Gold Medal awarded to Vice-Admiral Sir William Mitchell, K.C.B., who commanded H.M.S. *Isis* at the battle of Camperdown**

Captain's (Small) Naval Gold Medal 1794-1815, for the battle of Camperdown, 11 October 1797 (William Mitchell Esquire, Captain of H.M.S. the *Isis* on the 11 October MDCCXCVII. The Dutch Fleet Defeated) fitted with replacement lunettes and later gold swivel-ring bar suspension and ribbon buckle, *nearly extremely fine and rare*

£30,000-£40,000

Two large and fourteen small Naval Gold Medals were issued for the battle of Camperdown 1797.



**William Mitchell** was born in about 1746 and first appears as an Able Seaman aboard H.M.S. *Dolphin* on 8 July 1766, being advanced to Quarter Gunner prior to being paid off from her in June 1768. It would seem that he did not serve with the British Fleet in any capacity for the next 9 years, during which period he quite likely served as a junior officer in the Merchant Navy. In July 1777 he rejoined the Royal Navy aboard H.M.S. *Hector*, once again being rated an Able Seaman. However, within four months he was promoted to Midshipman and thus began his climb up the promotion ladder within the executive branch of the Navy. By August 1778 he had been advanced to Master's Mate and on the 27th of that month he joined the *Victory*. In March 1781 he joined the *Foudroyant* as an Acting Lieutenant and in the following November was promoted to Lieutenant R.N. Remarkably, within six months he was further promoted to Commander.

Mitchell was given command of the sloop *Calypto* in February 1787, and of the 5th Rate *Regulus* in October 1790. The following month he received his promotion to Captain R.N. and, as was usual for recently promoted officers, placed on Shore on 'Half Pay' to await the offer of a new command. Mitchell had to wait another four years before he was offered command of the 3rd Rate *Colossus*, which he took up in April 1794. He subsequently held rather short commands of the *Excellent*, *Caesar*, *Nonsuch* and *Salisbury*, in which last vessel he was wrecked with total loss of his ship on Recif de las Folle, Ile a Vache, Haiti, on 13 May 1796.

He took command of the 4th Rate *Isis* at the end of August 1797, and in October 1797, when news reached the Admiralty that the Dutch had called off their plans to break out, the fleet was recalled to Yarmouth to refit and resupply. On 8 October however, the Dutch fleet under Admiral de Winter did indeed break out. They were followed by ships Duncan had left behind to watch them. On receiving the news, Duncan immediately ordered his ships to sea and by midday on 9 October, Duncan was at sea with 11 ships of the line, heading to intercept the Dutch as they headed south down the North Sea. More ships put to sea as they became ready, so that by 11 October, Duncan had 18 ships of the line available to him.

Duncan's plan was to follow that of Lord Howe at the Glorious First of June, that was to break through the enemy's line of battle, with each ship passing between two enemy vessels and raking them through their bows and sterns before turning and each ship then engaging a single enemy ship. The Dutch had

turned and were heading towards the land, hoping to lure the bigger British ships into shallow water where the smaller Dutch ships would have the advantage. Duncan guessed that this was what they were up to and ordered his ships to engage the enemy as best they could. This led to the British fleet splitting up into two uneven divisions.

H.M.S. *Isis* was part of the Windward Division, commanded by Admiral Duncan in H.M.S. *Venerable* (74). At 12:05, the Dutch fired the opening shots in the battle of Camperdown, with the Dutch ship *Jupiter* engaging H.M.S. *Monarch*. The Leeward division of the British fleet under Vice-Admiral Richard Onslow managed to isolate the Dutch rearguard and by 13:45, the Dutch ships *Jupiter*, *Haarlem*, *Alkmaar* and *Delft* had all surrendered. Things were more evenly matched in the northern part of the Dutch fleet with all Duncan's ships engaged in single-ship actions against their Dutch opponents. With the rearguard mopped up, Onslow ordered his ships to head north and assist Duncan's force. H.M.S. *Director* (64) was quickest to respond, along with H.M.S. *Powerful* (74). By 15:00, all but the Dutch flagship, the *Vrijheid* had either fled or surrendered. The Dutch flagship was eventually forced to surrender by Captain William Bligh in H.M.S. *Director*. In this action, H.M.S. *Isis* got off relatively lightly, receiving only slight damage and suffering 2 dead, but with 21 men being wounded. The British victory at Camperdown was overwhelming. The Dutch fleet had been convincingly defeated within sight of their own shoreline.

Mitchell duly received one of the fourteen Gold Medals awarded to captains of ships that participated in this famous victory and, until the glories of the Nile and Trafalgar eclipsed all previous victories, the decisive character of the battle of Camperdown formed one of its most distinctive features.

Mitchell took command of H.M.S. *Resolution* in July 1799, and of the *Zealand* in April 1803, but this was to be his last command as he was discharged to Shore and 'Half Pay' in September 1804. He was now well placed to receive the 'dead men's shoes' automatic promotion which operated in the Navy then, and for decades to follow. Promoted to Rear-Admiral of the Blue in April 1808, of the *White* in July 1810, and of the *Red* in August 1811, he became Vice-Admiral of the Blue in December 1813 and of the *White* in June 1814. He was appointed one of the first of the newly created Knight Commanders of the Most Honourable Military Order of the Bath on 4 January 1815. Vice-Admiral Sir William Mitchell, K.C.B., died at Camberwell, Surrey, on 7 March 1816, in his 71st year.



9 x

The Naval General Service medal awarded to Rear-Admiral Donald Campbell, Royal Navy, who served at the battle of Camperdown as a Lieutenant in H.M.S. *Russell* and afterwards acquitted himself with gallantry and good conduct on several occasions in various boat actions and in South America in support of General Miranda's expedition to Venezuela in 1806

Naval General Service 1793-1840, 1 clasp, Camperdown (Donald Campbell, Lieut.) two edge bruises and polished, therefore nearly very fine £4,000-£5,000

Confirmed on the roll as a Lieutenant aboard H.M.S. *Russell* at Camperdown.

**Donald Campbell**, born in 1788, is eldest son of the late Colin Campbell, Esq., of Auchendoun, co. Argyre; brother of Lieutenant Duncan Frederick Campbell, R.N., who died in 1837, and of two military officers, who both lost their lives in the active service of their country, the one in consequence of the wounds he had received as Senior-Captain of the 59th Regiment, when landing with the grenadiers of that corps at Java in 1811; the other from the effects of the Walcheren fever; and uncle, by marriage, of Commanders Henry Hope, and John Elliot Bingham, R.N.

This officer entered the Navy on 4 June 1791, as Able Seaman on board the *Assistance* 50, Captain Lord Cranstoun, in which ship he served in the Channel until discharged in September following. He re-embarked in 1793, on board the *Otter* 10, Captain James Hardy; became Midshipman on 20 October in the same year, of the *Scorpion* 18, Captain Thomas Western, under whom, on proceeding to the West Indies, he captured, among other vessels, *La Victoire* French privateer, of 18 guns; and was afterwards transferred in succession to the *Swiftsure* 74, flag-ship of Rear-Admiral William Parker (in which he was present at the unsuccessful attack upon Leogane, St. Domingo, 22 March 1796), and *Venerable* 74, bearing the flag in the North Sea of Admiral Duncan. In 1797 Mr. Campbell joined, as Acting-Lieutenant, the *Russell* 74, Captain Henry Trollope, and, after participating in the battle of Camperdown, was confirmed by the Admiralty, 4 January 1798. His next appointment was, 26 October 1798, to the *Galatea* 32, Captain Hon. George Byng, on the Irish station, where, during a dark and stormy night in the winter of 1800, he was, with a crew of six volunteers, hoisted in a boat from off the booms of the ship to take possession of *El Pensée* Spanish letter-of-marque, carrying 20 men, whom for 10 days he had the onerous duty of keeping in subjection. On 15 October 1802, he obtained the First-Lieutenancy of the *Carysfort* 28, Captains George Mundy and Robert Fanshawe, in the boats of which frigate he captured a French letter-of-marque on the coast of Norway in 1803. He afterwards accompanied a large convoy to the West Indies, and subsequently to his appointment, 20 February 1805, to the command of the Tobago schooner, signalled himself in a successful attack made in company with the *Curieux* sloop on two merchantmen, lying for protection under the batteries at Barcelona, on the coast of Caraccas. Having assumed, 18 September 1805, the acting-command of the *Lily* 18, Captain Campbell, in the spring of 1806, had the good fortune, after a long chase, to capture the *Leander*, of 22 guns and 220 men, with General Miranda on board, returning from a vain endeavour to rear the standard of independence in South America. In the second and equally imprudent attempt which Miranda, owing to the assistance of Sir Alexander Cochrane, was induced to make, Captain Campbell, as the Naval Commander-in-Chief of the expedition, acquitted himself of his responsible charge with all the accustomed gallantry and judgement of a British officer. He subsequently, for his general good conduct and attention to the interests of Trinidad, received the public thanks of the Governor, Council, and merchants; but, in consequence of some mismanagement at head-quarters, he does not appear to have been officially promoted until confirmed, 4 May 1807, in the command of the *Pert* 16, to which sloop he had been appointed on 30 of the preceding January. On 16 October following he was unfortunately wrecked, and lost 12 of his crew, in a hurricane off the island of Margarita, a disaster, however, of which a subsequent court-martial most honourably acquitted him. Captain Campbell's ensuing appointments were, 13 September 1809, to *L'Espègle* 16, in which he convoyed two ships to the West Indies; 29 April 1810, by exchange, to the *Port d'Espagne* sloop, on the latter station; and, 22 September 1810, to the *Rosamond* 18, employed successively in defending the trade of Trinidad, conveying a mail and some specie from Jamaica to England, escorting various fleets of merchantmen, and protecting the fisheries on the coast of Labrador and the north shores of Newfoundland. He attained Post-rank on 1 August 1811, but did not leave the *Rosamond* until 28 May 1814. He afterwards, from 1822 to 1832, officiated as an Inspecting-Commander in the Coast Guard; and on 1 October 1846, was made a Flag officer. Rear-Admiral Campbell died at Barbrech House, Craignish, Argyshire, on 16 December 1856.

## Naval Medals From the Collection of the Late Jason Pilalas



### 10 x

Naval General Service 1793-1840, 1 clasp, Lion 15 July 1798 (**Robert Murry**.) nearly extremely fine  
£5,000-£7,000

*Provenance:* Murray Collection 1925; and Loxley Collection, Glendining's, October 1949; Seaby, February 1950; Glendining's, December 1951 and May 1965.

**Robert Murry**, a unique name on the rolls, is confirmed on the roll as an Ordinary Seaman aboard the *Lion* for the action of 15 July 1798. 23 clasps were issued for this action.

On 15 July 1798, the *Lion* 64-guns, Captain Manley Dixon, about thirty leagues off Carthage met with four Spanish frigates, one of them, the *Santa Dorotea* 42-guns, having lost her fore-topmast. The Spanish ships formed in line of battle, but the *Lion* having the weather gage, bore down, and succeeded in cutting off the *Santa Dorotea*, left astern by her consorts. This ship though her topmast was gone, sailed nearly as well as the *Lion*, and the other three frigates tacked, and made three attempts to support her, but each time receiving a broadside from Captain Dixon, at length hauled off, and stood away to the north west. The *Lion* then got alongside the *Santa Dorotea* and engaged her yard-arm to yard-arm, shooting away her mizzen mast and damaging her main mast and rudder, till seeing herself abandoned by her comrades, and having twenty of her crew killed and thirty-two wounded, she struck her colours. The *Lion* who was fifty men short of her complement, had a midshipman and one man wounded. The *Santa Dorotea* was afterwards, under the same name, added to the British Navy as a thirty-six gun frigate.



## Naval Medals From the Collection of the Late Jason Pilalas



11 x

Naval General Service 1793-1840, 1 clasp, Nile (**Sutville Isaacson, Clerk.**) toned, extremely fine  
£4,000-£5,000

*Provenance:* Colin Message Collection, August 1999.

Confirmed on the roll as Clerk to Captain Edward Berry aboard Nelson's flagship *Vanguard* at the battle of the Nile, the only medal issued in this rank for the Nile.

The battle of the Nile, fought on 1 August 1798, was perhaps the most spectacular of all Nelson's victories. A French fleet under Admiral Bruey lay anchored in line in Aboukir Bay, close inshore in very shallow water. Nelson with 11 of his 14 ships of the line (*Culloden* having become stranded and two others were late arriving), attacked in the late afternoon. Dividing his fleet in two, risking the depth of water and bringing the enemy under fire from both sides. Nelson's ships gradually progressed along the French line pouring a concentration of fire on successive ships. Bruey had no answer to these tactics and his fleet was devastated: only two battleships of thirteen and two frigates of four escaping. On the British side, *Bellerophon* was shot to a wreck and *Majestic* damaged badly. This catastrophe left a French Army cut off in Egypt and doomed to destruction.

**Sutville Issacson** was born in London in 1778. His forename was incorrectly entered on the Clasp Application Lists; it should be 'Stuteville', as given in *Allen's Navy List* and which agrees with his signature on the Admiralty survey into the age and service of Pursers conducted in 1835. Isaacson, whose seniority as Paymaster & Purser dated from 18 March 1802, was then living at Rattlesden, near Woolpit, Suffolk, and he gave his ages in July 1834 as 57, with 37 years' service, 10 years in war. Isaacson disappears from Allen's list after January 1848 and the medal roll indicates that his medal was forwarded to his executors. He had in fact died in London in March 1848 so would never have seen his medal.

Sold with copied Admiralty Survey and notes compiled by Colin Message.



12 x

The Naval General Service medal awarded to Major Jasper Farmar, Royal Marines, for the spirited gun boat action which resulted in the capture of the French privateer *Guepe* in August 1800; he was unfortunately shipwrecked and captured in March 1804, being interned in the fortress at Verdun for 10 years, after which he joined the Royal Marine Battalion in North America

Naval General Service 1793-1840, 1 clasp, 29 Aug Boat Service 1800 (J. Farmar, 2nd Lieut. R.M.)  
extremely fine

£6,000-£8,000

Provenance: Glendining's, June 1987.

Confirmed on the roll as 2nd Lieutenant aboard H.M.S. *Stag*. Approximately 25 clasps issued for the cutting out of the French privateer *Guepe*, in the Redondela narrows, off Vigo Bay, on 29 August 1800.

**Jasper Farmar** joined the service as Second Lieutenant on 21 July 1796, with the Plymouth Division of the Royal Marines. On 16 May 1800, he was borne on the books of H.M.S. *Stag* and in that ship saw his first action with the enemy, when she assisted the *Dart* in the capture of the French frigate *Desirée* in the Dunquerque Road. Although present at this action, Farmar does not appear to have applied for the clasp 'Capture of the *Desiree*' to which he would have been entitled. In August, 1800, in the attack on Ferrol on the north western tip of Spain, Farmar took a detachment of Marines on shore to storm a gun battery. Although successfully completed, the overall strength of the enemy emplacements resulted in a total withdrawal.

His squadron proceeded south to Vigo Bay and it was here that Farmar earned his Naval General Service medal for 'Boat Service 29 August 1800.' He was present in the gun boats under Lieutenant Burke R.N., which captured the French privateer *Guepe* after some fierce hand-to-hand fighting. Whilst at anchor off Vigo one week later, the *Stag* parted her cables in some worsening gales. When Captain Winthrop tried to weather the storm he was blown onto the Vigo rock and the ship holed. The *Stag* was set on fire and the entire crew miraculously saved by the squadron's boats. His next sea-going appointment seems to have been to H.M.S. *Magnificent*, Captain Jervis. Further service off the French coast, however, was to result in disaster for Farmar. On 25 March 1804, in attempting to cut off a French transport ship heading for Brest, the *Magnificent* struck an uncharted rock off the Pierres Noires, and though all the crew was again saved, this time many were taken prisoner by the enemy.

Amongst those captured was Lieutenant Farmar who was immediately taken to the fortress at Verdun where he was to be interned for the next 10 years. During his time as a prisoner-of-war Farmar was promoted Second Captain, in 1808, and then to full Captain on 22 November 1809. Soon after his release in 1814, he was sent for service with the Royal Marine Battalion to America. He was placed on the half pay of the Patriotic Fund on 1 January 1816, and in 1820 he was placed on permanent half-pay, being promoted to Major on 28 November 1854. He died at his residence at Treago, Herefordshire, on 6 March 1861, having served for many years as a Magistrate in that county.





13 x

Family group:

Pair: **Rear-Admiral Robert Elliot, Royal Navy**

Naval General Service 1793-1840, 1 clasp, Egypt (R. Elliot, Capt. R.N.); Sultan's Medal for Egypt 1801, 4th Class, gold, 36mm., with integral loop but lacking gold chain and hook suspension, the first extremely fine, the second good fine

Pair: **Commander Robert Hilley Elliot, Royal Navy**

Naval General Service 1793-1840, 1 clasp, Syria (R. H. Elliot, Lieut. R.N.); St. Jean d'Acre 1840, silver, fitted with ring and straight bar suspension, *good very fine* (4) £5,000-£7,000

Provenance: Peter Dale Collection, July 2000.

**Robert Elliot** was born in October 1767, in Roxburghshire, and is the brother of Major-General Henry Elliot. He entered the Navy, in July 1781, on board the *Dunkirk*, Captain Millingan, bearing the flag of Admiral Milbanke at Plymouth; and, from 1782 until the breaking out of the French revolutionary war, was employed, on the North American and Home stations, in the *Diomede* 44, Captain Thos. Lennox Frederick, *Thisbe*, Captain George Robertson, *Edgar* 74, Captain Adam Duncan, *Hector* 74, Captain Sir John Collins, *Edgar* again, Captain C. Thompson, *Robust* 74, Captain George Keith Elphinstone, *Bellerophon* 74, Captain Thomas Pasley, and *Diomede*, Captain Matthew Smith. On 13 July 1793, having passed his examination in 1788, he was promoted to a Lieutenancy in the *Savage*, Captain G. Wentworth; after two years' servitude in which sloop, on the Downs station, he became First of the *Greyhound* 32, Captains Paget, Bailey, and Young. Assuming command, 26 December 1796, of the *Plymouth* hired armed-lugger, Mr. Elliot, in March 1797, took (and was officially reported for his great activity and successful exertions on the occasions) the privateers *Epervier* of 4 guns, 3 swivels, and 29 men, and *L'Amitié*, of 14 guns and 55 men. For his eventual services in the *Good Design*, another hired armed-lugger, in which he had been promoted to the rank of Commander, 14 February 1801, Captain Elliot obtained the Egyptian gold medal. On being next appointed, 11 April, 1804, to the *Lucifer* bomb, he proceeded to the Mediterranean, and, after entering the Dardanelles, was particularly active off the island of Prota, where he assisted, 27 February 1807, in covering the landing of the boats previously to an attack on the enemy, whose retreat he was subsequently, with the launches of the squadron under his orders, employed to intercept. He afterwards hoisted the flag of Sir Alexander Ball, whom he assisted in carrying on the port-duties at Valetta, until posted, 27 June 1808, into the *Porcupine* 24. During the ensuing five years Captain Elliot was most actively employed. His last appointment was, 20 October 1813, to the *Surveillante* 38, in which frigate he served off the north coast of Spain. He went on half-pay in March 1814; obtained the Captain's Good-Service Pension 19 February 1842; and was admitted to the out-pension of Greenwich Hospital on 15 July, 1844. His assumption of Flag-rank took place on 9 November 1846.

the brother of Major-General Henry Elliot. He entered the Rear-Admiral Elliot has for the last eight or ten years been perfectly blind, a misfortune partly attributable to his services in Egypt. He married Ann, daughter of Andrew Hilley, Esq., of Plymouth, by whom he has, with two daughters, one son, the present Commander R. H. Elliot, R.N.

**Robert Hilley Elliot** was born on 18 July 1804, the only son of Rear-Admiral Robert Elliot, R. N. This officer entered the Navy on 15 November 1818, as First-class Volunteer, on board the *Liffey* 50, Captain Hon. Henry Duncan, employed on particular service. Between July 1821, and February 1825, we find him officiating as Midshipman, on the South American station, in the *Doris* 42, Captain Thomas Graham, *Créole* 42, Commodore Sir Thomas Masterman Hardy, *Blossom* 22, Captain Archibald M'Lean, and *Aurora* 46, Captain Henry Prescott. He then, having passed his examination, became successively Mate of the *Victory* 104, and *Barham* 50, flag-ships at Portsmouth and in the West Indies of Sir George Martin and Hon. Charles Elphinstone Fleeming, and Nimble schooner, Lieut.-Commander Edward Holland. For his conduct in the latter vessel at the capture, 19 December 1827, of the *Guerrero* slaver, of superior force, Mr. Elliot was promoted, 3 February 1828, to a Lieutenancy in the *Valorous* 20, Captain the Earl of Huntingdon. He returned home from the West Indies in the following September and subsequently joined, on the Lisbon and Mediterranean stations, 3 June 1831, the *Briton* 46, Captain John Duff Markland; 19 June 1833, the *Endymion* 50, Captain Samuel Roberts; 2 December 1833, the *Revenge* 76, Captains Hon. Donald Hugh Mackay and William Elliott; 2 March 1836, the *Medea* steam-vessel, Captain Horatio Thomas Austin; and, 1 January 1839, the *Powerful* 84, Captain Charles Napier. After serving throughout the Syrian war, and witnessing the fall of St. Jean d'Acre, he was at length advanced to the rank of Commander, 4 November 1840. Since 8 July 1844, he has been employed as an Inspecting-Commander in the Coast Guard.



14 x

**The magnificent and unique C.B., K.H. Napoleonic War group of five awarded to Colonel Sir John Morillyon Wilson, 1st Foot, later Major of Chelsea Hospital, thirteen times wounded during his service in the Royal Navy and the Army, in the Peninsula and in North America where he was desperately wounded at the battle of Chippewa and his life saved by a native American woman before he was taken prisoner**

The Most Honourable Order of The Bath, C.B. (Military) breast badge in 22 carat gold and enamels, hallmarked London 1815, maker's mark 'IE' for John Edwards, complete with original swivel-ring wide suspension and gold ribbon buckle; The Royal Guelphic Order, K.H. (Military) Knight's breast badge with swords, gold and enamels, complete with gold ribbon buckle; Naval General Service 1793-1840, 1 clasp, Egypt (J. M. Wilson, Midshipman.); Military General Service 1793-1814, 2 clasps, Busaco, Fuentes D'Onor (Sir J. M. Wilson, Capt. 1st Foot); Sultan's Gold Medal for Egypt 1801, 3rd class gold medal, 43 mm, fitted with contemporary straight gold bar suspension and gold ribbon buckle, *minor enal chips to wreaths on the first two, otherwise generally good very fine or better and an exceptional group* (5) £24,000-£28,000

Provenance: Dix Noonan Webb, November 1996.

**John Morillyon Wilson** served as a Midshipman in the Navy for nearly six years. He was employed on the coast of Ireland during the Rebellion in 1798; in the expedition to the Helder in 1799, and Egypt in 1801, where he received a medal from the Captain Pasha for having saved the lives of a boat's crew belonging to a Turkish man-of-war. He received three wounds while a Midshipman; and the last was a severe wound on the head, which produced total deafness, in consequence of which he was invalided, and quitted the Navy in 1803. His health being restored, Wilson joined the 40th Foot in 1804, before moving to the 63rd Foot in January 1807. Later that year, he was a Captain in the 1st Foot (Royals) and serving with the 3rd Battalion at Walcheren in 1809, where he was wounded twice again leading the grenadier company during the assault on Flushing. In 1810, he was brought before court martial for using language 'subversive to discipline, and disrespectful to the character of Colonel Barnes,' his commanding officer. Although acquitted of conduct unbecoming of a gentlemen, he was found guilty of using language that was disrespectful and sentenced to a public reprimand. He afterwards served in the Peninsula, and was in the battles of Busaco, the retreat to the lines of Torres Vedras, and at the actions of Pombal, Redinha, Condeixa, Casal Nova, Foz d'Arouce, and Sabugal, the blockade of Almeida, and battle of Fuentes D'Onor. In 1812 he joined the 2nd Battalion Royals in Canada, and was in the attack made on Sackett's Harbour, and Great Sodus, where he received a severe bayonet wound. He was also in the actions at Fort Niagara, Black Rock, Buffalo, and the battle of Chippewa.

The battle of Chippewa was the first major engagement between Major-General Jacob Brown's Left Division of the United States Army and the Right Division of Upper Canada led by Major-General Phineas Riall. Both commanders committed a brigade onto the plain of Chippewa during the afternoon of 5 July 1814. The three British units included the 1/1st Foot, 1/8th Foot and 100th Foot. The 1st Foot formed the centre of the British line and its pre-battle reported strength was 500 all ranks under Lieutenant-Colonel John Gordon. Heavily engaged

during the battle, the Royals suffered one officer and 77 other ranks killed and eight officers and 144 other ranks wounded. Two officers were taken prisoner and 77 soldiers were reported as missing. Captain John Morillyon Wilson was one of the two severely wounded officers that were taken prisoner. He had been wounded seven times and left for dead on the battlefield. A native armed with a knife then attacked him, but Wilson killed his attacker and was then kept alive by a native woman from a nearby village before being taken prisoner. He was exchanged in February 1815.

During his career in the two professions he received thirteen wounds, and it is said carried two balls lodged in his body to the grave. The Brevet rank of Major, and that of Lieutenant Colonel was conferred on him for his conduct at Buffalo and Chippewa. He was placed on half pay in 1822, promoted Colonel in January 1837, and created a Companion of the Bath on 19 July 1838. Colonel Wilson was Gentleman Usher of the Privy Chamber for nearly twenty years to Queen Adelaide. He was appointed Adjutant of the Royal Hospital, Chelsea on 16 November 1822, and Major of the same establishment on 14 July 1855, which position he held until his death there in 1868.







15 x

**The Naval General Service medal awarded to Major William Bleamire, 49th Regiment, for his service aboard H.M.S. *Polyphemus* at the battle of Copenhagen**

Naval General Service 1793-1840, 1 clasp, Copenhagen 1801 (Wm. B. Bleamire, Capt. 49th Regt.) *original frosted finish, some very minor scuffing, otherwise extremely fine and extremely rare* £10,000-£14,000

*Provenance:* Dix Noonan Webb, June 2000.

Captain William Bird Bleamire, 49th Foot, was present at the battle of Copenhagen aboard H.M.S. *Polyphemus*. Twenty-three medals were issued to the 49th Foot for Copenhagen, together with two to the Rifles and one to the Artillery.

The 49th Foot, under Colonel Brock, together with two companies of the Rifle Corps, and a detachment of Artillery, were embarked aboard various ships of the fleet, under the command of Admiral Sir Hyde Parker, with Vice-Admiral Lord Nelson as second-in-command. It was during this engagement that Nelson famously ignored Parker's signal of recall when, with his glass to his blind eye, he said, 'I have a right to be blind sometimes... I really do not see the signal.'

William Bird Bleamire was appointed Ensign in the 49th (or Hertfordshire) Regiment on 3 September 1795; Lieutenant, 22 February 1796; Captain, 23 September 1797; Major, 6 August 1803. He appears in the 1806 Army List as Major in the 49th Regiment, but is not traced in the 1807 Army List. Major Bleamire died at Bath on 22 March 1850, aged 71.



16 x

**The Naval General Service medal awarded to Charles Wilson, a Private Royal Marines aboard H.M.S. Africa at the battle of Trafalgar**

Naval General Service 1793-1840, 1 clasp, Trafalgar (Charles Wilson.), contact marks and edge bruising, otherwise nearly very fine £5,000-£7,000

Provenance: Christie's, April 1979 and March 1986; Dix Noonan Webb, December 2005.

**Charles Wilson** is confirmed on the roll as a Private, Royal Marines, aboard H.M.S. *Africa* at the Battle of Trafalgar. He is the only man with these names on the roll, is verified as being aboard on the *Africa's* muster roll (ADM 157/4 refers), and was sent his Medal on 2 July 1849 (Official Admiralty Claimants' Roll ADM 171/1/103 refers).

H.M.S. *Africa* was with Nelson watching Cadiz in 1805, and under Captain Henry Digby bore a conspicuous part in the Battle of Trafalgar on 21 October. She appears to have lost sight of the fleet in the course of the night before the battle, and, when the firing began, was broad on the *Victory's* port beam, and nearly also broad on the port beam of the leading ship of the allied van. Nelson signalled her to make all possible sail; but Digby seems to have misunderstood the order - which was intended to keep him out of danger - as meaning that he was to lose no time in closing the enemy. He therefore made the best of his way along the Franco-Spanish van, exchanging broadsides with it, and at length bore down ahead of the Spanish 140, *Santisima Trinidad*. Judging from her appearance that that vessel had surrendered, Digby sent his First Lieutenant to take possession of her. This officer reached her quarter-deck ere he learned that the Spaniard had not surrendered, and as he was not in a position to coerce her, he withdrew, no one, strange to say, making an effort to stop him. The *Africa*, then, at about 3.20 p.m., very gallantly brought to action the French 74, *Intrepide*, and for about forty minutes fought her steadily, until the arrival of the British *Orion* upon the Frenchman's starboard quarter relieved her before she was silenced. She had her main-topsail-yard shot away, and her bowsprit and three lower masts so badly injured that none of the latter could afterwards stand. Her remaining masts and yards were also more or less damaged; her rigging and sails cut to pieces; while her hull, besides its other serious damage, received shots between wind and water. Her losses in killed and wounded amounted to sixty-two, including seven officers.



17 x

**The Naval General Service medal awarded to Commander Hugh Entwisle, Royal Navy, a Volunteer borne as an Able Seaman in H.M.S. *Bellerophon* at the battle of Trafalgar; at the close of the action he was sent with a Lieutenant to take possession of the Spanish 74 *Bahama***

Naval General Service 1793-1840, 1 clasp, Trafalgar (Hugh Entwisle.) some little nicks to rim, otherwise better than very fine; together with a fine contemporary portrait miniature of Entwisle in naval uniform, in oils, with an old inscription in ink affixed to the reverse 'Hugh Entwisle. Middie on board the "Victory" with Lord Nelson', in ebonised frame with gilt fittings, good condition (2) £8,000-£10,000

Provenance: Buckland Dix & Wood, March 1996.

Confirmed on the roll as Able Seaman aboard H.M.S. *Bellerophon* at Trafalgar.





**Hugh Entwisle** was the second son of John Entwisle, of Foxholes, Rochdale, Lancashire. He entered the Navy on 7 May 1799, as First-class Volunteer, on board the *Amethyst* on the home station. While in that frigate, besides being much employed in the conveyance of royal and diplomatic personages, he assisted, as Midshipman, at the capture of three privateers, carrying 34 guns and 270 men, and witnessed the surrender on 27 January 1801, of the French 36-gun frigate *La Dédaigneuse*, and on 9 April the national corvette *Le Général Brune* of 14 guns. In September 1805, he joined the *Bellerophon*, borne as an A.B., and participated at the Battle of Trafalgar as a Volunteer. *Bellerophon* formed one of the lee division under Collingwood and bore a distinguished part in the great victory of Trafalgar, when her captain, the gallant John Cooke, was killed almost at the same time and in the same way that Lord Nelson met his death. Entwisle, at the close of the action, was sent with Lieutenant Douglas to take possession of the *Bahama*, a Spanish 74. It is interesting to note that he was related both to Captain Cooke, and to Mr J. E. Markland, who also served as a Volunteer on *Bellerophon* during the battle. He was promoted Lieutenant in 1806 and, in the *Paulina*, took part in the expedition to Copenhagen, 1807. In the *Bucephalus*, commanded by Captain G. W. H. D'Ath who had also served at Trafalgar on *Bellerophon*, he took part in the operations against New Orleans in 1814. He retired as Commander in 1839, becoming a D.L. and J.P. for county Glamorgan, and died on 23 December 1867, and is buried in the churchyard at Llanbletghian, South Glamorgan.





Sir

Patriotic Fund.

Clods

December 3. 1805.

I am directed by the Committee to inform you, that at a General Meeting held this day, they voted you the Sum of Thirty Pounds, in consideration of the Wound you received, in contributing to the signal **VICTORY** obtained by the British Fleet consisting of 27 Sail of the Line, under the command of the ever to be honoured and lamented the late Vice Admiral Lord Viscount **NELSON** over the combined Fleets of France and Spain consisting of 53 Sail of the Line, off Cape Trafalgar, on the 21<sup>st</sup> day of October last; when 19 Sail of the Line were captured from the Enemy; and, in the words of Vice Admiral Lord **COLLINGWOOD**, who so nobly completed the triumph of the day, every Individual appeared a **HERO** on whom the Glory of his Country depended.

Lieut. Thomas Waring;  
Royal Marines,  
His Majesty's Ship  
Conqueror.

I am,  
Sir  
Your humble Servant  
M. SPAN



## 18 x

**A rare Trafalgar Lloyd's Patriotic Fund Certificate awarded to Lieutenant Thomas Wearing, Royal Marines, voting him the sum of £30 in consideration of the wounds he received at Trafalgar whilst serving on board the *Conqueror***

The certificate voting Lieut. Thomas Wearing " the Sum of Thirty Pounds in consideration of the Wound you received in contributing to the signal VICTORY obtained by the British Fleet consisting of 27 Sail of Line under the command of the ever to be honoured and lamented the late Vice Admiral Lord Viscount NELSON over the combined Fleets of France and Spain consisting of 33 Sail of the Line, off Cape Trafalgar, on the 21st day of October last; when 19 Sail of the Line were captured from the enemy; and in the words of Vice Admiral Lord Collingwood who so nobly completed the triumph of the day, "every Individual appeared a HERO on whom the Glory of his Country depended." Inscribed in ink to 'Lieut: Thomas Wearing, Royal Marines, His Majesty's Ship, *Conqueror*' and signed James Shaw, Mayor, 330mm x 240mm., framed, a few minor stains, otherwise good condition (2) £4,000-£5,000

**Thomas Wearing** was born in Norton, Cheshire in 1788, and was commissioned into the Royal Marines as 2nd Lieutenant in 1804. On board H.M.S. *Conqueror* he saw active service and was wounded at the battle of Trafalgar, his ship being responsible for the destruction of the French flagship *Bucentaure*. As a result of his wound, he was awarded £30 by the Lloyd's Patriotic Fund and subsequently was awarded the N.G.S. with one clasp for Trafalgar in 1849 (Sold at Sotheby's in February 1990). After various spells ashore and at sea, in 1815 he was employed in carrying despatches between the Fleet and the Duke of Wellington and arrived on the field of Waterloo on the evening of 18th June, just after the fighting had ceased. He thus did not qualify for the Waterloo medal which, in combination with his N.G.S. Trafalgar medal, would have been unique. Thereafter, he saw service on H.M.S. *Wye* (1818-19), H.M.S. *Hastings* (1835-38), H.M.S. *Impregnable* (1841) and finally on H.M.S. *Cambridge* (until 1843). On 25 November 1851, Wearing, by this time a Lieutenant-Colonel, was appointed R.M. Aide-de-Camp to Queen Victoria, a position he held until 1855. Further promotions saw him as Lieutenant-General in 1857, on the "active list" at the age of 69 years.

Following an edict of the Admiralty in relation to the Royal Marines, on 28 March 1863, Wearing became the first General Officer to be appointed Colonel of the Plymouth Division. He died on the 19th May in the same year and was buried at St. Mary's church, Torquay, Devon.

Sold with some research notes and a small framed stipple engraving of Lord Nelson.





19 x

**A superb Trafalgar and Arctic exploration pair awarded to Rear-Admiral William Robertson, Royal Navy, a Midshipman in the *Defence* at the battle of Trafalgar and a Lieutenant in the *Isabella* in Captain Ross's expedition to discover the North West Passage in 1818; believed to be the only Trafalgar officer to also serve in Arctic waters and receive medals for both**

Naval General Service 1793-1840, 1 clasp, Trafalgar (Wm. Robertson, Midshipman.); Arctic Medal 1818-55, unnamed as issued, with original ribbons and Times obituary cutting, and contained in a contemporary fitted case, *brilliant extremely fine* (2) £30,000-£40,000  
 Provenance: Family source circa 2003.

Confirmed on the roll as Midshipman aboard H.M.S. *Defence* at the battle of Trafalgar, and as Lieutenant in the *Isabella* under Captain John Ross, commanding the 1818 expedition to discover the North West Passage.

**William Robertson** was born at Leith, Scotland, in 1786 and entered the Royal Navy on 9 June 1803 as Midshipman on board the *Defence*, in which ship he took part in the battle of Trafalgar.

Under Captain George Hope the *Defence* was with Vice-Admiral Sir John Orde's squadron in April 1805, and later with Sir Robert Calder's and Collingwood's fleets. Then, on the 21st October 1805, she was one of the lee column led by Vice-Admiral Collingwood, but, being very close to its rear, was not able to engage the enemy until some two and a half hours after firing had been commenced by the foe. Then, for nearly half an hour, she plied her guns at the French 74, *Berwick*; afterwards assailing the Spanish *San Ildefonso*, also a 74, which fought for about an hour and then struck her flag. It is fair to say that she had been previously engaged by others of the British, which had contributed materially to her roll of casualties, amounting to something like 200 men killed or wounded. The *Defence* had thirty-six killed and wounded. Her damages were confined to a shot through the mainmast, which was otherwise cut in several places. Much of her lower and topmast rigging was shot away, besides which her gaff was cut in two, and she received some injury to her hanging knees and chain plates. The *Defence* and her prize, anchoring that evening (as the dying Nelson had desired the fleet should do), weathered the gale that followed the battle, and thus the *San Ildefonso* became one of the few trophies of victory saved from the tempest on this occasion. It is noticeable that a large proportion of the officers and crew of the *Defence* at Trafalgar were Scotsmen.

After various services afloat he joined Captain Hon. Robert Stopford in the *Spencer* in the expedition against Copenhagen in 1807, on which occasion he was taken prisoner. Escaping in May 1809, he joined, in August of that year, the *Victory*, flag-ship in the Baltic of Sir James Saumarez, by whom he was nominated, 20 September, Acting Lieutenant of the *Dictator*. He was confirmed Lieutenant in February 1810 and subsequently served in the *Lynx* sloop on the North Sea station, and then in the *Sarpedon* sloop, *Fortunée* sloop, and *Erne* of 20 guns, in which ship he was serving at the close of the war with France in 1814. He next joined the *Isabella* hired ship under Captain John Ross, fitting out for a voyage of discovery in the Arctic regions.

The expedition of 1818 was instigated by the Admiralty for the purpose of discovering the North West Passage to China

and to reach the North Pole. Four ships were commissioned for the expedition; *Alexander* and *Isabella* to find the North West Passage, and *Trent* and *Dorothea* to reach the North Pole. These four ships sailed from England in May 1818 and *Isabella* and *Alexander*, under the command of Captain John Ross and Lieutenant William Parry respectively, set out for Baffin Bay, sailing along the west coast of Greenland and reaching Melville Bay before becoming beset by ice. They remained in the ice for some time and were in continual danger of the pack forcing them together with the threat of them smashing into each other. Fortunately the pack ice suddenly receded and the ships were free from danger. They sent a party ashore after rounding Cape York to inspect the cliffs of Cape Dudley Digges, which were covered in what appeared to be crimson snow but what was in fact protococcus, a rapidly multiplying plant that turns red when exposed to light. The ships then continued northwards where they encountered a party of Eskimos, of the Etah race not previously encountered. Ross gave them the name 'Arctic Highlanders'. Ross continued his voyage passing to the south of Smith Sound giving the names Cape Isabella and Cape Alexander to two cliffs that mark the southern entrance to Smith Sound. He then sailed down Lancaster Sound for some fifty miles until he saw what he thought was land round the bottom of the bay, which formed a chain of mountains connecting the land on the north and south side of the Sound. Parry did not see these mountains and tried to persuade Ross to sail on. Ross, however, turned back when in fact he could have gone further. Ross's return to England was not popular and he was not given any credit for the discoveries he had made.

After serving in the *Conway*, *Creole* and *Diamond* on the South American station, Lieutenant Robertson joined the *Galatea* as Flag Lieutenant to Admiral Sir Thomas Hardy, in December 1826, when that officer escorted to Lisbon a body of troops intended as a reinforcement to the

Portuguese Constitutionalists, and took part in an experimental cruise. He became a Commander in November 1827 and served in that capacity in the North Sea station from May 1832, and on the South American station from June 1833, where he captured a Portuguese brig having on board 425 slaves. He subsequently served under Lord John Hay in the *Castor* on the North Coast of Spain from May 1836 until January 1837, when he was made Captain. He was promoted to his final rank of Rear Admiral on the retired list in July 1857, and died at Bath on 6 April 1861, aged 75.

Admiral Robertson is believed to be the only Trafalgar officer to also serve in Arctic waters and receive medals for both.



20 x

The Naval General Service medal awarded to Rev. Thomas Hardwicke, Chaplain of the *Dreadnought* at the battle of Trafalgar, one of only three Chaplains to receive the medal for this action

Naval General Service 1793-1840, 1 clasp, Trafalgar (Thomas Hardwicke, Chaplain.) good very fine £10,000-£14,000

Provenance: Baldwin's, July 1955; Fergus Gowans Collection

Confirmed on the roll as Chaplain aboard H.M.S. *Dreadnought* at Trafalgar. 28 N.G.S. medals were issued to Chaplains, including 3 for Trafalgar.

**Thomas Hardwicke** was the son of Samuel Hardwicke, of St Peters, Worcester, and was educated at Worcester College, Oxford; matriculated 23 June 1789; B.A. 1802; M.A. 1805; Fellow 1822 to 1837; Provost 1831; B. and D.D. 1836. Hardwicke was appointed to be a Chaplain in the Royal Navy aboard H.M.S. *Illustrious* in May 1804, and to the *Dreadnought* on 16 May 1805, in which ship he was present at the battle of Trafalgar. Returning to his studies at Oxford University, he was later rector of Neen Sollers cum Milson, Shropshire. He died on 20 February 1855.



## 21 x

The N.G.S. and Boulton's Trafalgar pair awarded to Commander John Waterman, Royal Navy, a Midshipman aged 14 aboard the *Minotaur* at Trafalgar

Naval General Service 1793-1840, 1 clasp, Trafalgar (John Waterman, Midshipman.); Boulton's Trafalgar, white metal, fitted with straight bar suspension and Trafalgar clasp both medals fitted with matching contemporary silver ribbon buckles and brooch pins, the second with some corrosion but generally very fine or better (2) £10,000-£14,000

Confirmed on the roll as a Midshipman aboard H.M.S. *Minotaur* at the battle of Trafalgar.

**John Waterman** was born in Ashford, Kent, and entered the Navy in April 1803 as First-class Volunteer on board the *Minotaur*, in which ship he served in the Mediterranean and on various parts of the Home station, until promoted to the rank of Lieutenant in July 1809. He was present in her as Midshipman, aged 14, at the battle of Trafalgar and in the expedition to Copenhagen in 1807. From July 1809 until September 1811 he served in the North Sea and on the coasts of Africa and Ireland in the *Dauntless*. This was his last appointment and he accepted the rank of Commander on the Retired List in April 1848. Waterman died in Wellesborough in 1859.







22 x

**Naval General Service medal awarded to Thomas Ritchings, a Private Royal Marines aboard the *Orion* at the battle of Trafalgar**

Naval General Service 1793-1840, 1 clasp, Trafalgar (Thomas Ritchings.) *nearly very fine* £5,000-£7,000

*Provenance:* Sotheby, June 1919; Glendining's, June 1935 and September 1987.

Confirmed on the roll as a Private Royal Marines aboard H.M.S. *Orion* at Trafalgar.

**Thomas Ritchings** was born at Woodstock, Oxfordshire, and attested as a Private in the Portsmouth Division of the Royal Marines on 25 June 1805. He joined H.M.S. *Orion* on 24 July 1805, from Portsmouth Headquarters, aged 18 years. He was discharged to the *Guerrier* Hospital ship at Gibraltar on 15 November 1805, for treatment of an ulcer and returned to *Orion* on 20 May 1806. He was discharged from *Orion* to Plymouth Headquarters on 13 February 1813, and was 'set off the rolls' on 2 September 1814 by reason of 'discharged - amputated left leg.'

Sold with copied research.



23 x

The Naval General Service medal awarded to Captain Peter S. Hambly, Royal Navy, Master's Mate in the *Prince* at the battle of Trafalgar, when he was one of the party in charge of the *Santissima Trinidad* before she was sunk, remaining on board until within a short time of her going down, the water when he left having reached above her lower deck, being promoted in honour of the victory by commission dated December 1805

Naval General Service 1793-1840, 1 clasp, Trafalgar (P. S. Hambly, Master's Mate.) extremely fine

£10,000-£14,000

Provenance: J. B. Hayward, March 1971; Peter Dale Collection, July 2000.

Confirmed on the roll as Master's Mate aboard H.M.S. *Prince* at Trafalgar.

**Peter Sampson Hambly** entered the Navy on 1 December 1797, as Midshipman, on board the *Ville de Paris* 110, Captain Hon. George Grey, bearing the flag off Lisbon and in the Mediterranean of Earl St. Vincent. Removing, subsequently, to the *Emerald* 36, Captain Thomas Moutray Waller, he assisted in that ship, in company with the *Leviathan* 74, and was slightly wounded at the capture on 7 April 1800, of the two Spanish frigates *Carmen* and *Florentina*, each laden with 500 quintals of quicksilver, for the use of the mines at Lima. Independently of that service, he was frequently employed in the *Emerald's* boats, off the port of Cadiz, was instrumental to the capture of several privateers, and was a second time wounded. While next attached, as Master's Mate, between the summers of 1800 and 1802, to the *Florentina* 36, Captain John Broughton, he served at the landing of the troops in Egypt, and received a sabre-cut in the right wrist at the battle of Alexandria, 21 March 1801, in the battle in which Sir Ralph Abercromby was killed. In April 1803, after he had been for a short period borne on the books of the *Tonnant* 80, Captain Sir Edward Pellew, he joined the *Prince* 98, Captain Richard Grindall, under whom he fought at Trafalgar on 21 October 1805. At the close of the conflict, Mr. Hambly was one of the party in charge of the *Santissima Trinidad* before she was sunk, remaining on board until within a short time of her going down, the water when he left having reached above her lower deck. Being promoted, in honour of the victory, by commission dated 24 December in the same year, he was next appointed, 27 March 1806, to the *Morgiana* sloop, Captains Robert Raynsford and William Landless, on the Mediterranean station; 18 December 1806, to the *Queen* 98, Captains Erasmus Pender, William Shields, Charles

Inglis, and Thomas George Shortland, employed off Cadiz, the Dardanells, &c.; 11 July 1808, to the *Defence* 74, Captain Charles Ekins, by whom, after assisting at the blockade of Flushing and Kronstat, he was intrusted with the erection and command of a battery on an island in the Gulf of Finland, for the purpose of obstructing the movements of the Russians, including the destruction of Russian vessels in 1809, and the blockade of Flushing in 1810; and, in October 1810, to the command of part of the flotilla employed at the defence of Cadiz, where, and at Tarifa, he continued in almost daily collision with the enemy, until the autumn of 1813, when he invalided. On one occasion a shot passed through the side of Mr. Hambly's gun-boat, and it was with the greatest difficulty she could be kept afloat. In June 1814, he joined the flotilla on the river St. Lawrence, and when the 100-gun ship of that name was ready for launching he was appointed her First-Lieutenant. By the time she was nearly equipped for sea, he was sent to take the command on Lake Champlain, where he remained until the month of December. He then became Senior of the *Psyche* 32, Captain Peter Fisher, from which ship, stationed on Lake Ontario, he removed to the acting-command, 11 July 1815, of the *Star* sloop. From 12 of the following October until 30 November 1816, he was superintending the naval establishment on Lake Huron. He obtained a second promotal commission on 12 August 1819, and from 3 August 1838, until his Post-promotion, 23 November 1841, was employed in command of the *Orestes* 18, on the South American station, after which he was placed on half-pay. Captain Hambly died in 1847 when his phaeton overturned in a Devon country lane.



24 x

**The Naval General Service medal awarded to James Shears, an Ordinary Seaman aboard the *Royal Sovereign* at the battle of Trafalgar**

Naval General Service 1793-1840, 1 clasp Trafalgar (James Shears.) *some edge bruising and a little polished, otherwise toned, nearly very fine* £5,000-£7,000

Provenance: Glendining's, October 1979.

Confirmed on the roll as an Ordinary Seaman aboard H.M.S. *Royal Sovereign* at Trafalgar.

**James Shears** was born in Exeter and was discharged from H.M.S. *Salvador del Mundo* as an Ordinary Seaman to H.M.S. *Royal Sovereign* on 17 July 1803, aged 32, and served aboard that ship at the battle of Trafalgar. He was discharged to *Formidable* on 20 December 1805, and subsequently served aboard *Ardent* from 8 April 1811, and *Asia* from 18 February 1812, until 1 June 1815, when he was discharged 'from the service'.

Sold with copied muster rolls and detailed research by D. A. E. Morris.





25 x

**The Naval General Service medal awarded to Robert Drummond, a servant on Nelson's personal retinue as his Valet aboard the *Victory* at the battle of Trafalgar; he also served as servant and steward to Captain Thomas Hardy for seven years**

Naval General Service 1793-1840, 1 clasp, Trafalgar (Robert Drummond.) medal contained in a contemporary silver frame, lacking glass lunettes, the disc correctly impressed and frame also inscribed with his name, very fine £14,000-£18,000

*Provenance:* Sotheby, June 1977.

Confirmed on the roll as Able Seaman aboard H.M.S. *Victory* at Trafalgar, serving as a servant on Nelson's personal retinue.

**Robert Drummond** served in H.M.S. *Victory* at Trafalgar as one of Nelson's personal retinue, rated on the books as Able Seaman. Drummond served under Captain Hardy both before and after his time in the *Victory*: in the *Amphion* from June 1802 to July 1803, and afterwards in the *Triumph*. He then served as steward to Rear Admiral Harvey in the *St George* from 1808-09. Earlier he had been steward to Captain Wood of the *Concorde*.

In April 1808, Hardy wrote him a certificate saying: "These are to certify whom it may concern that Robert Drummond has served as my Servant more than Six Years and as Steward these last Twelve Months and I beg to recommend him as a most faithful Clean attentive good Servant".

*Victory's* muster shows that Drummond and Bartlett (Hardy's steward) were discharged to the *Chatham* yacht on 22 December 1805 to accompany Nelson's body to Greenwich along with others of Nelson's retinue. Drummond entered Greenwich Hospital in 1851 after his wife died, and died there on 15 June 1868.

Sold with a good-sized portrait photograph of Drummond in old age wearing his medal. A different Stereoscopic image of him wearing his medal also exists that is captioned 'Robert Drummond - Lord Nelson's Valet.'







A. J. P. P. P.  
Glow. Man. J.





## 26 x

The Naval General Service medal awarded to Captain John W. Aldridge, Royal Navy, a Midshipman in the *Arethusa* at the destruction of the Spanish frigate *Pomona* in August 1806, and at the capture of the Spanish settlement of Curacao in January 1807; during his later career he saved many lives around the world and was twice honoured by the Royal Humane Society

Naval General Service 1793-1840, two clasps, *Arethusa* 23 Aug. 1806, Curacao (John W. Aldridge Midshipman); Royal Humane Society Medal, large 51mm., 2nd type, silver, successful, the reverse officially inscribed, 'Capt. Aldridge, R.N., 1834', fitted with contemporary loop suspension; another similar, the reverse officially inscribed, 'J. W. Aldridge, 1840', two edge bruises to the last, otherwise good very fine and better (3) £8,000-£10,000

Provenance: Spink, July 2000.

The rolls confirm John Williams Aldridge as a Midshipman aboard the *Arethusa* for the action of 23 August 1806, and in the same capacity for the capture of the Island of Curacao on 1 January 1807, one of just 17 and 62 recipients of these clasps respectively recorded on the Admiralty roll.

**John Williams Aldridge** entered the Royal Navy as a First-class Volunteer aboard H.M.S. *Arethusa* in September 1805. He subsequently saw action in her at the destruction of the Spanish Frigate *Pomona*, under the guns of Morro Castle, Havana, on 23 August 1806, when the latter hauled down her Colours after '35 minutes hot fighting', with a loss of 20 killed and 30 wounded. The *Arethusa* had 2 men killed and another 30 wounded. Later, in the same action, 9 enemy Gunboats were destroyed and another 3 driven ashore.

Aldridge was once again in action with the *Arethusa*, in company with other ships, at the taking of Curacao in January 1807:

'One of the most gallant actions of the War was the capture of the Spanish Settlement at Curacao, on 1 January [1807], by a British Squadron of four Frigates - *Arethusa* 38, Captain Charles Brisbane, *Latona* 38, Captain Wood, *Anson* 44, Captain Lydiard; and the *Fisgard* 38, Captain Bolton. The entrance to the harbour of Curacao is only 50 fathoms wide, while Fort Amsterdam, the chief work forming its defence, mounted 60 guns; there were also in the harbour the 36-gun Frigate *Halstaar* and the 20-gun Corvette *Surinam*. Soon after daylight, the Squadron anchored close to the forts and shipping, the "saucy" *Arethusa* bringing-to with her jib boom over the wall of the town. As a summons to surrender in 'five minutes' was not complied with, the Squadron opened fire at 6.15 a.m., and after the third broadside Captain Brisbane, at the head of his men, boarded and carried the Dutch Frigate, Captain Lydiard at the same time capturing the *Surinam*. Pulling ashore, the two gallant Officers led their men against Fort Amsterdam and, although it was manned with 270 soldiers, the sailors scaled the walls, and in ten minutes the British Flag

was floating over this formidable work. Fire was now opened on Fort Republique, which was situated on a high hill, and commanded the town; and before noon, this and other small forts, together with the entire island, were in the hands of Captain Brisbane. The British loss was only 17, while the Danes had 200 killed and wounded. Captain Brisbane was deservedly knighted for this most glorious achievement, and the three other Captains received Medals, the First Lieutenants being promoted to Commanders' (*Great Battles of the British Navy*, by Lieutenant C. R. Low, R.N., refers).

From October 1808 until May 1813, Aldridge served in the *Blake*, initially under his old commander, Captain Sir Charles Brisbane, and afterwards under Sir Edward Codrington. With the latter he took part in the expedition to Flushing, served in the Gunboat Service in the defence of Cadiz, and participated in most of the operations of the period on the coastline of Catalonia. On next removing to the *Rippon* as a Master's Mate, he was present at the capture of the French Frigate *Le Weser* and, in February 1815, while serving in the *Prince*, was advanced to Lieutenant. His post-Napoleonic War career encompassed many more seagoing appointments, both in U.K. waters and abroad, during the course of which he was awarded his Royal Humane Society Medals:

'In January 1834 he received a Letter of Thanks and a Silver Medal for his conduct in having jumped overboard on three distinct occasions - 16 May 1814 in the River Garonne; 13 August 1828, on the coast of Candia; and in February 1833, on the Western Coast of Mexico - and saved the lives of as many men. A similar compliment was paid to him in July 1840, for the manner in which he had dashed, on 4 October 1839, from the poop of the *Pembroke* and rescued a fourth seaman' (O'Byrne's *Naval Biography* refers).

Advanced to Commander in November 1833 and to Captain in November 1841, Aldridge was placed on the Retired List in December 1855.



## 27 x

**The Naval General Service medal awarded to Lieutenant Buxton Layton, Royal Navy, Midshipman in the *Nassau* at the capture and destruction of the Danish 74-gun ship *Prindts Christian Frederic* in March 1808**

Naval General Service 1793-1840, 1 clasp, *Nassau* 22 March 1808 (Buxton Layton, Midshipman.) *extremely fine*  
 £6,000-£8,000

*Provenance:* Sotheby 1895; Glendining's, December 1951 and July 1955; J. B. Hayward, June 1975; Peter Dale Collection, July 2000.

Confirmed on the roll as a Midshipman aboard H.M.S. *Nassau* when, together with H.M.S. *Stately*, they jointly attacked and destroyed the Danish 74-gun ship *Prindts Christian Frederic* off Grenaa, Coast of Jutland, Denmark, on 22 March 1808. The *Nassau* suffered 2 men killed, and 16 men wounded, whilst the *Stately* lost 4 men killed, and 2 officers and 26 men wounded. The loss to the Danish, out of a crew of 576, amounted to 45 men killed and 88 wounded. 31 clasps were issued for 'Nassau 22 March 1808'.

**Buxton Layton** entered the Navy on 27 May 1804, as First-class Volunteer on board the *Ethalion* frigate, Captains Charles Stuart and Joseph Spear, employed at first in the North Sea, and then in the West Indies, where, in March 1806, he became Midshipman of the *Amelia* 38, Captain William Champain. From the following August until December 1810, he appears to have been again stationed in the North Sea, as well as in the Baltic, on board the *Nassau* 64, Captain Robert Campbell, *Edgar* 74, Captain Stephen Poyntz, and *Stately* 64, Captain R. Campbell. While in the *Nassau*, which was for a long time employed in blockading the Texel, and formed part of the expedition to Copenhagen in August and September 1807, Layton (on the *Nassau* being extricated from a mass of ice in which she had been blocked up during the whole winter) assisted, on 22 March 1808, in company with the *Stately* 64, at the capture and destruction of the Danish 74-gun ship *Prindts Christian Frederic* on the coast of Zealand, after a running fight of great length and obstinacy in which the *Nassau* sustained a loss of 2 men killed and 16 wounded. In December 1810 he accompanied Captain Campbell into the *Tremendous* 74, and sailed for the Mediterranean, where he remained with that officer until May 1815, participating intermediately in a variety of important services. Layton then took up a commission dated 10 February 1815, and was shortly afterwards placed on half-pay.





28 x

Naval General Service 1793-1840, 1 clasp, 11 Aug Boat Service 1808 (**Wm. Raddon.**) a little polished, otherwise nearly very fine £6,000-£8,000

Provenance: Cheylesmore Collection, Glendining's, July 1930; Spink, July 2000.

**William Raddon** is confirmed on the roll as an Able Seaman aboard the *Edgar* for the Boat Service action of 11 August 1808, one of just 15 recipients of this clasp recorded on the Admiralty roll.

Awarded for the capture of the Danish Corvettes *Fama* and *Salorman* by boats from Rear-Admiral Richard Keats' Squadron, in Nyborg Harbour, Funen Island, Denmark, an action that actually took place on 9 August 1808.

'At the time of the uprising of the Spaniards against the oppressive rule of the French in 1808, a body of about twelve thousand Spanish troops under the command of the Marquis de la Romana, were stationed on the shores of the Baltic, with the alleged intention of invading Sweden, in conjunction with a Danish army. On learning the state of affairs in Spain, these troops swore to be faithful to their country, and were eager to join their countrymen to assist in overthrowing the tyrant to whom they owed their banishment. A small British squadron was cruising in the Cattegat, commanded by Rear-Admiral Keats, in the *Superb*, seventy-four, comprising the *Brunswick*, seventy-four, Captain T. Graves; the *Edgar*, seventy-four, Captain J. Macnamara, and five or six smaller vessels. According to a plan concerted between the Rear-Admiral and the Marquis de la Romana, the latter on August 9th took possession of the fort and town of Nyborg, on the island of Funen. The Admiral then wrote to the Danish governor, engaging to abstain from any act of hostility if the Spaniards were unmolested by the Danish or French troops, but stating that if any opposition was offered to the embarkation of the Spanish troops, the town of Nyborg would probably be destroyed. The Danish garrison made no resistance, but the Danish eighteen-gun brig *Fama*, and a twelve-gun cutter, moored in the harbour near the town, rejected all offers, and prepared for action. The Spanish General being unwilling to act against the Danes, and the capture of the vessels being absolutely necessary, some small vessels and boats, under the orders of Captain Macnamara, entered the harbour, and attacked and carried both the vessels, with the loss of Lieutenant Harvey of the *Superb*, killed, and two men wounded. A few days afterwards ten thousand Spaniards were conveyed to England, and subsequently to their native country.' (*Medals of the British Navy*, by W. H. Long refers.)



29 x

The Military General Service medal awarded to Captain George Hookey, Royal Marines, for the capture of Martinique; he was actively engaged in cutting out actions against French vessels and was several times in action with Danish gun-boats in the Baltic

Military General Service 1793-1814, 1 clasp, Martinique (G. Hookey, Lieut. R.M.) nearly extremely fine

£12,000-£16,000

Provenance: J. B. Hayward, August 1973; Dix Noonan Webb, June 2000.

Only three clasps for Martinique awarded to the Royal Marines, and a total of only 19 M.G.S. medals.

**George Hookey** served as a Volunteer 1st Class in His Majesty's Ship *Prince of Wales*, from January to December 1805, and was in the general action of the 22nd December 1805. He was commissioned as 2nd Lieutenant in the Royal Marines on 27 January 1806, and served in the West Indies from 1806 until 1809, including the capture of Les Saints, and Martinique, and several actions in boats cutting out French vessels and destroying batteries. From 1809 to 1811, he served on board H.M.S. *Theban*, blockading the French flotilla at Boulogne and was several times in action with them. He also assisted in the boats cutting out a large French lugger at Dieppe. He was promoted to Lieutenant in August 1811 and, from 1812 to 1814, served on board His Majesty's Ship *Daphne* in the Baltic, and was several times in action with Danish gun-boats in the Belt. He was promoted to Captain in October 1832, was placed on half-pay in March 1836, and, from April 1836, was for many years subsequently Purveyor of the Chatham Division, Royal Marine Infirmary.



30 x

**The Naval General Service medal and R.N.I.P.L.S. Gold medal and Second Award 'Boat' awarded to Commander Henry Randall, Royal Navy and H.M. Coastguard**

Naval General Service 1793-1840, 1 clasp, Basque Roads 1809 (H. Randall, Midshipman.); Royal National Institution for the Preservation of Life from Shipwreck, G.I.V.R., gold, with additional Second Award Gold 'Boat', attached by gold chains to suspend below the medal, the medal inscribed (Lieut. Henry Randall, R.N., Voted Feb. 9. 1825) the boat neatly inscribed across the four thwarts (Lieut. H. / Randall, R.N. / Voted 21 May / 1834) contained in a contemporary fitted case; together with a Georgian silver presentation salver, 27.5mm diameter, hallmarked London 1831, maker's mark 'W.K.R.' for William Ker Reid of Chancery Lane, with central engraved presentation inscription: 'Presented to Lieut. Henry Randall, R.N., Chief Officer of Coast Guard, by the Underwriters on the *Wanderer Schooner* wrecked near Elie 3d February 1833, to record His Humane Exertions in saving the lives of the Captain & Crew of that Vessel.; edge bruise to the first and light contact marks to the second but generally very fine and very rare (3) £8,000-£10,000

*Gold Medal* Voted 9 February 1825: 'Lieut., R.N., H.M. Coastguard, Elie, Scotland. On 17 January 1825, after the schooner *Devoran* had been wrecked at the Bridge of Don, north of Aberdeen, her Mate was washed overboard and was drowned. The wreck was seen at 6 a.m.; Lieutenant Randall set up the Manby rocket apparatus on the beach and succeeded in throwing a line on board the casualty at the fourth or fifth attempt. This enabled a boat, manned by coastguards, to bring off the four survivors.'

*Gold Boat* Voted 21 May 1834: 'Lieut., R.N., H.M. Coastguard, Elie, Scotland. On 2 February 1833, when the schooner *Wanderer* was wrecked at Elie, Fife, in a violent storm, Lieutenant Randall and Mr. McCulloch put off in the Coastguard gig with two other men and, at the third attempt, rescued the Master and six men. They were landed under a salute of three cheers from several hundred spectators on the beach.'

**Henry Randall** entered the navy in June 1806 as a Midshipman. In the *Pallas* he witnessed the destruction of the French shipping in Aix Roads in April 1809, and accompanied the expedition to the Walcheren. In the *Manilla*, he was wrecked on the Hakk Sands, near the Texel, and taken prisoner, 28 January 1812, remaining in captivity until 1814. On his restoration to liberty he joined the *Prince 98*, flag-ship of Sir Richard Bickerton at Spithead; and in August 1815, at which period he had been stationed for three months off Havre de Grace in the *Euryalus* he was presented with a commission bearing date 22 February 1814. He was advanced to Commander in January 1846, having served in the Coast Guard from June 1820. He survived to claim the N.G.S. medal for Basque Roads and was one of only five recipients of the R.N.I.P.L.S. gold medal and gold boat (not counting Sir William Hillary who uniquely had 3 gold boats).





*Presented*  
*to*  
Vice-Admiral Henry Randall R.N.  
Chief Officer of Coast Guard,  
By the Underwriters on the *Wanderer*, *Albatross*  
Wrecked near Rio de Janeiro 1853.  
*to receive*  
The *Spanish Certificate* in saving  
the lives of the Captain & Crew  
of that vessel.



31 x

The Naval General Service medal awarded to Midshipman James R. Crawford, Royal Navy, for his part in one of the most celebrated and sanguinary Gold Medal actions of the war - the capture of the French 74-gun *Rivoli* by the 74-gun *Victorious* under Captain John Talbot, R.N.

Naval General Service 1793-1840, 1 clasp, Victorious with Rivoli (J. R. Crawford, Midshipman.)  
*small edge nick, otherwise good very fine*

£6,000-£8,000

*Provenance:* Christie's, November 1986.

**James R. Crawford** is confirmed on the roll as Midshipman aboard the *Victorious*. Approximately 66 clasps issued for this exceptionally bloody action, for which the Naval Gold Medal was awarded to Captain John Talbot, in addition to a Knighthood. Crawford does not appear to have passed for Lieutenant.

On 16 February 1812, the British 74-gun ship *Victorious*, Captain John Talbot, accompanied by the 18-gun brig-sloop *Weazel*, Captain John William Andrew, arrived off Venice, to watch the motions of the new French 74-gun ship *Rivoli*, Commodore Jean-Baptiste Barré, and two or three brigs of war, lying ready for sea in that port. Foggy weather made it the 21st before Captain Talbot was enabled to reconnoitre the port. On that day, at 2.30 p.m., the *Victorious* descried a brig in the east-north-east, and at 3 p.m., in the same direction, a large ship, with two more brigs, and two settees. The ship was the *Rivoli* herself; the three brigs were the *Jéna* and *Mercure* of 16, and the *Mamelouck* of eight guns; and the two settees were gun-boats; all about 12 hours from Venice, bound to the port of Pola in Istria, and at this time steering in line of battle; the two gun-boats and one brig ahead, then the *Rivoli*, and astern of her the two remaining brigs. The British 74 and brig were presently under all sail in chase, and soon began to gain upon the French squadron.

At 2.30 a.m. on the 22nd, perceiving that one of the two brigs in the rear had dropped astern, and that the *Rivoli* had shortened sail to allow her to close, Captain Talbot hailed the *Weazel*, and directed Captain Andrew to pass the *Victorious* if possible, and bring the sternmost brig to action. Captain Andrew was so prompt in obeying the order, that at 4.15 a.m. the *Weazel* overtook the *Mercure*, and engaged her within half pistol-shot. After the action between these two brigs had lasted about 20 minutes, the brig that had been in company with the *Mercure*, the *Jéna*, shortened sail, and engaged the *Weazel* distantly on her bow. Thus opposed, the latter still continued a close and well-directed fire upon the *Mercure* until another 20 minutes had elapsed, at the end of which the French brig blew up. In an instant the *Weazel* lowered down her boats, but only succeeded in saving three men, and those much bruised. In the meanwhile, taking advantage of the darkness of the morning and the damaged state of the *Weazel*'s rigging, the *Jéna* had made off, and soon disappeared. At daylight, however, the British brig regained a sight of both French brigs, one a short distance astern of the other, and, having by this time refitted herself, she crowded sail in pursuit, sweeping occasionally, owing to the lightness of the breeze; but the *Jéna* and *Mamelouck* outsailed the *Weazel*, and kept gradually increasing their distance.

At 4.30 a.m., just a quarter of an hour after the *Weazel* had begun her engagement with the *Mercure*, the *Victorious*, having a light air of wind on her larboard beam, arrived within half pistol-shot of, and opened her starboard guns upon the *Rivoli*, who immediately returned the fire from her larboard broadside, and continued, with courses clewed up, but royals set, standing on towards the gulf of Triest. A furious engagement now ensued between these two line-of-battle ships, interrupted only when, for a few minutes together, the fog or the smoke hid them from each other's view. In the early part of the action, Captain Talbot received a contusion from a splinter, that nearly deprived him of



*H.M.S. Victorious taking the Rivoli*

his sight, and the command of the ship devolved upon Lieutenant Thomas Ladd Peake, who emulated his wounded chief in bravery and judgement. After the mutual cannonade had thus continued for three hours, and the *Rivoli*, from the superior fire of the *Victorious*, had become unmanageable and reduced to such a resistance as two quarterdeck guns only could offer, Lieutenant Peake, by signal, recalled the *Weazel*, to have the benefit of her assistance, in case either ship, the *Victorious* herself being in a disabled state, and both ships at this time in seven fathoms' water off the point of Groa, should happen to get aground. Having bore up in obedience to the signal, the *Weazel* stood across the bows of the *Rivoli* and, at 8 a.m., when within musket-shot distance, poured in her broadside. This the brig, wearing or tacking as necessary, repeated twice. Meanwhile the *Victorious* maintained a steady cannonade, and at 8.45 a.m. shot away the *Rivoli*'s mizen mast. In another quarter of an hour the French 74 fired a lee gun, and hailed the *Victorious* that she had struck.

The *Victorious* had her rigging cut to pieces, gaff and spanker-boom shot away, her three topmasts and mainmast badly wounded, her boats all destroyed, except a small punt belonging to the ward-room officers, and her hull struck in several places. Out of her actual crew of 506 men and boys (60 of the men sick, but only a few absent from their quarters), she had one lieutenant of marines, and 25 seamen and marines killed, her captain (slightly), one lieutenant of marines (mortally), two master's mates, two midshipmen, and 93 seamen and marines wounded; in total, 27 killed and 99 wounded. The *Weazel* had the good fortune not to have a man hurt, either in her forty minutes' engagement with the *Mercure*, or her very spirited, and in all probability, not ineffective cannonade of the *Rivoli*.

Captain John Talbot not only received a Small Naval Gold Medal for this action but was also knighted. Lieutenant Peake was promoted and Captain John W. Andrew of the *Weazel* was rewarded with a Post Captain's Commission. *Weazel*'s part in this action was commemorated with a separate clasp inscribed 'Weazel 22 Feby 1812', but there were only 6 claimants for it including Captain Andrew.





32 x

Naval General Service 1793-1840, 1 clasp, 2 May Boat Service 1813 (Chas. Fisher.) *nearly very fine*  
£3,000-£4,000

*Provenance:* Sotheby, July 1965; Glendining's, June 1967; Sotheby, January 1972 and January 1973; Christie's, July 1985; Peter Dale Collection, July 2000.

**Charles Fisher** is a unique name on the rolls and is confirmed as a Private Royal Marines in the boats of *Repulse*.

48 clasps issued for this boat service action on 2 May 1813, which resulted in the destruction of batteries and the capture of six merchant vessels at Morgiou, near Toulon.

'On the 2nd of May, the *Repulse*, Captain Robert H. Moubray, having joined, despatched 100 marines under Captain Michael Ennis, along with the marines of the other ships, to destroy some newly-erected works near Morgion. The boats of the squadron were still under Lieutenant Shaw, and covered by the guns of the *Redwing*. The marines drove a body of French troops to the heights, and kept them in check while six laden vessels were secured, and the batteries, gun-carriages and a 13-inch mortar destroyed. Lieutenant Shaw and three men were wounded, and two men killed. Sir John Sinclair was promoted in June following, and Lieutenant Shaw in August; and the naval medal has been granted for the service.' (*Battles of the British Navy* by Joseph Allen refers).



33 x

**The Naval General Service medal awarded to William Downham, an Ordinary Seaman in the *Shannon* at the capture of the American frigate *Chesapeake* off Boston Harbour in June 1813**

Naval General Service 1793-1840, 1 clasp, Shannon Wh. Chesapeake (William Downham.) extremely fine

£10,000-£14,000

Provenance: Glendining's, November 1956; Dix Noonan Webb, June 1998.

Confirmed on the roll as Ordinary Seaman aboard H.M.S. *Shannon*. 42 clasps issued for the capture of the American frigate *Chesapeake* off Boston Harbour in June 1813.

The most famous frigate action during the war with America and perhaps of the whole Napoleonic era. In 1813, the *Shannon*, Captain P. V. Broke, had for some time been watching the American frigate *Chesapeake*, of the same force in guns, but superior in the number of her crew, lying ready for sea, in Boston Harbour. The British Captain had sent a challenge to Captain Lawrence of the *Chesapeake* to come out and try the fortune of war, ship to ship; and about 1 p.m. on the 1st of June, the American frigate weighed anchor and stood out of Boston Roads to meet the *Shannon*. At fifty minutes past four the action commenced, the ships being not more than a stone's throw asunder, Boston lighthouse bearing west at about six leagues distance. After the exchange of a few broadsides, by which the *Chesapeake* suffered considerably, her tiller ropes being shot away and her wheel broken, she fell aboard the *Shannon*, whose anchor became hooked in the mizen chains of her opponent. A sharp fire of musketry followed, when Captain Broke, observing the enemy to flinch from their guns, at the head of his boarders sprang onto the quarter-deck of the *Chesapeake* exclaiming "Follow me who can," and with slight resistance drove most of her crew below. The Americans kept up a heavy fire from their tops, till the men stationed in them were killed or driven on deck; and made a determined but fruitless attempt to rally, but in about fifteen minutes from the beginning of the action, all hostilities ceased and the *Chesapeake* was the prize of the *Shannon*.

The loss of the victors was 1st Lieutenant Watt, two other officers, and twenty-three men killed, and Captain Broke and fifty-eight men wounded, out of a crew of three hundred and thirty men. The *Chesapeake* out of a crew of at least three hundred and eighty-six men, had her Captain, First and Fourth Lieutenants, Master, Lieutenant of Marines, three Midshipmen, and fifty-three men killed or mortally wounded, and nearly ninety officers and men wounded. Captain Broke being severely wounded, Lieutenant Provo W. Wallis assumed the command, and with the two frigates sailed for Halifax, arriving there on June 6th. The gallant Captain Lawrence had died two days before, on board the *Chesapeake*, and was buried at Halifax with all the honours of war. At the request of the American Government, his body was exhumed shortly afterwards and taken to Boston, where it was re-interred with great solemnity. Shortly afterwards on his return to England, Captain Broke was created a baronet, and by the Corporation of London was voted the Freedom of the City, and presented with a sword of the value of 100 guineas, in addition to a gold medal.





34 x

The Naval General Service medal awarded to Commander Michael Dwyer, Royal Navy, a Lieutenant in the *Révolutionnaire* at the siege of St. Sebastian in 1813; a year earlier he had led a party of only seven men landed from H.M.S. *Minstrel* to successfully storm and spike a battery of 9-pounders garrisoned by 80 Genoese on the coast of Spain, only to be overwhelmed by a detachment of 200 French troops, in the course of which Dwyer was 'stabbed by a bayonet in seventeen different places of his left arm and side, besides receiving, as in other parts of his body, a desperate gun-shot wound through the right shoulder' - 'in admiration of their consummate valour, the prisoners were at once set at liberty by their generous enemy'

Naval General Service 1793-1840, 1 clasp, St. Sebastian (Michael Dwyer, Lieut.) contained in a contemporary Hunt & Roskell glazed silver frame, the edge with engraved naming details, with integral ring and swivel-ring bar suspension and silver ribbon buckle, some tarnishing, otherwise extremely fine £3,000-£4,000

The practise of 'glazing' medals in this fashion was an option taken up by some officers at the time of the issue of the Naval, Military and Indian service medals. It was a service known to have been offered and carried out by *Hunt & Roskell* who were contracted to assemble these medals and clasps. In all known examples where it has been possible to inspect the actual planchet, invariably due to broken lunettes, the naming details have been correctly impressed by the Royal Mint.

The published Naval General Service Medal rolls confirm Michael Dwyer as a Lieutenant aboard the *Revolutionnaire* for the operations off St. Sebastian in September 1813.

**Michael Dwyer** entered the Navy on 17 November 1804, as Able Seaman on board the *Galgo* sloop, Captain Michael Dodd. From July 1805, until the year 1812, he successively served, as Midshipman and Master's Mate, in the *Unité 36*, Captain Charles Ogle, *Queen 98*, Captain Francis Pender, *Zealous 74*, Captains John Giffard and William Pierrepont, *Bulwark 74*, Captain Hon. Charles Elphinstone Fleeming, *Téméraire 98*, bearing the flag of Rear-Admiral Francis Pickmore, *Unité* again, Captain Edwin Henry Chamberlayne, and *Weasel* and *Minstrel* sloops, both commanded by Captain John Strutt Peyton. During that period, among other services, Mr. Dwyer was actively employed in the blockade of Carthage and of Toulon, and at the siege of Cadiz; and, when in the *Unité*, he took part, on 1 May 1811, in a very gallant action of an hour and a half in Sagone Bay, where that frigate, in company with the *Pomone 38*, and *Scout 18*, effectually destroyed the two armed store-ships *Giraffe* and *Nourrice*, each mounting from 20 to 30 guns, and protected by a 5-gun battery, a martello tower, and a body of about 200 regular troops.

On 4 July in the same year he further contributed, in the *Unité's* boats, under Lieutenant Joseph William Crabb, to the capture, beneath a shower of grape from a battery at Port Hercule, on the Roman coast, of the armed and vigorously defended brig *St. François de Paule*; and, in the course of the same day, he assisted Captain A. W. J. Clifford, of the *Cephalus*, in very spiritedly cutting out three merchant-vessels from between Civita Vecchia and the mouth of the Tiber.

On 12 August 1812 – (he had been unknowingly promoted to the rank of Lieutenant by commission dated 21 of the

previous March) – we find Mr. Dwyer landing from the *Minstrel* (as a preliminary step to the capture of three privateers, two of which had been hauled on shore in the port of Biendom, near Alicant), and, at the head of a party of only seven men, successfully storming, in face of a desperate resistance, a battery of 6 9- pounders, garrisoned by eighty Genoese, the crews of the two vessels alluded to. Before, however, Mr. Dwyer and his little band of heroes, after spiking the guns of the battery, could regain their boat, they were surrounded by a detachment of 200 French troops, and were ultimately overwhelmed; but not until, of the British handful, one man had been killed, the six others desperately wounded, and their gallant leader stabbed by a bayonet in seventeen different places of his left arm and side, besides receiving, as in other parts of his body, a desperate gun-shot wound through the right shoulder, which has ever since deprived him of the use of that arm. We may add that, in admiration of their consummate valour, the prisoners were at once set at liberty by their generous enemy; and that Mr. Dwyer, who, as a matter of course, afterwards obtained a pension for his wounds of 91l. 5s., was also presented with an elegant sword by the Patriotic Society.

Being next appointed, 16 July, 1813, to the *Révolutionnaire 38*, Captain John Charles Woolcombe, he occasionally served in the trenches at the ensuing siege of St. Sebastian, and materially hastened the fall of that important place by commanding the division of boats which stormed and captured the island of Santa Clara. He afterwards made a voyage to China, and when at the Cape of Good Hope, in July, 1816, was the chief instrument, by his energy and activity, of saving the *Révolutionnaire* and her consort the *Zebra* from destruction, both those vessels having been stranded, during a tremendous hurricane, in Simon's Bay. Quitting the *Révolutionnaire* in December 1816, Lieutenant Dwyer subsequently commanded the *Bittern* tender, of 10 guns, on the Plymouth station, from 12 November 1824, until 7 January 1826; and, on 9 March, 1842, he was appointed to the *Fearless* surveying-steamer, Captain Frederick Bullock. Being in command of that vessel on the occasion of the Queen's visit to Scotland, he was at length, on Her Majesty's return, promoted to the rank of Commander, 21 September 1842.



**35** x

Naval General Service 1793-1840, 1 clasp, Eurotas 25 Feby. 1814 (**John King**.) a few hairlines, otherwise extremely fine £2,400-£2,800

*Provenance:* Captain Hyde Greg Collection 1887, and 'Jubilee' Collection 1992. This medal was purchased in the 1887 sale by a Mr Whidder, along with many others, the great majority of which next reappear in the 'Jubilee' sale at Glendining's on 27 May 1992; Dix Noonan Webb, June 2002.

**John King** is confirmed on the roll as Yeoman of Sheets aboard the *Eurotas*. Approximately 32 clasps issued for this frigate action. Six other men of this name are recorded on the rolls for various clasps.

On 25 February 1814, the thirty-eight gun frigate *Eurotas*, Captain J. Phillimore, discovered the French forty-gun frigate *Clorinde* on her way to Brest, after a cruise. The British frigate gave chase and being faster, at five p.m. passed under the stern of the *Clorinde*, and gave her her starboard broadside. Then getting alongside her antagonist, a furious contest of twenty minutes followed, in which the mizzen mast of the *Eurotas* was shot away, and the fore top-mast of the *Clorinde*. The French frigate then shot ahead, but the *Eurotas* luffing up, the ships were again side by side and the action continued with re-doubled ardour. At twenty minutes past six the *Eurotas* lost her main mast, and about the same time the mizzen mast of the *Clorinde* came down. Ten minutes later the foremast of the *Eurotas* went overboard, which was followed by the fall of the mainmast of her opponent. The British ship was now totally dismasted and unmanageable, and at 7.30 p.m. the *Clorinde* with her fore yard only standing, set the remains of her foresail, and her fore stay-sail, and stood away out of gunshot. Captain Phillimore having been severely wounded by a grape shot in the shoulder; Lieutenant R. Smith took the command of the *Eurotas*, the wreck was cut away, and every exertion made during the night to get up jury masts and keep after the enemy. As Yeoman of Sheets on board the *Eurotas*, John King would have been prominently employed on this night. Soon after six the next morning, the *Eurotas* with three effective masts, again made sail after the enemy, then about four miles distant, and in the same dismasted state as on the previous evening. At about noon, while evidently gaining on the chase, to the mortification of everyone on board the *Eurotas*, a British thirty-six gun frigate and a sixteen gun sloop appeared on the horizon, the *Dryad* and the *Achates*. The crew of the *Eurotas* could only watch on as the *Dryad* and *Achates* completed the formalities of their hard-fought action. However, upon Captain Galway of the *Dryad* being offered the sword of the French Captain in surrender, he honourably refused it, observing that it was only due to Captain Phillimore. The *Eurotas* had two Midshipmen and nineteen men killed, and her Captain, two officers and thirty-six men wounded. The *Clorinde* had thirty killed, and forty wounded.



36 x

**The Naval General Service medal awarded to Joseph Williamson, a Private Royal Marines aboard H.M.S. *Hebrus* at the capture of the French frigate *Etoile* in March 1814**

Naval General Service 1793-1840, 1 clasp, Hebrus with L'Etoile (Joseph Williamson.) *edge bruising and contact marks overall, otherwise nearly very fine* £4,000-£5,000

Joseph Williamson is a unique name on the rolls and is confirmed as a Private Royal Marines aboard H.M.S. *Hebrus* at the capture of the French frigate *Etoile* on 27 March 1814. 40 clasps were issued for this single-ship Gold Medal action.

**Joseph Williamson** served as a Private, Royal Marines, aboard H.M.S. *Hebrus* when, on 27 March 1814, Captain Edmund Palmer in *Hebrus* brought the French frigate *L'Etoile* to action near Cape La Hogue, after a chase of one hundred and twenty miles. The engagement lasted over two hours, when *L'Etoile*, her mizzen mast shot away, her hull much shattered, and four feet of water in her hull, struck her colours. Of her crew of 320, forty were killed and over seventy wounded, many of whom died. The *Hebrus* lost her fore topmast and fore yard, and all her masts were shot through, but her killed and wounded together were less than forty. The action was fought within range of a shore battery, which, on the surrender of *L'Etoile* opened a heavy fire on her conqueror. Captain Palmer brought his prize into Plymouth Sound on March 29th, and declined the honour of a Knighthood which was offered him as a reward for his services. He did, however, receive the Small Naval Gold Medal for the action. *Hebrus* was subsequently transferred to serve in North America, where she participated in the expedition up the Patuxent River in August 1814, which resulted in the destruction of the Chesapeake Bay Flotilla.





37 x

**The Naval General Service medal awarded to William Pratt, a Landsman aboard the *Endymion* at the capture of the American frigate *President* in January 1815, off Sandy Hook, New Jersey**

Naval General Service 1793-1840, 1 clasp, Endymion Wh President (William Pratt.), edge bruise, otherwise toned, good very fine £5,000-£7,000

**William Pratt** is a unique name on the rolls and is confirmed on as a Landsman aboard H.M.S. *Endymion*. 58 clasps issued for this action by *Endymion* with the American frigate *President* on 15 January 1815, off Sandy Hook, New Jersey. After an action lasting two and a half hours, the *President* surrendered upon the arrival of another British frigate. Nearly one hundred of her crew were killed and wounded; the loss of the *Endymion* was eleven killed and fourteen wounded. Captain Henry Hope received the Small Naval Gold Medal for this action, the last such medal awarded, any future services of this nature being rewarded with a C.B.



### 38 x

The 2-clasp Naval General Service medal awarded to Commander William Payne, Royal Navy, who was Midshipman aboard the *Phaeton* at the Glorious First of June, and Master's Mate aboard the *Queen Charlotte* at Lord Bridport's action on 23rd June 1795.

Naval General Service 1793-1840, 2 clasps, 1 June 1794, 23rd June 1795 (W. Payne, Master's Mate.), extremely fine £10,000-£14,000

Provenance: Glendining's, February 1923; Sotheby, March 1980.

Confirmed on the rolls as Midshipman aboard H.M.S. *Phaeton* at the Glorious First of June, and as Master's Mate aboard H.M.S. *Queen Charlotte* at Lord Bridport's action on 23rd June 1795.

**William Payne** was born in October 1773 and joined the Navy on 29 September 1789, as Midshipman, on board the *Falcon* sloop, Captain Laugharne, on the Home station, where he next, in succession, joined the *Resistance* 44, Captain Hewit, *Falcon* again, Captains Bligh and Eastwood, and *Alcide* and *Bedford* 74's, Captains Sir Andrew Snape Douglas and Sir Andrew Snape Hamond. Rejoining Sir Andrew Snape Douglas, in January 1792, on board the *Phaeton* 38, he assisted in that ship at the capture, in the course of the following year, of *Le Général Dumourier* of 22 guns and 196 men, having on board 2,040,000 dollars; her prize, the *St. Jago*, laden with a cargo worth nearly 300,000l.; *La Prompte* frigate of 28 guns and 180 men; another privateer, of 16 guns and 60 men; and *La Blonde* national corvette of 24 guns. After sharing, under the command of Captain William Bentinck, in the action of 1 June 1794, he removed to the *Queen Charlotte* 100, commanded by his old Captain, Sir Andrew Snape Douglas; at whose recommendation, for his conduct in Lord Bridport's rencontre with the French fleet off Ile de Groix, he was nominated, 6 July 1795, Acting-Lieutenant of the *Sans Pareil* 80, Captain Lord Hugh Seymour. He was confirmed (as soon as he had passed his examination) into the *Aquilon* 32, Captain Cracraft, 9 October following; and was subsequently appointed, 15 December 1797, to the *Maidstone* 32, Captains Matthews, Ross Donnelly, Richard Hussey Moubray, and Hon. Geo. Elliott; 17 December 1804, to the Sea Fencibles at Weymouth; 11 December 1806, to the *Modeste* 36, Captain Hon. G. Elliot; 20 February 1808, to the *Culloden* 74, bearing the flag of Sir Edward Pellew; and, 25 January 1809, again to the *Modeste*, still commanded by Captain Elliot. While stationed, in the *Aquilon*, in the West Indies, Mr. Payne was severely attacked by the yellow fever. In 1798, during his homeward passage in the *Maidstone*, Captain Matthews died, but, notwithstanding he was at the time First-Lieutenant, he received neither additional pay nor promotion. Continuing in the *Maidstone* until appointed, as above, to the Sea Fencibles, he was in consequence in that ship when she was sent with the treaty of peace to the Mediterranean. Although, in 1807, at which period he was Senior of the *Modeste*, he escorted the Governor-General of India to the seat of his government, he was again disappointed of the promotion which had always been customary on occasions of the kind. He was, however, appointed First of the *Culloden*; but the latter being ordered to England before an opportunity of effecting his advancement had occurred, he went back to the *Modeste*, in command of the boats of which ship and the *Barracouta* he succeeded, 15 July 1810, in cutting out, from under the protection of two batteries and five armed vessels, in a bay in the Straits of Sunda, the Dutch schooner *Tuyncelaar* of 8 guns and 22 men. A slight attack of liver-complaint, added to the disappointments he had experienced, induced him, in December 1809, to invalid. He did not again go afloat, but accepted, 26 November 1830, the rank of Retired Commander on the Junior List. He was transferred to the Senior List 23 December 1835, and appears to have died circa 1852-54.



### 39 x

The 2-clasp Naval General Service medal awarded to Lieutenant Samuel Spencer, Royal Navy, Master's Mate aboard the *Victory* at the battle of Trafalgar, one of just 18 officers from the *Victory* who lived to claim the medal

Naval General Service 1793-1840, 2 clasps, Egypt, Trafalgar (S. Spencer, Master's Mate.) *good very fine*  
 £20,000-£24,000

*Provenance:* Glendining's, March 1922; Mackenzie Collection, Glendining's, June 1934; Spink N.C., October 1956.

Confirmed on the roll as Midshipman in the *Active* at Egypt and as Master's Mate aboard the *Victory* at Trafalgar. Just 18 officers from the *Victory* lived to claim the medal.

**Samuel Spencer** was born at Halifax, Nova Scotia, in 1779 and entered the Navy on 9 November 1796, as Able Seaman on the *Prevoyante*, stationed on the coast of North America. He became Midshipman in August 1797 and, in April 1800, joined the *Active*. After serving in that frigate for three years and four months, including during operations on the coast of Egypt, he became Master's Mate of the *Maidstone*, Captain Hon. George Elliott, under whom he was severely wounded whilst in pursuit of a French privateer in 1803. On 11 July 1804, he was present in the boats of *Maidstone*, *Narcissus* and *Seahorse* at the cutting out and destruction of a convoy of 12 settees in the Bay of Hieres, off Toulon. In August 1804, Spencer joined H.M.S. *Victory*, flagship of Lord Nelson, and in her, on his return from pursuing the combined squadrons to the West Indies, he shared in the glories of Trafalgar, in respect of which he was promoted to Lieutenant on 18 October 1806. He saw further service in the *Queen* off Cadiz and served subsequently as Agent of Transports at Algiers until the close of 1837. Samuel Spencer died at Birkenhead, Cheshire, in December 1850, at the age of 71.





40 x

The 2-clasp Naval General Service medal awarded to David Clow, Purser's Steward aboard the *Veteran* at Copenhagen and aboard the *Colossus* at the battle of Trafalgar

Naval General Service 1793-1840, 2 clasps, Copenhagen 1801, Trafalgar (David Clow.) *toned, very fine*  
£5,000-£7,000

**David Clow** is confirmed on the musters of H.M.S. *Veteran* as Purser's Steward at Copenhagen but is not shown on the Admiralty roll; he is confirmed on the roll as Purser's Steward aboard H.M.S. *Colossus* at Trafalgar.

Sold with detailed research by D.A.E. Morris and relevant copied musters.



41 x

The 2-clasp Naval General Service medal awarded to Admiral Alfred Luckraft, Royal Navy, a Midshipman aboard the *Mars* at the battle of Trafalgar where he was wounded in the leg; he subsequently distinguished himself in 1828 as First Lieutenant of the *Blonde* under Captain Edmund Lyons in the operations, jointly with the French, against Morea Castle, the last stronghold of the Turks in the Peloponnese, being decorated with the Legion of Honour and the Redeemer of Greece

Naval General Service 1793-1840, 2 clasps, Copenhagen 1801, Trafalgar (Alfred Luckraft Midshipman) *lightly polished, otherwise good very fine* £10,000-£14,000

Provenance: Fergus Gowans Collection.

Confirmed on the rolls as a Volunteer First-class aboard H.M.S. *Monarch* at Copenhagen, and as Midshipman aboard the *Mars* at the battle of Trafalgar.

**Alfred Luckraft** was born on 2 April, 1792, is brother of the present Captain William, and half-brother of the late Lieutenant John Luckraft, R. N.

This officer, whose name had been borne since 25 July 1799, on the books of the *Monarch* 74, Captain James Robert Mosse, embarked in that ship in January 1801, and on the 2nd of the following April was present, as First-class Volunteer, in the action off Copenhagen. After a servitude of 19 months in the *Blenheim* 74, bearing the flag of Sir Archibald Dickson, *Oiseau* frigate, Captain Phillips, and *Courageux* 74, Captain John Okes Hardy, he joined, in April, 1803, the *Mars* 74, Captains John Sutton, George Duff, Robert Dudley Oliver, and William Lukin. While in that ship, in which he soon attained the rating of Midshipman, he was present and slightly wounded in the leg at the battle of Trafalgar 21 October 1805.

Under the command of Captain George Duff she was distinguished and lost heavily at Trafalgar, on the 21st October 1805. She was in the lee column, and followed the *Belleisle* into action. When endeavouring to find an opening at which to pass through the hostile line, she was engaged from astern by the French 74, *Pluton*. To avoid running into the Spanish *Santa Ana*, she was obliged to turn her head to wind, and so exposed her

stern to the fire of the Spanish *Monarca* and French *Algésiras*, which punished her severely, until the coming of our *Tonnant* took off their attention. Quite unmanageable as she had become, the *Mars* paid off, but was further wounded by the French *Fougueux*, and again by the *Pluton*, one of whose shots carried off the head of Captain Duff. Her losses amounted to ninety-eight killed and wounded. Her main topmast and spanker boom were shot away, and all her lower masts left in a tottering state. She had several guns disabled, her rudder head injured, and all her yards more or less shot. On the surrender of the French Commander-in-Chief and his retinue, they were received on board the *Mars*.

Contributing next to the capture, 28 July 1806, of *Le Rhin*, of 44 guns and 318 men – assisting also, 25 September in the same year, at the taking, by a force under Sir Samuel Hood, of four heavy French frigates, two of which, the *Gloire* 46 and *Infatigable* 44, struck to the *Mars* – and accompanying, in 1807, the expedition to Copenhagen. In consideration of the wound he received at Trafalgar he was presented with a gratuity from the Patriotic Fund. He became Sub-Lieutenant, in March 1808, of the *Steady* gun-brig, Captain Arthur Stow, and in the course of the same year sailed for South America, where, in January and February 1809, and May 1810, he was in succession nominated Acting-Lieutenant of the *Agamemnon* 64, Captain Jonas Rose, *Hyacinth* 18, Captain John Carter, and *President* 38, Captain Adam Mackenzie. On his return to England he was confirmed,

## Naval Medals From the Collection of the Late Jason Pilalas

3 September 1810, to a Lieutenancy in the *Bellerophon* 74, bearing the flag in the North Sea of Rear-Admiral John Ferrier, with whom he continued to serve in the *Scarborough* 74 until May 1814. From the following September until September 1815, he was employed on the Home station as Senior of the *Foxhound* sloop, Captains John Parish and Thomas Warrand. Being next, 4 February 1828, appointed First to the *Blonde* 46, Captain Edmund Lyons, he very highly distinguished himself, in October of the same year, during the operations conducted, in unison with the French, against Morea Castle, the last stronghold of the Turks in the Peloponnesus. On that occasion, landing with a party of seamen, he assumed command, supported by Captain Sidney Colpoys Dacres, of the central of five breaching batteries, named *George the Fourth's Battery*. He remained in the trenches 12 days and nights, during the three last of which he worked his only 4 guns with such effect as to expend upwards of 1000 18-pound shot, and 6000 lbs. weight of powder. The greatness indeed of Lieutenant Luckraft's exertions not only procured a strong recommendation in his behalf from his own Commander-

in-Chief Sir Pulteney Malcolm, but had the effect of eliciting the loud praise of the French Admiral De Rigny, and of obtaining for him the insignia of the Legion of Honour and of the Redeemer of Greece. His promotion to the rank of Commander did not, however, take place until 28 October 1829, at which period he was invested with the command of the *Procris* sloop. He was afterwards appointed, 30 November 1829, to the *Camelion* 10, attached to the force in the Mediterranean, whence he returned in March, 1830; 20 June 1831, to the *Revenge* 78, Captains James Hillyar and Donald Hugh Mackay, employed, until March 1834, on the Lisbon station; and 13 July 1835, to the *Russell* 74, Captain Sir William Henry Dillon, again in the Mediterranean. He was superseded from the latter ship on being advanced to Captain on 28 June 1838, and has since been on half-pay. He was promoted Rear-Admiral on 4 November 1857, to Vice-Admiral on 15 June 1864, and to Admiral on 10 September 1869. During the late war he was never a single day on shore. Admiral Luckraft died on 11 December 1871.



42 x

**The 2-clasp Naval General Service medal awarded to Robert Pert, an Able Seaman aboard the *Agamemnon* at the battle of Trafalgar, and in the same ship at St. Domingo**

Naval General Service 1793-1840, 2 clasps, Trafalgar, St. Domingo (Robert Pert.) some lacquer residue to the reverse, otherwise good very fine £8,000-£10,000

Provenance: Glendining's, November 1915; Waite Sanderson Collection, Glendining's, May 1942; Glendining's, May 1946; Spink, June 1987; Dix Noonan Webb, December 2000.

**Robert Pert** is confirmed on the rolls as an Able Seaman aboard H.M.S. *Agamemnon* at both actions.





43 x

The 2-clasp Naval General Service medal awarded to Commander Edmund Scott, Royal Navy, Midshipman in the *Hero* at Strachan's action on 4 November 1805, and as Master's Mate of the *Bellerophon* in the Baltic, he commanded a boat in action with a Russian flotilla of 8 gunboats and 12 merchantmen off Percola Point, on the coast of Finland, on 7 July 1809, when 'his active, cool, determined and brave conduct obtained for him the admiration of his Captain.' He was actively engaged in North America for three years as First Lieutenant of the *Narcissus*, serving in her boats at the capture of four vessels and the town of Hampton in 1812 and 1813; in 1814 with the boats of the *Narcissus* and *Loire* under his command he took the town of Benedict on the river Patuxent, besides a number of other boat actions

Naval General Service 1793-1840, 2 clasps, 4 Novr 1805, 7 July Boat Service 1809 (Edmund Scott, Mate.) together with a very fine miniature portrait of Edmund Scott in oval gilt frame, the reverse with locket of hair, toned, extremely fine (2) £10,000-£14,000





Confirmed on the rolls as Midshipman of H.M.S. *Hero* on 4 November 1805, and as Master's Mate of *Bellerophon* in command of a boat at the destruction of a Russian flotilla at Percola Point, Baro Sound, Finland, on 7 July 1809. 32 clasps issued for this boat service action.

**Edmund Scott** was present as Midshipman of *Hero* in Calder's action of 22 July 1805; in Sir R. Strachan's action of 4 November 1805; and at the capture of *Marengo* and *Belle Poule* on 13 March 1806. As Mate and Midshipman of *Bellerophon* 1808-10 in the Baltic, he commanded a boat at the destruction of a Russian battery off Hango Head; at that of a second battery in Finland; and in action with a Russian flotilla of 8 gunboats and 12 merchantmen off Percola Point, on the coast of Finland, on 7 July 1809. At the latter action 'his active, cool, determined and brave conduct obtained for him the admiration of his Captain.' He served at the siege of Cadiz in the *Atlas*, and as First Lieutenant of the *Bustard* during the defence of Sicily against Marshal Murat.

From June 1812 until June 1816, he was actively employed on the North American station, for three years as First Lieutenant of the *Narcissus*. While in that frigate he served in her boats at the capture, on 25 November 1812, of the privateer *Joseph and Mary* of 4 guns and 73 men; and assisted in 1813 in taking the

brig-of-war *Viper* of 12 guns, the privateer *Revenge* of 12 guns and 89 men, and the town of Hampton. He shared also in the attack upon Crany Island; aided in June 1814, in company with the *Loire*, in silencing the fire of a battery, and in enforcing, off St Leonard's Rock, the retreat of Commodore Barney's flotilla. With the boats of the *Narcissus* and *Loire* under his command, he took, in the same month, the town of Benedict on the river Patuxent, possession of which he retained in face of a large body of cavalry and artillery, until he had cleared the storehouses of their contents. On 13 October 1814, he commanded the boats of his own frigate and the *Dispatch* brig at the cutting out, under heavy fire from a battery and of a troop of militia, of the U.S. Revenue-schooner *Eagle*, at anchor within half pistol-shot of Negro Head, Long Island Sound, where 8 of her 10 guns had been landed for her defence.

The medal and miniature contained in old frame with ivory label 'Trafalgar Medal and Miniature of Commander Edmund Scott, R.N.'; also with old fitted leather case (damaged) for the medal, two old news cuttings (one commemorating the 70th anniversary of Strachan's action and stating Scott to be one of the last three surviving officers present) and a family letter written by his grandson with details of the actions for which the medal was awarded.



44 x

The 2-clasp Naval General Service medal awarded to Lieutenant John Salter, Royal Navy, Midshipman in Sir John Duckworth's flagship *Superb* at St Domingo, and Master's Mate of the *Northumberland* at the destruction of the French 40-gun frigates *L'Arienne* and *L'Andromache* and 16-gun brig *Mamelouck* at the entrance of L'Orient in May 1812

Naval General Service 1793-1840, 2 clasps, St Domingo, Northumberland 22 May 1812 (John Salter, Midshipman.) *edge bruise, otherwise toned, good very fine* £5,000-£7,000

*Provenance:* Blair Collection, Glendining's, July 1937; Spink N.C., October 1955 (Northumberland clasp only on these two appearances); Spink N. C., May 1956 (now restored to 2 clasps); Glendining's, September 1958 and November 1984; Colin Message Collection, August 1999.

63 clasps issued for *Northumberland*.

Midshipman of *Superb* (Duckworth's flagship) at St Domingo.

**John Salter** entered the Navy 11 October 1805 as Midshipman on board the *Superb* 74, Captains Richard Goodwin Keats and Donald M'Leod, and in which ship he fought under the flag of Sir John Thomas Duckworth in the action off St. Domingo on 6 February 1806. It was also with the *Superb* that he accompanied the 1807 expedition to the Dardanells. Removing, in January 1808, to the *Defiance* 74, Captain Hon. Henry Hotham, Salter served with a squadron under Rear-Admiral Hon. Robert Stopford at the destruction, on 24 February 1809, of three French frigates under the batteries of Sable d'Olonne, on the coast of France, after a contest in which the *Defiance* - added to severe damage experienced in her sails and rigging - sustained a loss of 2 men killed and 25 wounded.

After much active service on the north coast of Spain, Salter followed Captain Hotham as Master's Mate, in September 1810, into the *Northumberland* 74, and on 22 May 1812, was present in company with the *Growler* gun-brig, at the destruction of the French 40 gun frigates *L'Arienne* and *L'Andromache* and 16-gun brig *Mamelouck* at the entrance of L'Orient; the fire of these ships, conjointly with that of a heavy battery, killed 5 and wounded 28 of the *Northumberland's* crew. In the course of the same year, he joined the *Minden* 74, Captain Alexander Skene, and the *Nisus* 38, flag-ship of Hon. R. Stopford, both on the Cape station, where on 26 November 1812, he was nominated Acting-Lieutenant of the *Racehorse* 18. On 26 October 1813 he was confirmed into the *Lion* 64, Captain Henderson Bain, and was subsequently appointed, on 11 July 1814, to the *Opossum* 10, Captain Thomas Woolrige, with whom he served in the Channel and off the north coast of Spain until sent to the Hospital at Plymouth the following October. On 9 January 1815 he moved to the *Penelope* 36, which frigate his health did not permit him to join, and on 29 June 1821, for a short time, to the *Windsor Castle* 74, Captain Charles Dashwood, lying at Plymouth. From disease contracted in the service he became totally blind and was placed on the out-pension of Greenwich Hospital on 30 January 1826, a concession reserved for 10 Captains, 15 Commanders and 50 Lieutenants only.

Sold with notes compiled by Colin Message.





## 45 x

The 2-clasp Naval General Service medal awarded to Terence House, a Landsman aboard the *London* at the capture, in company with the *Amazon*, of the French 74-gun ship-of-the-line *Marengo* and 40-gun frigate *Belle-Poule* in March 1806; and in the boats of the *Royal Oak* in December 1814 at the capture and destruction of the American flotilla on Lake Borgne

Naval General Service 1793-1840, 2 clasps, London 13 March 1806, 14 Dec Boat Service 1814 (Terence House.) the clasp facings a little distorted, otherwise good very fine £8,000-£10,000

**Terence House** is a unique name on the rolls and is confirmed as a Landsman aboard H.M.S. *London* at the first and in the same rate aboard the *Royal Oak* at New Orleans. 27 clasps issued for 'London 13 March 1806' and approximately 204 for the American boat service action at New Orleans, this combination of clasps seemingly unique.

'On the 13th of March, at 3 A.M., as a British squadron, consisting of the 98-gun ship *London*, Captain Sir Harry Neale, 80-gun ship *Foudroyant*, Captain John Chambers White, bearing the flag of Vice-admiral Sir John Borlase Warren, and 38-gun frigate *Amazon*, Captain William Parker, was steering to the southeast, with the wind at west-south-west, two sail at a short distance in the north-east were discovered by the *London*, then astern and to windward of her companions. The *London* immediately wore in chase, and made signals to the admiral with false fires and blue lights. In a short time Sir Harry got near enough to open his fire upon the strangers, then on the larboard tack, under all sail, and who were no other than our old friends, the *Marengo* and *Belle-Poule*, returning to France from their long eastern cruise. At 5 h. 30 m. A.M. the *London* got alongside of the *Marengo*; and the two ships commenced the action, yard-arm and yard-arm. At 6 A.M. the *Marengo*, unable longer to withstand the *London's* heavy and well-directed fire, hauled off, and made sail ahead. At 6 h. 15 m. A.M. the *Belle-Poule* opened her fire upon the lee bow of the *London*, and received a fire in return, until out of gun-shot ahead. At 7 A.M. the *Amazon* came up; and, passing the *London*, overtook, and at 8 h. 30 m. A.M. began engaging, the *Belle-Poule*. All this while the *London* had been keeping up a running fight with the *Marengo*, and she

continued it until 10 h. 25m. A.M.; when, seeing the *Foudroyant* coming fast up, the *Marengo* struck her colours to the *London*; as, about the same time, did the *Belle-Poule* to the *Amazon*.

The *London*, out of her 740 men and boys, sustained a loss of one midshipman (William Rooke) and nine seamen and marines killed, and one lieutenant (William Faddy, dangerously), one midshipman (J. W. Watson), and 20 seamen and marines wounded. Her sails, rigging, and masts were also a good deal damaged by shot. The loss on board the *Amazon* amounted to her first lieutenant (Richard Seymour), one lieutenant of marines (Edward Prior), one seaman, and one marine killed, and five seamen wounded.

The gun-force of the *Marengo* and *Belle-Poule* was precisely that of their respective classes. The former, when she commenced the action, had a crew, as certified by the captain and his two senior lieutenants, of 740 men and boys; of whom the *Marengo* had two officers and 61 men killed, and eight officers and 74 men wounded, including among the latter the admiral and his son, severely, and Captain Vrignaud, with the loss of his right arm; total 63 killed, and 82 wounded. The *Belle-Poule*, out of a crew of 330, similarly certified, lost six men killed and 24 wounded. It may seem singular that these two ships should be so well manned at the end of a three years' cruise, especially when the *Marengo*, if not the frigate, had sent away two or three prizes. But it is believed that they each had on board a proportion of the crew of the *Atalante*, the loss of whose ship near the Cape of Good Hope has already been noticed' (*A Naval History of Great Britain*, by William James refers).



## 46 x

The 2-clasp Naval General Service medal awarded to John Gillman, Carpenter's Crew aboard the frigate *Emerald* at the destruction of the French schooner *L'Apropos* in March 1808, and in the same vessel at Basque Roads in April 1809

Naval General Service 1793-1840, 2 clasps, Emerald 13 March 1808, Basque Roads 1809 (John Gillman.)  
*extremely fine* £12,000-£16,000

*Provenance:* Payne Collection 1911; Sotheby, December 1975; Dix Noonan Webb, June 2000.

**John Gillman** is confirmed on the rolls as Carpenter's Crew aboard the thirty-six gun frigate *Emerald* for both actions. Only ten clasps were issued for *Emerald's* action on 13 March 1808.

Captain T. L. Maitland in the *Emerald*, cruising off Vivero, on the coast of Spain, saw a large French schooner lying in the harbour, and stood in to capture or destroy her. At half past five p.m., a fort on the right opened fire, and as soon as the ship was within range, another fort a mile further in, on the left, commenced firing. Captain Maitland despatched a party of men in his boats, under Lieutenant Bertram, to storm the outer fort, while the *Emerald* stood in as close as she was able in the depth of water, and engaged the inner one.

Lieutenant Bertram having captured the fort on the right hand, and spiked the guns, then proceeded to take the schooner. Meanwhile, another party under Lieutenant Smith, advanced against the inner fort, defeating a body of Spaniards who opposed him on landing, but failing to find the fort, had to return without success. Bertram's party now attempted to get the schooner *Atropos* afloat, she having run on shore during high water. Failing in this, and under a galling fire of musketry from the enemy amongst the rocks, Bertram fired the vessel and destroyed it. The loss of the *Emerald* was rather heavy, with nine seamen and marines killed, and Lieutenant Bertram, two lieutenants of marines, and twelve men wounded. For his gallant conduct, Lieutenant Bertram was promoted to the rank of Commander.



47 x

The 2-clasp Naval General Service medal awarded to Joseph Beddows, a Private Royal Marines aboard the *Stately* at the destruction, in company with H.M.S. *Nassau*, at the destruction of the Danish 74-gun *Prinds Christian Frederick* in March 1808, and in the boats of the *Princess Caroline* on 25 July 1809, in a most desperate and sanguinary conflict with four Russian gun-boats and an armed brig in the gulf of Finland

Naval General Service 1793-1840, 2 clasps, *Stately* 22 March 1808, 25 July Boat Service 1809 (Joseph Beddows.) *minor edge bruising and marks, otherwise very fine*

£8,000-£10,000

Provenance: Spink N.C., September 1957 and December 1959; Peter Dale Collection, July 2000.

**Joseph Beddows** is confirmed on the rolls as a Private Royal Marines aboard H.M.S. *Stately* at the destruction, in company with H.M.S. *Nassau*, at the destruction of the Danish 74-gun *Prinds Christian Frederick* on 22 March 1808; and in the boats of H.M.S. *Princess Caroline* on 25 July 1809. 31 and 36 clasps issued for these actions respectively.

On 22 March 1808, at 2 p.m., the British 64-gun ships *Stately*, Captain George Parker, and *Nassau*, Captain Robert Campbell, proceeding towards the Great Belt, descried and chased a strange sail. At 4 p.m., off the Jutland coast, the stranger was made out to be an enemy, and at 5 p.m., a Danish ship of the line, which evidently intended to run herself ashore, if no other means of escape presented itself.

At 7.40 p.m. the *Nassau* got up with, and opened fire upon the Danish 74-gun ship *Prinds Christian Frederick*, Captain Jessen, and, in a few minutes afterwards, the *Stately* closed and did the same. A running fight was thus maintained, with great obstinacy on the part of the 74, until 9.30 p.m., when the *Prinds Christian Frederick* struck her colours. At this time the latter was within less than 500 yards of the shore of Zealand, and, before the first lieutenant of the *Stately*, who had gone on board to take possession, could cut away her anchor, the prize grounded. The two British ships, fortunately for them, had already brought up near her. The remaining part of the night was employed in removing the prisoners, but it was found impossible to get the captured ship afloat. In the evening of the 23rd, as the Danes were preparing their artillery on the coast, and as the wind blew strong on the shore and a good deal of sea was running, the *Prinds Christian Frederick* was set on fire by her captors, and in a short time blew up.

The loss on the part of the *Stately* was two seamen and two marines killed, and one lieutenant, the boatswain, one master's mate, 23 seamen and two marines wounded. The *Nassau* had one seaman killed and one missing, and one first-class volunteer, 10 seamen and five marines

wounded; the total British loss amounting to five killed and 45 wounded and missing. The *Prinds Christian Frederick*, out of a complement on board of 576 men and boys, had 55 killed and 88 wounded.

On 25 July 1809, Captain Charles Dudley Paten, commanding a British squadron, composed of his own ship the *Princess Caroline* 74, the *Minotaur* 74, Captain John Barrett, the 18-pounder 32-gun frigate *Cerberus*, Captain Henry Whitby, and the 18-gun ship-sloop *Prometheus*, Captain Thomas Forrest, permitted the latter to lead the boats of the squadron, 17 in number, to the attack of four Russian gun-boats and an armed brig, lying at Fredericksham, near Apso roads, in the gulf of Finland. After dark the boats, commanded by Captain Forrest, pushed off from the squadron, and at 10.30 p.m. commenced the attack. After a most desperate and sanguinary conflict, three of the gun-boats, mounting two long 38-pounders each, and having on board between them 137 men, besides an armed transport brig, with 23 men, were captured and brought off.

Costly, indeed, were the prizes. The British loss amounted to one lieutenant, one second lieutenant of marines, one midshipman, and six seamen and marines killed; Captain Forrest himself, one lieutenant, three midshipmen, and 46 seamen and marines wounded. The Russians, on their side, acknowledged a loss of 28 killed and 59 wounded, making a total of 47 men killed and 110 wounded, in obtaining possession of three gun-boats. One of these gun-boats, No. 62, was so obstinately defended, that every man of her 44-man crew was either killed or wounded before she surrendered, 24 of these being killed. The result of this enterprise was a defeat to the Russians certainly, but under circumstances that reflected the brightest honour upon the character of their navy. For the gallantry he had shown on the occasion, Captain Forrest was promoted to post-rank.





48 x

**The 2-clasp Naval General Service medal awarded to Rear-Admiral Alexander Montgomerie, Royal Navy, Lieutenant in the *Sceptre* at the destruction of the French 40-gun frigates *Loire* and *Seine* at Anse la Barque, and afterward in the operations leading to the reduction of the Island of Guadeloupe**

Naval General Service 1793-1840, 2 clasps, Anse la Barque 18 Decr 1809, Guadeloupe (Alexr. Montgomerie, Lieut. R.N.) *toned, good very fine* £5,000-£7,000

*Provenance:* Colin Message Collection, August 1999.

Confirmed on the rolls as Midshipman aboard H.M.S. *Sceptre* at Anse la Barque, and as Acting Lieutenant of the *Freija* at the capture of Guadeloupe. 42 clasps issued for Anse la Barque.

**Alexander Montgomerie** was born in London on 30 July 1790, the second son of the late Alexander Montgomerie, Esq., of Annick Lodge, co. Ayr (brother of Hugh, twelfth Earl of Eglinton, and grand-uncle of the present Peer), by Elizabeth, daughter of Dr. Taylor; and brother-in-law of the Right Hon. David Boyle, Lord Justice-Clerk. His brother, Hugh, married a daughter of Lieutenant-General Rumley, E.I.Co.'s service; and his grand-uncle, James, died a Lieutenant-General in the Army, 13 April 1829. His eldest brother, William Eglinton Montgomerie, Esq., of Annick Lodge, is Magistrate and Deputy-Lieutenant, and Lieutenant-Colonel Commandant of the Ayrshire Yeomanry Cavalry.

This officer entered the Navy on 27 June 1802, as First-class Volunteer on board the *Hazard* sloop, Captain B. J. Neve, lying at Portsmouth; and from the following August until August 1808, was employed as Midshipman and Master's Mate in the *Argo* 44, and *Tigre* 74, both commanded by Captain Benjamin Hallowell. In the *Argo*, after visiting the coast of Africa, he assisted at the reduction of Ste. Lucie and Tobago; and when in the *Tigre*, besides accompanying Lord Nelson to the West Indies in pursuit of the combined fleets of France and Spain, he participated in the operations of 1807 in Egypt, was present at the capture of Alexandria, and saw much boat service on Lake Mareotis. In September 1809, on passing his examination, he joined the *Orpheus* 36; and from that ship he was soon transferred to the *Sceptre* 74, Captain Samuel James Ballard, for a passage to the West Indies, where, on 18 of the ensuing December we find him contributing, in the boats of a squadron under the personal command of Captain Hugh Cameron, who was killed, to the destruction, in L'Anse la Barque, Guadeloupe, of the 40-gun frigates *Loire* and *Seine*, laden with stores, and

protected by numerous strong batteries. As a reward for his conduct on the occasion, which was officially reported, he was nominated, the next day, Acting-Lieutenant of the *Freija* frigate, Captain John Hayes, an appointment the Admiralty confirmed by a commission dated 4 May 1810. Previously to that event Mr. Montgomerie, during the operations which led to the reduction of Guadeloupe, had been employed in the boats of his own ship and the *Sceptre* in destroying the various batteries erected on the island. After three months' command of the *Magnanime* at Sheerness, he was appointed, 28 January 1811, to the *Aquilon* 32, Captains William Bowles and James Boxer, under whom he served for upwards of three years and a half on the North Sea, Baltic, and South American stations. When in the Baltic in 1812, and engaged with the boats under his orders in an attempt to bring some vessels off from the island of Rugen, he greatly distinguished himself by his conduct in capturing a temporary fort occupied by a superior number of troops, whom, on their being reinforced and endeavouring to recover their loss, he several times repulsed. On his return from the Rio de la Plata in September 1814, Mr. Montgomerie, who had been latterly First-Lieutenant of the *Aquilon*, found that he had been promoted to the rank of Commander on the 7th of the preceding June, and appointed to the *Racoon* sloop, which vessel, however, being at the time on the coast of Brazil, he never joined. He afterwards, 21 March 1818, assumed command of the *Confiance* 18,

fitting for the West Indies, where he became, 13 July 1820, Acting-Captain of the *Sapphire* 26. He was confirmed 3 October following, and, in September 1821, he returned to England and was paid off. He accepted the Retirement on 1 October 1846, and was appointed Rear-Admiral retired on 2 March 1852. He died at Bridgend, Skelmorlie, Ayrshire, on 26 December 1863.

Sold with copied record of service and extracts of *Sceptre's* log for Anse la Barque.



49 x

The 2-clasp Naval General Service medal awarded to Lieutenant William G. Thomas, Royal Navy, Master's Mate of the *Scipion* at the reduction of Batavia on the north coast of Java in 1811, and as Lieutenant in the *Aetna* in Sir James Gordon's brilliant expeditions in the Potomac, including the taking of Alexandria in August 1814

Naval General Service 1793-1840, 2 clasps, Java, The Potomac 17 Aug. 1814 (W. G. Thomas, Lieut. R.N.)  
*small edge bruise, otherwise good very fine* £8,000-£10,000

Provenance: Peter Dale Collection, July 2000.

Confirmed on the rolls as Midshipman of *Scipion* at Java, and Lieutenant of *Aetna* at the Potomac, for which 108 clasps were issued.

**William George Thomas** entered the Navy on 21 May 1805, as First-class Volunteer, on board the *Atalante* 16, Captain Joseph Ore Masefield, employed in cruising off Brest and Rochefort. Joining next, in August 1806, the *Néréide* 36, Captain Robt. Corbett, he assisted, in July of the following year, in the unsuccessful attack upon Buenos Aires, and proceeded subsequently to Bombay, from which he escorted the British Ambassador, Sir Harford Jones, to Bushehr in the Persian Gulf. On his voyage back he aided in destroying two piratical vessels which had taken, in sight of the *Néréide*, the Hon. East India Company's schooner *Sylph*. After participating as Midshipman in other services, in September 1809 he contributed to the conquest of the town of St. Paul's, in the Ile de Bourbon, where a French frigate (*La Caroline* of 46 guns), a brig-of-war, two captured Indiamen, and other vessels fell into the hands of the British. In November, Thomas followed Captain Corbett into the frigate - whose name was changed to *Bourbonnaise* on her being added to the Navy - in the capacity of Master's Mate. In the summer of 1811, being then in the *Scipion* 74, under the flag of Hon. Robert Stopford, he served on shore at the reduction of Batavia. On 28 October of the same year, he was nominated Acting-Lieutenant of the *Java* 38, Captain George Scott - and on 13 May 1812, soon after his return to England, he was officially promoted. From the following November until August 1815, Thomas was employed on the Baltic, North Sea, and North American stations in the *Aetna* bomb, Captains Richard Kenah, James Baynton Gardner, and Francis Fead. During that period he accompanied the Sir James Alexander Gordon in his brilliant expeditions in the Potomac - including the taking of Alexandria in August 1814 - witnessed the unsuccessful attempt upon Baltimore, and took an active part in the operations connected with the attack upon New Orleans. From leaving the *Aetna*, Thomas was placed on half-pay.





50 x

The 3-clasp Naval General Service medal awarded to Nathaniel Taylor, an Able Seaman in the *Valiant* at the 'Glorious First of June' 1794 and at the 23rd of June 1795; and a Gunner's Mate in the *Amazon* at Copenhagen in 1801, when with Nelson aboard she carried out several valuable reconnaissance missions, and in the battle itself when she carried out a role out of all proportion to her size

Naval General Service 1793-1840, 3 clasps, 1 June 1794, 23 June 1795, Copenhagen 1801 (Nathl. Taylor.) fitted with silver ribbon buckle, extremely fine £5,000-£7,000

Provenance: Murray Collection; Tancred Collection; Glending's, June 1947; John Seabrook Collection, Dix Noonan Webb, March 2002.

Nathaniel Taylor is confirmed on the rolls as an Able Seaman aboard the *Valiant* for the first two actions, and as Gunner's Mate aboard the *Amazon* at Copenhagen.

**Nathaniel Taylor** was born at Chatham, Kent, on 6 April 1772. He was brought up to the trade of the sea and by the age of 21, was a prime seaman of several years standing in the merchant fleet. On 21 October 1793, he was off the English coast in the *Kent*, East Indiaman, when they were hailed by the *Raisonable*, a captured French prize of 64 guns. Taylor volunteered to join the Navy on that day and was promptly rated Able Seaman. He joined the *Valiant* on 24 April 1794, and served in that ship under Lord Howe at the 1st June 1794, and under Admiral Bridport on 23rd June 1795. On 2 June 1799, Taylor joined the *Amazon*, a fine new frigate of 36 guns. He was promoted to Quarter Gunner on 1 March 1800, and to Gunner's Mate on 29 January 1801.

At Copenhagen in April 1801, *Amazon* distinguished herself before the battle with Nelson aboard when she carried out several valuable reconnaissance missions, and in the battle itself when she carried out a role out of all proportion to her size. Her captain, Edward Riou, engaged the Danish battleship *Indfodsretton* and the *Hialperon*, mounting 64 and 22 guns respectively, along with the Danish ship-of-the-line *Mars*, 84 guns, and the battleship *Elephanten*, the largest ship in the whole battle. Captain Riou was cut in half by a round shot from the Trekoner Fort, and the *Amazon* had a further 14 men killed and 23 wounded. The *Amazon* was Paid Off at Long Reach, Yarmouth, on 6 August 1802, and with the signing of the Treaty of Amiens, it is likely that Taylor returned to the merchant service.

Sold with research notes.



51 x

**The 3-clasp Naval General Service medal awarded to Admiral Henry T. Davies, Royal Navy, senior Lieutenant of the *Blanche* at the capture of the French frigate *Guerrière* in July 1806, which he afterwards single-handedly prevented from being re-taken, and was in consequence promoted to Commander**

Naval General Service 1793-1840, 3 clasps, 1 June 1794, Egypt, *Blanche* 19 July 1806 (H. T. Davies, Lieut.) *extremely fine*  
 £14,000-£18,000

*Provenance:* Christie's, April 1981; Dix Noonan Webb June 2005.

Confirmed on the rolls as Captain's Servant aboard H.M.S. *Glory* at the Glorious First of June, as Lieutenant R.N. aboard H.M.S. *Winchelsea* in the Egypt operations, and as senior Lieutenant aboard H.M.S. *Blanche*. 22 clasps were issued for the capture of the *Guerrière* by the *Blanche* in July 1806.

**Henry Thomas Davies** entered the Navy on 3 March 1794, as Captain's Servant on board the *Triton* 28, Captain John Elphinstone, lying in Portsmouth harbour, and, on following that officer shortly afterwards into the *Glory* 98, bore a part in Lord Howe's action of the First of June. He continued to serve with Captain Elphinstone, as Midshipman and Master's Mate in the *Barfleur*, *Monarch*, and *Queen Charlotte*, flag-ships of Lord Keith, and in the *Diomedé* 50, until March 1800. In the *Monarch* he assisted at the reduction of the Cape of Good Hope in 1795, and was present at the surrender of the Dutch squadron in Saldanha Bay, 17 August 1796. He returned home from the East Indies early in 1800, on board the *L'Oiseau* 36, and on 24 December in that year was promoted to a Lieutenancy in the *Winchelsea* 32, Captain John Hatley. In the course of 1801 Mr Davies obtained the Turkish medal for his services in Egypt. After further service in the West Indies and Home stations he was appointed, in February 1806, in the capacity of First Lieutenant, to the *Blanche* of 46 guns and 265 men, under Captain Thomas Lavie.

In this capacity he distinguished himself at the capture, on 19 July 1806, off the Faroe Islands, of the *Guerrière* French frigate, of 50 guns and 317 men, which struck her colours at the close of a warm action, in which the British lost only four men wounded, and the enemy 50 killed and wounded. Just before the action commenced, Captain Lavie summoned his crew to the break of the quarter-deck, and thus addressed them - "My lads, there is a French frigate before you, and I give you half an hour to take her. Now go to your quarters, and remember not a shot is to be thrown away." This laconic address was received with three cheers.

After an action which lasted about three quarters of an hour, the *Guerrière* having lost her mizzen-topmast, and

much damaged in her hull, hauled down her colours. Whilst preparing to remove the prisoners, the *Blanche* drifted a little to the leeward, and one of the French lieutenants thinking a chance presented itself of re-taking the ship and escaping, there being not more than 30 of the *Blanche's* crew on board the prize, suddenly knocked down the Englishman at the wheel, and seizing it himself, shouted to his men to come forward and assist him in clearing the deck of their enemies. The presence of mind of Lieutenant Davies of the *Blanche*, defeated this attempt almost before the shout of the French officer had died away. Grasping him by the collar, Davies lifted the unfortunate Frenchman up by main strength, and dashed him headfirst down the after hatchway, and then drawing his sword, put to fight two or three of his men who had responded to the call of their officer.

Captain Lavie was knighted for this action, and Lieutenant Davies, whose conduct caused him to be strongly recommended by his captain, was rewarded with a Commander's commission, dated 28 July 1806. In January 1809 he assumed command of the *Tyrian* 10, on the Channel station, and of the *Albacore* 18, in August 1811. In this vessel, on 18 December 1812, he again distinguished himself by the gallantry with which, in company with two or three smaller vessels, he pursued and engaged the French 40-gun frigate *La Gloire*, which ultimately effected her escape, with the loss to the *Albacore* of Lieutenant Harman killed and six or seven men wounded. "Captain Davies merited great praise for his gallantry and perseverance; and there can be no doubt, that by the boldness of the *Albacore* in chasing and attacking the *Gloire*, several merchant vessels were saved from capture."

Commander Davies was advanced to Post-rank on 19 February 1814, and from June of that year until July 1815, commanded the *Niagara* 20 and *Prince Regent* 56, on Lake Ontario, under Sir James Lucas Yeo. He was placed on the retired list of Captains in October 1846; of Rear-Admirals in March 1849; of Vice-Admirals in January 1856; and of Admirals on 11 February 1861. Admiral Henry Davies died at Bath on 21 February 1869, aged 91.





## 52 x

The 3-clasp Naval General Service medal awarded to Commander Robert P. Jones, Royal Navy, Able Seaman aboard the *Agincourt* at Camperdown, and served as Midshipman in *Harpy* in the action with the French frigate *Pallas* on 5 February 1800, and in the same ship at Copenhagen

Naval General Service 1793-1840, 3 clasps, Camperdown, Harpy 5 Feby 1800, Copenhagen 1801 (R. P. Jones Midshipman.) *nearly extremely fine*

£18,000-£22,000

Provenance: Spink, December 1986.

Confirmed on the roll as Able Seaman aboard H.M.S. *Agincourt* at Camperdown; and served as Midshipman in *Harpy* in the action with the French frigate *Pallas* on 5 February 1800, and in the same ship at Copenhagen, although he is not shown on the roll for these two clasps.

**Robert Parker Jones** was born on 30 April 1786, and entered the Navy on 5 November 1796, as a *Volunteer*, on board the *Agincourt* 64, Captains John Williamson and John Lawford, under the former of whom he bore a part, as Midshipman, in the battle fought off Camperdown, 11 October 1797. In February 1798 he removed to the *Nautilus* sloop, Captain Henry Gunter, which vessel was wrecked, off Flamborough Head on 2 February 1799. Joining then the *Harpy* 18, Captains Henry Bazely, William Birchall, and Charles Worsley Boys, he was afforded an opportunity of witnessing in that vessel the capture of the French frigate *Pallas*, and of participating in the action off Copenhagen, 2 April 1801. He was next employed for a period of three years, on the Irish, African, and West India stations, in the *Princess Charlotte* frigate, Captain Hon. Francis Farington Gardner, *Penguin* 18, Captain George Morris, and *Inconstant* 36, Captain Edward Stirling Dickson; after which he proceeded in the Weymouth to India, and was there (having passed his examination in July 1803) appointed, 25 December 1805, Acting-Lieutenant of the *Albion* 74, Captain John Ferrier. Being confirmed to that ship on 30 August 1806, he continued in her until he returned to England in June, 1809. His succeeding appointments were, in March and December, 1810, and in February 1812, to the *Edgar*, *Tremendous*, and *Cressy* 74's, Captains Stephen Poyntz, Robert Campbell, Charles Dudley Pater, and Charles Dashwood, employed on the Baltic, Channel, and West India stations. The *Cressy*, of which he had been for upwards of two years First-Lieutenant, he left in May 1814. He accepted his present rank on 9 July 1840.

Commander Jones married, 23 July 1819, Jane, second daughter of the late Lieutenant-General Lewis, of the Royal Artillery.



53 x

**The 3-clasp Naval General Service medal awarded to Commander John Taylor, Royal Navy, Midshipman of the *Gibraltar* at Egypt, and Master's Mate and Lieutenant of the *Donegal* at St Domingo and Basque Roads**

Naval General Service 1793-1840, 3 clasps, Egypt, St. Domingo, Basque Roads 1809 (John Taylor, Master's Mate.) fitted with contemporary silver top suspension brooch and contained in a fine contemporary fitted case, *lightly polished, otherwise toned, nearly extremely fine* £4,000-£5,000

Confirmed on the rolls as Midshipman of H.M.S. *Gibraltar* at Egypt; and as Master's Mate and Lieutenant of H.M.S. *Donegal* at St. Domingo and Basque Roads.

**John Taylor** entered the Navy on 6 December 1794, as a Landsman on board the *Scorpion* gun-brig, Lieutenant-Commander Thomas Crocker, stationed off Jersey, from where he removed, in September 1795, to the *Bravo* 14, Captain Philip D'Auvergne. In May 1796 he became Midshipman of the *Juste* 80, Captains Hon. Thomas Pakenham and William Hancock Kelly, the latter of whom, after having served in the Channel, he followed, in May and June 1797, into the *Veteran* 64 and *Gibraltar* 80. In this latter ship, which was stationed off Cadiz and in the Mediterranean, he was nominated Acting-Lieutenant on 29 August 1801. Shortly afterwards, in March 1802, he was superseded and placed, once more as Midshipman, on board the *Foudroyant* 80, flagship of Lord Keith, with whom he returned shortly afterwards to England, and was paid off.

Taylor was next employed in the Channel from May 1803 until June 1805, and then again in the Mediterranean in the *Naiad* 38, Captain James Wallis, and as Master's Mate in the *Royal Sovereign* 100, bearing the flag of Sir Richard Bickerton. He was then transferred to the *Donegal* 74, under Captain Pulteney Malcolm, and in that ship, of which he was created a Lieutenant on 2 April 1806, he continued until March 1811. Consequently, Taylor assisted at the capture of the *El Rayo* of 100 guns, one of the ships recently defeated at Trafalgar; took part in the action off St. Domingo on 6 February 1806; escorted Sir Arthur Wellesley's army from Cork to Portugal in 1808; witnessed the destruction on 24 February 1809, of three French frigates under

the batteries of Sable d'Olonne; was present, in the following April, at Lord Cochrane's destruction of the enemy's shipping in Basque Roads; and shared in an unsuccessful attempt made by Captain Charles Grant of the *Diana* to destroy the two French frigates *Amazone* and *Eliza*, protected by the fire of several strong batteries near Cherbourg. The latter affair took place on the afternoon of 15 November 1810: during the night, Taylor, then First of the *Donegal*, was sent with two boats belonging to his own ship and the *Revenge* 74 to essay the effect of Congreve's rockets on the enemy, and at daybreak on the 16th it was observed that one of the frigates was on her beam-ends and the other had run aground.

After he left the *Donegal*, Taylor was successively appointed Senior, 13 August 1811 and 3 March 1812, of the *Royal Oak* 74, Captain P. Malcolm; of the *Hannibal* 74, Captains Samuel Pym and Sir Michael Seymour, both in the Channel; 13 June 1812 and 13 November 1813, of the *Maidstone* 36 and *Romulus* 36, *armée en flûte*, Captains George Burdett and George William Henry Knight, each on the North American station; and 17 May 1815 (after 14 months of half-pay) of the *Falmouth* 20, also commanded by Captain Knight, off Boulogne. Among other services of a similar character, he commanded the boats of the *Maidstone* and *Spartan* frigates at the destruction of the *Morning Star* and *Polly*, American privateers of 1 gun, 4 swivels, and 50 men each, in the Bay of Fundy on 1 August 1812; and two days later at the capture, in the same neighbourhood, of a well-armed custom-house cutter and four merchantmen. He remained in the *Falmouth* until 1 November 1812, and was placed on the list of Retired Commanders on 23 July 1839.





54 x

The 3-clasp Naval General Service medal awarded to Commander Thomas Francillon, Royal Navy, Midshipman of the *Pompee* at the capture of Martinique, he afterwards saw much detached service in North America, including boat service actions when Midshipman of the *Marlborough* up the Elk River, Chesapeake Bay in April 1813, and as Lieutenant in the boats of *Ramilles* on Lake Borgne in December 1814; he was wounded in May 1814 whilst attacking an American battery at Pungoteake, on the eastern shore of Virginia, for which services he was commended in despatches

Naval General Service 1793-1840, 3 clasps, Martinique, 29 April Boat Service 1813, 14 Dec Boat Service 1814 (Thomas Francillon, Lieut. R.N.) *dark toned, extremely fine and a unique combination of clasps* £14,000-£18,000  
 Provenance: Sotheby, March 1979 and June 1983; Dix Noonan Webb, April 2004,

Confirmed on the rolls as a Midshipman aboard H.M.S. *Pompee* at the capture of Martinique, in the same rank aboard H.M.S. *Marlborough* at the 1813 American boat service action, and as Supernumerary Lieutenant aboard H.M.S. *Ramillies* at the New Orleans boat service action. A unique combination of clasps.

The 29 April 1813 clasp was for the destruction of the battery, stores and vessels at Frenchtown, and cannon foundry and battery at Havre de Grace, up the Elk River, Chesapeake Bay. Another clasp, dated 'Ap & May Boat Service 1813' commemorates the same actions. On the original Admiralty clasp application list the entry of '29 April' is crossed out with correction to 'April & May', probably to avoid confusion with the other boat service clasp dated '29 April' which was granted for a different action. Approximately 57 clasps were issued, with both engraved date varieties known.

**Thomas Francillon** was born on 19 September 1792, at Harwich, Essex, son of Francis Francillon, Purser, R.N., and elder brother of Lieutenant John George Francillon, R.N. These two brothers entered the Navy together on 7 November 1807, on board the *Pompee* 74, Captain Richard Dacres, bearing the broad pendant afterwards of Sir George Cockburn, whom they successively followed into the *Belleisle*, *Implacable*, *Alfred*, *Grampus*, *Marlborough*, *Sceptre*, and *Albion*.

As midshipmen in the *Pompee*, they were present at the reduction of Martinique in February 1809, served in the *Belleisle* during the ensuing expedition to Flushing; in the *Grampus* at the defence of Cadiz in 1812; and saw much detached service on the coast of America. In May 1814, Thomas Francillon was wounded whilst attacking an American battery at Pungoteake, on the eastern shore of Virginia, for which services he was commended in despatches by Captain Charles B. H. Ross, of the *Albion*, and by Vice-Admiral Alexander Cochrane, Commander-in-Chief on the North

American station. who wrote to the Admiralty thus:

'*Tonnant*, in the Patuxent, 2nd September 1814

Mr Jeremiah McDaniel, Master's Mate of the *Tonnant*, who was severely wounded in the Battle of Bladensburg, while bringing up the Reserve of the Rocket brigade to an advanced position, and Mr Thomas Francillon, Master's Mate of the *Albion*, who was wounded in the attack on Pungoteake, where they respectively conducted themselves with great gallantry, having both served their time and being most deservingly spoken of, I have thought it proper as opportunities offered to mark my approval of their conduct by conferring upon them that promotion they so well merit, and I herewith transmit a list of their appointments to Admiralty vacancies in hopes that my Lords Commissioners of the Admiralty will be pleased to confirm them therein.'

Promoted to Lieutenant as a result on 5 October 1814, Thomas Francillon joined the *Ramillies* 74, Captain Thomas Masterman Hardy, and on 14 December 1814, previous to the attack on New Orleans, served with the boats of that ship and of a squadron at the capture, on Lake Borgne, of five American gun-boats under Commodore Jones, which did not surrender until the British, after a desperate conflict, had suffered a loss of 17 men killed and 77 wounded.

Thomas Francillon returned to England in May 1815. In March 1820, he obtained an appointment in the Water Guard which he resigned in 1826, on being transferred to the command of the *Lapwing* Revenue cruiser. He left that vessel in April 1830, and was appointed Harbour Master of Gloucester on 3 April 1832. He was placed on the reserved list in July 1851, and on the list of retired Commanders on 18 October 1858. Commander Thomas Francillon died sometime in 1861.

Sold with full research including copies of various despatches and recommendations.



55 x

**The 3-clasp Naval General Service medal awarded to Lieutenant Edward Grant, Royal Navy, who as Acting Lieutenant of the *Cyane* 22-gun frigate was present in January 1814 at the capture of the French 40-gun frigates *Iphigénie* and *Alcmène* off Madeira**

Naval General Service 1793-1840, 3 clasps, Basque Roads, St Sebastian, *Cyane* 16 Jany. 1814 (Edward Grant, Lieut. R.N.) *some light rubbing to rim suggesting that it may once have been in a mount, otherwise nearly very fine* £14,000-£18,000

Provenance: Peter Dale Collection, July 2000.

Confirmed on the rolls as Midshipman in *Gibraltar* at Basque Roads, and of *Andromache* at St Sebastian. Acting Lieutenant of the *Cyane* on 16 January 1814. 7 clasps issued for 'Cyane 16 Jany. 1814', four of which are held by the National Maritime Museum, the Royal Naval Museum at Portsmouth, and the Honeyman Collection, Huntington Library, U.S.A. (two medals).

**Edward Grant** entered the Navy on 15 April 1807, as First-class Volunteer, on board the *Gibraltar* 80, Captains John Halliday, James Johnstone, Henry Lidgbird Ball, and Valentine Collard, in which ship he beheld, as Midshipman, the destruction of the French squadron in Basque Roads in April 1809. In June 1810 he removed to the *Courageux* 74, Captain William Butterfield, stationed off the coast of France, where in the following month, he again joined the *Gibraltar*, then commanded by Captain Robert Plampin. From April 1811 to October 1813 he served in the *Andromache* 38, Captain George Tobin, whom - after assisting at the siege of St. Sebastian - he escorted the French garrison to England, and on 23 October 1813 is believed to have contributed to the capture of *La Trave*, of 44 guns and 321 men; the frigate, although disabled in a previous action, did not surrender until she had sustained a close conflict of 15 minutes. On the following day, Grant was nominated Acting-Lieutenant of the *Cyane* 22, Captain Thomas Forrest, and it was whilst in this vessel that he was present at the capture, off Madeira in January 1814, of the French 40-gun frigates *Iphigénie* and *Alcmène*. Being then successively appointed Admiralty-Midshipman of the Newcastle 50, Captain Lord George Stuart, and later *Tonnant* 80, flag-ship of Sir Alexander Cochrane, he took part, under the latter officer, in the expedition against New Orleans. He was confirmed a Lieutenant on 29 March 1815 in the *Regulus* troop-ship, Captain Francis Truscott, but from the following November, when he returned to England and was paid off, was unemployed.





## 56 x

**The 3-clasp Naval General Service medal awarded to Thomas Millery, a sailmaker aboard the 30-gun frigate *Phoebe* in her various actions off Tamatave in May 1811, at the capture of Java in September 1811, and finally at the capture of the United States frigate *Essex*, off Valparaiso, Chile, in March 1814**

Naval General Service 1793-1840, 3 clasps, Off Tamatave 20 May 1811, Java, *Phoebe* 28 March 1814 (Thos. Millery) *toned, very fine*  
£16,000-£20,000

**Thomas Millery** is confirmed as Acting Sailmaker aboard the *Phoebe* at the first two actions, and as Sailmaker aboard the same ship at the capture of the United States frigate *Essex* and her tender *Essex Junior*, off Valparaiso, Chile, on 28 March 1814.

Thomas Millery was wounded in this latter action (*London Gazette* 1814 p1485) in which the *Phoebe* had four killed and seven wounded. Millery and a Marine were the only wounded men who survived to claim their medal, although the Marine - George Fieldhouse - did not claim a clasp for this particular action.

The published unofficial Medal Rolls show 36 possible recipients for the *Phoebe* clasp, although five of these are not on the Admiralty roll (verified aboard but not on roll), and a further nine have common names which appear on other rolls. Of the remaining 22 good names/medals, three are known to be held in museums and only seven others have appeared on the market since 1887.

The following report concerning the capture of the American frigate *Essex* was submitted by Captain Hillyar, H.M.S. *Phoebe*, in a letter to J. W. Croker, Secretary of the Admiralty, from Valparaiso Bay on 30 March 1814:

'I have the honour to acquaint you, for information of the Lords Commissioners of the Admiralty, that a little past three o'clock on the afternoon of the 28th instant, after nearly five months anxious search and six weeks' still more anxious look-out for the *Essex* and her companion to quit the port of Valparaiso, we saw the former under weigh and immediately, accompanied by the *Cherub*, made sail to close with her: on rounding the outer point of the bay and hauling her wind for the purpose of endeavouring to weather us and escape, she lost her main topmast; and afterwards, not succeeding in an effort to regain the limits of the port, bore up and anchored so near the shore, a few miles to leeward of it, as to preclude the possibility of passing ahead of her without risk to his Majesty's ships. As we drew near, my intention of going close under her stern was frustrated by the ship breaking off, and, from the wind blowing extremely fresh, our first fire, commencing a little past four and condom shot only, from having increased our distance by wearing, was not apparently more successful, and, having lost the use of our mainsail, jib and main stay, appearances were a little inauspicious. On standing again towards her I signified my intention of

anchoring, for which we were not ready before with springs, to Captain Tucker, directing him to keep under weigh and take a convenient station for annoying our opponent. On closing the *Essex*, at thirty-five minutes past five, the firing recommenced, and before I gained my intended position her cable was cut, and a serious conflict ensued, the guns of his Majesty's ship gradually becoming more destructive and her crew, if possible, more animated, which lasted until twenty minutes past six, when it pleased the Almighty disposer of events to bless the efforts of my gallant companions and my personal, very humble one with victory. My friend Captain Tucker, an officer worthy of their Lordships' best attentions, was severely wounded at the commencement of the action, but remained on deck until it terminated, using every exertion, against the baffling winds and occasional calms which followed the heavy firing, to close near the enemy. He informs me that his officers and crew, of whose loyalty, zeal and discipline I entertain the highest opinion, conducted themselves to his satisfaction. I have to lament the death of four of my brave companions, and one of his...

The defence of the *Essex*, taking into consideration our superiority of force, the very discouraging circumstances of her having lost her main topmast and being twice on fire, did honor to her brave defenders and most fully evinced the courage of Captain Porter and those under his command: her colours were not struck until the loss in killed and wounded was so awfully great, and her shattered condition so seriously bad, as to render further resistance unavailing. I was much hurt on hearing that her men had been encouraged, when the result of the action was evidently decided, some to take to their boats and others to swim on shore: many were drowned in the attempt, sixteen were saved by the exertions of my people, and others, I believe between thirty and forty, effected their landing. I informed Captain Porter that I considered the latter, in point of honour, as my prisoners: he said the encouragement was given when the ship was on danger from fire, and I have not pressed the point. The *Essex* is completely stored and provisioned for at least six months, and, although much injured in her upper works, masts and rigging, is not in such a state as to give the slightest cause of alarm respecting her being able to perform a voyage to Europe with perfect safety.'



## 57 x

The 3-clasp Naval General Service medal awarded to Commander James B. Tattnall, Royal Navy, who served as a Midshipman under Lord Cochrane in the *Pallas* and *Imperieuse* until December 1806 when he was shipwrecked whilst in charge of a prize, taken prisoner and confined at Verdun and later Givet; it was not until December 1809 that, having failed in two attempts, he at length succeeded in escaping by disguising himself as a woman. He served as Acting Lieutenant of the *Racehorse* in the actions off Tamatave in May 1811, commanded the boats of the *President* at the capture of the island of Santa Clara, during the siege of St Sebastian. In 1814, he commanded the *Tonnant's* boats at the destruction of Commodore Barney's flotilla up the Patuxent; had charge of a gun-boat in the attack upon Baltimore, and again commanded the boats of the *Tonnant*, in company with those of a squadron under Captain Nicholas Lockyer of the *Sophie* 18, at the capture, on Lake Borgne, of five American gun-boats under Commodore Jones, which did not surrender until the British, in the course of a desperate conflict, had been occasioned a loss of 17 men killed and 77 wounded. In narrating the details of the latter very gallant affair Captain Lockyer, in his despatch, stated: 'I cannot omit to mention the conduct of Lieuts. Tattnall and Roberts, of the *Tonnant*, particularly the former, who, after having his boat sunk alongside, got into another and gallantly pushed on to the attack of the remainder of the flotilla.'

Naval General Service 1793-1840, 3 clasps, Off Tamatave 20 May 1811, St Sebastian, 14 Dec Boat Service 1814 (James B. Tattnall, Lieut. R.N.) *extremely fine* £12,000-£16,000

Provenance: Glendining's, March 1968; Sotheby, June 1971 (Fergus Gowans Collection); Glendining's, March 1989; Dix Noonan Webb, June 1996.

Verified as Lieutenant aboard H.M.S. *Racehorse*

in the action off Tamatave but not shown on

Verified as Lieutenant aboard H.M.S. *Racehorse* in the action off Tamatave but not shown on Admiralty roll; Lieutenant in *President* at St Sebastian and Lieutenant in the boats of *Tonnant* at the capture of five American gun boats on Lake Borgne, New Orleans, in December 1814.

**James Barnwell Tattnell** was born on 21 September 1790, and entered the Royal Navy in September 1803 as Midshipman on board the *Leander*, flag of Vice-Admiral Mitchell, Commander-in-Chief on the Halifax station, and soon afterwards removed to the *Boston* frigate. He subsequently served under Lord Cochrane in the *Pallas* (32), and conducted, as Prize Master, into port at Plymouth, one of the richest prizes taken by that frigate, at the commencement of the Spanish War in 1805. On the night of 5 April 1806, the boats of the *Pallas* under Lieutenant John Haswell captured the French national corvette *Tapageuse*, of 14 long 12-pounders and 95 men, in the Bordeaux river and under the protection of two strong batteries. During their absence on this service, three ships were observed bearing down to the British frigate, making many signals, and soon perceived to be enemies. 'In a few minutes,' said Lord Cochrane, 'the anchor was weighed, and, with the remainder of the officers and crew, we chased, drove on shore, and wrecked, one 24-gun ship, one of 22 guns, and *La Malicieuse*, a beautiful corvette of 18 guns. All in this ship showed zeal for his Majesty's service. The warrant officers and Mr Tattnell, midshipman, supplied the place of those commissioned.' Over the following month he witnessed the destruction of the semaphores along the French coast, and was present when the *Pallas* singly attacked the French 40-gun frigate *La Minerve* in company with three 18-gun brigs, and, in an attempt to board the former, ran into the side of the frigate with such a tremendous shock that the *Pallas* was reduced to a wreck. From the *Pallas*, Tattnell followed Lord Cochrane into the *Imperieuse* (38), and in December 1806 was placed in charge of a prize in the Bay of Biscay and sent to England. However, this vessel was driven by storms and in a sinking condition to the island of *Belleisle*, where Tattnell was obliged to surrender to French troops.

The following day he was sent to Quiberon Bay, and from there marched to the depot at Verdun, a distance of some 500 miles. After 18 months he was deprived, along with all the other Midshipmen then prisoner in France, of his parole and taken to Givet. Here he was placed with 1200 British seamen in close confinement in the barracks; it was not until December 1809 that, having failed in two attempts, he at length succeeded in escaping by disguising himself as a woman. Reaching Ostend, he engaged the services of a smuggler and was conveyed on board the British fleet.

In the ensuing January he passed his examination, and in May

1810, he joined on promotion the *Neptune* 98, flag-ship in the West Indies of Sir Alexander Cochrane, who immediately nominated him Acting-Lieutenant of the *St. Pierre* 18. In this sloop he returned to Portsmouth in July of the same year, and, on 10 December he was again ordered to act as Lieutenant in the *Racehorse* 18, Captain James De Rippe, under whom he was present, 20 May 1811, when in company off Madagascar with the 36-gun frigates *Astraea*, *Phoebe*, and *Galatea*, at the capture, after a long and warmly-contested action with the French 40 gun frigates *Renommée*, *Clorinde*, and *Néréide*) of the *Renommée*, and, on the 25th of the same month, of the *Néréide* and the settlement of Tamatave. Invaliding from the *Racehorse* about May 1812, he was next appointed, 5 January 1813, to the *Portia* 14, in the North Sea; 8 June 1813, to the *President* 38, Captain Francis Mason, the boats of which ship he commanded at the capture, during the siege of St. Sebastian, of the island of Santa Clara; and, 22 June 1814, to the *Tonnant* 80, bearing the flag of Sir A. Cochrane on the coast of North America. While there he commanded the *Tonnant's* boats at the destruction of Commodore Barney's flotilla up the Patuxent; had charge of a gun-boat in the attack upon Baltimore, and again commanded the boats of the *Tonnant*, in company with those of a squadron under Captain Nicholas Lockyer of the *Sophie* 18, at the capture, on Lake Borgne, of five American gun-boats under Commodore Jones, which did not surrender until the British, in the course of a desperate conflict, had been occasioned a loss of 17 men killed and 77 wounded. In narrating the details of the latter very gallant affair Captain Lockyer, in his despatch, stated: 'I cannot omit to mention the conduct of Lieuts. Tattnell and Roberts, of the *Tonnant*, particularly the former, who, after having his boat sunk alongside, got into another and gallantly pushed on to the attack of the remainder of the flotilla.' We may add that the launch, the boat alluded to, had 16 of her crew killed and wounded. On the promotion of Captain Lockyer Mr. Tattnell, having been the Senior-Lieutenant engaged, was ordered by Sir A. Cochrane to succeed him in the command of the *Sophie*. From February to May, 1815, he acted as Captain of the *Dictator* 64 and *Carron* 20; and he was then placed on half-pay, without his promotion however being confirmed. At length, in March 1819, on a partial change taking place at the Admiralty-Board, his case, without application on his part, was laid, by Sir Edward Codrington, before Sir George Cockburn, who at once placed him in acting command of the *Spey* 20, then on the eve of her departure for the Mediterranean. It was not until 14 April 1819, that Tattnell was promoted to Commander in recognition of his services in North America in December 1814. He did not afterwards go afloat and died on 7 February 1850, at his residence, Woodside Crescent, Glasgow.





## 58 x

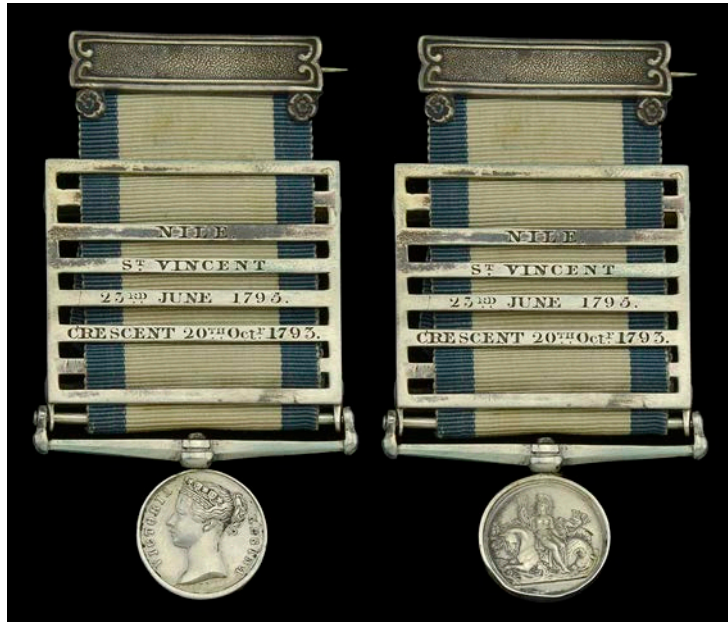
The 4-clasp Naval General Service medal awarded to Joseph Lenard, Ordinary Seaman aboard the *Culloden* at the 'Glorious First of June' 1794, St Vincent and the Nile, and as Yeoman of the Sheets in the *Naiad* at the battle of Trafalgar; he was one of only two men to receive a medal for all three of Nelson's Gold Medal actions

Naval General Service 1793-1840, 4 clasps, 1 June 1794, St. Vincent, Nile, Trafalgar (Joseph Lenard.) *suspension claw re-affixed, otherwise good very fine* £12,000-£16,000

*Provenance:* Whalley Collection 1877; Sang Collection 1931; David Spink Collection 1985; Dix Noonan Webb, April 2001.

Only two N.G.S. medals were issued with clasps for all three of Nelson's Gold Medal actions. The other is held by the Royal Naval Museum Portsmouth.

**Joseph Lenard** is confirmed on the rolls as an Ordinary Seaman aboard the *Culloden* at the first three actions, and as Yeoman of Sheets aboard the frigate *Naiad* at Trafalgar. This frigate repeated Nelson's famous signal to the fleet and after the battle was almost swamped after taking the *Bellisle* in tow.



59 x

A fine contemporary miniature N.G.S. attributed to Captain Sir Thomas Mansell, K.C.H., Royal Navy

A very fine contemporary miniature Naval General Service 1793-1840, fitted with wide suspension and an unusual arrangement of 4 engagement clasps for 'Crescent 20th Octr. 1793', '23rd June 1795', 'St. Vincent', 'Nile', unnamed but attributable by way of the unique combination of clasps, a couple of bruises, otherwise very fine and rare £2,000-£3,000

A very similar miniature with one clasp for Amazon 1806 was sold by DNW in June 1991 as part of the collection of miniature medals formed by Captain K. J. Douglas-Morris, together with an MGS for Martinique (£350). It is believed that this style was used by the firm of Hunt & Roskell circa 1850.





## 60 x

The 4-clasp Naval General Service medal awarded to Admiral Barrington Reynolds, G.C.B., Royal Navy, who entered the Navy at the age of 9 in the *Druid* with his father Captain R. C. Reynolds, who he followed into the *Amazon* and witnessed the action, in company with Sir Edward Pellew in the *Indefatigable*, with the French 74 *Droits de L'Homme* in January 1797, being briefly taken prisoner; he served in the boats of the squadron at the cutting out of the *Guepe* in August 1800 being promoted to Lieutenant. Reynolds was afterwards distinguished at the capture of Java, and commanded the *Ganges* in the Syria operations in 1840

Naval General Service 1793-1840, 4 clasps, Amazon 13 Jan 1797, 29 Aug Boat Service 1800, Java, Syria (B. Reynolds, Capt. R.N.), some light hairlines, otherwise nearly extremely fine £24,000-£28,000

Confirmed on the rolls as Midshipman aboard H.M.S. *Amazon* for her action with the French 74 *Droits de L'Homme* on 13 January 1797; in the same rank aboard H.M.S. *Impetueux* and the boat service action on 29 August 1800; as Commander of H.M.S. *Hesper* at the capture of Java; and as Captain of H.M.S. *Ganges* at Syria.

Only 6 clasps issued for 'Amazon 13 Jan 1797' and 25 for '29 Aug Boat Service 1800'.

The Amazon clasp is not held by either the National Maritime Museum or the Royal Naval Museum. Reynolds' service at Java is not to be overlooked. The naval operations were carried out by Captain Sayer, R.N. (Army Gold Medal for Java - Patiala Collection, Sheesh Mahal Museum, India) assisted by Captains Festing (who got a Military G.S. medal for Java), Stopford (N.G.S. 6 clasps in the National Maritime Museum), Maunsell (did not live to claim) and Reynolds. These officers manned the batteries

consisting of twenty 18-pounders, with 500 seamen under their direction, which silenced the enemy's heavy guns at the assault of Meester Cornelis which led to the surrender of the island. Reynolds' Java clasp is therefore the highest rank available on a Naval General Service medal.

**Barrington Reynolds** was born in 1786 at Penair, near Truro, the second son of Rear Admiral Robert Carthew Reynolds, who died in 1811. He entered the navy in 1795, on board the *Druid*, with his father, whom he followed into the *Amazon*.

On 13 December 1797, the *Amazon* 32, Captain R. C. Reynolds, and the *Indefatigable* 44, Captain Sir Edward Pellew, about fifty leagues south west of Ushant, discovered a large ship steering towards the coast of France. This was the *Droits de L'Homme* 74, Commodore J. La Crosse, which had formed one of the French fleet in the expedition to Ireland, and after the failure at Bantry Bay, was now returning home, with about seven hundred troops

## Naval Medals From the Collection of the Late Jason Pilalas

on board. The weather was thick and hazy, and the wind blew hard from the westward. Soon after the French ship had been sighted and found to be an enemy, a squall carried away her fore and main top-masts, and the sea ran so high that she was unable to open her lower deck ports. Shortly before 6 p.m. the *Indefatigable* brought the *Droits de l'Homme* to action, and in about an hour after, the *Amazon* came up and took part in the engagement; the enemy making several ineffectual attempts to board, and keeping up an active fire of cannon and musketry. In a little time the British frigates shot ahead, the *Amazon* to reduce her sail, and the *Indefatigable* to repair the damage to her rigging.

About half-past eight, the frigates renewed the action, attacking their opponent first on the bow, and then on the quarter, often within pistol shot. The contest lasted till twenty minutes past four a.m. when the sudden appearance of the land, and breakers close ahead, caused all the ships to end an engagement which had lasted ten hours, and make efforts to haul off. The *Indefatigable* at once bore to the southwards, with four feet of water in her hold, all her masts much damaged, and her crew almost worn out with fatigue. The *Droits de l'Homme* in attempting to tack, lost her fore mast and bowsprit, and struck on a sand bank in Audierne Bay. The main mast went by the board, and she then fell on her broadside, with a tremendous surf beating over her. The *Amazon* seeing the danger, also wore, with three feet of water in her hold, but with her mizzen top-mast shot away, and her masts and rigging almost cut to pieces, was unable to haul off, and went on shore about the same time. Her crew with the exception of six, who were drowned, saved themselves on rafts, but on landing were all made prisoners by a body of French soldiers. In the action three men were killed and fifteen wounded. Through the stormy state of the weather the crew of the *Droits de l'Homme* spent four nights on the wreck without succour, the waves constantly breaking over them, till more than half of them were drowned, or perished from cold and hunger. Her crew with the soldiers amounted to one thousand three hundred and fifty men, two hundred and fifty of whom were killed and wounded in the engagement with the British frigates.

On regaining his liberty in January 1798, Barrington Reynolds again served with his father in the *Pomone*, and was present in a stiff action which ended in the capture of *Le Cheri* French privateer of 26 guns and 230 men. He shortly afterwards moved to the *Indefatigable*, with Sir Edward Pellew, and on 8 August 1798 contributed to the capture of *La Vaillante* corvette of 20 guns and 175 men. Following Pellew into the *Impetueux* 74, he sailed in that ship with a squadron sent in June 1800, to co-operate with the French royalists and Chouans in Quiberon Bay and the Morbihan.

He assisted, 4 June 1800, while detached in a boat, in silencing the forts at the south west end of Quiberon, where several vessels were brought off and some scuttled. On 6 August he was employed in the boats under Lieutenant John Piffold, at the capture, in the Morbihan, of two brigs, two sloops, two gun-vessels, and about 100 Frenchmen, and the destruction of *L'Insolente* 16-gun brig, some smaller vessels, a fort and a magazine. On the night of 29 August 1800, he fought in the boats of a squadron, 20 in number, commanded by Lieutenant

Henry Burke, at the cutting out, close to the batteries in Vigo Bay, of *La Guêpe* privateer of 18 guns and 161 men, which vessel was boarded and carried in fifteen minutes. For his services on this occasion he was made Lieutenant into the *Courageux* 74.

In June 1802 he was appointed to the *Hussar* 28, and from August 1803 to September 1809 was in the *Niobe* 40, for the greater part with Captain John Wentworth Loring on the coast of France. On the night of 28 March 1806 he skilfully gained full possession, whilst in command of two boats dropped from the *Niobe*, of the French corvette *La Néarque* of 16 guns and 97 men, the rearmost of a French squadron comprising of a further three frigates.

He was afterwards in the *Russell* 74, in the East Indies, and in December 1809 was appointed acting Commander of the *Arrogant* hulk. In February 1811 he was appointed to the *Hesper* 18, part of the force employed in the expedition against Java, where he assisted at the bombardment and storming of Fort Cornelis and served on shore with a party of seamen throughout all the operations. After the reduction of the town of Cheribon, Reynolds was appointed temporary commander of that place, and on the final subjugation of the island of Java he was, in acknowledgement of his conduct, appointed Acting Captain of the *Sir Francis Drake* frigate. On 22 January 1812, he was promoted Captain, independently, by the Admiralty, probably as a mark of their high appreciation of the services of his father, who had perished in the *St George* 98, on his passage home from the Baltic, on 24 December 1811. In August 1812 he was removed by Sir Samuel Hood into the *Bucephalus* 32, which he took to England and paid off in August 1813. Shortly after the Peace he was offered the command of a frigate, which he declined on the ground of ill-health.

Nominated a C.B. in July 1838, Reynolds did not again go afloat until October 1838 when he commissioned the *Ganges* 80, for service in the Mediterranean, and commanded her on the coast of Syria during the operations of 1840. In January 1848 he was made Rear Admiral and was shortly afterwards appointed commander-in-chief at the Cape of Good Hope and on the West Coast of Africa with instructions to clamp down on the illegal slave traders who operated from West Africa. He was so successful that he was sent to cruise off the Brazilian coast for the same role. Over the next three years, Barrington and his squadron captured dozens of slave ships and, despite loud protests from the Brazilian government, raided harbours along the coast, burning the empty slave ships which sheltered in them. In response to the protests, he wrote to the Admiralty that "nothing can be done with the Brazilian government on this matter except by compulsion". His actions have been credited with destroying the Brazilian slave trade completely by 1851. Relinquishing his command in 1852, Reynolds shortly afterwards the special thanks of the government for his activity and zeal in suppressing the slave trade.

He was promoted to Vice Admiral in July 1855, nominated a K.C.B. in February 1856, and from May 1857 to October 1860 he was commander-in-chief at Devonport. In November 1860 he was promoted to the rank of Admiral, and on 28 June 1861 was made a G.C.B.. Admiral Barrington Reynolds died at his home, Penair, near Truro, on 3 August 1861.





61 x

The 4-clasp Naval General Service medal awarded to James Maynard, Gunner in the *Star* (renamed *Meteor* in 1812) at all four actions

Naval General Service 1793-1840, 4 clasps, Martinique, Guadeloupe, The Potomac 17 Aug 1814, 14 Dec Boat Service 1814 (James Maynard, Gunner.) very fine £8,000-£10,000

Provenance: Colin Message Collection, August 1999.

A unique combination of clasps.

James Maynard is confirmed on the rolls as Gunner aboard *Star* at the first two actions, and aboard *Meteor* at the two American actions. This is actually the same ship for all four actions as *Star* was renamed *Meteor* in 1812 on conversion from a 16-gun sloop to a bomb vessel. The Boat Service clasp is not recorded on the official claims lists but Maynard is confirmed as serving aboard *Meteor* at that time.

On 17 August 1814, two frigates and six smaller vessels, including the bomb *Meteor*, sailed into Chesapeake Bay and thence for some 50 miles up the Potomac towards Alexandria and Fort Washington. The American ships harbouring there were destroyed, the fort bombarded and the town of Alexandria forced to surrender. The British force returned safely although under fire from shore batteries and militia bands along the length of the Potomac.

Plans for an attack on New Orleans, via Lake Borgne, were put into effect in December 1814, but five oared gunboats under Lt. ap Catesby Jones had to be neutralised before the main expedition could be landed. A large force of ships' boats (including those of the *Meteor*) was sent in against the Americans and after a fierce fight the gunboats were all captured. The *Meteor's* log for 12 December 1814 notes, 'sent the yawl and two gigs armed and with provisions up the lakes to attack the enemy flotilla on Lake Borne', and on the 15th, 'returned with... intelligence of the whole of the flotilla being captured' (ADM 51/2534 refers).

**James Maynard** served as Gunner aboard the sloop *Star* from 15 July 1808 to 11 February 1812, and in *Meteor* from 12 February 1812 to 19 February 1815. He served subsequently aboard *Trave*, February 1815 to July 1821; Plymouth Barracks, July to December 1821; *Tartar*, January 1822 to March 1826; and finally *Proserpine*, April 1826 to 10 June 1831.

Sold with copied extracts from the ship's books for the American actions and record of service, together with notes compiled by Colin Message.



62 x

The exceptional 5-clasp Naval General Service medal awarded to Admiral The Right Honourable Lord William FitzRoy, K.C.B., Royal Navy

Naval General Service 1793-1840, 5 clasps, 1 June 1794, 23 June 1795, Egypt, 4 Nov 1805, Martinique (Lord William Fitzroy, Capt.)  
small edge bruise, otherwise good very fine

£16,000-£20,000

Provenance: Glendining's, December 1969; Peter Dale Collection, July 2000.

Confirmed as Midshipman of *Phaeton* in Howe's action; of *San Pareil* in Bridport's; and of *Seahorse* at the capture of the French frigate *Sensible* in 1798. Lieutenant of *Penelope* at the surrender of Malta, and expedition to Egypt. Commanded the *Aeolus* in Strachan's action on 4 November 1805, and at Martinique in 1809.

**The Right Honourable Lord William FitzRoy** was born on 1 June 1782, the third son of Augustus Henry, third Duke of Grafton, by his second wife, Elizabeth, daughter of the Rev. Sir Richard Wrottesley, Bart.; and uncle both of the present Duke of Grafton and of Captain Robert FitzRoy, R.N. He entered the Navy on 21 April 1794, on board the *Phaeton* 38, Captains William Bentinck and Hon. Robert Stopford, one of Lord Howe's frigates in the ensuing action of the 1st of June. He next joined the *Leviathan* 74, commanded by Lord Hugh Seymour, and, when with the same officer in the *Sans Pareil* 80, he took part in Lord Bridport's action, 23 June 1795. After an occasional attachment to the *Niger* 32, Captain Edward James Foote, *Phoenix* 36, Captain Lawrence William Halsted, and *Cambrian* 40, Captain Hon. Arthur Kaye Legge, he rejoined Capt. Foote, in February 1798, on board the *Seahorse*, of 46 guns and 292 men; in which vessel we find him, off the island of Pantellaria, assisting at the capture, 27 June 1798, after a close action of eight minutes, a loss to the British of 2 men killed and 16 wounded, and to the enemy of 18 killed and 37 wounded, of the French frigate *La Sensible*, of 36 guns and 300 men. Being promoted to a Lieutenancy, 13 May 1800, in the *Penelope* 36, Captain Hon. Henry Blackwood, he witnessed the surrender of Malta, and attended the expedition to Egypt. On 31 October 1801, he became Acting-Commander of the *Salamine* sloop, and, being confirmed, 7 January 1802, in the *Mutine*, was afterwards employed, from 26 January 1803, until 29 February 1804, in command of the *Fairy*. As a Post-Captain, a rank he attained on 3 March in the latter year, Lord William FitzRoy appears to have commanded the *Duquesne* and *Vanguard* 74's, *Aeolus* 32, and *Macedonian* 38, on the Jamaica, Channel, Irish, Halifax, and Lisbon stations; and, in the *Aeolus*, to have been present in Sir Rich. Strachan's action, off Ferrol, 4 November 1805, and at the reduction of Martinique in February 1809. On 1 October 1809 he exchanged into the *Squirrel* 24, on the Halifax station, and soon afterwards returned to England. His next and last appointment was, about June 1810, to the *Macedonian* 38. In April 1811, he was dismissed the service by the sentence of a court-martial held at Lisbon, for oppressive and tyrannical conduct, in putting the master of that ship in irons. The latter officer was afterwards tried for contempt to his lordship, and not only dismissed the service, but rendered incapable of serving again as an officer. Lord FitzRoy was reinstated on 22 August following, though never again employed. He was nominated a C.B. on 4 June 1815, and a K.C.B. on 4 July 1840. Having been promoted to Rear-Admiral on 10 January 1837, he advanced to Vice-Admiral on 26 June 1847, and to Admiral in 1853. Admiral Sir William FitzRoy died at East Sheen, near Richmond, on 13 May 1857.

TIMOTHY SCRIVENESQUIRE,

Commander in  the Royal Navy

COMPANION of the Most Honourable

Military Order of the Bath

Nominated

4<sup>th</sup> June 1815.



63 x

The Most Honourable Order of The Bath, C.B. (Military) Companion's Chapel Stall Plate, gilded brass with engraved and painted badge of a companion, inscribed '**Timothy Scriven Esquire, Commander in the Royal Navy, Companion of the Most Honourable Military Order of the Bath. Nominated 4th June 1815**'; 190mm x 115mm, with original outer paper wrapper inscribed 'Capt Timy Scriven CB', *extremely fine* £600-£800

**Timothy Scriven** was a native of Lyme, Co.. Dorset, and began his nautical career in the merchant service. He had the misfortune to be taken prisoner by the French in 1793, and held in close confinement at Digne for about twenty months. Having been exchanged, he finally joined the *Agamemnon* 64, commanded by the matchless Nelson, under whom he served as a volunteer for nearly twelve months. As a Midshipman in the *Montagu* during the mutiny at the Nore, Scriven attempted to escape on shore in one of her boats, but was captured and put into leg irons. He was court martialed by the mutineers but given an honourable acquittal. He served nearly five years in the *Montagu*, including the battle of Camperdown on 11 October 1797. Scriven led a very active career in numerous vessels but during the time he commanded the *Arrow* and *Telegraph*, schooners mounting 12 twelve-pounder carronades, each with a complement of fifty men, from September 1811 until the early part of 1815, he captured no less than 5047 tons of the enemy's shipping. Notable amongst his successes was the destruction of the famous American privateer *Syren*, after an action of forty minutes. He was twice wounded in the course of his services, and appears to have died in Jersey on 25 March 1824.





## 64 x

*Pair: Lieutenant John Seaton, Royal Navy, later Inspector of Convicts, Norfolk Island, Australia*

King John VI of Portugal's Gold Jewel, H.M.S. *Lively*, 3rd Class breast badge, 44mm x 30mm, gold, the obverse central medallion with high relief portrait bust of the King, enclosed by 18 rose-cut diamonds, set upon crossed fouled anchors and suspended from a Portuguese crown; the reverse centre inscribed 'Lt. John Seaton 3' surrounded by struck gold band 'LIVELY' above a wreath of laurel, with gold laurel spray suspension bar, in its *Francisco des Santos Leite, No 24 Rua Aurea* contemporary red leather case of issue

Military Order of the Tower and Sword, Knight's breast badge, 46mm x 40mm, gold and enamels, with gold bar suspension and ribbon bar, in contemporary green leather case of issue, both pieces with original ribbons, *extremely fine and of outstanding quality* (2) £16,000-£20,000

These *Lively* and *Windsor Castle* 'jewels' were the personal gift of King John VI, of Portugal, in gratitude for the refuge he found aboard the two British ships anchored off Lisbon during the rebellion of May 1824. Four distinct classes were presented, each class being denoted by the numeral (1-4) inscribed on the reverse, as well as the number of diamonds on the obverse, fewer and larger the higher the class, and in the case of known 4th Class badges the number of diamonds varies between 26 and 34. Additionally, the 4th class was sub-divided into two grades, one with and one without diamonds. The greater number of these badges, forty-six, were awarded to the *Windsor Castle*, being the larger of the two ships, whilst the *Lively* received twenty-seven badges.

Knight of the Military Order of the Sword, Royal Licence 21 April 1825: 'Lieutenant John Seaton, of His Majesty's Ship *Lively*, on the occasion of the visit of His Most Faithful Majesty John the Sixth, King of Portugal, on board that Ship, in The *Tagus*, in the month of May, 1824.' King John bestowed various classes of this order upon 6 officers of the *Lively* and 14 officers of the *Windsor Castle*.

**John Seaton** was born on 22 May 1791, and entered the Royal Navy on 29 August 1807, as a First Class Volunteer on board the *Princess of Orange*. From March 1808 until February 1814, Seaton served as Midshipman and Master's Mate on board the *Ranger* in the Baltic. During that period he assisted in taking the Island of Anholdt, was frequently sent home in charge of captured vessels, and on one occasion, while so employed, fell into the hands of the Danes, who kept him a prisoner from 15 May 1812 until 14 November 1813. He also commanded the *Pickle* tender, fitted as a rocket-vessel, in two attacks made by the combined squadrons of England and Russia on the French batteries at Danzig.

In February 1814 he transferred to the *Tonnant*, flagship on the coast of North America of Hon. Sir Alexander Cochrane, but in July of that year he was invalided home on H.M.S. *Belvedere*, and in March of the following year he was promoted to Lieutenant.

On 30 October 1823, Lieutenant Seaton was appointed to H.M.S. *Lively*, and it was in that frigate, while she was lying in the *Tagus*, in company with H.M.S. *Windsor Castle*, that he took part in the rescue of Portugal's King John VI from the forces of his mutinous second son Dom Miguel. The King was given refuge on board the *Windsor Castle*, assisted by H.M.S. *Lively*. In gratitude King John VI conferred the Order of the Tower and Sword on the officers of the two ships, as well as bestowing upon them a gold and diamond decoration referred to as King John's Jewel. These events took place in May 1825, and resulted in the capture and exile of Dom Miguel, who was escorted to exile in France by H.M.S. *Lively*, Lieutenant Seaton aboard, after which he was sent on a mission to Algiers and then transferred to the West India station. Lieutenant Seaton took charge of a Coast Guard station in October 1826, and remained in that employment until about 1850 when he was appointed Inspector of Convicts at Norfolk Island, off the west coast of Australia.



65 x

**The Army of India medal awarded to Naval Schoolmaster H. J. Strutt, unique to this rank**

Army of India 1799-1826, 1 clasp, Ava (H. J. Strutt, Schoolmaster:) short hyphen reverse, officially impressed naming, sometime lacquered, *otherwise nearly extremely fine and rare* £1,800-£2,200

*Provenance:* Debenham Storr & Sons 1901; Christie's, November 1982; Dix Noonan Webb, June 2005.

**H. J. Strutt** is confirmed on the naval rolls for Ava as a Schoolmaster serving aboard H.M.S. *Boadicea*, the only such medal issued to this rare naval warrant rank. He was an Acting Schoolmaster until June 1826 when discharged upon promotion.



66 x

**An unusual family pair awarded to John and Joseph Marshall, Chaplains in the Royal Navy aboard H.M. Ships *Pique* and *Castor* respectively at Syria in 1840**

Naval General Service 1793-1840, 1 clasp, Syria (John Marshall, Chaplain.); Naval General Service 1793-1840, 1 clasp, Syria (Joseph Marshall, Chaplain.) the second fitted with silver ribbon buckle, *some edge bruising, otherwise very fine* (2) £3,000-£4,000

28 N.G.S. medals were issued to Chaplains, including 11 for Syria.

**John Marshall** was appointed Chaplain in the Royal Navy in 1828 and served aboard H.M.S. *Sybil*, 4 January to 6 February, 1828; H.M.S. *Revenge*, 8 February 1828 to 25 October 1830; H.M.S. *Barham*, 12 April 1831 to 1 May 1834; H.M.S. *President*, 8 May 1834; H.M.S. *Vernon*, 16 July 1834; and H.M.S. *Pique*, August 1837, in which ship he was present at the operations in Syria.

**Joseph Marshall** was educated at Trinity College, Dublin, and was ordained Deacon on 27 September 1829, and Priest in 1 November following. He was appointed Chaplain in the Royal Navy in 1830 and ordered to the Mediterranean as Chaplain in H.M.S. *Britannia*. On 16 March 1830, he was appointed to the *Ocean* just previous to her return home, and on 28 April 1830, to the *Briton* at Portsmouth. On 14 June 1831, he passed the full examination as Schoolmaster. On 7 May 1833, he was appointed as Chaplain and Schoolmaster to *Forte*, and on 8 May 1837, to the *Castor*, in which ship he was present at the operations in Syria; he was lastly appointed to *Victory* from 17 October 1840 until 3 February 1844, when his period of service expired and he was discharged on half-pay. He died at his residence at Parsonstown, Ireland, on 25 December 1865, aged 63. The two brothers were the sons of the late Cornelius Marshall, D.D., rector of Faughart, County Louth.





67 x

A Civil C.B. and Naval campaign group of four awarded to Captain H. A. Moriarty, R.N., who was decorated for his part in the laying of the Trans-Atlantic cables; he was later Master Attendant and Queen's Harbour-Master at Portsmouth

The Most Honourable Order of the Bath, C.B. (Civil) Companion's 18 carat gold breast badge, hallmarked London 1859, fitted with gilt ribbon buckle; Naval General Service 1793-1840, 1 clasp, Syria (Henry A. Moriarty, 2nd Master); Baltic 1854-55, unnamed as issued; St. Jean d'Acre 1840, silver, unnamed and fitted with straight bar suspension and plain-faced clasp, the last three with contemporary silver four-prong ribbon buckles, *nearly extremely fine* (4) £3,000-£4,000

**Henry Augustus Moriarty** was born on 19 May 1815, and entered the Navy in December 1829 on board the *North Star* frigate. He became 2nd Master in 1837 and served in that capacity aboard the *Ganges* 84 on the coast of Syria in 1840, receiving the English and Turkish medals. He was promoted to Master in 1844, and in 1848 had command of a paddle-box boat in an expedition to destroy the slave barracoons on the river Gallinas on the west coast of Africa. In the Russian war he was Master of the *Duke of Wellington*, flagship of Sir Charles Napier in the Baltic. He was mentioned in despatches for surveying work done under fire, and was employed under Captain Sullivan in placing the mortar vessels preparatory to the bombardment of Sveaborg on 9 August 1855.

In 1857 & 58 he was appointed to navigate the line-of-battle ship *Agamemnon*, lent by the Admiralty to lay the first Atlantic telegraph cable. In June 1863 he was promoted to Staff Commander, and in August was appointed to the *Marlborough*, of 121 guns, flagship in the Mediterranean. He navigated the *Great Eastern* in 1865 & 66 when she was employed in laying the second and third transatlantic cables; and when the cable broke in mid ocean in 1865, he fixed the position so

accurately as to ensure the subsequent recovery of the broken end. When the *Great Eastern* had hooked the lost cable and was heaving it up to her bows, the mark-buoy placed by Moriarty was bumping against the ship's side. He was in 1866 awarded the C.B. for this success and received a valuable testimonial from his brother officers. In December 1867 he was appointed to Portsmouth dockyard, becoming Master Attendant and Queen's Harbour-Master in November 1869, which position he held until the end of 1874 when he was retired with the rank of Captain.

After his retirement he was occasionally employed as nautical assessor to the judicial committee of the Privy Council, and frequently as nautical expert before parliamentary committees, among which those on Barry Docks, the Tay Bridge, the Forth Bridge, and the Tower Bridge may be mentioned.

He was the author of several works on navigation and seamanship, chief among which was four volumes of sailing directions (1887-93) compiled for the Admiralty. Moriarty died at Lee, Kent, on 18 August 1906, and was buried in the cemetery there.



## 68 x

Six: Captain William Thorp, Royal Navy, who was Mentioned in Despatches and promoted to Commander for services at Sebastopol

Naval General Service 1793-1840, 1 clasp, Syria (William Thorp, Lieut. R.N.); New Zealand 1845-66, reverse dated 1846 (Lieut. Wm. Thorp, H.M.S. *Calliope*) officially impressed naming; Baltic 1854-55, unnamed as issued; Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued; St Jean D'Acre 1840, silver, pierced with ring and fitted with additional bar suspension; Turkish Crimea, British issue, pierced with ring and fitted with additional bar suspension, mounted for display, *good very fine* (6) £5,000-£7,000

Provenance: Alan Hall Collection, June 2000.

**William Thorpe** was born on 29 August 1813, and joined the Royal Navy as a Naval Cadet on 2 April 1826. On promotion to Midshipman on 14 September 1830, he was appointed to H.M.S. *Donegal*, and whilst in this vessel he passed his examination and was promoted to Mate on 29 September 1832. In this rank he next served aboard *Belvidera* from January 1834, and in June 1838 he joined *Gorgon*, steamer, Captain William Honeyman Henderson, under whom he took part in the operations of 1840 on the coast of Syria, including those against Sidon and St Jean D'Acre.

Having been promoted to Lieutenant on 28 June 1838, his next appointment was as 1st Lieutenant of *Orestes* in August 1842, Captains Hon. Swynfen Thomas Carnegie and John James Robinson, serving in the Mediterranean. Next appointed to the steam sloop *Medea* in October 1844, Captain Frederick Warden, serving on the same station. He then joined *Calliope* in July 1845 as 1st Lieutenant, Captain Edward Stanley, on the East Indies Station, and whilst in this vessel he was landed in New Zealand for service on shore with the Naval Brigade. He was present at the capture of Bats Nest, Ruapekapeka, on 11 January 1846, and the action up river at Wanganui during May

and June 1847.

On leaving the *Calliope* Thorpe was unemployed for six years until he joined the paddle wheel steam frigate *Furious* in November 1852, based at Portsmouth for service with the Channel Squadron. Next appointed 1st Lieutenant of the steam frigate *Tribune*, he saw action in the Baltic during 1854 and later in the Black Sea during 1854-55. He was Mentioned in Despatches and specially promoted to Commander on 13 November 1854 for his services at the bombardment of Sebastopol. On *Tribune* paying off, Thorpe was unemployed for three years until appointed Commander and second-in-command of *Asia*, guardship, Ordinary at Portsmouth, in December 1858. This was to be his last active appointment; in June 1861 he was placed ashore on half pay, and on 19 August 1868 he was retired, after having served 42 years. Promoted on the Retired List as Captain on 13 November 1869, William Thorpe died on 1 June 1890.





69 x

Six: **Colonel David Blyth, Royal Marine Light Infantry**

Naval General Service 1793-1840, 1 clasp, Syria (David Blyth, Lieut. R.M.; Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (D. Blyth, Capt. R.M. Lt. Div.) impressed naming; **Ottoman Empire**, Order of the Medjidie, 5th Class breast badge, silver, gold and enamel; **France, Second Empire**, Legion of Honour, Chevalier's breast badge, silver, gold and enamels; St. Jean d'Acre 1840, silver, fitted with rings and straight bar suspension; Turkish Crimea 1855, British issue, fitted with Crimean suspension, mounted court-style for display, *the first two with contact wear and polished, nearly very fine, otherwise good very fine (6)* £4,000-£5,000

*Provenance:* Alan Hall Collection, June 2000.

**David Blyth** was born in 1820, the son of Surgeon Alexander Blyth, R.N. He entered the Royal Marines as 2nd Lieutenant, at the Chatham Division on 18 December 1838, and was promoted to 1st Lieutenant on 28 September 1842, and to Captain on 13 November 1852. He was employed in the *Cambridge*, Captain Edward Barnard, on the Home and Mediterranean stations from 18 February 1840 until January 1843. Whilst in the *Cambridge* he took part in the operations on the coast of Syria and was present at the blockade of Alexandria. For this service he was awarded the Naval General Service Medal with clasp 'Syria' and the silver St Jean D'Acre medal. He was next appointed to *Sampson*, Steamer, Captain Thomas Henderson, in the Pacific, from 24 December 1845 until December 1848; to *Horatio*, Captain the Hon. Swynfen Thomas Carnegie, guard ship at Sheerness, from 3 January 1852 until his promotion to the rank of Captain; and then to *Leander*, Captain William Peel (later V.C.) and served in the Mediterranean and Black Sea from 2 October 1853 until the close of 1855.

Whilst in *Leander* he was actively employed on shore during the War in the Crimea. He landed with the Royal Marine Brigade in September 1854 and remained on shore for 12 months until invalided to England in September 1855. At the battle of Balaklava he Commanded No. 4 Battery on the heights overlooking the valley in which the Light Brigade made it's famous charge against the Russian guns. He was present at the battle of Inkerman, fought in the trenches before Sebastopol, and took part in the defence of Eupattoria. He received the Crimea Medal with Clasps 'Balaklava', 'Inkerman' and 'Sebastopol', the Legion of Honour 5th Class, the Order of Medjidie 5th Class, and the Turkish Crimea Medal. These decorations and clasps in conjunction with those for the Syrian campaign produce a unique group of medals to a Royal Marine Officer.

On his return to England he served on shore at Woolwich and Chatham and was next afloat aboard *Hero*, March 1859. He joined *Excellent* in 1860 where he studied for Instructor of Gunnery, passed his Course and was appointed in this capacity to the Chatham Headquarters. Promoted to Lieutenant-Colonel in November 1864, he retired as Honorary Colonel in November 1865, and received a Greenwich Good Service Pension of £80 per annum in 1866. He died on 30 November 1904, aged 84.

Sold with copied record of service and other research.





## 70 x

Five: **Commander J. O. Freeland, Royal Navy, who was wounded in action in Syria in 1840**

Naval General Service 1793-1840, 2 clasps, Navarino, Syria (John O. Freeland, Lieut. R.N.); Baltic 1854-55, unnamed as issued; Crimea 1854-56, no clasp, unnamed as issued; St Jean D'Acre 1840, silver, unnamed, pierced with ring and fitted with additional bar suspension; Turkish Crimea, British issue, unnamed, pierced with ring and fitted with additional bar suspension, mounted for display, *very fine and better* (5) £2,400-£2,800

*Provenance:* Alan Hall Collection, June 2000.

**John Osmond Freeland** entered the Royal Navy on 3 July 1825, and served his time as Volunteer and Midshipman on the Lisbon, Mediterranean, Home, North America and West India Stations, in the *Albion* 74, Captain John Acworth Ommanney; *Victory* 104, Captain Hon. George Elliot; and *Rose* 18, Captains Eaton Travers, John George Dewar, Arthur Wakefield and Edward Williams Pilkington. In the *Albion* he was present at the occupation of Lisbon by the British, and at the battle of Navarino in October 1827.

Mr Freeland, who passed his examination in seamanship on 28 September 1831, and with credit at the R.N. College on 9 October 1832, continued to serve in the *Rose* under Captain John Talbot Warren, as Mate, until August in the latter year, after which he was employed for nearly five years in the same capacity in the Mediterranean and on the coast of Portugal, on board the *Endymion* 50, Captain Samuel Roberts, *Caledonia* 120, flag ship of Sir Josias Rowley, *Volcano*, Commander William Mcllwaine, and *Donegal* 78, bearing the flag of Rear Admiral J .A. Ommanney, his former Captain in the *Albion*.

On the occasion of the Coronation of Her Majesty, he was promoted to the rank of Lieutenant, by commission bearing the date 28 June 1838. In the course of 1839 he served on the South American Station (on passage he was made prize master of a slaver), in the *Electra* 18, Captains William Preston and E. R. P. Mainwaring, *Fly* 18, Captain Graveille Gower Loch, and *Imogene* 28, Captain Henry William Bruce. In 1840 he was present at the capture of Sidon and bombardment of St Jean D'Acre, on board the *Stromboli*, Captain Woodford John Williams, and, whilst in temporary command of this frigate he took despatches from Alexandria to the senior officer on the coast of Syria. In the attack upon St Jean D'Acre Lieutenant Freeland received an injury from gunpowder in his left cheek, the result of which was a tumour, then a malignant ulcer, and some years afterwards, a

painful operation for the purpose of saving his life.

In April 1841 he exchanged from the *Stromboli* into the flag ship of the Hon. Sir Robert Stopford. He removed immediately afterwards as First Lieutenant to the *Beacon* 8, Captain Thomas Graves, under whom he was employed for nearly four years in surveying the coast of Greece, the Grecian Archipelago, the shores of Asia Minor and the Gulf of Smyrna. Twice during that period he had for several months personal charge of the ship, in the absence of his Captain on Admiralty leave and on detached service. He also had command of a party employed on shore in excavating the Xanthian Marbles, now in the British Museum. On leaving the *Beacon* in March 1845 Lieutenant Freeland received from Captain Graves a letter of thanks for his general services.

His subsequent appointments were 10 May 1845, to the Coast Guard on the coast of Sussex; 11 January 1848, as Senior Lieutenant to the *Ocean* 80, flagship of Sir Edward Durnford King and Hon. George Elliot, at the Nore, where he served for three and a half years as First Lieutenant; 1 September 1852, to the command of the *Mercury* cutter (tender to the *Dasher*), for the protection of the Channel Island fisheries; 7 March 1854, again as First, to the *Prince Regent* 90, Captain Henry Smith, one of the Baltic fleet during the campaign of the same year, and in the following December in a similar capacity to the *Exmouth* 90, Captain Hon. Frederick Pelham, fitting at Devonport; and 7 February 1855 to the command of the *Oberon*, of 3 guns and 200 hp. In the *Oberon* Lieutenant Freeland sailed for the Mediterranean and Black Sea where he rendered assistance in the ensuing April to the *Weser* gun vessel which had caught fire, struck a rock, and been beached near the Dardanelles. For his services in *Prince Regent* and *Oberon* he received the Baltic and Crimean War Medals, the latter without clasp. He was advanced to Commander on 26 May 1856 and shortly afterwards was placed on the Reserved List. He died on 26 January 1875.



## 71 x

The impressive Victorian G.C.B. group of nine awarded to Admiral Sir William Dowell, Royal Navy, an active participant in the First and Second China Wars, against slavers in South America, with the Naval Brigade in the Crimea, where he was wounded, in action against the Japanese batteries in the Straits of Simonoseki, for which he was awarded the C.B. and Legion of Honour, and finally as Vice-Admiral during the operations in Egypt in 1882 for which he was rewarded with a K.C.B. and the thanks of Parliament

The Most Honourable Order of the Bath, G.C.B. (Military) Knight Grand Cross, set of insignia, comprising sash badge, silver-gilt and enamels, hallmarked London 1894, and breast star, silver, silver-gilt and enamels, complete with sash in its Garrard & Co., London case of issue; China 1842, 2 clasps, China 1842, Canton 1857 (W. M. Dowell, Midshipman, H.M.S. Druid.) original suspension, the clasps loose on ribbon as issued; Crimea 1854-56, 1 clasp, Sebastopol (W. M. Dowell. Comr. H.M.S. Albion.) officially engraved naming; Egypt and Sudan 1882-89, dated reverse, no clasp (Vice. Adml. W. M. Dowell. C.B.); **France, Second Empire**, Legion of Honour, 4th Class, breast badge, gold and enamels; **Ottoman Empire**, Order of Osmanieh, 2nd Class neck badge and breast star, silver, silver-gilt and enamels, numerous small chips and flakes to enamel; Order of the Medjidie, 5th Class, breast badge, silver, gold and enamels; Turkish Crimea 1855, British issue, unnamed as issued; Khedive's Star, dated 1882, light contact marks to the campaign medals, generally very fine or better (11) £8,000-£10,000

Provenance: Alan Hall Collection, June 2000.

**William Montague Dowell** entered the Navy as First-Class Volunteer on board the *Druid* 44, Captains Lord Henry John Spencer Churchill and Henry Smith. Uniting in the operations on the Coast of China, he served in the boats in the attack upon the enemy's works and barracks near the Macao Barrier in August 1840, and was present in the early part of 1841 at the destruction of the Bogue forts. He also, as Midshipman of the *Blenheim* 72, Captain Thomas Herbert - to which ship he was lent from May 41 until June 1842 - assisted in the boats at the capture of Canton, on board at the reduction of Amoy, and on shore with the small-arm men at the second capture of Chusan, and the storming of Chinghae and Ningpo. On the paying off of the *Druid* Dowell became attached, in the spring of 1843, to the *Racer* 16, on the coast of Brazil, where he was frequently engaged on boat service against slavers. He passed his examination 2 July 1845, and in the course of the following month was appointed Mate of the *Eagle* 50, Captain George Bohun Martin, also on the South American station. He had charge of the *Eagle's* launch at the capture of Colonia; and with the small-arm men of that ship under his orders, he formed part of the garrison of

Monte Video during the latter part of 1845 and for twelve months up to July 1847 was Governor and Commandant of an island in the harbour. For these services he was promoted to Lieutenant in October 1847.

When *Eagle* was paid off in March 1848, he was appointed to *Excellent* from which, after a severe course of study extending over two years, he was appointed in May 1850 Gunnery Lieutenant of *Albion*, going out to the Mediterranean where the ship was when the war with Russia broke out.

After some service with the Naval Brigade in course of which he was wounded, Dowell was promoted to Commander in November 1854. In the following year he married his first cousin, Caroline Johanna, daughter of Captain John Pyke, R.N. and in January 1856 he was appointed to *Rodney* with Captain George Knyvett Wilson, and in her went to the Crimea to bring home troops.

In August 1857 he commissioned *Hornet* in which he arrived in China in time to take an effective part in the reduction of Canton, when he united with Captain W. K. Hall, R.N., and Captain Mann,



## Naval Medals From the Collection of the Late Jason Pilalas



*British sailors at the captured Japanese gun batteries above the Straits of Simono Seki, September 1864*

R.E., in placing in position, on the Dutch Folly, a battery of 2 13-inch and 2 10-inch sea-service mortars, and 2 24-pounder rockets, under the direction of Major Schomberg, R.M., the fire from which played on Magazine Hill, the City heights, and Gough's fort, and on the other forts to the northward of the city outside the walls. In the course of the same day, at the head of his small-arm men, Captain Dowell was engaged, under Hon. Captain Cochrane of the *Niger*, in dislodging a large body of Chinese from two important joss-houses, and in driving them back from ridge to ridge until they reached their main force. "The gallant conduct of Commander Dowell," observes Sir Michael Seymour in his despatch, "and of the officers and men generally in the face of greatly superior numbers, has been brought to my notice." At the storming of the Canton, on the 29th, Captain Dowell was attached to the 3rd division of the Naval Brigade under Sir Robert M'Clure. As a reward for these services he was promoted to the rank of Captain in February 1858.

In September 1862 he commissioned the *Barrosa* again for the China Station and in September 1864 was specially mentioned for his gallantry and conduct in action with the batteries in the Straits of Simonoseki. On 12 September he was appointed Flag Captain to Admiral Sir Augustus Kuper in *Euryalus*, and on 30 November was nominated a C.B., and at the same time was made an Officer of the Legion of Honour.

*Euryalus* returned and was paid off in the Summer of 1865, and from 1867 to 1871 Dowell, as Commodore of the Second Class, was Commander in Chief on the West Africa Station. In 1870 he was appointed one of the Queen's Naval Aides de Camp. He became a Rear-Admiral in December 1875 and Senior Officer on the coast of Ireland 1878-80. He became Vice-Admiral in January 1880 and Commander-in-Chief of the Channel Fleet in 1882-83, during part of which time in 1882 the Fleet was temporarily attached to the Mediterranean Command for service on the coast of Egypt, for which he was awarded the K.C.B., and the Order of Osmanieh of the Second Class, and received the thanks of Parliament.

In 1884-85 he was Commander-in-Chief in China, vacating the office on his promotion to the rank of Admiral in July 1885. In 1886 he was President of a Committee for the Revision of Naval Signals, and in 1888 he was appointed Commander-in-Chief at Devonport, until August 1890 when he retired under the age limit. In 1891 he was awarded a Good Service Pension, and in the Summer of that year was Chairman of the Executive Committee of the Naval Exhibition held at Chelsea, the success of which was largely due to his zealous

attention. On 25 May 1895 he was created a G.C.B.

Dowell, who during his retirement lived for the most part at Ford, took an active part in the affairs of Bideford, and was a Magistrate and Deputy Lieutenant of Devon. In 1904 when the freedom of Bideford was bestowed on him, he said 'I came into the Navy at a time when wars little and big were going on, and I was just at the age to benefit by them. I became a young Lieutenant, young Commander, young Captain, and a young Admiral. I had many commands, and fortunately, unlike so many of my brother officers who entered the service earlier or later than myself, had many chances of distinguishing myself.'







YRUM

FERNANI



## 72 x

**Four: Major-General W. B. Langford, Royal Marine Light Infantry, who was landed in command of all Royal Marine detachments from the various ships present in New Zealand 1845-46, and later fought with the British Legion in the Carlist war**

China 1842 (W. B. Langford Bt. Major, Royal Marines.); New Zealand 1845-66, reverse dated 1845 to 1846 (Capt. W. B. Langford, R.M., H.M.S. *North Star*) officially impressed naming; Baltic 1854-55, unnamed as issued; **Spain, Carlist**, Order of Maria Isabela Luisa, silver cross with two unofficial slide bars inscribed 'YRUN' and 'HERNANI', some very light contact marks, otherwise nearly extremely fine (4) £4,000-£5,000

Provenance: Alan Hall Collection, June 2000.

3 Royal Marine Officers were awarded the New Zealand War Medal with Reverse Dated 1845-46.

**William Bookey Langford** entered the Royal Marines as a 2nd Lieutenant at the Portsmouth Division Headquarters on 22 January 1828. He embarked aboard his first ship H.M.S. *Melville* on 18 September 1829 and remained in this vessel until 1 October 1831 at which time he returned to the Portsmouth Division Headquarters. He remained on shore until he was posted to Pembroke Dock, Milford Haven on 5 July 1834. On his return to the Portsmouth Division Headquarters on 7 July 1835, he was promoted to 1st Lieutenant on 22 March 1836, and in this rank he was posted to the Plymouth Division Headquarters on 23 March 1836.

He remained in this posting until he joined the Royal Marine Battalion on the north coast of Spain on 27 June 1836. He served in this posting for four years and was heavily engaged in numerous field actions during what was to become known as the Carlist War. The Royal Marines fought with the British Legion led by Colonel de Lacy Evans, with the local rank of General, and the Government troops known as 'Christinos'. The first contingent of the Royal Marine Battalion landed in San Sebastian from the steamer *Royal Tar* on 10 July 1835; their strength was slowly built up and in January 1836 it took to the field following the arrival of the Franco Algerine Legion and attacked Arlaban some miles to the north east of Vittoria.

Thanks to the strong support of a British Naval Squadron under the Command of Commodore Lord John Hay, the Christinos maintained a strong position on the Spanish north coast. The Royal Marine Battalion was commanded by Major John Owen. On 15 May 1836, the town of San Sebastian was attacked and after a severe fight the Carlist troops were driven from their entrenchments. Following this action detachments of the Royal Marine Brigade were frequently sent on 'special service' to the surrounding area so that the enemy's strength and position might be accurately assessed. In carrying out these operations the small detachment was frequently under fire but gave as good as it got. Captain Langford who commanded a number of these scouting sorties is recorded on his service sheet as being present at the general field action at Toutarabia on 11 July 1836, and also at the general action at Hernani on 16 March 1837, and various minor affairs during the campaign.

On his return to England he was posted to the Portsmouth Division Headquarters on 6 September 1840, but was soon re-embarked aboard H.M.S. *North Star* for service on the China and Pacific station. During his service in the *North Star* he took

part in the closing stages of the first China war of 1842. He was present in July 1842 at the attack on the Chinese entrenched camp, the storming and capture of the city of Chin Keang Foo at the entrance of the South Grand Canal on the Yangtse Kiang River, and the blockage of the Woo song River. For these services he received the 1st China War Medal.

On the cessation of hostilities *North Star* sailed for more southern waters and was part of a small squadron of naval ships off the New Zealand coast where, at the outbreak of hostilities, he was landed in command of all Royal Marine Detachments from the various ships present. In addition he was placed in command of a Detachment of troops from the 96th Regiment and was actively employed in the field against the insurgent chiefs whose strongly stockaded pahn or native villages were successfully attacked and destroyed. He was much praised for his gallantry and was Mentioned in the Despatches which were published in the *London Gazette*, and for his services received the Brevet of Major on 7 July 1846.

On returning to England and paying off from *North Star* he was appointed to the Chatham Division Headquarters on 9 September 1846, serving in this posting until he was transferred to recruiting duties in Stirling and then Chelmsford on 1 December 1852, then to Antrim in Ireland on 19 June 1853, and finally to Ware on 3 July 1853. Following these services he was reappointed to the Chatham Division Headquarters on 1 October 1853.

He was next embarked on 12 December 1853, for service in the Baltic Campaign aboard *Boscawen*. He was later landed for the attack on Bomarsund in the Aland Islands on 8 August 1854, where he commanded a Battalion of Royal Marines. The fortress of Bomarsund put up a spirited resistance and it was not until eight days later on 16 August that the citadel finally surrendered. For his services during the Baltic campaign he was promoted to Brevet Lieutenant-Colonel on 20 June 1854 and to full Lieutenant-Colonel on 14 July 1855.

He returned to the Portsmouth Division Headquarters on 30 August 1855, and was promoted to 3rd Colonel Commandant on 14 July 1858. Placed on the Retired List on 10 August 1858, after 30 years' service, he was promoted on the Retired List to Major-General on 24 August 1858. He was awarded a Greenwich Hospital Pension on 7 August 1873, and died on 3 September 1890, aged 80 years.



73 x

**A rare Sea Gallantry (Foreign Services) gold life saving medal awarded in 1845 to Captain Buntin of the U.S.S. Euphrasia**

Sea Gallantry Medal (Foreign Services), first large type (1842-49), 22 carat gold, 66.70g, 45mm, with specially struck reverse 'From the British Government to Captn. Buntin of the United States Ship Euphrasia. For saving the crew of the Brigantine C.W.E.R. of Halifax. 1845', contained in its original presentation case, the lid with similar embossed inscription, *extremely fine and excessively rare* £6,000-£8,000

Originally conceived in 1839, the Sea Gallantry (Foreign Services) Medal was first awarded in 1842, in gold, silver and bronze to foreigners for saving the lives of British subjects at sea. In this first period each medal had a specially die-struck reverse but, due to the enormous cost of doing this, it was decided in 1849 that two standard reverses would be used: 'For Saving the Life of a British Subject', and 'For Assisting a British Vessel in Distress'. This large size (1.78 inches) remained in use until 1854 when it was reduced in size to 1.27 inches. It is not known how many large gold medals of the earlier type (1842-49) were awarded but a total of 96 gold medals were awarded prior to being down-sized in 1854, the awards becoming more frequent in the latter years of this period. It may be fair to assume that perhaps 25 gold awards were made with special inscriptions, although the true number may be significantly fewer (No example held in National Maritime Museum or Royal Navy Museum).

The *Naval Journal* of July 1846 reported:

'DISASTER

Ship Euphrasia, Bunting (sic), from Baltimore bound to Valparaiso; on the 30th Aug. last, fell in with the wreck of Br. brig C. W. E. R. from Halifax for Demerara, and took off the captain, supercargo and five men, all of whom were carried to Valparaiso. The mate was drowned.'

Captain Charles Buntin acknowledged receipt of this medal in a letter addressed to the Rt. Hon. Richard Pakenham, Washington, D.C., dated Newburyport, Mass., April 21st, 1847:

'SIR: Having recently returned home from a long absence, I hasten to acknowledge the receipt of your communication of the 7th December last, and a gold medal bearing the portrait of her Majesty the Queen, with other appropriate devices accompanying the same, and which you are pleased to inform me her Majesty's government has seen proper to present to me as an acknowledgement for services rendered in saving the lives of the captain and crew of the English brigantine, C. W. E. R., of Halifax, in August, 1845. I accept, sir, with feelings of peculiar gratification, the medal as a gift of high consideration, and shall ever esteem it and the event it commemorates as the most fortunate circumstance of my life.

I remain, sir, most respectfully, your most obedient and humble servant.

CHARLES BUNTIN'





74 x

Four: Sergeant Henry Skedgell, Royal Marines

New Zealand 1845-66, reverse dated 1845 to 1847 (H. Skedgell. Pte. R.M., H.M.S. Racehorse) officially impressed naming; Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued; China 1857-60, no clasp, unnamed as issued; Turkish Crimea 1855, British issue, unnamed as issued, mounted for display, *good very fine or better* (4)

£2,800-£3,400

Provenance: Alan Hall Collection, June 2000.

36 New Zealand Medals issued with this Reverse date, all to H.M.S. *Racehorse*, of which 9 are to Royal Marines and 2 to Naval Officers.

**Henry Skedgell** was born in 1829 in the parish of Halwell, near the town of Totnes, Devon. He was a labourer prior to enlisting in the 115th Company of the Portsmouth Division, Royal Marines on 17 November 1842, aged 23 years. On attesting he received a bounty of £3.17s.6d. Following recruit training he served aboard his first ship H.M.S. *Caledonia* from 4 July to 29 November, 1844. He was then transferred to *Racehorse* which sailed to join the Pacific Station. He served in this vessel from 24 December 1844 to 24 August 1848. During this time he was landed in New Zealand, North Island for service on shore with the ship's Naval Brigade, commanded by Commander J. Hay of the *Racehorse* and under the overall Command of Captain Graham of the *Castor*. The Marine Detachment was under the Command of Captain Langford R.M. of the *Castor*. The Naval Brigade took part in numerous battles, actions and skirmishes including 'Bats Nest' against Chief Ricape Kapeka in December 1845 and January 1846, and also in the up-river actions at Wagnanui in the South Island in December 1846 (ADM 1/5579 refers).

On the return of *Racehorse* to England he was paid off to the Plymouth Division on 25 August 1848. He next embarked aboard *Arethusa* on 22 January 1849, and remained in this ship for five years until 15 January 1855, when he returned to the Plymouth Division. Whilst aboard *Arethusa* he was landed with the Royal Marine Brigade on shore and served in the trenches before Sebastopol during 1854-55. His services on shore being recognised by the award of the Queen's Crimea Medal with clasp 'Sebastopol'

and the Turkish Crimea Medal. Whilst aboard *Arethusa* he was promoted to Corporal on 1 March 1855. On paying off from *Arethusa* in January 1855 he served on shore with the Plymouth Depot until he embarked aboard *Centurion* on 6 April 1856. After 22 days aboard this vessel he was returned ashore before joining *Hogue* on 24 May 1856. He served in this vessel for just over two years and disembarked to the Plymouth Division on 28 February 1858.

On 1 March 1858 he joined *Nile* for passage to *Sans Pareil*, serving on the China Station where he took part in the closing operations of the Second China War 1857-60, receiving the Second China War medal without clasp, and promotion to Sergeant on 7 January 1860. He landed from *Sans Pareil*, as part of the Royal Marine Brigade that saw service in Mexico, 10 November 1861 to 21 April 1862.

He next embarked aboard *Terror*, 22 April to 14 May, 1862, transferring to *Nile*, 15 May to 23 July, 1862, and then to the receiving ship *Imaum* based in Jamaica prior to joining *Aboukir* on 26 August 1862. He continued to serve in this vessel until 4 April 1865, when he was pensioned ashore having completed 22 years and 173 days service, of which 17 years 235 days were afloat and 5 years 305 days were on shore. He appears to have failed to have been recommended for his Long Service & Good Conduct Medal, despite very good and exemplary character assessments.

Sold with copied record of service.





## 75 x

New Zealand 1845-66, reverse dated 1847 (**F. M. Johnson, Bos. Mate, H.M.S. Inflexible**) officially impressed naming, small edge bruise, otherwise extremely fine and rare £2,400-£2,800

Provenance: Alan Hall Collection, June 2000.

Only 20 Medals issued with this reverse date, 5 Officers, 9 ratings and 6 Royal Marines, all serving aboard H.M.S. *Inflexible*.

**Frederick Johnson** (alias John Johnson) was born in the Parish of Stoke Charles, near Plymouth, Devon. His date of birth is not recorded on his service sheet, but assuming that he was aged 55 when he retired in August 1872 as a 1st Class Bosun this would suggest that he was born in 1818. This fits well with him joining his first recorded ship H.M.S. *Partridge* on 25 September 1839, as an Able Seaman, aged 21. He served on *Partridge* for three years 176 days, of which 113 days were surprisingly in the rate of Musician. He paid off from *Partridge* on 26 June 1843, and signed on aboard *Penelope* on 14 October as Able Seaman. Two weeks later he was rated Captain of the Main Mast. He continued to serve in this rate until paid off on 20 May 1846, having spent two years 49 days on board.

On 13 July 1846, he joined *Inflexible* as a Bosun's Mate and in this vessel sailed for the Pacific. Whilst aboard *Inflexible* a small Naval Brigade was landed for service on shore in New Zealand and took part in a number of skirmishes in support of the military operations and fought in the battle of Wanganui on 19 May 1847. On *Inflexible*'s return to England he paid off on 28 September 1849. By Admiralty Order No. 2348 he was allowed to change his name to Frederick H. Johnson. He was appointed a Bosun 3rd Class on 29 September 1849, and in this rank he joined *Poictiers* and served in this vessel for nearly a year before leaving her on 30 August 1850. He subsequently served aboard the following ships; *Cumberland*, 31 August 1850 to 6 January 1851, *Boscawen*, 7 January 1851 to 26 August 1852, *Daring*, 27 August 1852 to 24 October 1856, and *Wellesley*, 25 October 1852 to 27 January 1857. Whilst in the latter vessel he was promoted to Bosun 2nd Class on 28 January 1857. He then served aboard *Cressey*, 9 March to 24 April 1859, *Cadmus*, 10 May 1859 to 26 July 1860, *Imaum*, 27 July to 27 September 1860, and *Wellesley*, 28 September 1860. Whilst in this ship he was promoted to Bosun 1st Class on 17 July 1862. In this rank he served aboard *Royal Oak*, 30 April to 20 May 1863, *Wellesley*, 21 May 1863 to 5 January 1865, *Pembroke*, 6 January 1865 to 31 December 1867, *Wellesley*, 1 January to 31 March 1868, *Cumberland* 1 April to 31 December 1868. His last appointment was to Reserve on 1 January 1869, and on 31 August 1872 he was invalided to shore. His service records shows that he served in total 27 years 93 days of which 17 years 248 days were as a Warrant Officer.

Sold with copied record of service.



76 x

The Punjab campaign medal to Lieutenant Wilmot Christopher, Indian Navy, mortally wounded during the siege of Mooltan Punjab 1848-49, 1 clasp, Mooltan (Lieut. W. Christopher, Ind. Flot.) officially impressed naming, good very fine £4,000-£5,000

**Wilmot Christopher** entered the Indian Navy as a Midshipman in January 1829 and was employed in the Red Sea Survey aboard the *Benares* between October of that year and April 1834, being one of just three officers still fit for duty when the survey returned. Quickly re-employed aboard the same ship, he continued with survey work in the Maldivian Islands, but sickness once more struck down the crew. Christopher and Lieutenant Young volunteered to stay behind and continue the Survey's work but they too soon fell ill with fever. As a result of the dedication of the Government Missionaries who nursed them, both men recovered, and Christopher used the opportunity to compile a vocabulary of the Maldivian language which was published in the *Journal of the Royal Asiatic Society*.

Next employed under Lieutenant Powell, he participated in survey work in the Gulf of Manaar and along the coast of Madura, his account of Adam's Bridge and Ramisseram, with a plan of the Temple, appearing in the *Journal of the Bombay Geographical Society*. Promoted to Lieutenant in 1839, he commanded the brig *Tigris* during her voyage from Aden to Zanzibar in early 1843, and from there was despatched by Captain Haines, the celebrated Political Agent, with the returning Envoys of Seyyid Said, the Imaum of Muscat, to make an examination of the coast to the north, the portion between Brava and Ras Hafoon being utterly unknown except for the running surveys of Captain Owen. Making a journey into the interior, he discovered a 'noble river' to the northward of the Juba or Govind River, which he named after Captain Haines. Extracts from Christopher's journal, together with a map, were published by the *Royal Geographical Society*.

The opportunity for service of a more military nature presented itself with the appointment of Christopher as Assistant Superintendent of the Indus Flotilla during the first siege of Mooltan in 1848. He already had an intimate knowledge of the rivers of the Punjab, having in the previous year ascended the Indus, Sutlej and Chenab in the steamer *Meeanee*, and made good use of

this experience by persuading Sir Herbert Edwardes to let him join one of his hastily raised Levies. His benefactor takes up the story: 'Another volunteer went with me into the Field, and assisted me greatly in carrying orders - poor Christopher, of the Indian Navy, whose zeal proved fatal to him so shortly after! On this occasion he rode about with a long sea telescope under his arm, just as composedly as if he had been on the deck of his own vessel... On the night of the 9th September, it became necessary to dislodge the enemy from a position they had taken up among some houses and gardens in front of the trenches. Captain Christopher had, from his first arrival with the steamers at Mooltan, shown the usual willingness of his profession to co-operate with his brother officers on shore. On the night in question he had once already conducted some reinforcement. And then another came up, with no guide. "Will no one show us the way?" asked the officer of the party, looking round on the tired occupants of the trenches. "I will," replied Christopher, and, putting himself at their head, steered them with the steadiness of a pilot through ditches and gardens under a roaring fire of musketry. A ball hit him in the ankle, and shivered the joint to pieces.'

Christopher's wound necessitated the amputation of his leg, but mortification set in, and after a month's intense suffering he succumbed to his wound on the 8th October 1848. To continue Edwards' narrative: 'A few weeks later he was borne by the grateful British soldiers to a rude grave beside a well, near the village of Sooraj Khoond, and I myself read the service over him. A better or braver man fell not beneath the walls of Mooltan.'

A second Punjab medal to Lieutenant Christopher was sold in the Brian Ritchie Collection, Dix Noonan Webb, September 2005.

Sold with related miniature medal, a silhouette of his brother Commander Thomas Barradaile Christopher, R.N., and privately published book '*The Family of Christopher and some others*', printed for private circulation only, William Pollard & Co., Exeter, 1933.



THE FAMILY OF  
CHRISTOPHER  
and some others





## Naval Medals From the Collection of the Late Jason Pilalas



**77** x

**Pair: Sergeant William Henniker, Royal Marines**

Royal Navy L.S. & G.C., Anchor obverse, reverse inscribed, (W. Henniker, Serjeant, Chatham Division, Royal Marines, 22 Years, January 1840) fitted with scroll suspension; Royal Marines Meritorious Service Medal, V.R., dated '1848' below the bust (Serg. W. Henniker, R.M. 16 Jan. 1849) officially engraved naming, mounted for wear, *heavy contact marks, good fine and rare (2)* £4,000-£5,000

*Provenance:* John Tamplin Collection, Dix Noonan Webb, December 2008.

Just 39 Royal Marine M.S.Ms. with '1848' dated obverse issued, Henniker being the first listed recipient and one of only two recorded in combination with Anchor type L.S. & G.C. medal.

**William Henniker** was born in about 1799 in the Parish of Boughton, near Faversham, Kent. On 5 March 1818 he enlisted into the Royal Marines at Rochester, aged 19 years. On 5 January 1841, having served 'upwards of twenty-two years with irreproachable character', and that his service 'has been distinguished by his good conduct', he was recommended for the Naval Long Service and Good Conduct Medal. This was approved by the Lords Commissioners on 11 January, and he was awarded a gratuity of £15 and the Medal. At the time he was in the Chatham Division of the Royal Marines. Henniker continued to serve, and on 24 April 1849, having had 31 years service, he was awarded the very first Royal Marines Meritorious Service Medal together with an annuity of £15 from that date. At the time he was ranked as a Sergeant, with the appointment of Drum Major, serving in the 17th Company Royal Marines. William Henniker died on 11 July 1876.

Sold with full copied research.



78 x

The G.C.B. pair awarded to Admiral Sir George R. Lambert, Royal Navy, 2nd in command of the expedition to Rangoon during “Commodore Lambert’s War” 1852-53

The Most Honourable Order of the Bath, G.C.B. (Military) Knight Grand Cross, breast star, silver, gold and enamels by Garrard & Co., circa 1860-70, fitted with gold pin for wearing; India General Service 1854-95, 1 clasp, Pegu (G. R. Lambert. Commodore 1st Cls. “Fox”) nearly extremely fine (2) £3,000-£4,000

**George Lambert** was Second-in-Command of the expedition to Rangoon (Second Burma War 1852), and was blamed for the start of the war. Commodore Lambert, ‘a short-tempered and impetuous Naval Commander’, dropped anchor off Rangoon on 27 November 1851 and met a number of merchants who complained that the treaty made with Burma in 1826 was being disregarded. Lambert is reported as having gone out of his way both to humiliate the Burmese and to create a situation where war was inevitable. Subsequently, ‘in his heavy handed way’, he illegally ordered the seizure of the King’s yacht, which resulted in the Burmese opening fire on British vessels: ‘And so began Commodore Lambert’s War, a consequence of his arrogance and hot temper’.

The government later published its *Blue Book* to justify the war ‘when an outcry followed in Parliament, [and] declared that Lambert himself bore responsibility for the succession of hostile acts which unfortunately both sides had undertaken’ (*The Burma Wars 1824-66* by George Bruce refers). Despite his role in starting the conflict, Lambert was made K.C.B., and was raised to G.C.B. in 1865. He became a full Admiral in 1863 and Commander-in-Chief at the Nore in June of that year. He died in 1869.



79 x

**An extremely rare Arctic M.S.M. pair awarded to Quarter Master John Davis, H.M.S. Investigator**

Arctic 1818-55, unnamed as issued; Arctic Meritorious Service Medal, Arctic Expedition 1854 (John Davis, Qr. Mr., H.M.S. Investigator) fitted with scroll suspension, *very fine and better* (2) £10,000-£14,000

*Provenance:* Formerly in the collection of Captain Douglas-Morris who owned both known examples.

One of only four Arctic Meritorious Service Medals awarded, with all recipients belonging to the *Investigator* on its historic voyage of 1850-53 which resulted in the discovery of the North West Passage. The Arctic Meritorious Service Medal is the first officially awarded medal for service in the Arctic and paved the way for the Arctic Medal 1818-55 which was instituted in May 1857 (vide *Naval Medals 1793-1856* by Captain K. J. Douglas-Morris).

**John Davis/Davies**, born at Teignmouth, Devon, joined the Navy aboard H.M.S. *Poictiers* in September 1842 as an Ordinary Seaman at the age of 21. He was advanced to the rate of Quarter Master on 15 April 1853, aboard the ice-bound *Investigator* in Mercy Bay - a few days after the crew had been visited by Lieutenant Pim from H.M.S. *Resolute* bringing news of their impending rescue. A medical survey was carried out on the *Investigator's* crew a month later, revealing that John Davies '... has been 93 days under treatment for scurvy, 55 days in 1853 and 38 days in 1852. The gums are now tumid, livid and suppurating ...' On 17 October 1854, soon after John Davies had returned home to England aboard H.M.S. *North Star*, he left the Navy after serving some 12 years.

His advancement to Petty Officer status in the latter part of *Investigator's* Commission caused a small problem when the apportionment of the £5,000 Parliamentary gratuity were being calculated. The Accountant General requested instructions from the Admiralty Board as to whether John Davies should share in the Parliamentary Grant as an A.B. or Quartermaster. The decision was minuted in customary laconic style '... to share as an A.B. ...', dated 7 November 1855. Thus his share was reduced from that due to a Q.M. of £87-8-4 to that for an A.B. of £29-1-5. If John Davies had left the navy with the expectation of receiving a small fortune, he must have been disappointed indeed.





## 80 x

### A most attractive campaign and life saving group of five awarded to Captain William Howorth, R.N., Inspecting Commander, H.M. Coastguard Penzance

Baltic 1854-55 (W. Howorth, Mte. Comr. 2 Divn. M.V.); China 1857-60, no clasp (Lt. & Comr. W. Howorth, H.M.G.B. Weazel) fitted with replacement wire suspension rod; Royal Humane Society, large silver medal (successful) (William Howorth, Actg. Mate H.M.S. Blazer 24 Aug 1855); Royal National Lifeboat Institution, V.R., silver medal (Captain William Howorth, R.N. Voted 6th Feby. 1873); **Norway**, Medal for Brave Deeds, silver, the first three medals mounted on a triple brooch bar, as worn, all five medals have a frosted silvered finish and have been glazed in a fashion similar to the Army and Navy gold medals, *glass lunettes cracked on the reverse of the Baltic medal and obverse of the Norwegian award, otherwise generally extremely fine* (5) £3,000-£4,000

**William Howorth** was appointed a Naval Cadet in August 1847 and promoted Sub-Lieutenant on 22 October 1853; Lieutenant, 31 January 1856; Commander, 19 January 1867; Retired Captain, 3 February 1879.

He served in the Baltic during the Russian war; several times engaged with pirates, in 1861-62, in China (China medal); has received "The Norwegian Medal for Civic Deeds."

His record of service notes:

20 August 1855, gazetted as having had charge of the Second Division of Mortar Vessels at the bombardment of Sweaborg.

3 October 1855, Vice Admiral Dundas especially reporting his gallant and noble conduct in jumping overboard and saving the life of a seaman. 31 October 1855. promoted to be an acting Lieutenant, his subsequent conduct having been favourably reported upon.

3 July 1861, Foreign Office enclosing thanks of the American Government for services rendered to the *Leonidas* ship.

9 December 1861 reporting that the *Weazel* had grounded through neglect, but that Lieut. Howarth being a very good and attentive officer he had only reproved him. 7 October 1871, *Achilles* additional for Coast Guard at Penzance.

Royal Humane Society, silver medal: '24th August 1855 - Seized a life-buoy, jumped overboard, swam to Patrick Ryan, seaman, who had fallen into the sea off Gattland, and supported him until a boat arrived.'

Royal National Lifeboat Institution, silver medal, Voted 6 February 1873: William Howorth, Captain, R.N., Inspecting Commander H.M. Coastguard, Penzance.

26 January 1873: During a heavy southerly gale and high seas in Mount's Bay, the Norwegian brig *Otto* was driven ashore at Eastern Green, Penzance Bay, Cornwall. The lifeboat *Richard Lewis* was launched through heavy seas, reached the wreck and took off the eight crewmen.

2 February 1873: When the seas were running very high, the French vessel *La Marie Emilie* of L'Orient ran ashore with waves rolling over her, and the lifeboat, in trying to get to her, was driven back twice and had seven oars broken. Two more attempts resulted in the lifeboat being dashed against the wreck each time, but on the third attempt all four crewmen were saved.

Howorth received the Norwegian medal in recognition of his services to the Norwegian brig *Otto* on the above occasion. Captain Howorth died on 22 February 1881, his widow being granted a pension of £80 per annum.



## 81 x

Five: Captain G. A. E. Ridge, Royal Navy, later Inspecting Commander of Coast Guard

Baltic 1854-55, unnamed as issued; Crimea 1854-56, 2 clasps, Inkerermann, Sebastopol (Lieut. G. A. E. Ridge. H.M.S. Diamond) contemporary engraved naming in the style of *Hunt & Roskell*; **Ottoman Empire**, Order of the Medjidie, 5th Class, silver, gold and enamel; Turkish Crimea 1855, British issue, fitted with "oral scroll suspension; Royal National Institution for the Preservation of Life from Shipwreck, G.I.V.R., silver, with uniface double-dolphin suspension (Capt. G. A. E. Ridge R.N. Voted 6 April 1860) mounted for display, *good very fine or better* (5) £1,200-£1,600

Provenance: Alan Hall Collection, June 2000.

R.N.L.I. Silver medal Voted 6 April 1860: Captain G. A. E. Ridge R.N., Inspecting Commander H.M. Coast Guard, Newcastle, County Down.

'14 December 1859: The Austrian brig *Tikey* was wrecked off St John's Point, Dundrum Bay, Co Down, northern Ireland, and her boat containing the crew capsized. A boat, manned by 12 men, put off to rescue them but also capsized. Captain Ridge then waded out through the surf and brought one of the men to safety.'

**George Agar Ellis Ridge** was born on 21 August 1824, passed his 'middle's' examination on 21 November 1843, and became Mate on 3 February 1846 of the *Albion* (90), Captain Nicholas Lockyer, attached to the Channel Squadron, and obtained his commission on 9 November 1846. His appointments were to *Imaum* (72) on 26 April 1847, receiving ship at Jamaica, Captain G. R. Lambert, *Vindictive* (50) on 25 June 1847, flag ship of Sir Francis William Austen, Commander in Chief in North America and the West Indies, and *Alarm* (26) on 5 October 1847, Captain Granville Gower Loch on the North American and West Indies station. In a letter of 21 February 1848, Captain

Loch reports on his gallantry in an engagement with the forces of the Nicaraguan Government. See also letter from Vice Admiral Sir Francis Austen of 5 March 1848. Gazetted for these services on 20 April 1848.

On paying off from *Alarm* on 17 May 1848, he was appointed to *Archer* on 12 April 1850. Commodore Fanshaw reports in a letter of 2 April 1851, on 'his good conduct at the destruction of an African town on the River Benin'. He was paid off from *Archer* on 15 November 1853, and joined *Diamond* on 12 December 1853, serving in the Baltic and Crimean campaigns. He was specially promoted to be a Commander for his services in the trenches before Sebastopol on 13 November 1854. See also letter from Rear Admiral Sir Edward Lyons of 12 January 1855.

He was appointed Inspecting Commander of Coast Guard on 22 February 1856. Appointed to Newcastle, County Down on 13 March 1856. Awarded Royal National Lifesaving Institute Silver Medal in 1860, he continued to serve in the Coast Guard Service until his sudden death on 23 December 1862.

Sold with copied record of service.





82 x

Five: Captain John Liddell, Royal Navy, who served with distinction in the Baltic and Crimean campaigns, and later commanded *Aurora* on the Canadian lakes during the Fenian uprising in 1866

Baltic 1854-55 (John Liddell, Mid. St George.) contemporary engraved naming; Crimea 1854-56, 2 clasps, Sebastopol, Azoff (John Liddell, Mid. Miranda); Canada General Service 1866-70, 1 clasp, Fenian Raid 1866 Commander J. Liddell, H.M.S. *Aurora*) impressed naming; **Ottoman Empire**, Order of the Medjidie, 5th Class breast badge, silver, gold and enamel; Turkish Crimea 1855, Sardinian issue, unnamed, contemporary copy by 'J.B.', mounted for display, *the first two very fine, otherwise nearly extremely fine* (5)

£1,800-£2,200

Provenance: Alan Hall Collection, June 2000.

**John Liddell** was born on 21 March 1838 and entered the Royal Navy as a Naval Cadet in 1852. Promoted Midshipman in 1854, he served aboard *Miranda*, Captain E. M. Lyons, during the Baltic Campaign. In May 1854 a small squadron of three ships comprising *Brisk*, *Eurydice* and *Miranda* were despatched to blockade the Russian port of Archangel and other ports on the Kola inlet. The Squadron served on this station for five months before returning to Portsmouth in October. The officers and men were later awarded the Baltic Medal.

In December 1854 the *Miranda* joined the Black Sea Fleet where Captain E. M. Lyons was to serve under his father Vice-Admiral Lord Lyons, Naval Commander in Chief. During the attack on Taganrog Midshipman Liddell served in *Miranda's* 1st Cutter in charge of Lieutenant J. F. C. Mackenzie who was also Second in Command of the Boat Expedition. His services during this commando type raid were favourably noted and he was Mentioned in the Despatch published in the *London Gazette* of 13 June 1855, Vice-Admiral Lord Lyons having previously favourably mentioned him in his letter dated 6 June 1855. For service in the Crimea he received the Medal with clasps 'Sebastopol', and 'Azoff' and was also awarded the Turkish Crimean Medal and the Order of Medjidie, 5th Class, being one of the most junior officers thus honoured. Having passed his examination he was promoted to Mate on 21 March 1857, and appointed to the Royal Yacht *Victoria & Albert* and on leaving this vessel received promotion to Lieutenant on 13 September 1858.

His first appointment as a Lieutenant was to *Nile*, Flagship North America and West Indies Station, which he joined in January 1859. Shortly afterwards he was transferred to the frigate *Doris*, March 1859. In January 1862 he was appointed Flag-Lieutenant to Vice-Admiral Sir Houston Stewart, Commander in Chief Devonport flying his Flag aboard Royal Adelaide. He was much praised by Admiral Stewart and

on leaving the ship he was specially promoted on 3 November 1865, to Commander at the very young age of 27 years.

In December 1865 he underwent a Steam Course and obtained a 2nd Class Certificate and, in March 1856, he was appointed 2nd in Command of the Steam Frigate *Aurora*, Captain A. F. R. De Horsey, serving with the North American and West Indies Squadron. Following the Fenian uprisings in Canada in May 1866 *Aurora* was detached for service on the Canadian Lakes, Captain de Horsey became the senior naval officer. The officers and men from *Aurora* were used to man the smaller gun boats patrolling the Canadian Lakes. This service was recognised in 1899 by the award of the Canada General Service Medal with Clasp 'Fenian Raid 1866'.

On paying off from *Aurora* in December 1867 he spent a short period on shore before being appointed in March 1870 to the Coast Guard Service, where he served as Divisional Inspecting Officer at Exmouth and later Swanage. In January 1873 he was appointed to the Command of the Steam Gun Vessel *Swallow*, serving on the North American and West Indies Station. On paying off from *Swallow* in October 1873 he somewhat surprisingly took the decision to retire with the rank of Captain at the comparatively young age of 35 years, ending what had seemed to be a very promising career. His death at the age of 74 years was announced in *The Times* of 25 July 1912 as follows:

'Captain John Liddell who died on 23 July 1912 aged 74 years spent the greater part of his 20 years service in the Royal Navy aboard sailing ships. He saw service in the Baltic and Crimean Campaigns, in the latter he was twice gazetted for his services at Taganarog and received the Order of the Medjidie 5th Class, He was in Command of HMS *Aurora* on the Canadian Lakes during the Fenian Uprising in 1866. At his own request he retired from the Royal Navy in October 1873.'

Sold with copied record of service and other research.



**83** x

Crimea 1854-56, no clasp (**Thos. Scott, R.N. H.M.S. Tribune. Six Times Under Fire**) contemporary engraved naming, edge bruise, very fine £160-£200

*Provenance:* Captain Douglas-Morris collection, Dix Noonan Webb, October 1996 and June 1998.

**Thomas Scott** served aboard *Tribune* as an Assistant Engineer.





## 84 x

Five: **Commander Hon. Henry Baillie-Hamilton, Royal Navy, one of the small Naval Brigade to land in South Africa in 1851**

South Africa 1834-53 (Midshipman H. Baillie.); Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued; **Ottoman Empire**, Order of the Medjidie, 5th class breast badge, silver, gold and enamel; Turkish Crimea 1855, Sardinian issue, unnamed; **International**, Sovereign Military Order of St. John of Jerusalem, Rhodes & Malta, Knight of Honour and Devotion neck badge, 110mm including crown and ribbon bow suspension x 52mm, silver-gilt and enamels, the second polished, *otherwise nearly very fine or better* (5) £2,400-£2,800

*Provenance:* Alan Hall Collection, June 2000.

Only 8 Royal Navy and 2 Royal Marine officers were landed in British Kaffraria in 1851 as part of a small Naval Brigade.

**Henry Baillie** was born on 29 August 1832, the fourth son of George Baillie who, in 1859, became the 10th Earl of Haddington, and assumed the additional name of Hamilton as well as the Honourable title.

He entered the Royal Navy as a 1st Class Volunteer in 1847 and in 1849 he was appointed to H.M.S. *Castor*, Commodore Christopher Wyvill, attached to the Cape of Good Hope Squadron. In 1851 he was a member of the 126 strong Naval Brigade landed to support the Army in South Africa. In a letter from Commodore C. Wyvill, dated 27 December 1851, he is recorded as having 'Behaved with the greatest credit whilst co- operating with the Army during the War in British Kafferria' and ordered to be noted for favourable consideration for promotion when he passes for Lieutenant.

Appointed to the steamer *Spiteful* in 1853 and was present in the Black Sea during the first great bombardment of Sebastopol in which action he received a deep lacerated wound in the upper and back part of the thigh from a fragment of a rocket. He was Gazetted on 3 November 1854, as having been severely wounded. He served aboard *Spiteful* throughout the entire Crimean campaign. On passing his examination he was promoted to Mate in February 1856. He received the Turkish and British Crimea Medals, the latter with clasp 'Sebastopol' and the Order of Medjidie 5th Class, being at the time one of the youngest officers to receive this honour.

In November 1857 he was appointed Mate of the steamer *Ardent*, Commander John H. Cave, on the West Coast of Africa. In a letter of 11 February 1858, Rear Admiral the Hon Sir Frederick Grey, K.C.B., Commander in Chief Cape of Good Hope and West Coast of Africa reported favourably on his conduct whilst engaged with the Soosos Chief in operations on the Coast of Africa. In recognition of this service he was specially promoted to Lieutenant on 25 April 1858. In April 1859 he was appointed Lieutenant of *Cresset*, Steamer; Captain the Hon Charles Elliot C.B., Mediterranean, followed in 1862 by *Imperieuse*, Flag Ship East Indies and China, Rear-Admiral Sir James Hope K.C.B.; and in 1864 *Victoria*, Flag Ship Mediterranean, Vice Admiral Robert Smart K.C.B. K.H. On 6 January 1866, he was dismissed from *Victoria* by sentence of Court Martial and sentenced to lose one year's seniority as a Lieutenant.

He was next appointed in June 1866 to the *Royal George* Captain Thomas Tiller, Coast Guard Service, Kingstown. In May 1869 he was severely reprimanded for slipping the anchor cable of *Royal George* on the occasion of the Whitsuntide Review. On paying off from *Royal George* in December 1869 he remained on shore until he retired at his own request on the 10 January 1871, with rank of Commander. He became a Justice of the Peace for Berwickshire and for philanthropic services he was created a Knight of Malta in 1883, dying in 1895.





85 x

**The outstanding group of five awarded to The Reverend Edward A. Williams, Chaplain of the *Pearl* in the Indian Mutiny, being frequently mentioned in despatches; he was author of *'The Cruise of the Pearl round the World, with an account of the operations of the Naval Brigade in India'*, published in 1859**

Baltic 1854, unnamed as issued; Indian Mutiny 1857-59, no clasp (Rev. Edwd. A. Williams, Chaplain. Pearl.); Jubilee 1887 with bar 1897; Coronation 1902; Coronation 1911, *light contact marks to the first two, otherwise good very fine and better* (5) £4,000-£5,000

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, October 1996.

**Edward Adams Williams** was born on 26 March 1826, the second son of Henry Williams of Glasthule, Co Dublin, whose ancestor settled at Rath Kool when William III carried on a successful campaign in Ireland. His mother, née Esther McClure, was a descendant of two Huguenot families, de la Cherois and Crommeline, who were invited by William III to settle in County Antrim and improve the damask manufactures. He graduated from Trinity College, Dublin, in 1848, obtaining the Divinity Testimonial. Ordained by the Bishop of Worcester and subsequently, in 1849, given the curacy of Lye, Worcestershire. He joined the Royal Navy when appointed as the Chaplain of H.M.S. *St George* on 3 March 1854, seeing service in the Baltic campaign of 1854. He received the additional rank of Naval Instructor on 25 April 1855, and a month later was re-appointed to H.M.S. *Hawke* as her "Chaplain & Naval Instructor", and was present at the attack on the forts in the Gulf of Riga during 1855, earning the Baltic Medal.

He was appointed as the ship's Chaplain to H.M.S. *Pearl* on 3 May 1856, and served the whole time ashore with *Pearl's* Naval Brigade prior to being 'paid off' on 15 January 1859. From 27 November 1857 *Pearl's* Naval Brigade became the only wholly European manned part of the Sarun Field Force. The Reverend Williams was Mentioned in Despatches on the following occasions: by Captain E. S. Sotheby, R.N., in letters dated 28 December 1857, 1st March, 9th March and 29th April 1858, and also by Colonel F. Rowcroft, Commanding Sarun Field Force, on 22nd February and 6th March 1858.

He subsequently served aboard H.M. Ships *Royal Adelaide*, Reserve Depot Ship, Devonport (1860-62), and *Impregnable*, Training Ship, Devonport (1862-64). His final sea appointment was aboard H.M.S. *Cadmus* on the North America and West Indies Station commencing 28 February 1865. His last naval appointment was to H.M.S. *Excellent*, Gunnery Training Ship at Portsmouth, on 4 April 1868. In 1872 he was appointed Secretary of the Church Missionary Society for the Metropolitan District. From 6 March 1875 he became the Chaplain serving with the Royal Marine Artillery, Portsmouth, until 19 May 1880, when he was transferred to Sheerness Dockyard as the Chaplain for 18 months prior to serving in a similar capacity in Portsmouth Dockyard until retired in 1886 as the senior Chaplain, but not chosen to be the Chaplain of the Fleet. He received the appointment as Honorary Chaplain to Queen Victoria in 1898, retaining this similar honour to Edward VII and George V until he died at 5 Queen's Gate, Southsea on 13 April 1913 aged 87 years. He was buried at Highland Road Cemetery, Southsea on 16 April, but due to the inclement weather, with agreement of his relatives, the event was to a large extent shorn

of the ceremonial element. The coffin of polished oak, covered with a Union Jack, upon which was placed his stole, war medals and coronation honours and his badge as Honorary Chaplain to the King, was borne to the cemetery on a naval field-gun carriage drawn by bluejackets. It was preceded by a Naval firing party, who fired three volleys above his grave witnessed by mourners, who included a few veterans from the Crimean War and Indian Mutiny. The ceremony ended with a Naval bugler sounding the 'Last Post'.

Williams was author of *The Cruise of the Pearl round the World, with an account of the operations of the Naval Brigade in India*, published in 1859. Concerning the landing of the Naval Brigade, Williams claimed:

'This is, I believe, the only example of the Royal Navy leaving their ships, and taking their guns seven or eight hundred miles into the interior of a great continent, to serve as soldiers, marching and counter-marching for fifteen months through extensive districts, and taking an active part in upwards of twenty actions.'

Of the thirteen chapters of the book, eleven relate to the activities of the Naval Brigade. Prior to the ship's arrival at Calcutta on 12 August 1857, she had spent over a year after leaving England on a voyage which included the passage of the Strait of Magellan, the punishment of Peruvian revolutionaries who had plundered a British ship, and visits to the Sandwich Islands (Hawaii) and Hong Kong, where the *Pearl* stayed only a month before being ordered to Calcutta.

Thereafter Williams faithfully chronicled the movement up country of the Naval Brigade and the actions which it fought under Captain Sotheby's immediate command and in support of Indian Army units, but he had little to say concerning his own duties as chaplain:

'After parade came daily prayers, for the men of the Naval Brigade, which lasted about ten minutes. This custom not being unusual on board a "man-of-war" was continued throughout the campaign.'

He spoke of the war as "brutalising, in which quarter was neither given nor received. No European that fell into their hands could expect anything but a most cruel death... and therefore prisoners were not taken."

Williams was formerly Hon Editor of the *Anchor Watch*, and the last survivor of the founders of the Royal Naval Scripture Reader's Society, of which he had been the first Honorary Secretary when it was inaugurated at Devonport in 1860.



**86 x**

Indian Mutiny 1857-59, no clasp (**Commr. Edwd. Danvers, Hoorungotta Str.**) nearly extremely fine and extremely rare £1,400-£1,800

**Edward Danvers** entered into the employ of the Government, and in particular the Bengal Marine Department, on 1 December 1848. He was appointed Acting 3rd Officer of the steamer *Fire Queen*, and on 6 January 1852, Third Officer of the steamer *Enterprise*. On 26 May 1852 he was appointed Chief (later called Second) Officer of the steamer *Mohanuddy*; on 15 April 1854 to the *Shoe Gong* as Third Officer; and on 13 March 1856, in the same rank on the steamer *Fire Queen*. He was appointed Acting Commander of the *Goomtee* cargo boat on 21 June 1857.

His date of seniority as Acting Commander is given as 1 April 1857, and as Commander as 4 August 1858. In July 1858 he is shown as Commander of the Ferry boat *Benares*, and in October 1858 as Acting Commander of the steamer *Hoorungotta*. It was whilst in this latter vessel that Danvers qualified for his Indian Mutiny medal, one of only 4 officers and 4 seamen shown on the roll for this vessel.

The various directories show his subsequent appointments as Commander of the Inland steamer *Hoorungotta* in 1859-60, described as a vessel of 200 tons and 60 h.p., of the Bengal Marine; as Commander of the Government Inland steamer *Jaboona* in 1861, a vessel of 279 tons and 120 h.p.; as Commander of the Government steamer *Adjai* in 1863, a vessel of 292 tons and 60 h.p.; and as Captain of the steamer *Industry* in 1864, a 120 h.p. vessel belonging to the Bengal River Company, Ltd. Thacker's Bengal Directory of 1865 shows him as Assistant Superintendent of Police on the East Indian Railway, but his name does not appear after 1867.

Sold with research notes by John Tamplin.



**87** x

Indian Mutiny 1857-59, no clasp (**Commr. Wm. E. Sanderson, Myoo Ferry Boat**) nearly extremely fine and extremely rare £1,400-£1,800

**William Eggleston Sanderson** entered into the employ of the Government, and in particular the Bengal Marine, on 20 August 1851. He was appointed a Gunner's Yeoman on the steamer *Nemesis* on 22 February 1852. He is first shown in the *Bengal Directory* of 1855 as a Master Mariner, residing at 12 Kerr's Lane, Calcutta. In 1857 he is shown as Chief Officer of the steamer *Forbes*, and in 1858 as commanding the *Megna* and the *Myoo* steam ferry boats, presumably in succession. Sanderson took part in the suppression of the Indian Mutiny and at one stage 'he bravely resisted an attack on the boat at Gampur.' He received his Indian Mutiny medal as Commander of the *Myoo* Ferry boat, one of only two medals issued to this vessel, which was described as being of 40 tons. In 1861 he is shown as the Commander of the Tug steamer *Andrew Henderson*, but his absence from the directories of 1863 indicates that he probably died during 1862.

Sold with research notes by John Tamplin.





88 x

**A rare and important Victorian Naval group of seven awarded to Admiral Sir William Loring, K.C.B., Royal Navy, Commodore of the Naval Forces in Australia during the War in New Zealand 1860-61**

The Most Honourable Order of the Bath (K.C.B.), (Military) Knight Commander's set of insignia, comprising neck badge in 18 carat gold and enamels, hallmarked London 1874, and breast star in silver with appliqué centre in gold and enamels, the reverse fitted with gold pin for wearing; Naval General Service 1793-1840, 1 clasp, Syria (William Loring, Lieut. R.N.); Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued; New Zealand 1845-66, reverse dated 1860 (Commodore W. Loring, C.B., H.M.S. Iris) officially impressed naming; St. Jean d'Acre 1840, silver, unnamed, fitted with straight bar suspension and 'Syria' clasp; Turkish Crimea 1855, Sardinian issue, unnamed; **Ottoman Empire**, Order of the Medjidie, 3rd Class neck badge, silver, gold and enamels, small chip to Crescent suspension on this, the K.C.B. set with some chips to green enamel stalk on the star, otherwise generally with light contact marks, good very fine or better (8) £7,000-£9,000

Provenance: Alan Hall Collection, June 2000.

Only 6 medals issued to the Royal Navy with the reverse date '1860', Commodore Loring being the senior officer to receive one.

**William Loring**, the second son of Admiral Sir John Loring K.C.B., K.C.H., entered the Royal Navy in 1826 as a First-class Volunteer aboard the *Undaunted*. He afterwards served in the Mediterranean, at Home and in the East Indies aboard the *Alligator*, *Britannia*, *Melville* and *Wolf*. He passed his examination in 1832 and was promoted to Lieutenant in 1836. He saw service off the Coast of Syria in 1840 aboard *Carysfort*, and received the medal with clasp 'Syria' and the St Jean D'Acre Silver medal. He was promoted Commander in 1841 and Captain in 1848.

In the Crimean War he served in Command of *Furious*, and was present at the bombardment of Odessa and Fort Constantine in 1854, and Sebastopol and Kinburn in 1855. He received the Turkish and British Crimea Medals, the latter with Clasp 'Sebastopol' and was also awarded the Order of Medjidie 3rd Class. His services in the Crimea were further recognised by the award of the C.B. in 1855.

On promotion to Commodore 1st Class in 1860, Loring commanded the Naval Brigade in New Zealand during the 2nd Maori War. He was promoted Rear Admiral in 1866, Vice Admiral in 1871, Admiral in 1877, and Admiral of the Fleet in 1881. Having been created a K.C.B. in 1875, he died in 1895 aged 81.

His obituary in *The Times*, 7 January 1895, states:

'The death is announced at Ryde, Isle of Wight, of Admiral Sir W. Loring, in his 82nd year. He was the second son of Admiral Sir J. Wentworth Loring, was born at Fareham in 1813, and educated at Twyford and at the Naval College, Portsmouth. Entering the Navy he proceeded on active service in June 1827. He served on the coast of Syria in 1840-1, being present at the bombardment of St Jean D'Acre and the blockade of Alexandria, and was made Commander, R.N. by "special promotion" for his services under Sir Charles Napier and received the English and Turkish Medals. Again he received special promotions for the successful pursuit and capture of the notorious pirate Lin Gahn, on the coast of China. Subsequently he served at the siege of Sebastopol, Eupatoria, Kertch, Kinburn etc. He was Commodore on the Australian Station from 1856 to 1860, and at the same time in Command of the Naval Brigade at Taranaki during the New Zealand war, for which he received a Medal. From 1862 to 1866 he was Captain Superintendent at Pembroke Dockyard, and Rear Admiral Superintendent at Portsmouth Dockyard 1870-1. About this time he was promoted to the rank of Vice-Admiral and in 1877 rose to that of Admiral. He was made K.C.B. in 1875.'



89 x

New Zealand 1845-66, reverse undated (**H. F. Crohan, Midn. H.M.S. Iris 1860-61**) officially impressed naming, *light scratching to obverse fields, otherwise good very fine* £1,200-£1,600

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, October 1996.

Crohan's medal was issued on 9 November 1878. 72 medals (10 to R.N. officers, 49 to R.N. ratings, 1 to R.M. officer, and 12 to R.M. N.C.Os. and men) were awarded to H.M.S. *Iris* of which 34 are known, including 4 with undated reverses and 3 with reverses dated 1860. Crohan's medal is the only undated example known to a Royal Navy officer on H.M.S. *Iris* and is also a rare example with impressed dates on the edge, the issuing authorities having run out of dated reverse medals.

**Herbert Crohan** was born on 16 September 1841, and first entered as a Naval Cadet on 12 April 1855, aboard H.M.S. *Pylades*. He transferred to H.M.S. *Iris* in November 1856, to take part ashore (9 July to 11 October 1860) in the early stages of the Second New Zealand War as a Midshipman (seniority 12 April 1857) on the books of H.M.S. *Cordelia*. Promoted to Acting Mate in October 1860, immediately on return from shore to his proper vessel, H.M.S. *Iris*, he subsequently served aboard *Fawn* (1861-62), where he received promotion to Sub Lieutenant in January 1862, and later on *Pelorus* (1862-63) where he was promoted to Lieutenant in August 1862, followed by *Cadmus* (1865-68) and *Pheasant* (1871-73).

He was promoted to Commander in February 1873 and appointed to H.M.S. *Active*, 'additional' as a Transport Officer in October 1873 until May 1874. He was the Senior Transport Officer afloat at Cape Castle during the Ashantee Campaign 1874, receiving the Ashantee 1873-74 medal without clasp for services aboard H.M.S. *Active*. He completed his service aboard H.M. Ships *Flying Fish* (1874-78) and *Trincomalee* (1880-83), and then was with the Coast Guard Service until 1886. He retired with the rank of Captain on 19 September 1889, and died on 23 February 1892.





90 x

The New Zealand War medal awarded to Boatswain's Mate John Noakes, H.M.S. *Miranda*, who was very severely wounded while assisting Captain of the Fore Top Samuel Mitchell in the rescue of Commander Hay in the action at Gate Pah, 29 April 1864, for which Mitchell won the Victoria Cross and Noakes was mentioned in despatches

New Zealand 1845-66, reverse dated 1863 to 1864 (J. Noakes, Bos. Mate, H.M.S. *Miranda*) officially impressed naming, nearly extremely fine £4,000-£5,000

M.I.D. *London Gazette* 15 July 1864: 'Amongst the seamen I would bring to their Lordships' special notice Samuel Mitchell, Captain of the fore-top of "*Harrier*" doing duty as Captain's Coxswain: he entered the pah with Commander Hay, and when that officer was wounded, brought him out, although ordered by Commander Hay to leave him and seek his own safety. I would venture to suggest that this is a fair case for a Victoria Cross.' This was in due course awarded. 'John Noakes, Boatswain's Mate of the "*Miranda*," assisted Mitchell in getting Commander Hay out of the work, and was badly wounded (gunshot wound of left shoulder, very severely) while endeavouring to rally the men and prevent their retreating.'

By mid April 1864 about 200 Maoris had constructed a formidable work about three miles from Te Papa, known in history as the Gate Pah, a fortress which should have been easily reduced, since the defenders had neither guns nor access to water. Of the 1695 British men landed, some 429 were naval, but due to disastrous tactics and the quite disgraceful retreat of part of the 43rd Regiment, the losses were high, naval casualties amounting to 11 killed and 22 wounded.

**John Noakes** was born at Ramsgate, Kent, on 29 July 1830, and joined the Navy as a Boy 2nd Class aboard H.M.S. *Heroine* on 23 February 1847. Whilst in this ship he advanced through the rates to become Ordinary Seaman in March 1851 and joined *Dido* in July 1851, advancing to Able Seaman in May 1852 and to Leading Seaman in September 1855. He next joined *Impregnable* in September 1856, *James Watt* in November 1856, and *Boscawen* in April 1857, advancing to 2nd Captain of the Main Top in May 1857, and Captain of the Main Top in December 1857. In that rate he joined *Miranda* on 15 September 1860, becoming Boatswain's Mate on 1 January 1865. He left *Miranda* for *Cumberland* on 4 June 1865, and was discharged the service on 8 September 1865.



*Captain of the Fore Top Samuel Mitchell, H.M.S. Harrier carrying the wounded Commander Hay from the Gate Pah, 29 April 1864; he was aided by Boatswain's Mate John Noakes who was very severely wounded*



**91** x

New Zealand 1845-66, reverse dated 1865 (**Sub.-Lieut. John J. F. Bell, H.M.S. Brisk**) officially impressed naming, *lightly polished, otherwise good very fine* £2,400-£2,800

Provenance: Alan Hall Collection, June 2000.

13 Medals with this reverse date to the Royal Navy, including two officers, all to H.M.S. *Brisk*. A further 10 medals dated '1865' were issued to H.M.S. *Eclipse*, the supply of medals dated '1863 to 1865' having been exhausted.

**John Bell** was born on 30 September 1843. He entered the Royal Navy on 9 July 1857, when aged 13 years 9 months as a Naval Cadet and immediately went to sea aboard H.M.S. *Chesapeake*, and whilst in this ship he was promoted to Midshipman on 1 August 1859. On leaving *Chesapeake* he was next appointed to *Nile*, January 1860, and in April 1862 he was loaned to *Hydra* for three months. He returned to *Nile* in July 1862 and whilst continuing to serve in this ship he was promoted to Acting Sub Lieutenant on 23 March 1863, and later confirmed in this rank with seniority of 20 March 1864. On paying off from *Nile* he joined *Excellent* in April 1864 for a course of studies and examination. On passing out he was appointed to *Brisk* for service on the Australian Station. During the two years he served in *Brisk* he was landed in New Zealand as part of the Naval Brigade which took part in the closing actions of the Second New Maori War. During September and October 1865 the Naval Brigade took part in the actions at Opotiki and Poverty Bay. On 20 September 1865, Captain John Luce praised his conduct in the operations against rebel natives at Opotiki and stated that 'he showed great coolness under fire'. On promotion to Lieutenant on 21 April 1866, he was transferred to *Curaçoa* as additional and for disposal. In September 1866 he was reappointed to *Brisk* and remained with the ship until paid off in January 1869. Next appointed to *Royal Adelaide* for eight weeks leave he then joined *Cockatrice* in July 1869. He remained in this ship for three years before paying off in March 1873. He was next appointed to *Pembroke* in November 1873 followed by *Sandfly* in November 1875 and *Duncan* in May 1878. In April 1882 he was posted to the Coast Guard Service and was stationed at Montrose. In 1886 he was transferred to *Whitstable*. He remained in this posting until placed on the Retired List (Age) with the rank of Commander, having served for 32 years. In September 1890 he was granted a Good Service Pension of £50.00 per annum. He died on 19 September 1900.

Sold with copied record of service and other research.





92 x

The Abyssinia medal awarded to Able Seaman G. G. Cousins, a member of the Royal Naval Rocket Brigade at the capture of Magdala

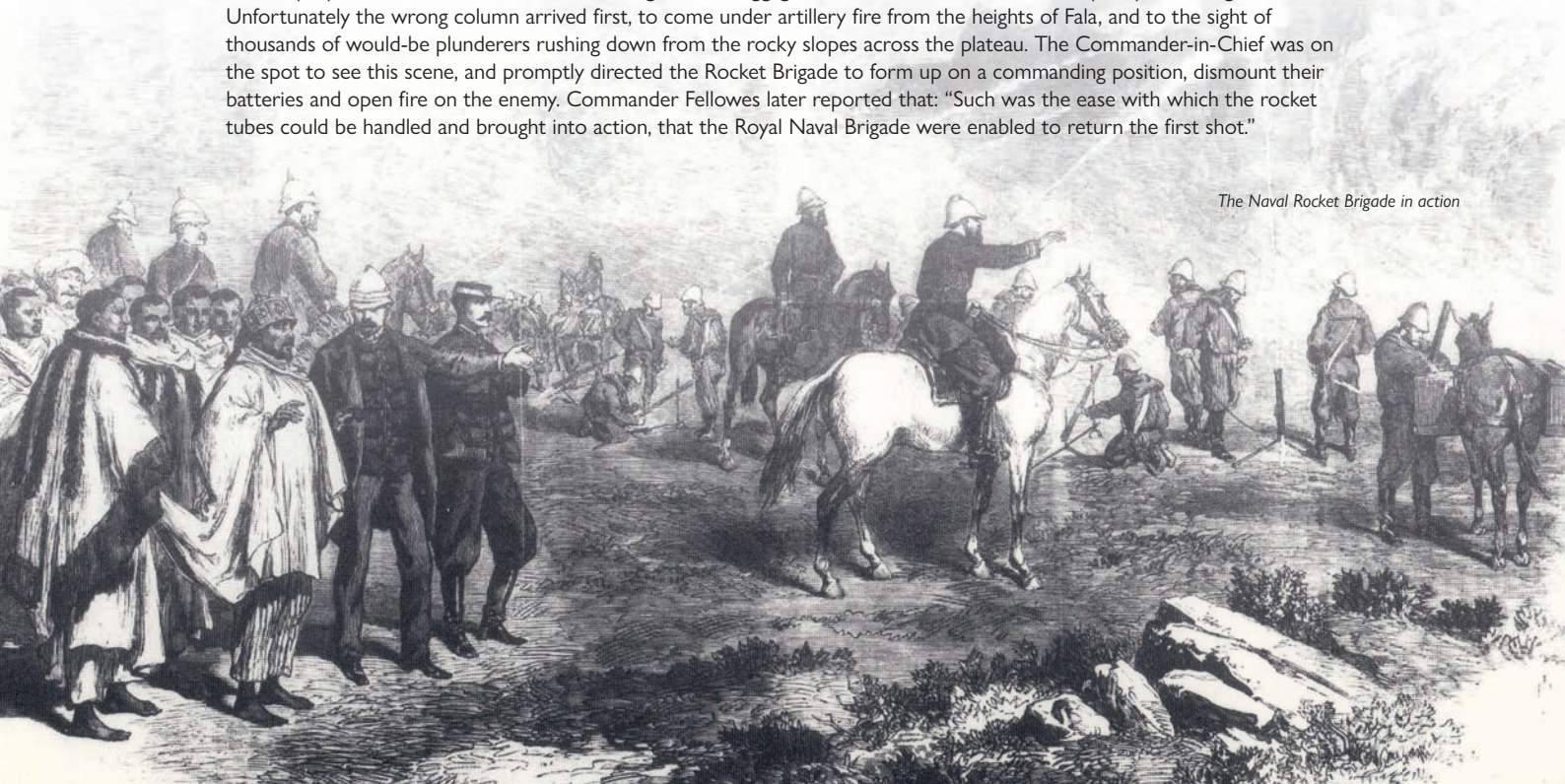
Abyssinia 1867 (G. G. Cousins. A B. H.M.S. Octavia.) suspension neatly re-affixed, very fine

£1,000-£1,400

Provenance: Morton & Eden, May 2006, American Numismatic Society, Ex J. Coolidge Hills Collection.

**Able Seaman George Cousins** is confirmed on the roll as a member of the Royal Naval Rocket Brigade, who trekked to Magdala and back under Commander Thomas H. B. Fellowes and was engaged at the battle of Arogee, and at the taking of Magdala.

The battle on Arogee plateau, beneath the rising rock mass leading through Fahla to the fortress of Magdala, took place on 10 April 1868. The First Brigade approached this plain by two steep routes, with the 4th Regiment committed to a most difficult perpendicular track, and the Rocket Brigade and baggage train allowed the easier but still precipitous King's Road. Unfortunately the wrong column arrived first, to come under artillery fire from the heights of Fala, and to the sight of thousands of would-be plunderers rushing down from the rocky slopes across the plateau. The Commander-in-Chief was on the spot to see this scene, and promptly directed the Rocket Brigade to form up on a commanding position, dismount their batteries and open fire on the enemy. Commander Fellowes later reported that: "Such was the ease with which the rocket tubes could be handled and brought into action, that the Royal Naval Rocket Brigade were enabled to return the first shot."



The Naval Rocket Brigade in action





93 x

**An outstanding Africa service campaign group of four awarded to Captain A. M. Gardiner, Royal Navy, mentioned in despatches in three separate campaigns and one of only ten officers to receive a later clasp to the Ashantee medal already in his possession**

Ashantee 1873-74, 1 clasp, Witu 1890 (Lt. A. M. Gardiner. R.N. H.M.S. Himalaya. 73-74.); South Africa 1877-79, no clasp ("Shah" Lieut. A. Gardiner. R.N. H.M.S.); Egypt and Sudan 1882-89, dated reverse, 1 clasp, Suakin 1885 (Lieut. A. M. Gardiner. R.N. H.M.S. Agincourt"); Khedive's Star, dated 1882, mounted for display, *very light contact marks, otherwise extremely fine* (4) £3,000-£4,000

Only 10 known Ashantee War medals to officers entitled to later East & West Africa Medal Clasps,

**Alexander Milne Gardiner** was born on the 14 November 1848. He entered the Royal Navy as a Cadet aboard the Training Ship *Britannia* on 11 March 1862. On passing out of *Britannia* he was awarded a 1st Class Certificate and gained 12 months sea time. On promotion to Midshipman on 20 June 1863, he was appointed to *Phoebe* and loaned for short periods of training to the following ships: *Victory*, August 1863; *Orontes*, *Trident*, *Queen*, and *Marlborough*, September 1863, and *Trident*, October 1863. He returned to *Phoebe* in October 1863 and remained in this vessel for nearly three years. He served next aboard *Lord Clyde*, June 1866 and during his service in this vessel he served short periods of instruction aboard *Royal Adelaide*, July 1866, and *Victory*, August 1866, returning to the *Lord Clyde* in June 1867. Whilst in the latter vessel he was promoted to Sub Lieutenant on 18 December 1867, having obtained a 1st Class Certificate in Seamanship and 3rd Class Certificates in Gunnery and Navigation.

He was next appointed to *Northumberland* in August 1868, and *Narcissus*, May 1870; in the latter ship he was promoted to Lieutenant on 7 February 1872. He then joined *Cambridge* in May 1873 for a Short Gunnery Course and in June 1873 he was then lent to *Indus* for the visit of the Shah of Persia.

In September 1873 he joined the troopship *Himalaya* and in this vessel he took part in the Ashantee War 1873-74, receiving the medal without clasp. Next appointed to the *Liffey* in April 1878 and then *Shah* in November 1878; in the latter vessel he saw service in the Zulu War and was awarded the medal without clasp.

On returning to England in November 1879 he was appointed to the *Duke of Wellington* for service as Transport Officer afloat aboard the S.S. *Ontario*. He next served in *Agincourt*, August 1880, and was present in this vessel in Egyptian waters during 1882 and received the Egyptian War medal without clasp. He was highly Commended by Rear Admiral A. Wilson 'For the

manner in which he commanded *Agincourt* for two months when the Commanding Officer was away sick, he had entire charge of the ship during a short evolutionary cruise'.

On leaving *Agincourt* he took command of the gunboat *Cygnet* in May 1884 and saw service at Suakin in the Red Sea. He was specially promoted to Commander on 17 August 1885, and mentioned in Commodore R. H. Molyneux's Despatch published in the *London Gazette* of 23 June 1885. 'The *Cygnet* was moored during the busiest time at the entrance of the harbour to enforce obedience to the port regulations framed for the occasion to prevent confusion or accident, a duty which was performed by Lieutenant Alexander M. Gardiner, commanding that ship with much tact and judgement'. His services were recognised by the award of the clasp 'Suakin 1885' which he added to his previously earned no clasp, dated medal.

On his return to England in October 1885 he joined *Duke of Wellington*, followed by *Cyclops* in July 1889, and was then appointed to the command of *Kingfisher*. Whilst in the latter vessel attached to the East Indies Squadron, he was landed in October 1890 as part of the Naval Brigade sent to punish the Sultan of Witu who had earlier murdered a party of Europeans. He was mentioned in Vice Admiral Fremantle's Despatch, *London Gazette* 6 January 1891: 'In Command of an Infantry Brigade, he showed himself able and efficient'. Being already in possession of the Ashantee Medal he received only the clasp 'Witu 1890', one of only ten officers to receive additional clasps to the Ashantee Medal.

His next appointment was to the command of the gunboat *Mistletoe*, January 1892, and to the *Raven* in July 1894. On 8 January 1896, he retired at his own request with the rank of Captain having served for 34 years. He died 21 June 1927, aged 78, his Obituary appearing in *The Times*, 25 June 1927.

Sold with copied record of service and other research.



94 x

**The superb campaign group of seven awarded to Paymaster Captain W. R. Dodridge, Royal Navy**

Ashantee 1873-74, no clasp (W. R. Dodridge. Clerk, R.N. H.M.S. Beacon. 73-74.); Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th July (W. R. Dodridge. Ast. Paymr. R.N. H.M.S. "Cygnet") rank officially corrected; India General Service 1854-95, 1 clasp, Burma 1885-7 (W. R. Dodridge, Asst. Paymr. R.N. H.M.S. Bacchante) officially impressed naming; Queen's South Africa 1899-1902, no clasp (St. Paymr. W. R. Dodridge, R.N. H.M.S. Gibraltar.); British War Medal 1914-20 (Payr. Mr. in Ch. W. R. Dodridge. R.N.); Coronation 1911, unnamed as issued; Khedive's Star, dated 1882, with Tokar clasp, unnamed as issued, mounted for display, *good very fine or better, the last very rare (7)* £2,600-£3,000

Provenance: Alan Hall Collection, June 2000.

Approximately 14 Tokar clasps issued to Royal Navy officers, including 7 to H.M.S. *Dolphin*.

**William Reid Dodridge** was born in Portsmouth, Hampshire, on 6 July 1853. He entered the Royal Navy as an Assistant Clerk in December 1870, was promoted to Clerk in December 1871, Assistant Paymaster in December 1874, Paymaster in June 1890, Staff Paymaster in June 1896, and Fleet Paymaster in June 1898. He reached the pinnacle of his profession on promotion to Paymaster in Chief in 1909, which rank was later changed to Paymaster Captain. He retired in 1911 after 40 years service including time spent on shore with Naval Brigades in Ashantee in 1873, in Burma during 1885 and in the Sudan in 1891.

The rare aspect of this group is not in the 4 different campaign medals, which are however not common, but in the 'Tokar' Clasp on the Khedives Star. No British medal was issued for the action at Tokar in the Sudan, which took place on 19 February 1891. Those officers and men from H.M. Ships *Dolphin* and *Sandfly* became entitled to an undated Star and Clasp, or Clasp only if already in possession of a Star for previous service. Dodridge was Paymaster of *Dolphin* from September 1890 to October 1893, during which period the ship assisted the Egyptian Army with transport duties at Tokar.

Recalled for service in World War I, he served on shore at *President* and *Fisgard*, and received the British War Medal. He died on 5 January 1928, aged 75.

Sold with copied record of service.





95 x

The rare Arctic medal pair awarded to Benjamin Ball, 1st Engineer of the Private Yacht *Pandora* in her voyage to Arctic Regions, June to November 1876

China 1857-60, no clasp, unnamed as issued; Arctic Medal 1875-76 (Benjn. Ball, 1st Engr. Pandora) mounted for display, *nearly extremely fine* (2) £4,000-£5,000

33 Arctic medals awarded to the crew of the *Pandora*.

**Benjamin Ball** was born at Landport, Hampshire, in March 1830. He earned his no clasp medal for the 2nd China War for service as a Stoker aboard H.M.S. *Adventure*. He had served previously as a Stoker aboard H.M.S. *Devastation*, 19 May 1851 to 26 June 1855, and aboard H.M.S. *Wye*, 27 June 1855 to 28 February 1857. His China medal was sent to Asia from which ship he was paid off on 10 May 1861.

Sold with copied medal roll extracts and some research notes.



96 x

The rare campaign pair awarded to Captain H. T. Wright, Royal Navy, who was mentioned in despatches for his services in Perak and later in South Africa where he commanded the Naval Brigade in Zululand 1877-78

India General Service 1854-95, 1 clasp, Perak (Lieut. H. T. Wright. R.N. H.M.S. "Modeste"); South Africa 1877-79, clasp, 1877-8 (Commr. H. T. Wright, R.N, H.M.S. "Active:)" small official correction to second initial on this, *good very fine* (2) £4,000-£5,000

Provenance: Alan Hall Collection, June 2000.

**Henry Townley Wright** was born on 28 March 1846. He entered the Royal Navy as a Cadet aboard the *Britannia* on 13 September 1859, when aged 13 years 6 months. He passed out of *Britannia* twelve months later and gained three months sea time. He joined H.M.S. *Liffey* in September 1860 and served aboard her for nearly two years, during which time he was promoted to Midshipman on 22 December 1861. In August 1862 he joined *Royal Adelaide* and was reappointed to *Liffey* in September 1862. He continued to serve in this ship until paying off in July 1865. On promotion to Sub Lieutenant on 21 July he joined the Royal Naval College at *Excellent* in November 1865 for a period of instruction and examination. On passing out of College in December 1865 he spent six months on shore prior to joining *Jason* in May 1866. He served in this ship until June 1868, having been promoted to Lieutenant on 3 April 1868.

In his new rank he was appointed to *Scylla* in April 1869 and served a four year commission on the Pacific station. On returning to England he was next afloat aboard *Modeste* on the East Indies Station which he joined in January 1874. During the two and a half years he served on this ship he took part in the Perak Expedition during 1875-6, raised to punish the murderers of the British Resident Mr J. W. Birch and several of his attendants at Passir Sala on 1 November 1875. Sultan Ismail was believed to have had a hand in the murders and had also been troublesome in recent months. Lieutenant Wright was landed with the Naval Brigade and fought onshore with the Laroot Field Force under Major-

General Colborne. He was gazetted with praise for the successful attacks on villages below Blanja (Malay Pirates) and for his services with the Naval Brigade attached to the Laroot Field Force and promoted to Commander for these services.

On leaving *Modeste* in June 1896 he was given the command of *Duncan* in September 1876, but transferred to *Tourmaline* in October 1876, serving on the Cape of Good Hope and West Africa Station. Whilst in this vessel he was frequently in action with slavers off Zanzibar. In July 1877 he was transferred to *Active* serving on the same Station. Whilst in *Active* he landed in Command of the Naval Brigade and fought on shore from September 1877 to June 1878. During this period the Naval Brigade fought at the battle of Quintana and took part in various operations against the Gealekas, Gaikas and other Kaffir tribes. For these services the officers and men who returned to their ship in July 1878 received the medal with clasp '1877-8'. Commander Wright was mentioned in Military Despatches with praise and recommended for promotion by General Sir A. Cuninghame for services with the Naval Brigade in operations against the Kaffirs.

On leaving *Active* in July 1878 he was transferred to *Flora* which he commanded until September 1881 when he was placed on shore on half pay until November 1884, when he served for two years in the Colonial Service until dismissed in 1886. He was placed on the Retired List on 17 September 1886, with the rank of Captain. He died on 11 November 1914.



Naval Medals From the Collection of the Late Jason Pilalas



*Blue Jackets and Marines polling British troops up the Perak River*



*Commander H. T. Wright and officer of H.M.S. Active 1878*



97 x

**An unusual Great War C.B. and Victorian campaign group of 12 awarded to Admiral Herbert Lyon, Royal Navy, who served with the Naval Brigades landed in Perak and in Zululand where he commanded a Gatling gun at Ginghilovo**

The Most Honourable Order of the Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamels; India General Service 1854-95, 1 clasp, Perak (H. Lyon, Midsn. H.M.S. "Charybdis"); South Africa 1877-79, 1 clasp, 1879 (Sub: Lieut: H. Lyon. R.N. H.M.S. "Boadicea."); 1914-15 Star (Capt. H. Lyon. R.N.R.); British War and Victory Medals, with M.I.D. oak leaves (Commre. 2 Cl.H. Lyon. R.N.R.); **Ottoman Empire**, Nichan-Imtiaz Medal, gold (Capt. H. Lyon R.N. 3rd Sept. 07.); **Ottoman Empire**, Nichan-Imtiaz Medal, silver (Capt. H. Lyon R.N. 3rd Sept. 07.); **Greece, Kingdom**, Order of the Redeemer, 3rd Class neck badge, gold and enamels, in its Lemaitre, Paris case of issue with neck ribbon, small enamel chip to reverse central cross; **Spain, Kingdom**, Order of Naval Merit, 3rd Class breast star, white model (special service), silver-gilt and enamels, in its Cejalvo, Madrid case of issue; **Spain, Kingdom**, Order of Military Merit, white model (special service), silver-gilt and enamels, in its José Mayor, Madrid case of issue; **Spain, Kingdom**, Order of Isabella the Catholic, 3rd Class neck badge, silver-gilt, gold and enamels, *the first two campaign medals with edge bruising and contact marks, nearly very fine, otherwise generally nearly extremely fine* (12) £4,000-£5,000

Provenance: Alan Hall Collection, June 2000.

**Herbert Lyon** was born on 28 December 1856, at Woodley, Pilkington, Lancashire. He was the son of A. W. Lyon J.P., of Abbots Clownholme, Rochester, Stafford, and was educated at Windlesham House, Brighton, and the Reverend H. Burney's Royal Academy, Gosport. He entered the Royal Navy as a Cadet aboard the Training Ship *Britannia*, which he joined on 15 January 1870, at the age of 13. On passing out in December 1871 he gained six months' sea time, and joined his first ship H.M.S. *Sultan* in December 1871, being promoted to Midshipman on 20 June 1872.

He was appointed to *Charybdis* in October 1873 for service with the East Indies Squadron, and served aboard this ship for nearly three years, seeing action on shore with the Naval Brigade during the Lingi and Lukat River expeditions, the Straits of Malacca, and at Perak. For these services he received the Indian General Service medal with clasp 'Perak'. On returning to England, Lyon joined *Topaz* in June 1878, having been promoted to Sub Lieutenant on 20 June 1876. Next appointed to *Excellent* in September 1877 for College and examination, on passing out he was awarded a 2nd Class Certificate in Seamanship and 3rd Class Certificates in Gunnery and Navigation.

In April 1878 Lyon joined *Boadicea* for service on the Cape of Good Hope Station and West Coast of Africa. Whilst in this ship he was landed in Zululand with the Naval Brigade, and served on shore from 19 March to 6 August, 1879. He was mentioned in Despatches by Commodore Sir Frederick Richards and recommended for promotion, having been in all of the operations leading to the relief of Ekowe and commanded a Gatling gun at Ginghilovo. For his services he was promoted to Acting Lieutenant on 21 January 1880 and appointed to *Flora*; he was later confirmed in this rank with seniority of 7 February 1880.

In September 1880 he joined *President* for study and examination; on qualifying, he joined *Garnet* in July 1891. As a Lieutenant he served aboard *Rifleman* from November 1881; *Himalaya* from May 1883; *Hercules* from September 1884; *Tourmaline* from August 1886; *Duke of Wellington* from November 1889; and *Impregnable* from March 1890. He was promoted to Commander on 30 June 1894, and joined *Vivid* in September 1895. Lyon then served aboard *Pelican* from January 1898; *Curacoa* from February 1899; and *Cleopatra* from August 1900. On promotion to Captain on 31 December 1900, he took command of

*Sirius* in July 1901, followed by: *Retribution* in June 1902; *Vivid* in October 1904; *Trafalgar* in April 1905; *Cornwall* in March 1906; *Formidable* in January 1907; and finally *Tamar* in August 1908, as Commodore 2nd Class and Naval Officer in Charge Hong Kong. Whilst holding this post he was appointed an A.D.C. to King Edward VII on 5 November 1908. In 1907, during the King's visit to Spain, Malta and cruise in the Mediterranean, Lyon was awarded various Spanish and Turkish decorations, 'private' permission to wear being confirmed in most cases in his record of service, and all confirmed in *Who's Who*.

On returning to England, Lyon was promoted to Rear-Admiral on 14 April 1910, and at his own request placed on the Retired List on 24 January 1913. On the outbreak of World War I he offered his services to the Admiralty in any capacity available. He was appointed a Captain R.N.R. on 16 November 1914, and given Command of the Yacht *Safar El Bahr* on 23 August 1915, for service in the Eastern Mediterranean. On 24 October 1915, he was promoted to Vice-Admiral, and in October 1916 he was appointed to *Egmont* for charge of all armed patrol vessels at Malta, as Commodore 2nd Class R.N.R., remaining in this post until the end of the war. He was brought to their Lordships favourable notice by Rear-Admiral Ballard for valuable services whilst in Command of escort vessels at Malta and was awarded the C.B. (Military) for services in charge of auxiliary patrols, Malta (*London Gazette* 15 July 1918). He was admitted to Bighi Hospital, Malta, in February 1919, and died there on 15 March 1919, from illness contracted while serving afloat. He is buried in Ta Braxia Cemetery, Malta. Sold with copied record of service and other research.



Officers and men with Gatling gun from H.M.S. *Boadicea's* Naval Brigade 1879





Naval Medals From the Collection of the Late Jason Pilalas



**98** x

South Africa 1877-79, 1 clasp, 1877-8 (**W. Peel, A.B. H.M.S. "Active"**) together with a small silver locket containing a photograph and lock of hair believed to be those of the recipient, toned, *extremely fine and a rare casualty* *£1,800-£2,200*

Only 76 clasps with these dates to the Royal Navy, all to H.M.S. *Active*.

**Able Seaman William Peel** was wounded by a bullet in the left foot on 29 January 1878, in the Transkei.





99 x

The Zulu War medal awarded to Leading Seaman William T. Plastine, Royal Navy, who died of severe wounds received at the battle of Majuba Hill in February 1881

South Africa 1877-79, clasp, 1879 (W. T. Plastine, Lg. Seam. H.M.S. "Boadicea") *small edge bruise, otherwise extremely fine and a rare casualty* £2,400-£2,800

**Leading Seaman William T. Plastine** was severely wounded by a gun shot which perforated his abdomen at the battle of Majuba Hill, 27 February 1881, and died of his wounds on 11 March 1881.

A Naval Brigade comprising 64 petty officers and seamen, under Commander Francis Romilly, R.N., with one Lieutenant and one Surgeon, took part in the battle of Majuba Hill, during the First Boer War. The Naval Brigade suffered heavy casualties with 20 killed or died of wounds, including Romilly and his Lieutenant, and 12 men wounded.





100 x

The magnificent and rare 'Kassassin' C.G.M. group of nine awarded to Colour-Sergeant Benjamin White, Royal Marine Artillery, later Yeoman of the Queen's Body Guard, the first Royal Marine N.C.O. so honoured

Conspicuous Gallantry Medal, V.R., 2nd issue (Color Sergeant B. White, R.M.A.); Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-El-Kebir (Cr. Sergt. B. White, R.M.A.); Jubilee 1897, bronze issue; Coronation 1902, bronze issue; Coronation 1911; Jubilee 1935; Royal Navy L.S. & G.C., V.R., narrow suspension (Benjamin White, Sergt. 13th Co. R.M.A.) impressed naming; Royal Marine Meritorious Service Medal, G.V.R., Field Marshal's bust (No. 206. Benjamin White, Q.M. Sergt. R.M.A.); Khedive's Star, dated 1882, mounted court-style as worn, contact marks to the earlier medals, otherwise nearly very fine or better (9) £14,000-£18,000

Provenance: Dix Noonan Webb, December 2009.

Only 6 C.G.M.'s. were awarded for the operations in Egypt 1882, all to the Royal Marines, including two for the battle of Kassassin.

The following citation for Benjamin White's Conspicuous Gallantry Medal was submitted by Lieutenant Colonel Tuson, R.M., in December 1882:

'For gallant conduct at Kassassin on 28 August 1882. Having detached a company to prevent the enemy from out-flanking our left, and to prevent two guns advancing up the banks of the canal, which were doing mischief on our line. This Non-Commissioned Officer on two occasions under a very heavy fire, advanced up the Canal Bank and shot the horses each time they limbered up, and so prevented their advance.'

**Benjamin White** was born in April 1848 in Hatherleigh, Devon, and was a labourer prior to enlisting in the Corps at Exeter on 20 June 1866. He served ashore with the Royal Marine Artillery for nearly two years prior to embarking aboard his first ship H.M.S. *Juno* in May 1868. He was promoted to Bombardier on 2 April 1874 and to Corporal on 20 March 1875. He embarked aboard *Minotaur* in August 1875 and was promoted to Sergeant on 27 February 1876. He served ashore for nearly six years during which time he was promoted to Colour Sergeant on 13 January 1881. He was next embarked for service with the Royal Marine Mediterranean Battalion in June 1882 and was landed

for service on shore to take part in the battles of Kassassin and Tel-El-Kebir.

He returned to England aboard the SS *Greece* in October 1882 and disembarked to the R.M.A. Depot, being promoted to Quarter Master Sergeant on 9 December 1882. He continued to serve on shore until 9 April 1888, when he was discharged from the Corps having completed 21 years service. His Conspicuous Gallantry Medal was presented by Queen Victoria at a special Audience held at Windsor Castle on 21 November 1882.

He received the rare distinction of being appointed to the Queen's Bodyguard of the Yeomen of the Guard on 5 February 1893, being the first Royal Marine N.C.O. so honoured. He served in this capacity until his death in his 90th year on 19 March 1937. Over the course of forty four years he had served three Monarchs and had been the senior serving Yeoman for some years. During his long and faithful service he received the 1897 Jubilee Medal, the 1902 and 1911 Coronation Medals, and the 1935 Jubilee Medal being the only member of the Bodyguard thus honoured.





**Benjamin White**  
Late 2<sup>d</sup> Regt. Sgt. R. M. A.  
Service Abroad. Mediterranean  
Egypt.  
Medals Egyptian 1<sup>st</sup> Class.  
Distinguished Conduct.  
Good Conduct.





## 101 x

The Civil C.B. group of thirteen awarded to Admiral G. A. Ballard, Royal Navy, who was M.I.D and promoted for his command of a Machine Gun Detachment at the battle of Tamaai and again M.I.D. for services in Burma in 1885; he was the only officer to win the R.U.S.I. Gold Medal in successive years

The Most Honourable Order of the Bath, C.B. (Civil) Companion's breast badge, silver-gilt, hallmarked London 1912, with ribbon buckle; Egypt and Sudan 1882-89, undated reverse, 1 clasp, Tamaai (Lieut. G. A. Ballard, R.N. H.M.S. Hecla.); India General Service 1854-95, 1 clasp, Burma 1885-7 (Lieut. G. A. Ballard, R.N. H.M.S. Woodlark.); China 1900, no clasp (Commr. G. A. Ballard, R.N., H.M.S. Isis.); 1914-15 Star (R. Adml. G. A. Ballard.); British War and Victory Medals (R. Adml. G. A. Ballard.); Jubilee 1897, silver; Coronation 1911; Khedive's Star, dated 1884; **France, Third Republic**, Legion of Honour, 3rd Class neck badge, gold and enamels; **Italy, Kingdom**, Order of St Maurice & St Lazarus, 3rd Class neck badge, silver-gilt and enamels; **Japan**, Order of the Sacred Treasure, Grand Cross, sash badge and breast star, silver-gilt and enamels, with display sash; together with two R.U.S.I. 18 carat gold medals, 45mm, 56.20g and 55.79g, both named 'To Commander G. A. Ballard, R.N. For Naval Essay 1897' and '... For Naval Essay 1899' in fitted case, the first ten mounted as worn, *light contact marks, otherwise generally good very fine* (16) £4,000-£5,000

*Provenance:* Alan Hall Collection, June 2000.

C.B. (Civil) *London Gazette* 3 June 1913.

Legion of Honour, 3rd Class *London Gazette* 21 June 1918.

Order of St Maurice & St Lazarus, 3rd Class *London Gazette* 17 October 1919. Order of the Sacred Treasure, 1st Class *London Gazette* 8 March 1920.

## Naval Medals From the Collection of the Late Jason Pilalas



**George Alexander Ballard** was born in Bombay, India on 7 March 1862, the son of General J. A. Ballard, C.B., Royal Engineers. He entered the Royal Navy as a Cadet aboard *Britannia*, which he joined on 15 January 1875, at the age of 13. On passing out of *Britannia* he gained 6 months' sea time, and was appointed to *Resistance* in December 1876. He then transferred to *Achilles* in May 1877, and whilst in this ship he was promoted to Midshipman on 22 June 1877. His next appointment was to *Tourmaline* in September 1880, and whilst in this ship he was promoted to Sub Lieutenant on 22 June 1881. He then joined *Excellent* in July 1882 for College and Gunnery examination; on passing out, he joined *Hecla* in March 1883.

During service in *Hecla*, Ballard was landed in March 1884 for service with the Naval Brigade in the Sudan, and was present at the battle of Tamaai on 14 March, where he commanded a Naval Machine Gun Detachment. He was Mentioned in Despatches and specially promoted to Lieutenant the day after the battle by the Naval Commander in Chief.

In the rank of Lieutenant he next served aboard *Euryalus* from March 1884; *Temeraire* from April 1884; and *Woodlark* from May 1885. Whilst serving in the latter ship in the East Indies, he was specially selected by the Commander-in-Chief Rear-Admiral Sir

Francis Richards, K.C.B., to be Naval A.D.C. to General Sir Harry Prendergast during the operations in Burma in 1885-87. He was Mentioned in Despatches and personally thanked by General Prendergast and the India Office, who recommended him for favourable consideration.

On leaving *Woodlark* in June 1887, Ballard was next afloat in *Gorgon*, which he joined in July 1887 followed by: *Temeraire* in October 1887; *Medea* in July 1891; *Audacious* in September 1891; *Linnet* in December 1891; Gibraltar in April 1895; *Wildfire* in October 1895; and *Colossus* in May 1896. He was promoted to Commander on 31 December 1897. Following this promotion he was appointed to *Isis* in April 1899, on the China Station and for service during the Boxer Rebellion, and then *President* in February 1902 for service with the Naval Intelligence Department.

He was promoted to Captain on 31 December 1903, after serving only six years as a Commander. On promotion he was reappointed to the Naval Intelligence Department as Assistant to the Director. Following this appointment, Ballard joined *Euryalus* in command from January 1906, and then commanded the following: *Royal Arthur* from May 1906; *Terrible* from July 1906; *Hampshire* from August 1907; *Commonwealth* from January 1910; and *Britannia* from December 1910. In January 1912 he returned

to the Admiralty for service as Director of the Operations Division. Whilst holding this appointment, Ballard became an A.D.C., to King George V in May 1913, and was made a C.B., Civil Division as he was not holding an active Naval Command.

Ballard was promoted to Rear-Admiral on 27 August 1914 and appointed to the Depot Ship *Wallington*, based in Immingham, as Rear-Admiral Commanding Patrol Flotillas. In September 1916 he was appointed Admiral Superintendent of Malta Dockyard and held this position until superseded in January 1919. He was promoted to Vice-Admiral on 11 February 1919. At his own request he was placed on the Retired List on 14 June 1921, and was promoted to Retired Admiral on 3 March 1924. He died on 15 September 1948, having reached his 87th year, and remaining the only officer to win the R.U.S.I. Gold Medal on successive years, and one of only two Officers to win the medal twice.

Sold with some 18 Admiralty letters of Appointment to various ships etc., 1875-1911; forwarding letter for Jubilee Medal 1897; 'permission to wear' letters for Sacred Treasure 3rd Class (1904), Legion of Honour and St Maurice & St Lazarus; together with various letters of appreciation, photographs and cuttings.



Commodore, Second Class, later Admiral, George Alexander Ballard (1862-1948)





102 x

The Egypt and Sudan campaign medal awarded to Armourer W. J. Miller, Royal Navy, killed in action by a Dervish spear as one of the Gardner Gun team under Lord Charles Beresford at the battle of Abu Klea on 17 January 1885

Egypt and Sudan 1882-89, dated reverse, 3 clasps, Alexandria 11th July, The Nile 1884-85, Abu Klea (W. J. Miller, Armr. H.M.S. "Monarch") some light scratches in obverse field, otherwise toned, nearly extremely fine £4,000-£5,000

4 officers and 55 Royal Navy ratings were present at the battle of Abu Klea on 17 January 1885, and had 2 officers and 6 ratings killed, and 7 ratings wounded.

**Walter Joseph Miller** was born at St Heliers, Jersey, on 30 January 1857, and joined the Navy as Armourer's Crew on 9 September 1875. He was appointed Armourer in *Monarch* on 12 January 1882. He was the Armourer in the Gardner Gun team under Captain Lord Charles Beresford, R.N. at the battle of Abu Klea and was killed when they were overrun by dervishes. He was aged 26 years and is commemorated on a cross in the St Mary Extra cemetery, Southampton.

Soon after 9 a.m. on January 17th the square moved off under a very annoying fire from the left flank, and advanced about two miles. Presently, as a low hill was cleared, a line of flags was seen planted along the edge of some high grass, not much more than 400 yards from the left flank of the square, which was thereupon halted in order that its rear might close up. Almost instantly a V-shaped mass of dervishes, estimated to number 6000, sprang from the grass, and, encouraged by about 40 horsemen, charged at a great pace over the intervening ground. Beresford promptly ran his Gardner from the centre of the rear face to a point on the flank, near the left rear corner of the square, and opened fire; and, as the square closed up, he and his men were left just outside it. After firing about forty rounds, he perceived that the gun had rather too much elevation, and ordered "cease fire," in order that the error might be corrected. About thirty rounds more had been fired, with excellent effect, when the gun jammed, owing to the extractor of one of the barrels pulling off the head of a discharged cartridge, and leaving the cylinder in the chamber. The Arabs were then but 200 yards from the detachment. Says Lord Charles [in his despatch] :-

"The captain of the gun (Rhodes, Chief Boatswain's Mate) and myself unscrewed the plate to clear the barrel, or take the lock of the jammed barrel out, when the enemy were upon us. Rhodes was killed with a spear. Walter Miller, armourer, I also saw killed with a spear at the same moment on my left..."

Sold with copied record of service and other research.





### 103 x

#### The Abu Klea and Witu 1890 group of three awarded to Petty Officer C. Genge, Royal Navy

Egypt and Sudan 1882-89, undated reverse, 2 clasps, The Nile 1884-85, Abu Klea (C. Genge. A.B.) impressed naming; East and West Africa 1887-1900, 1 clasp, Witu 1890 (C. Genge, P.O. 2nd Cl., H.M.S. *Turquoise*.); Khedive's Star, dated 1884-6, *minor contact marks, otherwise nearly extremely fine* (3) £1,000-£1,400

The small Naval Brigade at Abu Klea comprised just 4 officers and 55 ratings under the command of Captain Lord Charles Beresford.

**Charles Genge** was born at Thorncombe, Dorset, on 13 December 1862, and joined the Navy as a Boy 2nd Class on 6 February 1878. He became an Ordinary Seaman in December 1880 and Able Seaman in December 1881. In October 1884 he joined *Monarch* for service with the 'Nile Flotilla' until June 1885. He qualified as a Diver in August 1886, joined *Turquoise* in October 1887, advanced to Leading Seaman in March 1890 and to Petty Officer 2nd Class in August 1890. Whilst serving in *Turquoise* he took part in the expedition against the Sultan of Witu in 1890. He became Petty Officer 1st Class in May 1894, was shore pensioned on 9 July 1901, and died on 29 March 1907.

Sold with copied record of service.



## 104 x

The Egypt and Sudan pair awarded to Petty Officer Patrick Collins, Royal Navy, one of only 12 men of the Royal Navy present with the Nile Flotilla at Kirbekan

Egypt and Sudan 1882-89, dated reverse, 3 clasps, Alexandria 11th July, The Nile 1884-85, Kirbekan (P. Collins, A.B, H.M.S. "Invincible"); Khedive's Star, dated 1882, unnamed as issued, some pitting from Star, otherwise nearly very fine and very rare (2)

£2,400-£2,800

Provenance: Palmer War Medal Collection catalogue 1914; Alan Hall Collection, June 2000.

Only 12 Kirbekan clasps issued to the Royal Navy.

**Patrick Collins** was born in Liverpool, Lancashire, on 17 May 1862. He entered the Service as a Boy 2nd Class aboard the training ship H.M.S. *Impregnable* on 19 September 1878, aged 16 years. He transferred to *Ganges* October 1878 and was advanced to Boy 1st Class on 17 December 1878. On advancement to Ordinary Seaman on 25 May 1880, he served aboard *Royal Adelaide* May 1880, *Hercules* August 1880, *Warrior* May 1881, *Royal Adelaide* October 1881, *Hecla* March 1882, and *Invincible* May 1882. During service in the latter vessel he was present at the bombardment of Alexandria on the 11 July 1882, and was advanced to Able Seaman on 1 August 1882, and also awarded the Egypt Medal with clasp 'Alexandria 11 July' and Khedive's Star 1882.

In the rate of Able Seaman he transferred to *Monarch* October 1884, for service with the Nile Flotilla and was present at the battle of Kirbekan on 10 February 1885 (awarded the clasps 'The Nile 1884-85' and 'Kirbekan'). He was next posted to *Excellent* in June 1885 for a Gunnery Course, and on passing joined *Pylades* in August 1886. Returned to *Excellent* November 1889, where he was rated Acting Captain of Gun and in this rate he next joined *Asia* in January 1890.

He was transferred to the Coast Guard Service as a Boatman at Shannon in January 1890, served at Limerick, Knockalla in July 1893, and Newhaven, Chichester Harbour January 1896. In the latter posting he was advanced to Commissioned Boatman and was awarded his Long Service and Good Conduct medal on 5 May 1898, as a member of the Coast Guard Service.

The lateness of receiving the award was due to a character rating of 'good' in 1882 necessitating a restart in his 15 years of continuous 'very good' character rating required for the award of the medal.

Collins transferred to Milford July 1898 and Lymington June 1900. Served on this station until 4 July 1902 when he was pensioned ashore having completed 22 years adult service. He joined the Royal Fleet Reserve at Portsmouth on 5 July 1902, and was reengaged as a Petty Officer 1st Class pensioner on 13 July 1902. He served aboard *Australia* for duty with the Boom Defence Service at Southampton. He transferred to *Apollo* January 1903 and served until discharged to shore on 28 May 1904. By this time his adult service had risen to 23 years. He continued to serve with the Royal Fleet Reserve and was mobilised on the 2 August 1914 aboard *Victory I*. Being over 50 years of age he was immediately released from active service.

Sold with copied record of service.



## 105 x

### The unusual campaign pair awarded to Chief Engineer S. H. Stevenson, Royal Indian Marine

India General Service 1854-95, 2 clasps, Burma 1887-89, Chin Lushai 1889-90 (Asst. Engr. S. H. Stevenson H.M.I.M.S. "Irrawaddy"); Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (Engineer S. H. Stevenson, R.I.M.S. Dalhousie) impressed naming, edge bruise to each medal, otherwise toned, good very fine and rare (2)

£1,000-£1,400

Provenance: Douglas-Morris Collection, Dix Noonan Webb, February 1997; John Cooper Collection, Dix Noonan Webb, April 2001.

**Samuel Hedgert Stevenson** was born in Kilmarnock, Scotland, on 25 August 1863. He was trained at the G. & S.W. Railway Company, Barr Morrison's Engineering Works, Tait & Watson Company, and in H.M.I.M. Dockyard Factory. He joined the Indian Marine as a Temporary Assistant Engineer aboard *Tenasserim* in January 1886, and confirmed as an Assistant Engineer on 17 March 1886. He then served aboard *Canning* (December 1887), and *Irrawaddy* (November 1888) during the 1887-89 military operations in Burma. Promoted to Assistant Engineer in Charge, he next joined *Pagan* (September 1890) and returned to *Irrawaddy* in October 1890 in the rank of Assistant Engineer. During the expeditions against the Chin and Lushai Tribes the *Irrawaddy* acted as transport and support vessel for the military land operations, and he thus became entitled to the clasp 'Chin-Lushai 1889-90'. He next joined *Enterprize* (July 1891), returned to *Irrawaddy* (July 1891), and on promotion to Engineer 2 November 1891 joined *Mayo* (December 1891). He was appointed Engineer in Charge of *Ghurkha* and Calcutta Yard Craft (April 1892) and served in this capacity until promoted to Engineer on joining *Warren Hastings* (March 1894), and *Canning* (May 1895). He was appointed Foreman of the Factory at Bombay Dockyard (July 1895), and Inspector of Machinery-Superintending (April 1897), reverting to the previous appointment in July 1897.

In the rank of Engineer he was appointed to *Hardinge* (June 1900), and *Dalhousie* (April 1904) and served in the latter ship in Somali waters in 1904. He joined the Bombay Dockyard (December 1905) 'for General Duties', and was next afloat aboard *Elphinstone* (December 1905), *Hardinge* (July 1907), *Lawrence* (May 1907), *Hardinge* (September 1907), *Dalhousie* (March 1908), and *Dufferin* (February 1910). He was permitted to Retire on 26 January 1911 having served for 25 years. His service record carries the note 'Is a very able and zealous Officer, takes an intelligent interest in all matters relating to his profession and has ideas of his own which will no doubt cause him in time to be looked upon as one suitable for the highest posts open to Engineers'.





### 106 x

H.M.S. Worcester Training Ship, gold presentation medal 45mm, the obverse with bust of young head Victoria facing left, the reverse with inscription 'Presented by her Majesty the Queen' and engraved in the centre **(To Charles George Budge H.M.S. Worcester Training Ship 1886)** fitted with a decorative straight bar and uniface double-dolphin suspension in silver-gilt, total weight 63.65g, *minor marks, otherwise nearly extremely fine and rare* *£1,400-£1,800*

**Charles George Budge** was commissioned from H.M.S. Worcester Training Ship as Midshipman in the Royal Naval Reserve on 2 August 1886.



107 x

**The 'Yonnie Expedition 1887' gold D.S.O. group of three awarded to Lieutenant Francis A. Valentine, Royal Navy, who commanded the Naval Brigade attached to the military expedition, one of three such awards for this expedition but unique to the Navy**

Distinguished Service Order, V.R., gold and enamels, with integral top riband bar; South Africa 1877-79, no clasp (Sub: Lieut: F. A. Valentine, R.N, H.M.S. "Boadicea"); East and West Africa 1887-1900, 1 clasp, 1887-8 (Lieut. F. A. Valentine R.N., H.M.S. Acorn.) mounted as worn, *nearly extremely fine* (3)

£8,000-£10,000

*Provenance:* Alan Hall Collection, June 2000.

D.S.O. *London Gazette* 9 March 1888. One of three awards of the D.S.O. for this expedition, the other two going to Army officers.

Lieutenant Valentine commanded the Naval Brigade attached to the military expedition against the Yonnies in 1887 under Colonel Sir Francis De Winton, being Gazetted with praise and awarded the Distinguished Service Order.

Only 38 medals with clasp '1887-8' awarded to the Royal Navy.

**Francis Alfrid Valentine** was born on 25 March 1858, at Whixley Vicarage, York. He was the only son of the Reverend William Valentine, Vicar of Whixley. He entered the Royal Navy as a Naval Cadet aboard the Training Ship *Britannia* on 15 July 1871, when aged 13 years. On passing out of *Britannia* in 1873 he was awarded a 1st Class Certificate and gained 12 months' seniority and was immediately promoted to Midshipman.

On 19 July 1873 he was appointed to H.M.S. *Northumberland* and served in this vessel until he was transferred to *Narcissus* on 9 June 1875. Subsequently appointed to the receiving ship *Duke of Wellington* on 23 May 1877. On promotion to Sub Lieutenant on 18 July 1877 he joined *Excellent* for a Gunnery Course and College Examinations. On passing out of College he obtained a 2nd Class Certificate in Gunnery and 3rd Class Certificates in Seamanship and Navigation. Following his appointment to *Boadicea* on 13 September 1878, he saw service in the Zulu war and was awarded the Zulu Medal without clasp. Whilst serving a three and a half year commission aboard *Boadicea* he was promoted to Acting Lieutenant, during the period 3 March to 13 May 1881 and 18 September 1881 to 3 February 1882, whilst deployed on detached service during anti slave running patrols off the East African coast whilst in Command of *Boadicea's* cutter. He was praised by Captain F. W. Richards for his share in the expedition for the destruction of Batanga villages on 22 March 1880.

On paying off from *Boadicea* he was confirmed in the rank of Lieutenant on 15 February 1882, and appointed to *Thalia* on 11 April 1882. He joined *Duke of Wellington* on 25 March 1882, followed by *Osprey* on 19 September 1882. In the latter vessel he was to continue his previous service in the suppression of the slave trade. During nearly four years spent in this vessel he spent a considerable time on detached service in Command of *Osprey's* various small boats and was deployed far and wide. His patrol areas included the Red Sea, Zanzibar, the Maffic Channel in the Common Islands, and off the east coast of Arabia.

On paying off from *Osprey* he returned to England for a period

of well earned paid leave followed by three months on half-pay. He was next appointed to *Shannon* on 7 August 1886, and to *Acorn* as 1st Lieutenant on 22 February 1887. During a four and a half year commission aboard *Acorn* he was landed in charge of a small Naval Brigade from H.M. Ships *Acorn*, *Icarus* and *Rifleman*, which was attached to the military expedition under Colonel Sir Travvers de Winton sent to punish the Yonnies, a tribe of people living in the hinterland of Sierra Leone. This service was extremely arduous owing to the density of the forest which had to be traversed and the continual fusillade which was kept up by the concealed enemy from their muzzle loaders which fired rough bits of iron and small shot.

During the campaign the Yonnies showed much skill in devising ambush stockades and other obstacles so as to bring the troops to a standstill under their fire. Robari, the Yonnie stronghold, was eventually reached, shelled, set on fire by rockets, and taken. The rebellious chiefs then submitted and the expedition returned to the coast.

For his services on the expedition Valentine was specially recommended by Colonel Sir F. De Winton and Rear-Admiral Sir W. J. Hunt Grubbe and in consequence their Lordships awarded him the Distinguished Service Order. He also received their Lordships' expression of satisfaction for the services he had rendered to the military expedition.

When *Acorn* was paid off on her return to England he was appointed to *Wildfire* whilst he took three months' full pay leave, followed by a further three months' on shore at half-pay. His next appointment was to *Audacious* which he joined on 23 December 1891. He was then returned ashore on half-pay on 18 September 1892. He next joined *President* for Transport Duties on 10 February 1893, then again was placed on shore with half-pay on 27 June 1893. He rejoined *President* for Transport Duties on 24 June 1893 and then returned to shore on half-pay until appointed to *Victory* on 14 July 1894. Whilst in this posting he was placed in charge of reliefs for Nyassa and for Special Service Gunboats on 25 September 1894. He was next appointed to *Excellent* on 1 December 1894, for Instructional Duties on the Acting Sub Lieutenant's Course. Whilst in this posting he became ill and was discharged to Haslar Hospital on 21 August 1897, and died from heart failure on the following day, at the comparatively young age of 39 years. His funeral took place on 24 August 1897, and he was buried in the 'New' Haslar Cemetery in Clayall Road, Portsmouth, the burial service being conducted by Chaplain J. Black of H.M.S. *Excellent*.





## 108 x

### The 'Gambia 1891-92' D.S.O. group of three awarded to Captain Ian M. Fraser, Royal Navy, second-in-command of the Naval Brigade and specially promoted to Commander for services in Gambia

Distinguished Service Order, V.R., silver-gilt and enamels, with integral top riband bar; East and West Africa 1887-1900, 1 clasp, 1891-2 (Lieut. J. M. Fraser R.N., H.M.S. Sparrow.) note first initial; British War Medal 1914-18 (Capt. I. M. Fraser. R.N.) mounted for display, *nearly extremely fine* (3) £6,000-£8,000

Provenance: Alan Hall Collection, June 2000.

D.S.O. *London Gazette* 10 January 1893: 'In recognition of services during the recent operations on the West Coast of Africa, resulting in the capture of Tambi and Toniataba.' One of three such awards to the Navy for these operations.

**Ian Mackenzie Fraser** was born on 15 November 1854, at Dundee. He was the eldest son of the late Captain Ian Fraser, 93rd Sutherland Highlanders, of Whitehall, County of Fife, and Charlotte, daughter of the late John Mackenzie of New House, Inverness. He was educated at private school and joined the Royal Navy aboard *Britannia* on 17 September 1868, aged 13 years 10 months. On passing out in December 1869 he obtained a 1st Class Certificate in Seamanship and a 2nd Class Certificate in Study and was awarded six months sea time. He joined his first ship H.M.S. *Duke of Wellington* at Portsmouth in December 1869 and on promotion to Midshipman on 23 June 1874, was appointed to the steam corvette *Scout*. He served five years aboard this ship and saw extensive service in the Pacific being promoted to Sub Lieutenant on 22 December 1874, and on paying off he joined *Excellent* in June 1875 for study and examination. On passing out he was awarded 2nd Class Certificates in Seamanship and Gunnery and a 3rd Class Certificate in Navigation.

He served short periods aboard *Duke of Wellington* in June 1875, *Defence* May 1876, and *Monarch* June 1876, before joining the steam turret ship *Thunderer*, serving with the Channel Squadron in April 1877. In August 1879 he transferred to the steam frigate *Raleigh* on the Mediterranean Station, leaving her in December following his promotion to Lieutenant on 8 December 1879. In the rank of Lieutenant he subsequently served aboard the following ships: *St Vincent* May 1880, *Tenedos* November 1882, *Royal Adelaide* July 1886, *Devastation* October 1886, *Boadicea*, for Transport Service April 1888, *Agamemnon* July 1889, *Turquoise* October 1889, *Boadicea* June 1890, *Kingfisher* September 1890, *Marathon* December 1890, *Duke of Wellington* March 1891 and *Salamander* July 1891.

In August 1891 he was appointed to the Command of the gunboat *Sparrow*, serving on the Cape of Good Hope and

West Coast of Africa Station. Whilst in this vessel on the West Africa coast he was landed as Second in Command of the Naval Brigade drawn from H.M. Ships *Alecto*, *Racer*, *Sparrow* and *Widgeon*. He was present at the night attack on Chief Fodey Kabba at Marigé, Gambia in 1891. He was highly commended in Despatches and received the thanks of the Governor of Gambia and was specially commented on by him to the Secretary of State for the Colonies. He again served as Second in Command of the Naval Brigade during the operations in the Gambia in 1892, resulting in the capture of Tambi and Toniataba. He was again Mentioned in Despatches, awarded the Distinguished Service Order, and, in recognition of his services was specially promoted to Commander.

On returning to England in April 1893 he was placed on half pay until joining *Crescent* in February 1894. His subsequent sea appointments were *Camperdown* September 1895, *Eclipse* March 1897, *Bonaventure* May 1897, *Diana* June 1897, *Cossack* in Command July 1897, *Pembroke* September 1898, *Melita* in Command October 1898 and *Vivid* in January 1902. In 1902 he joined the Coast Guard Service and was appointed a Divisional Inspecting Officer at Hastings. He remained in this posting until 17 March 1904 when he was placed on the Retired List with the rank of Captain.

Following retirement he was appointed for service as a Commander and Instructor at the R.N.V.R. Depot at Liverpool and served in this capacity from 21 June 1904 to 31 March 1908.

He was recalled to active service in July 1915 and appointed to *President* for Miscellaneous Service under Admiral Commanding Coast Guard and Reserves. In this capacity he served as a Division Coast Watching Officer under the Captain of Bristol Division for Areas 7-8 and 9 with Headquarters at Bangor, Wales. In September 1915 he was reappointed as above but with Headquarters at Blundell Sands. He was demobilised on 21 January 1919 and reverted to the Retired List. He died at Liverpool on 2 December 1922.



17 AUGUST 1893

1870

ST. IMPERATRICE

REGINA

EGYPT 1882

109 x

**The 'Witu August 1893' C.B. group of four awarded to Rear-Admiral George R. Lindley, Royal Navy, who commanded the Naval Brigade and was specially promoted to Captain for services at Witu**

The Most Honourable Order of the Bath, C.B. (Military) Companion's breast badge, silver-gilt and enamels; Egypt and Sudan 1882-89, dated reverse, no clasp (Lieut: G. R. Lindley. R.N. H.M.S. "Achilles"); East and West Africa 1887-1900, 1 clasp, Witu August 1893 (Commr. G. R. Lindley R.N., H.M.S. *Blanche*.); Khedive's Star, dated 1882, mounted for display, minor chips to green enamel wreaths of C.B., some very light contact marks, otherwise good very fine or better (4) £3,000-£4,000

Provenance: Alan Hall Collection, June 2000.

C.B. (Military) *London Gazette* 12 December 1893: 'In recognition of services in the late actions at Pumwani and Jongeni, and in the proceedings following upon the establishment of the Protectorate over Witu.'

**George Robert Lindley** was born on 5 July 1850, at Mars Hall, Mansfield. He was the son of R. C. Lindley and was educated at Dover. He joined *Britannia* as a Naval Cadet on 9 June 1863, aged 13, and on passing out was awarded a 2nd Class Certificate and gained six months sea time. He was appointed to H.M.S. *Victoria* in September 1864 and promoted to Midshipman on 30 March 1865. He subsequently served in this rank aboard *Constance*, January 1868, *Cadmus*, December 1868 and *Barrosa*, July 1869. Whilst in the latter ship he was promoted to Sub Lieutenant on 27 September 1869. He continued to serve in *Barrosa* until January 1872 when he joined *Excellent* for study and examinations. On passing out of College he obtained 2nd Class Certificates in Gunnery, Seamanship and Navigation. In May 1873 he joined *Agincourt* and was promoted to Lieutenant on 28 September 1873.

His first appointment in his new rank was to *Excellent* for a short Gunnery Course in August 1874, he then served aboard *Sultan* in November 1874 prior to returning to *Excellent* in September 1876 for a period of further Gunnery training during which time he was awarded a 2nd Class Certificate in Gunnery.

He next served aboard *Audacious*, July 1879, followed by *Achilles* September 1880. Whilst in the latter ship he was landed in Alexandria, Egypt for service with the Naval Brigade during July 1882. For this service he received the Egypt Medal without clasp and Khedive's Star. In August 1883 he returned to *Excellent* to requalify in Gunnery and on passing he joined *Belleisle* in November 1883, followed by *Curacoa* in January 1884. He left this ship on promotion to Commander on 30 June 1886.

His first appointment as a Commander was to *Shannon* for the Summer Manoeuvres in August 1887. He then served aboard *Cambridge*, October 1887, *Conqueror*, July 1889 and *Cambridge*, September 1889.

He was given the command of *Blanche* in December 1890 for service in the East Indies Squadron. In August 1893 as Senior Naval Officer East Coast of Africa he was requested by Commissioner Rennell Rodd to accompany him in an expedition to Witu for the purpose of punishing the *Sultan* of Witu, Furno Omari who had become restless, dangerous and openly defiant and had refused to meet the British Consul General.

A Naval Brigade under Commander Lindley was drawn from H.M. Ships *Blanche*, *Swallow*, and *Sparrow*, and landed at Lamu on 7 August 1893. The towns of Pumwani and Jongeni were attacked and destroyed after a brisk fight. The Naval Brigade lost 1 Stoker killed and 2 officers and 6 seamen wounded. Their mission accomplished, the Naval Brigade returned to their ships on 15 August 1893. Commander Lindley was Mentioned in Despatches, awarded the C.B., received the thanks of the Foreign Office and was specially promoted to Captain on 30 June 1893 for his services.

On leaving *Blanche* in November 1893 he spent two years ashore on half pay until appointed to *President* for Senior Officers Course in April 1894. In July 1895 he took command of *Thetis* for tactical exercises and in December 1895 returned to *President* for study at the Royal Naval college at Greenwich. His next seagoing appointments were to *Melpomene* in command, September 1896 and *Marathon* in command, April 1897. At his own request he was placed on the Retired List on 23 July 1900 when aged 50. He was promoted to Rear-Admiral on the Retired List in June 1905, and died on 1 August 1918.

Sold with 3 Commission documents for Sub Lieutenant, Lieutenant, and Commander; a manuscript *Diary of service aboard H.M.S. Victoria*; two portrait photographs, one in uniform and one in later life with his wife and two daughters, and a copy of a poem written by Rennell Rodd about the Witu Expedition; together with copied record of service and other research.





## 110 x

The unique 'Nyassaland 1893' C.M.G., 'Royal service' M.V.O., Africa operations group of nine awarded to Admiral Charles Hope Robertson, Royal Navy, who commanded gunboat expeditions against Chief Liwondi and on Lake Nyassa, as well as serving on the gunboats of the Nile Flotilla during the re-conquest of the Sudan

The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's breast badge, silver-gilt and enamels, with ribbon buckle; The Royal Victorian Order, M.V.O., Member's 4th Class breast badge, silver-gilt and enamels, the reverse officially numbered '261'; East and West Africa 1887-1900, 2 clasps, Liwondi 1893, Lake Nyassa 1893 (Lieut. C. H. Robertson R.N., H.M.S. Herald); Queen's Sudan 1896-98 (Comr. C. H. Robertson, R.N.); 1914-15 Star (Capt. C. H. Robertson, R.N.R.); British War and Victory Medals (Capt. C. H. Robertson, R.N.R.); **Ottoman Empire**, Order of Osmanieh, 4th Class breast badge, silver-gilt and enamels; Khedive's Sudan 1896-1908, 1 clasp, Hafir, unnamed as issued, mounted as worn, *light contact marks, otherwise very fine and better* (9) £16,000-£20,000

*Provenance:* Sotheby's, November 1996; Alan Hall Collection, June 2000.

C.M.G. *London Gazette* 4 January 1895: 'For various arduous operations against Natives in the Nyassaland Protectorate.'

M.V.O. (4th Class) *London Gazette* 12 May 1905. In command of H.M.S. Cornwall on the occasion of His Majesty's cruise in the Mediterranean.



**Charles Hope Robertson**, was born in 1856, entered the Royal Navy as a Cadet in 1869 aged 13 years. He was promoted Midshipman in 1872; Sub Lieutenant in 1875; and Lieutenant in 1879. In 1892 whilst serving as Commanding Officer of the river gunboat *Herald*, and as Senior Naval Officer on the Zambesi River, he was given the task of transporting up river, and over land, 3 small gun boats which had been sent out from England in sections. It was the intention that they would be reassembled on Lake Nyassa and used to increase the British presence in the face of Portuguese aggression.

Whilst engaged in carrying out this task, Robertson heard that the rebel Chief Liwondi had besieged the British Commissioner, Harry Johnson, in a small stockade and at once set out to rescue him. He was joined en route by the gunboat *Mosquito*. Following the successful rescue, he returned to his original task which he accomplished in half the time allotted by the Admiralty. The gun boats *Dove*, *Adventure* and *Pioneer* were reassembled and launched on Lake Nyassa in June and July 1893.

Later in 1893, whilst in command of the new gun boat *Adventure*, Robertson sailed to punish the rebel Chief Makanjira who had overthrown the friendly Chief Junbe. For these two successful services in East Africa he was promoted to Commander and received the East and West Africa medal with the unique clasp combination 'Liwondi 1893' and 'Lake Nyassa 1893', and awarded the C.M.G. - this being the first time that this decoration was given to such a junior naval officer.

In 1896 he volunteered for service with the Nile Flotilla then being assembled for the re-conquest of the Sudan. A brother

officer of this time was Commander David Beatty, later of Jutland fame. He commanded the gun boat *Zaffir* and later the *El Teb*; in 1897 he took part in the Dongolla expedition, and was present at the action at Hafir. His services in the Sudan were recognised by the award of the Queen's Sudan Medal, the Order of Osmanieh 4th Class, and the Khedive's Sudan medal with clasp 'Hafir' - this being one of 4 such medals to naval officers.

Promoted to Captain in 1899 at the young age of 34, he was awarded the M.V.O. in 1905 for services to the King as Commanding Officer of H.M.S. *Cornwall*, escort ship to the Royal yacht, during King Edward VII's visit to the Mediterranean. He reached Flag Rank in 1908, and in 1909, aged 53 years, he was retired by order of the King. Family papers suggest a degree of over-friendliness with Queen Alexandra that was unacceptable to Edward VII.

Promoted to Vice-Admiral on the Retired List in 1914, he volunteered his services on the outbreak of War and in 1915 he accepted an appointment as a Captain in the Royal Naval Reserve. Throughout the War he served in the Auxiliary Patrol, being promoted to Admiral on the Retired List in 1917. Admiral Robertson died on 16 January 1942.

Sold with original Warrant of appointment to the Royal Victorian Order, and Commission Warrant for promotion to Rear-Admiral, together with extensive research including records of service and medal verification.





111 x

The unique K.C.M.G., 'Benin River 1894' C.B., and 'Witu 1897' D.S.O. group of nine awarded to Admiral Sir Charles Campbell, Royal Navy

The Most Distinguished Order of St. Michael and St. George, K.C.M.G. Knight Commander's neck badge and breast star, silver-gilt and enamels, in Garrard & Co., London, fitted case of issue; The Most Honourable Order of the Bath, C.B. (Military) Companion's breast badge, silver-gilt and enamels; Distinguished Service Order, V.R., silver-gilt and enamels, with integral top riband bar; Jubilee 1887, clasp, 1897, silver; Coronation 1902, silver; Egypt and Sudan 1882-89, dated reverse, no clasp (Comdr. C. Campbell, R.N., H.M.S. "Thalia"; East and West Africa 1887-1900, 2 clasps, Benin River 1894, Benin 1897 (Capt. C. Campbell R.N., H.M.S. Philomel); Khedive's Star, dated 1882; Zanzibar, Order of the Brilliant Star, 2nd Class breast star, silver, gold and enamels, with Tughra of Sultan Ali bin Said Al-Busaiidi (1890-93); together with a privately awarded Life Saving Medal, silver, 'To Charles Campbell of Sadell, Midshipman R.N., May 1864, in Tunis Bay. He risked his own to save another life', generally good very fine or better (10)

£6,000-£8,000

Provenance: Alan Hall Collection, June 2000.



## Naval Medals From the Collection of the Late Jason Pilalas

K.C.M.G. 1905.

C.B. *London Gazette* 21 December 1894: 'In recognition of services in the recent operations against the Chief Nana of Brohemie in the Benin River.'

'Captain Campbell, of the *Philomel*, has acted as my Flag Captain, and in that capacity has been zealous and energetic, and most anxious to carry out my orders and anticipate my wishes' (Rear-Admiral Bedford's despatch refers).

D.S.O. *London Gazette* 25 May 1897: 'In recognition of services during the recent expedition to Benin.'

'- commanded the rear guard at the attack on the city; and by his prompt action at the fire which broke out on the 21st instant saved the lives of the wounded. He is indefatigable, and always ready to work' (Rear-Admiral Rawson's despatch refers). One of five awards of the D.S.O. for this expedition.

**Charles Campbell** was born at St Andrews, Scotland, on 26 March 1847, eldest son of John Campbell of Saddell. He was educated at Brenchley Vicarage, Staplehurst, and then at the Royal Naval Academy, Gosport and entered the *Britannia* in 1860, where he gained the diving prize for staying under water one minute 53 seconds (then a record). He next joined H.M.S. *Magicienne* under Commander H.S.H. Prince Leiningen; after transferring to the *Marlborough*, Mediterranean Flagship, he saw further service in the *Amphion*, *Royal Oak* and *Racer*. In 1868 he joined *Galatea*, under Captain H.R.H. the Duke of Edinburgh, and it was in this ship he made a voyage around the world.

Promoted to Commander in 1882, whilst commanding *Thalia* Campbell served as Transport Officer during Lord Wolseley's Campaign against Arabi Pasha, for which service he received the Egyptian Medal and Khedive's Star. In 1885 he was selected by the Admiralty to compile the vocabulary signal book and the Admiralty secret ciphers. On promotion to Captain in 1888, Campbell commanded *Lily*, and later in the *Philomel* and the command of the East Coast of Africa from 1891. There, he suppressed the uprisings at Lamu and Witu, captured 11 slave dhows, and rescued the young Sultan of Zanzibar from a troublesome usurper following the death of his father. For this service he received a handsome jewelled sword from the Sultan, and the Order of Zanzibar 2nd Class. Their Lordships conveyed their approval for the manner in which the duties devolving upon him on the occasion of the death of the Sultan of Zanzibar on 5 March 1893 were carried out.

On hearing that Chief Nana of Brohemie was being troublesome Rear Admiral Frederick C. Bedford C.B., Commander in Chief, Cape of Good Hope and West Coast of Africa, transferred his Flag to *Philomel* (Captain Charles Campbell R.N.) and proceeded to the Benin River. A Naval Brigade was formed from H.M. Ships *Alecto*, *Philomel*, *Phoebe*, and *Widgeon*. On 19 September 1894, Nana's town was shelled, and on the 20th two parties were landed, the first under Captain Powell of *Alecto* and the second under Captain Campbell of *Philomel*. Captain Campbell, as the senior of the two Captains, was given independent command of the second party and had charge of all of the boats employed, whilst Admiral Bedford accompanied Captain Powell.

The town of Brohemie was attacked from two sides and, despite some spirited resistance, was quickly taken. Chief Nana, however, escaped. The Naval Party destroyed considerable quantities of stores and guns, and confiscated £327.00 that had been left behind by Nana in his haste to escape. Their mission complete, the Naval Brigade returned to their boats. Admiral Bedford received the K.C.B., and Captains Campbell and Powell the C.B. 'for gallant behaviour'. In addition, three D.S.O.s and two C.G.M.s were awarded. All who fought on shore with the Naval Brigade received the East & West Africa Medal with clasp 'Benin River 1894'.

In early 1897 Rear-Admiral Harry H. Rawson, C.B., the new

Commander in Chief of the Cape of Good Hope and West Coast of Africa Station, flying his flag in *St George*, was requested to punish Chief Overiami, who ruled Benin City, for the murder that had taken place in January 1897 of a Mr T. R. Phillips, Acting Consul General and members of his party. A Squadron of ships comprising *St George*, *Theseus*, *Forte*, *Philomel*, *Phoebe*, *Widgeon*, *Alecto*, *Barrosa* and *Magpie* was assembled off Warrigi on the Benin River. A Naval Brigade some 1,200-strong, drawn from the various ships, was landed on 11 February 1897, and Benin city was reached and quickly taken on the 18th. However, Chief Overiami and his generals had escaped. The stench of death was appalling; seven pits forty feet deep with up to 15 bodies in each were found, the dead being intermingled with the living. During the clear-up operations, Benin was accidentally fired and the whole city was destroyed. The Naval Brigade was re-embarked after 18 days on shore. Rear-Admiral Rawson received the K.C.B., three Captains the C.B., and five D.S.O.s were awarded to other officers, including to Captain Campbell.

Charles Campbell was the only Naval Officer to be decorated for gallantry in both expeditions, as demonstrated by his mentions in the *London Gazette*s of 21 December 1894 (for Benin River), and 25 May 1897.

Appointed to the Command of the *Empress of India* in 1897, Campbell was aboard this ship at the Fleet Review and received the Queen's Jubilee Medal. He was Second in Command to Admirals Harris and Noel during the operations in Crete between 1897 and 1899, and commanded the Medway Gunnery School from 1899 to 1902. He was also A.D.C. to Queen Victoria and to King Edward from 1899 to January 1902, and consequently received the 1902 Coronation Medal. Having been promoted to Rear-Admiral in 1901, he was awarded the K.C.M.G., in 1905 and promoted to Vice-Admiral in 1906. He was placed on the Retired List at his own request on 18 October 1906. Promoted to Admiral on the Retired List on 22 July 1910, but unfortunately did not live to enjoy a long retirement, dying on 2 February 1911.

Sold with comprehensive research.





## 112 x

The 'Juba River 1893' group of four awarded to Able Seaman Charles Clift, Royal Navy

East & West Africa 1887-1900, 2 clasps, Witu August 1893, Juba River 1893 (C. Clift, A.B., H.M.S. Blanche); 1914-15 Star (129434, C. Clift. A.B. R.N.); British War and Victory Medals (129434 C. Clift. A.B. R.N.) mounted court style for display, *very fine and better* (4) £3,000-£4,000

*Provenance:* Alan Hall Collection, June 2000.

42 clasps for 'Juba River 1893' issued to the Royal Navy, 24 in combination with the clasp 'Witu August 1893'.

## Naval Medals From the Collection of the Late Jason Pilalas

**Charles Clift** was born on 8 December 1869, in the village of Freshford in Somerset. He joined the Royal Navy on 9 December 1884, aged 15 years, as a Boy 2nd Class aboard the Training Ship H.M.S. *Impregnable*. On 20 December 1884, less than a month after first joining *Impregnable*, he was transferred to H.M.S. *Lion*. Whilst serving, he was advanced to Boy 1st Class on 17 February 1886, and on paying off in October 1886 he was sent to the Receiving Ship *Royal Adelaide*. Clift was next afloat aboard the *Audacious*, Flagship China Station, Vice Admiral R. V. Hamilton, C.B., which he joined in November 1886. Over the course of the three years he served aboard this ship he was advanced to Ordinary Seaman on 8 December 1887, and thus began his adult service. On paying off he joined the *Duke of Wellington* in February 1890. He next served aboard the *Active* from June 1890; the *Vivid* from December 1890; and *Blanche* from December 1890. Whilst in the latter vessel he was advanced to Able Seaman on 1 May 1891. During the three and a half years he spent in the 3rd Class Cruiser *Blanche*, Commander G. R. Lindley R.N., much of which was in East African waters. Clift was twice landed for service on shore with the ship's Naval Brigade.

On the first occasion he was a member of a Naval Brigade consisting of 10 officers, 220 seamen and 36 Royal Marines drawn from H.M. Ships *Blanche*, *Sparrow* and *Swallow*. The Naval Brigade landed at Lamu on 7 August 1893, to punish Furno Omari, Sultan of Witu, who was openly rebellious and defiant, and had committed a number of atrocities. The stronghold villages of Pumwani and Tongeri were attacked; the gates of Pumwani were blown up by a field gun and war rockets and both towns were taken after a short, sharp fight. The Naval Brigade lost one stoker killed, and had two officers and six seamen wounded. Following their successful action, the members of the Naval Brigade returned to their respective ships on 15 August 1893. Each member was later to receive the East and West Africa Medal with Clasp 'Witu August 1893'.

A week after returning on board *Blanche*, Clift again volunteered to land as part of a much smaller Naval Brigade under Lieutenant P. V. Lewes, R. N. On hearing the news that Mr W. G. Hamilton, Superintendent of Askaris, had been murdered at Turki Hill, and that Count Lovattelli and Mr Farrant of the Imperial British East Africa Company were under siege at the British Residency at Kismayu, Commander G. R. Lindley of H.M.S. *Blanche* took the decision to land a small Naval Brigade to rescue them. The all-volunteer party of 42 sailors and stokers were joined by an additional 50 loyal Keribotos when they landed at the mouth of the Juba. Following a tiring night march, the force arrived at Turki Hill on 24 August, which was taken after a brisk fight. The small defending force at the Residency was relieved; upon hearing that Captain Tritton and Mr McDougall were trapped aboard the British Imperial East Africa Company's steamer *Kenia* at nearby Gobwen on the Juba River, Lieutenant Lewes and his small force set out to rescue them.

On finding the two Englishmen safe, Lieutenant Lewes decided to fortify the steamer by placing iron plates, cut-up canoes, sand bags and bales of goods around the sides. Two maxim guns were mounted, and the Hotchkiss gun in the bow was

manned. On 25 August the steamer set off up river to punish the mutineers and to destroy the town of Kajwalla. After proceeding only a short distance, the engine donkey feed pump broke down and the boiler fires had to be drawn. The element of surprise had been lost and the *Kenia* came under heavy fire from the mutineers concealed on the banks of the Juba River. The repairs to the pump, which took four hours to complete, were carried out by the engine room ratings. The steamer then continued upriver to shell and destroy the village of Magarada. After further shelling and firing of rockets, 30 men were landed from the *Kenia*, and after one hour of fighting, the town of Kajwalla was taken, burned and destroyed.

The *Kenia* then crossed to the other side of the river, landed every available man, and after a brisk fight the town of Majawen was captured and destroyed. The Naval Brigade then returned to the *Kenia* and soon after rejoined the *Blanche*. For his services, Lieutenant P. V. Lewes received the Distinguished Service Order. The members of the Naval Brigade received the East & West Africa Medal with clasp 'Juba River 1893'. Those who were present at the previous action at Witu earlier in the month received the clasp only.

On returning to England, Clift subsequently served short spells aboard the following ships: *Victory I* from March 1894; *Excellent* from June 1894; and *Enchantress* from October 1894. He then joined the *Inflexible* in May 1895; *Victory I* in September 1896; *Vulcan* in October 1896; and *Victory I* once again in October 1897. In January 1898, Clift joined the battleship *Majestic*, Flag Ship of the Channel Squadron, Vice Admiral Sir Harry Rawson, K.C.B. In this vessel he served a four-year commission before being paid off to the *Duke of Wellington* in January 1902. After three months on shore he joined, in April 1902, the 1st Class Battleship *Vengeance*, Channel Squadron. In April 1902 he joined the 1st Class Battleship *Barfleur*, Flagship Reserve Division, Portsmouth, Rear Admiral R. L. Groome C.V.O. His stay in *Barfleur* was short, for a month later in May he had already been transferred to the *Vivid*. In October 1905 he joined *Impregnable*, Flagship, Devonport, Admiral Sir Lewis A. Beaumont, K.C.B., K.C.M.G. Following two years spent aboard the latter ship, Able Seaman Clift was pensioned ashore having completed twenty years' adult service.

He was never awarded a Long Service and Good Conduct Medal, since on three separate occasions his character assessment fell below 'Very Good'. Shortly after his discharge, he joined the Royal Fleet Reserve at Devonport on 5 January 1908, and was mobilised on 2 August 1914 as an Able Seaman aboard the Majestic Class Battleship *Caesar*, serving with the 7th Battle Squadron in the English Channel. He remained aboard *Caesar* when the ship was transferred to the Mediterranean Fleet early in 1915. Following a short period aboard *Vivid*, which he joined in October 1917, Clift was transferred in February 1918 to *Hecla II*, Base Ship at Buncrana, and remained in this posting until he was demobilised in November 1919, having served his country for a total of 25 years.

Sold with research including copied record of service.





### 113 x

**The unique 'Mwele 1895' and 'Benin 1897' East and West Africa medal awarded to the Reverend Charles Le P. T. Heaslop, Chaplain & Naval Instructor, Royal Navy**

East & West Africa 1887-1900, for Mwele 1895, 1 clasp, Benin 1897 (Rev'd. C. Le P. T. Heaslop, Chap. & N.I., H.M.S. St George) *good very fine* £600-£800

Unique to a Naval Chaplain for Mwele 1895 and one of three to get Benin 1897.

**Charles Le Poer Trench Heaslop** was the Chaplain & Naval Instructor of the cruiser *St George*, flagship of Rear-Admiral Harry Rawson, commanding the Cape and West Africa Station in 1895. He served in the Naval Brigade landed at Mombassa for the punishment of the rebellious Arab chief M'buruk, which resulted in the capture of his stronghold at Mwele in August 1895. He was also present at the bombardment and capture of the Sultan of Zanzibar's palace in August 1896, and landed with the Naval Brigade for the capture of Benin in 1897.



114 x

The unique East and West Africa medal pair awarded to Commander F. G. Dundas, Royal Navy, Principal Naval Officer to the Imperial British East Africa Company and recommended for the D.S.O. whilst Head of the Marine Department of the Niger Coast Protectorate during the Brass River Expedition in 1895

East and West Africa 1887-1900, 1 clasp, Brass River 1895 (Commr. F. G. Dundas, R.N.); Imperial British East Africa Company Medal 1888-95, silver, unnamed as issued, mounted for display, nearly extremely fine and unique to a Naval officer (2) £4,000-£5,000

**Frederick George Dundas** was born in 1846 and entered the Royal Navy as a Cadet aboard the Training Ship *Britannia* in June 1859, when aged 13 years. He was promoted to Midshipman in 1863 and to Acting Sub Lieutenant on 5 July 1865. After studying at the Royal Naval College, Portsmouth 1864-65, he was appointed to his first ship H.M.S. *Wivern* (February 1866), and was promoted to Lieutenant on 21 January 1867. He next joined *Jumna* (May 1867) and whilst in this ship the Admiralty Board expressed their satisfaction of his conduct in saving the crew of *Bucenta*, a merchant ship wrecked off the South West Prong, Bombay, with a lifeboat crew from *Jumna* on 8 June 1869. He subsequently served aboard *Research* (June 1871), *Lord Clyde* (September 1871), *Swiftsure* (May 1872), *Daedalus* (May 1874), R.N. College for Torpedo Course (July 1877), and *Mallard* (August 1878). He was superseded from the latter vessel for failure to observe proper conduct and rendering an unsatisfactory explanation. He was next appointed to *Indus* (October 1879), *Vigilant* (October 1884) additional for service with the Coast Guard at Galway, and *Neptune* (August 1887) for service with the Coast Guard at Ilfracombe. He retired due to age with the rank of Commander on 16 June 1890, having served in the Royal Navy for just over 30 years.

Following retirement from the Royal Navy he was, in 1891, appointed Commissioner

and Principal Naval Officer to the Imperial British East Africa Company, and successfully explored and surveyed the rivers Tana and Juba in the Company's Steamer *Kenia*. In the former river, after ascending 350 miles to its extreme navigable point, he left the vessel and proceeded with a caravan through an unexplored region to Mount Kenia, making the ascent of this 10,000 ft mountain from the southward. In July 1893 the *Kenia* started up the river Juba, Commander Dundas being the only European aboard. He succeeded in reaching Bardera, 387 miles upstream, a town of the up-country Somalis who eventually became quite friendly and one of the Sheikhs with two Chiefs went in the vessel 20 miles further up to the Rapids, where the wreck of Baron von der Decken's steamer, the *Guelph* was lying, three rocks being through her bottom. Commander Dundas was the first and only European to have been to Bardera since Von der Decken's ill fated expedition 27 years earlier, when he was murdered with five of his companions, only two escaping down river by canoe.

In June 1893 he was appointed Superintendent of Marine in the Niger Coast Protectorate under the Foreign Office and served in the Brass River Expedition of 1895. He was mentioned in the Despatch of Rear Admiral F. G. D. Bedford, Commanding the Brass River Expedition, dated 26 February 1895: 'The *Yakoba* was piloted up the creek with great

ability by Captain Dundas, late R.N., the Head of the Marine Department of the Niger Coast Protectorate. She was anchored off Sacrifice Island as a General Depot and proved most useful. Captain Dundas has done excellent work surveying and piloting and has been most indefatigable and useful to me in many ways'. Captain E. H. Gamble R.N., reported in his Despatch that 'Captain Dundas has worked very hard for us'.

Dundas was recommended for the Distinguished Service Order but being on the Retired List was adjudged to be ineligible; but he was granted a Naval Pension of £50 per year on 3 April 1896.

In 1897 he was appointed Naval Adviser to the Chinese Government for a term of three years under the immediate orders of the Viceroy Chi-li, to whom alone he was responsible, by which means the difficulties with individual Chinese Admirals would be avoided. He was received at Portsmouth on 9 February 1897, for a three week course of Instruction in Gunnery & Torpedo, preparatory to his proceeding to Tientsin as Instructor of Cadets with the Chinese Navy. Commander Dundas died on 5 March 1899.

The pair is accompanied by a printed map of the River Juba surveys conducted by Dundas taken from *The Geographical Journal* of March 1893.



115 x

**Pair: Chief Petty Officer Harry Morris, Royal Navy, who was landed in charge of the small Naval Brigade from H.M.S. Heron on the expedition to Illah in October 1898 and received one of only ten '1898' clasps awarded to the Royal Navy**

East & West Africa 1887-1900, 1 clasp, 1898 (H. Morris, C.P.O., H.M.S. Heron); Royal Navy L.S. & G.C., V.R. (Harry Morris C.P.O. H.M.S. Heron) impressed naming, light contact marks, otherwise good very fine and extremely rare (2) £3,000-£4,000

Provenance: Alan Hall Collection, June 2000.

Only 10 medals with this clasp awarded to the Royal Navy. Chief Petty Officer Morris was the senior non-commissioned officer landed and had charge of the small Naval Brigade.

**Henry 'Harry' Morris** was born in Leighton Buzzard, Bedfordshire, on 9 July 1863. He was employed as a Labourer prior to entering the service as a Boy 2nd Class aboard H.M.S. *St Vincent* on 14 October 1879, aged 16 years. He was advanced to Boy 1 Class on 20 October 1880, and in this rate he joined *Hannibal* in July 1881 and *Boadicea* in August 1881. In the latter vessel he was advanced to Ordinary Seaman in September 1881. In this rate he subsequently joined *Rambler*, September 1881, *Duncan*, March 1884, and *Wanderer*, May 1884. During his service in the last named vessel he was advanced to Able Seaman in August 1884.

As an Able Seaman he subsequently served aboard the *Duke of Wellington*, February 1888, *Duncan*, April 1886, *Wildfire*, April 1889, *Pembroke*, June 1902 and *Daphne*, October 1892. During a three year commission in the latter vessel he was advanced to Leading Seaman on the 24 October 1892, Petty Officer 2nd Class, 24 July 1893 and to Petty Officer 1st Class on 1 February 1894. In this new elevated rate he joined *Grafton*, January 1896 and *Pembroke*, February 1896. In the latter shore establishment he was advanced to Acting Chief Petty Officer on 15 April 1896 and confirmed in this rate on the 27 April 1897.

In this senior rate he subsequently joined the small River Gunboat *Heron* in March 1898 for service on the West coast of Africa. He was landed in charge of the small Naval Brigade from *Heron* that formed part of a larger force under Lieutenant-Colonels Wilcocks and Pilcher who commanded respectively the expeditions to Bongu and Illah in June and October 1898, sent to punish the Enuos of Lapai and Argunga who had been slave raiding the

towns along the Niger River. In an earlier Borgu expedition under Lieutenant Colonel Wilcocks the gunboats *Heron* and *Jackdaw* secured the base of operations at Badjibo. However, this service did not qualify the gunboats crews for the clasp '1898', as they did not land. Four men from *Heron* were later landed in June 1898 and accompanied Lieutenant Colonel Wilcocks during the expedition to Borgu. A further six men under the command of Chief Petty Officer Morris were landed and accompanied the Illah expedition in October 1898. The ten men from *Heron*, who had taken part in the two expeditions, received the East and West Africa medal with clasp '1898'.

Whilst serving aboard *Heron* he was also awarded his Long Service and Good Conduct medal in February 1899, after 18 years; the lateness of the award was due to having received character assessments of 'fair' in 1881 and 1883, and 'good' in 1882. He was later transferred on the same station to the *Jackdaw* in January 1899 and served until 'paid off' on 3 January 1899, when both the gunboats *Heron* and *Jackdaw* were transferred to the Nigerian Marine.

Morris subsequently joined *Pembroke 1* in February 1899 and continue to serve aboard this vessel until pensioned ashore on 7 July 1906, having completed 25 years adult service. He joined the Royal Fleet Reserve at Chatham on 21 July 1906, and was mobilised aboard *Pembroke 1* on 2 August 1914, but only served until 9 October 1914, when he was discharged ashore, medically unfit. His short service of less than 2 months appears not have qualified him for the British War Medal. His service record also states that he was not eligible to receive a war gratuity.

Sold with copied record of service.





116 x

**A rare Sudan campaign group of four awarded to Lieutenant-Colonel Humphrey Oldfield, Royal Marine Artillery, mentioned in despatches for services in the Sudan where he became the first R.M. officer to command a warship**

Queen's Sudan 1896-98 (Capt: H. Oldfield. R.M.A.); British War Medal 1914-20 (Lt. Col. H. Oldfield RMA,) naming re-impresed; Ottoman Empire, Order of the Medjidie, 4th Class breast badge, silver gold and enamels; Khedive's Sudan 1896-1908, 3 clasps, Hafir, Sudan 1897, Khartoum, unnamed as issued, mounted for display, *nearly extremely fine* (4)

£3,200-£4,000

Provenance: Alan Hall Collection, June 2000.

Order of the Medjidie, 4th Class, *London Gazette* 12 May 1899.

Only 27 Queen's Sudan Medals issued officers and men of the Royal Marines; Khedive's Sudan medal unique to a Royal Marines officer with these clasps.

**Humphrey Oldfield** was born on 2 July 1867, the son of Colonel R. Oldfield, Royal Artillery, and entered the Royal Marine Artillery as a Lieutenant in 1884. Following extensive service afloat and on shore in the Mediterranean, he was promoted to Captain in 1895.

In 1896 he was seconded for service with the Egyptian Army, in charge of a party of ten Royal Marine Artillery N.C.O.'s sent to act as Gunnery Instructors aboard the Nile Gunboats. During this posting he became the first Marine officer to command a warship, when he was given command of the gunboats *Matemmeh* and later *Hafir*, serving with the Nile Flotilla commanded by Commander the Honourable Stanley Colville, R.N. He was present at the bombardment of the dervish batteries at Hafir, when he was exposed to a heavy fire and subsequently took part in the bombardment of Dongola. Having previously done excellent service in connection with the passage of the cataracts, and the building of the new gunboat, he was favourably mentioned in Despatches.

In 1898 he was appointed Staff Officer to the Governor of Dongola province; and also held the position of Military Commandant at Nagh Humadi, the terminus of the railway from Cairo. In the Sudan

campaign of 1898 he served on the Nile as water transport officer, and successfully navigated the gunboat *El-Hafir* during the passage up the 4th Cataract. He later Commanded the *Kailor*, a post boat; and was employed on Water Transport during the advance on, and battle of Omdurman. In 1899 he was appointed Deputy Assistant Adjutant General at headquarters and was present during subsequent operations against the Kalifa. His services were recognised by the award of the British Sudan Medal, the Medjidie 4th Class and the Khedive's Sudan Medal with clasps 'Hafir', 'Sudan 1897' and 'Khartoum', this combination of medals and clasps being unique to a Royal Marine officer.

On his return from the Sudan in 1899 he became an Instructor of Musketry, and was later awarded a Special Certificate on passing the Arsenal Course at Woolwich. He next served afloat aboard *Irresistible*, Mediterranean Fleet 1904, *Majestic* Home Fleet 1907, and *Albermarle*, Atlantic Fleet 1908.

Promoted Major in 1908, Brevet Lieutenant-Colonel in 1912, and Lieutenant Colonel in 1917, he served throughout World War I as a Barrack Master. At his own request he was placed on the Retired List in 1920. Lieutenant-Colonel Oldfield died at Gosport on 12 April 1953, aged 85.

Sold with copied record of service and other research.



117 x

**The rare Sudan campaign D.C.M. and Royal Marine M.S.M. group of five awarded to Colour Sergeant Frederick Evan Saddon, Royal Marine Artillery, for services at the battle of Gedid and during the final defeat of the Khalifa in November 1899**

Distinguished Conduct Medal, V.R. (Col. Sejt. F. E. Saddon, R.M.A.) impressed naming; Queen's Sudan 1896 (2602, Sgt. F. Evan Saddon, R.M.A.); Royal Navy L.S. & G.C., V.R., narrow suspension (F. E. Saddon, Col. Sergt. No. 2602 R.M.A.) impressed naming; Royal Marine Meritorious Service Medal, E.VII.R. (2602 F. E. Saddon, Colour Sergeant, R.M.A.); Khedive's Sudan 1896-1908, 3 clasps, Khartoum, Gedid, Sudan 1899, unnamed as issued, *light contact marks, otherwise very fine and better* (5) £14,000-£18,000

**Frederick Evan Saddon** was born in November 1865 at Portsea, near Portsmouth, Hampshire and was a tailor before enlisting at Eastney on 26 January 1886. On completion of Recruit Training at the Walmer Depot he was posted as a Private to the Royal Marine Artillery on 23 September 1886, and promoted to Gunner on 19 December 1886. He embarked aboard his first vessel H.M.S. *Cyclops* (July 1887), returned to the R.M.A. Depot (August 1887) and was next afloat aboard *Neptune* (March 1898) being promoted to Bombardier. In this rate he joined *Galatea* (July 1889) and *Magicienne* (April 1890) being promoted to Corporal on 11 July 1891. He returned to the R.M.A. Depot (August 1893) and next joined *Victory* for *Royal Oak* (June 1894), promoted to Sergeant 14 September 1894. He again served at the Depot (1894-98), prior to embarking for service with the Egyptian Army in June 1898, being promoted to Colour Sergeant on 25 October 1898.

His service record states that he was mentioned in the despatch published in the *London Gazette* of 30 January 1900, and awarded the Distinguished Conduct Medal in the *London Gazette* of 18 September 1900 'For services during the final defeat of Khalifa November 1899'. The action at Gedid on 22 November 1899 resulted in the final defeat of the Khalifa and Ahmed Fedil, both of whom were killed, and brought to an end the reconquest of the Sudan. The Royal Marine machine-gunners Seddon, Seabright and Sears all received the D.C.M. for their deadly and decisive work in this battle. A further note on his service record dated 4 April 1899 states 'Noted by direction of the Lords Commissioners of the Admiralty for excellent service with the Nile Expedition 1898.'

He returned to the R.M.A. Depot in October 1900 and served ashore until discharged on 23 January 1907, having served for 21 years. He was awarded his L.S. & G.C. medal in February 1901, and the Royal Marine Meritorious Service Medal in 1907. Although nearly 50 years of age, he was called up for War service as a Colour Sergeant on 9 February 1915, but invalided ashore on 20 May 1916.





118 x

**The important Boer War C.B., M.V.O. group of three awarded to Vice-Admiral R. C. Prothero, Royal Navy, who was severely wounded at the battle of Graspan when in command of the Naval Brigade**

The Most Honourable Order of the Bath, C.B. (Military) Companion's breast badge, silver-gilt and enamels; The Royal Victorian Order, M.V.O., Member's 4th Class, breast badge, silver-gilt, gold and enamels, the reverse officially numbered '147'; Queen's South Africa 1899-1902, 1 clasp, Belmont (Capt. R. C. Prothero, R.N., H.M.S. Doris) impressed naming, original *Spink & Son, Piccadilly* court-style mounting, *nearly extremely fine* (3) £5,000-£7,000

Provenance: Alan Hall Collection, June 2000.

C.B. (Military) *London Gazette* 6 November 1900: 'For services in South Africa.' One of 8 such awards to the Royal Navy for South Africa.

M.V.O. *London Gazette* 2 June 1903: 'Commanded H.M.S. Implacable; H.M.'s visit to Malta.

**Reginald Prothero** was born on 15 June 1849. At the age of 13 years 6 months he entered the Royal Navy on 9 December 1862, as a Cadet aboard the Training Ship *Britannia*. On passing out in June 1864 he was awarded a 3rd Class Certificate and on joining his first ship H.M.S. *Victory* he was promoted to Midshipman on 1 September 1864. During his time aboard *Victory* he served for short periods of training in the following ships: *Geyser*, *Warrior*, *Meednee*, *Orlando* and *Liffey*. In May 1866 he was appointed to *Victoria* where he served for 18 months until posted to *Excellent* in October 1867. On promotion to Acting Sub Lieutenant on 23 April 1870, he joined the Royal Naval College at Portsmouth. On passing out of *Excellent* he obtained three 2nd Class Certificates and was confirmed in the rank of Sub Lieutenant on 22 July 1870.

His next seagoing appointments were to *Research*, April 1871; *Royal Adelaide*, September 1872; *Impregnable*, January 1873; and *Fantome*, November 1873. He was promoted to Lieutenant on 8 August 1874, and in July 1875 he was granted 9 months foreign leave to accept employment with the Mexican Government. On his return to England he was appointed to the following ships: *Magpie*, July 1876; *Nassau*, November 1878; *Magpie*, November 1878; *Tyne*, March 1881; *Duke of Wellington*, June 1881; and *Vernon*, October 1881. In the latter ship he underwent a Torpedo Course and obtained a 3rd Class Certificate. He next joined *Excellent*, November 1881 for a Gunnery Course where he was awarded a 2nd Class Certificate.

His next appointment was to *Assistance*, March 1882; he later transferred to *Himalaya* in December 1882 and remained in this vessel until January 1886. He next joined *Spey*, July 1886, followed by *Canada* in September 1886 and *Devastation* in January 1889. Whilst in the latter ship he was promoted to Commander on 30 June 1889. In his new rank he was appointed to *Edinburgh* in January 1890; *Nile*, June 1891; and *Achilles* in October 1894. Promoted to Captain in January 1895. He was given command of *Trafalgar* in April 1896, followed by *Revenge* in December 1896 and *Doris* in April 1898, as Flag Captain to Rear Admiral Sir Robert Harris, Commander in Chief on the Cape of Good Hope and West Coast of Africa Station.

Following the outbreak of War in South Africa Captain Prothero was landed in November 1899 in command of a Naval Brigade drawn from H.M. Ships *Doris*, *Monarch*, and *Powerful*. The Brigade joined Lieutenant-General Lord Methuen on 22 November and on the 24th Captain Prothero was informed that he and his men were to have the honour of leading the attack at the battle of Graspan. Following an

artillery bombardment of the Boer positions the seamen and marines deployed into a single line on the right of the attack with intervals of four paces between the men. They advanced on the enemy's position led in the centre by Captain Prothero, on the left by Major Plumbe R.M.L.I., and on the right by Commander Ethelston; the two last named officers were killed during the action.

The enemy opened a withering frontal fire at about 600 yards which was later supplemented by an equally heavy cross fire. Notwithstanding, the Naval Brigade continued to steadily advance by rushes. Well over six feet tall Captain Prothero had a charmed life; men were being knocked down all around him as he led his men forwards. With the top of the kopje in sight he was struck down and was unwillingly carried to the rear. The Naval Brigade had been decimated and command devolved to Captain A. E. Marchant, R.M.L.I. Captain Prothero in his Despatch relates how the

fire was so hot that several times he saw a man hit three times before he reached the ground. There was not a moment of hesitation in the Naval Brigade as they continued to advance to the summit of the kopje, driving the Boers before them until they were in full retreat.

In his report to Rear Admiral Harris, Captain Marchant stated that 'Captain Prothero both before and after he was wounded behaved with great gallantry and coolness and from the ground where he had been struck down continued to urge his men forward until he was reluctantly removed to the rear.' For this action Captain Prothero was Mentioned in Despatches and awarded the C.B. (Military).

Following recovery from his wounds aboard *Doris*, Captain Prothero was again landed to command the Dockyard Defence Corps at Simonstown and acted as Commandant of the town in February 1901 when the Boers were threatening Cape Colony. In November 1902 he was given Command of H.M.S. *Implacable* and remained in this vessel until promoted to Flag Rank in February 1906. In 1903 he was awarded the M.V.O., for services during the visit of King Edward VII to Malta. Shortly after this appointment he was placed on the Retired List (age) having served for nearly thirty years. In July 1910 he was promoted to Vice-Admiral on the Retired List. He died on 26 May 1927 aged 78 years.

In the book '*Fabulous Admirals*' by Commander Geoffrey Lewis, A.F.C., R.N., fourteen pages are given to career of Rear-Admiral Prothero when he was serving as a Commander and Captain in the Mediterranean Fleet and provides both an informative and humorous insight into the man who became a larger than life legend in naval circles.



TRANSVAAL  
LADYSMITH  
ORANGE FREE STATE  
REPUBLIC OF SOUTH AFRICA

REGINA ET IMPERATRIX  
MCMXV

REX IMPERATOR  
MCMXV

BRITANNIAE OMNIBUSQUE TERRARUM  
REX ET IMPERATOR  
GEORGIUS V



119 x

**The scarce Boer War 'Naval Brigade' D.S.O. group of four awarded to Captain G. P. E. Hunt, Royal Navy, who commanded one of the 4.7-inch guns with great distinction**

Distinguished Service Order, V.R., silver-gilt and enamels, with integral top riband bar; Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (Lieut. G. P. E. Hunt, R.N, H:M:S Forte); Africa General Service 1902-56, 1 clasp, Gambia (Commdr: G. P. E. Hunt, D.S.O. R.N.); British War Medal 1914-20 (Captain G. P. E. Hunt. DSO. RN.) later impressed naming, mounted for display, *good very fine* (4) £6,000-£8,000

*Provenance:* Alan Hall Collection, June 2000.

D.S.O. *London Gazette* 6 November 1900: 'In recognition of services during the war in South Africa.' One of 3 such awards to the Royal Navy for South Africa.

Mentioned in despatches by Captain E. P. Jones, R.N., dated at Ladysmith, 6 March 1900: 'Lieutenant Hunt has acted as Brigade Major, Quartermaster & Chief of my Staff rolled into one - as well as commanding a 4.7-inch gun, often being up the greater part of the night with paper work after long fatiguing days. His services have been invaluable to me.'

Mentioned in despatches by Captain James, dated at Van Wyk, 14 June 1900, for services on 6th June: 'I desire particularly to mention Lieut. Hunt, "Forte", who acts as Chief of Staff for me & gunnery officer. His ability in a tight place, energy & hard work are beyond all praise.'

Mentioned in despatches by General Sir Redvers Buller, 30 March 1900, *London Gazette* 19 June 1900.

**George Percy Edward Hunt** was born at Shooling, Southampton, on 15 April 1863, the son of George Jenkins Hunt and Mary Cooper. He was educated at the Merchant Navy Training Ship *Conway* and, on passing out he entered the Merchant Marine. He obtained a Second Mate Certificate at Liverpool on 13 November 1882, a Mates Certificate on 5 May 1884 and his Masters Certificate on 20 December 1886.

He joined the Royal Navy Reserve as a Sub Lieutenant on 30 June 1890, and was promoted to Lieutenant on 29 October 1894. He was one of a hundred R.N.R. Lieutenants who were invited to join the Royal Navy as a Supplementary Lieutenant in October 1895. He was appointed as a Lieutenant R.N.R. to the cruiser H.M.S. *Sybille* in January 1895. He served in this vessel with the Mediterranean Fleet for three years and on paying off was appointed to the *Duke of Wellington* at Portsmouth in June 1898. During the next several months he underwent Gunnery and Torpedo Courses at *Excellent* and *Vernon*, and was awarded 1st Class Certificates.

He was next afloat as Gunnery Officer aboard the cruiser *Forte* in April 1899, for service on the Cape of Good Hope and West Coast of Africa Station. Whilst serving in this vessel he was landed for service with the Naval Brigade during the opening actions of the Boer War. He Commanded a 4.7-inch naval gun and was three times Mentioned in Despatches.

Whilst continuing to serve in *Forte* he was specially promoted to Commander 'For services in South Africa on 1 January 1902'. He remained with *Forte* when the ship sailed for Gambia in West Africa, where the Insignia and Warrant were presented to Lieutenant Hunt on board *Forte* by the Governor

of the Gambia in July 1901. A Naval Brigade under Captain Sparkes, with Commander Hunt as Second in Command, was landed from H.M. Ships *Dwarf*, *Forte* and *Thrush*. The ships boats proceeded up river to attack the town of Dunbutu where the murderers [of two travelling Commissioners and their escort in June 1900] were known to live. The troops including the Naval Brigade marched approximately 8 miles to the rebel town and despite a heavy fire the town and its stockade were quickly taken. The British losses were 1 killed and 4 wounded. Those responsible for the murders were captured and later hanged. The Naval Brigade having completed their mission returned to their ships at Bathurst. For his services Hunt was Mentioned in Despatches.

On paying off from *Forte* he joined *Galatea* in May 1902 for service with the Home Fleet, and was next appointed to *Dido* in February 1903, and *President*, September 1904, for Senior Officers War Course. On passing out he obtained a 1st Class Certificate and joined *Empress of India*, February 1905, Flag Ship of the Reserve Division at Devonport. Appointed to *Barfleur*, September 1906, and the *Prince George*, March 1907. On promotion to Captain on 31 December 1907, he underwent courses in Gunnery, Torpedo and Signals and a further War Course during 1908.

Appointed to the command of the cruiser *Ariadne*, April 1909, and subsequently the command of the recently built cruiser *Newcastle*, August 1910. Remained in command whilst the ship served with the China Squadron and on paying off he retired at his own request on 5 July 1913, having reached 50 years of age.

Recalled for war service on 17 August 1914, and appointed to *President* as Senior Naval Officer Port of London. During August and September 1914 he was engaged in the fitting out of armed merchant cruisers at Tilbury. Their Lordships expressed their high appreciation of his services. On 1 November 1916 he was appointed to *Vivid* as Assistant to the Captain of Devonport Dockyard and Assistant King's Harbour Master, Harmoaze. In this post he was responsible for various salvage operations, in particular the *SS Broadfield* in November 1916 and H.M.S. *Mars* in July 1917. Their Lordships expressed their appreciation of the excellent salvage on these and other occasions.

On 22 August 1917 he was found dead in his official residence with a revolver by his side. The subsequent Court of Enquiry recorded the cause of death as a self inflicted bullet wound to the head while temporarily insane.



120 x

**The Queen's South Africa medal to Ordinary Seaman S. Austen, Royal Navy, who was killed in action at the battle of Graspan on 25 November 1899**

Queen's South Africa 1899-1902, 1 clasp, Belmont (187211 Ord: S. Austin, H.M.S. *Monarch*) impressed naming, toned, good very fine £1,200-£1,600

Only 16 single 'Belmont' clasps to H.M.S. *Monarch*.

**Ordinary Seaman S. Austin** was killed in action at Graspan on 25 November 1899. Four officers and 12 men of the Royal Naval Brigade were killed at Graspan, and one man died of wounds.

At 7am on 25 November 1899, at Graspan, the infantry began to work forward under the cover of artillery fire. The Naval Brigade led the storming force, extended in a single line, each man six paces apart from his neighbour. As they began the ascent, advancing by brief rushes in very open order, the hill suddenly appeared to swarm with enemies; from the crest, from behind every boulder poured a murderous fire. The naval officers of the Brigade still carried swords and could be readily distinguished; they were the target of every Boer rifle. Major Plumbe of the Marines, who was gallantly leading in front of his men, closely followed into the storm of battle by his little terrier, staggered, shouting to his soldiers, not to mind him, but to advance. He never rose again. Colonel Verner, who survived the action, afterwards stated that 'no better kept line ever went forward to death or glory'. However, so terrible was the fire and so annihilating its effects upon the Brigade, that the order had to be given to retire upon the last cover.

For a moment it seemed as though the attack had failed. But the artillery poured its fire upon the crest of the ridge with more vehemence than ever; and up the slopes in very open order, firing and cheering, came the Yorkshire Light Infantry to the support of the hard pressed Naval Brigade, while the Loyal North Lancashire's and Northumberland's too, were sweeping forward upon the line of heights held by the Boers. Once more the Seamen and Marines pressed upward at an order from the wounded Captain Prothero 'Men of the Naval Brigade, advance at the double; take that Kopje and be hanged to it.' The men responded magnificently. For the last few yards of the advance the Boers could no longer fire with safety at their assailants. Their very position became disadvantageous as the slopes were so steep that they had to stand up to see their assailants, and in the deluge of shrapnel and rifle bullets which beat upon the summit, this meant almost certain death. Lieutenant Taylor of the Navy and Lieutenant Jones of the Marines, the last in spite of a bullet in his thigh, were the first into the Boer entrenchments at the top. They were closely followed by their men, and the Kopje was won.

'I shall never forget the faces of some of those who had fallen in the final rush,' said Colonel Verner, of the dead of the Naval Brigade. 'They lay about in every attitude, many with their rifles, with bayonets fixed, tightly clutched in their hands, and in some cases still held at the charge. These were the same hard featured, clean cut faces, which but a short time before I had watched laboriously skirmishing across the veldt, now pale in death, but with the same set expression of being in terrible earnest to see the business through.'



## 121 x

The unique Boer War C.S.C. group of seven awarded to Lieutenant-Commander E. Lowe, Royal Navy, thrice mentioned in despatches for his services as a 'Gunner R.N.' in the Naval Brigade, Lowe particularly distinguished himself the battle of Graspan, near Belmont, on 25 November 1900, when 'he charged to the top of a hill, gallantly leading his men, all the time under a heavy fire'

Conspicuous Service Cross, E.VII.R., the reverse hall marked London 1901; Queen's South Africa 1899-1902, 8 clasps, Belmont, Modder River; Paardeberg, Driefontein, Johannesburg, Diamond Hill, Belfast, Relief of Kimberley (Gunner E. E. Lowe: R.N. H.M.S. Monarch) small erasure or correction to colon after surname; 1914-15 Star (Lieut. E. E. Lowe, D.S.C., R.N.); British War and Victory Medals, with M.I.D. oak leaf (Lieut. E. E. Lowe. R.N.); Coronation 1911; Royal Navy L.S. & G.C., V.R., narrow suspension, impressed naming (E. E. Lowe, P.O. 1st Cl., H.M.S. Severn) *good very fine* (7) £20,000-£24,000

*Provenance:* Alan Hall Collection, June 2000.







## Naval Medals From the Collection of the Late Jason Pilalas

The Conspicuous Service Cross was instituted in 1901 and converted to the Distinguished Service Cross in 1914. During its short life, only eight awards of the C.S.C. were made: five for South Africa, two for China 1900 and one for Somaliland in 1904; Lowe's C.S.C. is only the third provenanced example to have appeared at auction.

Lowe was one of only two Royal Navy officers to receive the Q.S.A. medal with 8 clasps.

C.S.C. *London Gazette* 2 July 1901.

**Ernest Lowe** was born in Lowestoft, Suffolk on 12 October 1866 and entered the Royal Navy as a Boy 2nd Class in January 1882.

His subsequent seagoing appointments included H.M.S. *Canada* on the North America and West Indies stations in the early 1880s, when he served as 'hammock man' to the Duke of York, afterwards King George V. When King Edward VII was pinning the C.S.C. to Lowe's tunic at St. James's Palace many years later, the Duke, who had a wonderful memory, turned to King Edward and said, "This is the fellow who used to throw me out of my hammock in the *Canada*."

Lowe also attended extended courses at the shore establishments *Excellent* and *Vernon*, scoring highly for torpedo gunner, and was duly appointed to the warrant rank of Acting Gunner in April 1897. Then in May 1898, he joined the *Monarch* at Simonstown and he was likewise employed at the outbreak of hostilities in South Africa in October 1899. Among those selected for services ashore in the Naval Brigade, he was given charge of a 12-pounder and joined the Lord Methuen's column for the relief of Kimberley. The *Naval Warrant Officers Journal* (January, 1951) takes up the story:

'Mr. Lowe was present with this column at the battles of Belmont, Graspan (where he was mentioned in despatches), Modder River and Magersfontein. After a stay of some weeks at Modder River, the Brigade joined Lord Robert's column and was present at the following operations: capture of Jacobsdal; engagements at Klip Drift; Paardeburg (capture of Cronje's force); Ofontein; Driefontein; occupation (after several forced marches) of Bloemfontein. After staying a while at the capital of Orange River Colony, they advanced north and took part in the actions of Vet River, Land River, occupied Kroonstad, passage of Vaal River, action and capture of Johannesburg and Pretoria (mentioned in despatches), action at Diamond Hill, occupation of Middleburg and action at Belfast (Bergendale). After that the Brigade joined General Gordon's column and was present at the Tafel Kop and occupation of Barberton, returning to Capetown on 12 October 1900.'

In fact, Lowe was mentioned in despatches on three occasions:

Lord Methuen's despatch dated 25 November 1899, for the battle of Graspan: 'Gunner Lowe and Midshipman W. W. Silem charged to the top of a hill, gallantly leading their men all the time under a heavy fire and are deserving of special mention.'

Captain Bearcroft's despatch to Rear-Admiral Sir R. Harris, dated at Pretoria on 9 June 1900, reporting on the

engagement of 4 June 1900: 'Mr. Lowe, Gunner (T.) *Monarch*, for zeal and energy shown in keeping up an adequate supply of ammunition near the guns and looking after the safety of the remainder.'

And Captain Bearcroft's despatch to Rear-Admiral Sir R. Harris, dated at Simonstown on 17 October 1900: 'Mr. Lowe, Gunner (T.), this officer has performed the duty of Quartermaster to the Brigade while landed with ability and untiring zeal and energy.'

Graspan was surely the hottest of his engagements, for on what became a unique occasion, the Naval Brigade advanced as infantry, arriving opposite the Boer positions after a night march at 7 a.m. The Boers had burnt all the grass for 2,000 yards in front to allow them to pick up our khaki, in addition to marking ant hills to give the range. Lowe and his comrades duly set off under a blazing sun, advancing by 25-yard rushes, each half company passing the other half company. As the range closed to 600 or 700 yards, the Boer fire got much hotter, and the casualties began to mount. Captain Darwin, R.N., the Brigade's senior officer, was severely wounded and Commander Ethelston killed. The Midshipman attached to Lowe's company was also killed, as was Major Plumb of the Marines. Notwithstanding the loss of such senior officers, Lowe and his Tars charged to the top of the hill, under heavy fire, and managed to dislodge the enemy, who retreated to their horses on the other side. He then teamed up with Captain Marchmont of the Marines and helped to drive off a small force of Boers on another hill nearby.

Lowe, who returned home in December 1900, was awarded the Conspicuous Service Cross and also became one of just two Naval Officers to receive an 8-clasp Queen's South Africa medal. He was also recommended for special advancement to Chief Gunner on attaining 12 years seniority, a promotion that was confirmed in April 1910. In the interim, in 1902, he added the Coronation Medal to his accolades, most likely for ceremonial duties in connection with the participating Naval Detachment.

Having then been advanced to Lieutenant in June 1912, Lowe was appointed to the command of Torpedo Boat 116 in December 1914, and he remained similarly employed for the duration of the Great War. He was mentioned in despatches 'for good services in Destroyer Patrol Flotillas during the period ended 30 September 1916' (*London Gazette* 23 May 1917, refers), an accolade that probably stemmed from his action in defending an important convoy from Canada in October 1915. Spotting an enemy submarine off Culver Cliff in the Isle of Wight, he steamed for her at full speed, firing on her and only missing ramming her by a few seconds.

Lowe was advanced to Lieutenant-Commander in June 1920 and finally hung up his sea boots in October 1921, after 39 years of continuous service. He retired to Grayshott in Surrey, near Hindhead, where he won the Village Billiards Championship in 1945, aged 79. He died in October 1954. Sold with copied record of service and other research.





122 x

**An outstanding Great War Civil C.B. and Boer War Albert Medal life saving group of ten awarded to Captain Halton S. Lecky, Royal Navy**

The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck badge, silver-gilt, with *Garrard, London* case of issue; Albert Medal, 2nd Class, for Gallantry in Saving Life at Sea, bronze and enamel, the reverse inscribed (Awarded by His Majesty to Lieutenant Halton Stirling Lecky, R.N., in recognition of his gallantry in rescuing two soldiers from drowning at Kosi Bay on the 25th of August 1900) the reverse of the crown with maker's cartouche 'Phillips, Cockspur St.', together with its original *Phillips Bros. & Son* presentation case, the lid embossed in gilt letters 'Presented in the name of His Majesty to Lieutenant Halton Stirling Lecky, R.N., for Gallantry in Saving Life at Sea'; Queen's South Africa 1899-1902, 1 clasp, Natal (Sub-Lieut: H. S. Lecky, R.N. H.M.S. *Doris*); 1914-15 Star (Commr: H. S. Lecky, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Capt. H. S. Lecky. R.N.); **Greece, Kingdom**, Order of the Redeemer, 5th Class breast badge, silver, gold and enamels; **France, Third Republic**, Legion of Honour, 5th Class breast badge, silver, gold and enamels, these last seven mounted court-style as worn; Royal Humane Society, small silver medal (Successful), (Sub Lieut: H. S. Lecky. R.N. Aug: 25 1900) in its *Elkington* case of issue; Lloyds medal for Saving Life at Sea, silver (Lieut. H. S. Lecky. R.N. - 25th August 1900.) in its original presentation case, the lid embossed in gilt letters with relevant details; Granton Naval Base, silver medal for Zeal (Comdr. H. S. Lecky. R.N. 2.9.16, C.E. Granton Naval Base) *generally very fine or better* (11)  
£6,000-£8,000

*Provenance:* Buckland Dix & Wood, June 1994.

Only 7 Albert Medals awarded to Royal Navy officers prior to the Great War.

**Halton Stirling Lecky** was Sub-Lieutenant of *Thrush* and *Widgeon* during the Boer War, and served on both vessels on the Delagoa Bay Blockade. He was awarded the Albert Medal (2nd class) on 28 June 1901; the silver medal of the Royal Humane Society on 15 July 1901; and Lloyds Silver Medal on 10 August 1901, all awarded for his bravery as described in the following extract from the *London Gazette*:

'On August 25th, 1900, H.M.S. *Widgeon* was anchored in Kosi Bay, fifty miles south of Delagoa Bay, in order to land stores and troops. The work of disembarkation was carried out by four boats manned by Malays under the superintendence of Sub Lieutenant Lecky, who had been sent onshore for the purpose.

Heavy breakers in lines of three to five, according to the tide rolling in about fifty yards apart, made the work very risky.

One boat loaded with stores and with Second Lieutenant Arnold Gray, Thorneycroft's Mounted Infantry, Trooper Frederick Trethowen, Steinacker's Horse, and Private J. H. Forbes, Thorneycroft's Mounted Infantry, on board, capsized about three hundred yards from the shore. The five Malays forming the boat's crew, and Private Forbes by dint of hard swimming, with the assistance of the boat's oars, managed to reach the land after severe buffeting from the heavy seas. Lieutenant Gray was unable to swim, but with Trooper Trethowen, clung to the boat, which drifted slowly keel upwards in a northerly direction almost parallel with the shore, carried by the set of a strong current. Huge breakers continually swept over the boat, and the men had great difficulty in retaining their hold. Sharks were observed near the boat before and after the accident. The boat was now about one hundred and fifty yards from the shore. Sub Lieutenant Lecky, seeing the critical position the two men were in, tore off his clothes and, plunging into the surf, endeavoured to swim to their assistance. He was twice thrown back on the beach by the heavy seas, but afterwards succeeded in bringing first Lieutenant Gray and

then the other safe to shore. The rescued men were quite unconscious, having been nearly thirty minutes in the water. Sub Lieutenant Lecky and his servant, Private Borting, R.M.L.I. then applied the usual methods for restoring animation, and both men eventually recovered consciousness - Lieutenant Gray after a lapse of two and a half hours.'

Lecky was subsequently Sub Lieutenant of *Doris* (medal and clasp); was in command of torpedo-boat No. 29 on the occasion of the burial at sea, by her own request, of Miss Mary Kingsley. He was responsible for the organisation of the Shetland Islands for war, 1913-14; Minesweeping on the East Coast, 1914. Lecky created the Auxiliary Patrol Service of 3000 vessels and necessary personnel against enemy submarines, 1914-16 (awarded C.B.); Naval Assistant to the Fourth Sea Lord, 1915-16; commanded the light cruisers *Southampton* and *Birmingham* in the North Sea, 1916-17; Assistant to Naval Secretary to First Lord of the Admiralty, 1917-18; engaged on miscellaneous service in the Aegean blockade of the Dardanelles, occupation of Constantinople etc., 1918; mentioned in despatches and awarded the Order of the Redeemer (Greece) and Legion of Honour (France) for duties in connection with the war operations of these navies in the Aegean. In 1919 he organised the Mine Clearance Service and received the high appreciation of the Board of Admiralty; Commanded the R.N. Detention Barracks at Chatham, 1920-24, and was placed on the retired list with the rank of Captain in 1925. Captain Lecky died on 2 June 1940, aged 71 years.

Lecky was author of the well known work '*The Kings Ships*', 3 volumes 1913 and 1914, the final 3 volumes of which were suspended and never published owing to the outbreak of the War.

The group is also accompanied by a 'pencilled' portrait photograph of Captain Lecky and original Royal Humane Society parchment certificate, this a little damaged by damp.



123 x

The campaign pair awarded to Captain H. W. James, Royal Navy, who, as Lieutenant of *Tartar* was in command of a battery of guns at the battle of Colenso, was mentioned in Buller's despatch and specially promoted to Commander for services during the war; he commanded *Proserpine* in the Somaliland operations of 1908-10

Queen's South Africa 1899-1902, 2 clasps, Tugela Heights, Relief of Ladysmith (Lieut: H. W. James, R.N. H.M.S: *Tartar*) officially impressed naming; Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (Commr. H. W. James, R.N. H.M.S. *Proserpine*) extremely fine (2) £1,800-£2,200

**Herbert William James** was born on 3 April 1871, at Cransley, near Kettering, Northamptonshire, and entered the service aboard the Training Ship *Britannia* on 15 July 1884. On passing out of *Britannia* he obtained two 2nd Class and four 3rd Class Certificates, thus gaining 7 month's seniority. He joined H.M.S. *Iron Duke* (July 1886) and was promoted to Midshipman 15 December 1886, next serving aboard *Audacious* (November 1887), *Imperieuse* (February 1888), *Rodney* (July 1889), *Monarch* (November 1889), and *Impregnable* (March 1890). Whilst on his Pilotage Course in the latter ship he was promoted to Acting Sub Lieutenant 14 December 1890 and confirmed in this rank six month's later with the same seniority date. He served next aboard *Superb* (July 1891), *Ruby* (April 1892) being promoted to Lieutenant on 1 April 1893, *Latona* (July 1893), *Centurion* (February 1894), *Colossus* (June 1897), *Inflexible* (August 1897), *Trafalgar* (October 1897) and *Tartar* (May 1898).

Whilst in *Tartar* he was appointed 1st Lieutenant and landed with the ship's Naval Brigade for service in South Africa, where he Commanded a Battery of Guns. At the battle of Colenso he had command of two Naval 12 -pounders, and continued with his Battery throughout the operations which culminated in the relief of Ladysmith. James was specially promoted to Commander on 21 October 1900, for services rendered during the war in South Africa.

In the rank of Commander he served aboard *Victory* (February 1901) for Signal Course, *Excellent* and *Vernon* (March 1901) for Gunnery & Torpedo Courses, *Albion* (June 1901), and *President* (November 1902) for Senior Officer's Course at Greenwich Naval College. He was next appointed to the command of *Satellite* (October 1903) and *Proserpine* (August 1906) which ship he commanded during the operations in Somaliland. He commanded *Renown* (November 1908) and *Crescent* (July 1909) and retired at own request due to failing health on 17 June 1910, with the rank of Captain. He died on 19 April 1911.

Sold with copied record of service.



124 x

A Great War O.B.E. group of four awarded to Engineer Lieutenant-Commander F. J. Baker, Royal Navy, one of only six naval recipients of the Q.S.A. with clasp 'Rhodesia'

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type, breast badge, reverse hallmarked London 1917; Queen's South Africa 1899-1902, 1 clasp, Rhodesia (Art: Eng. F. G. Baker, R.N. H.M.S. Partridge) note second initial; British War Medal 1914-20 (Eng. Lt. Cr. F. J. Baker. R.N.); Royal Navy L.S. & G.C., V.R., narrow suspension (F. J. Baker, E.R.A. 2nd Cl., H. M.S. Anson) impressed naming, mounted court-style as worn, good very fine (4) £1,600-£2,000

Provenance: Alan Hall Collection, June 2000.

Only 6 Q.S.A. medals with clasp 'Rhodesia' awarded to the Royal Navy; all were awarded to Officers or Warrant Officers.

O.B.E. (Military) *London Gazette* 16 September 1919: 'For valuable services at H.M. Dockyard, Sheerness'.

**Frederick John Baker** was born on 25 November 1862, at Rochester, Kent. Prior to joining the Royal Navy at *Pembroke* on 7 January 1884 he was employed as a turner and fitter. Not surprisingly he elected to join the Engineering Branch of the Royal Navy and became an Acting Engine Room Artificer 4th Class Official No. 126,083. On leaving *Pembroke* having completed his basic training on 8 May 1884, he joined the receiving ship *Victor Emmanuel* in Hong Kong. From this vessel he later joined the despatch vessel *Vigilant* on 24 June 1884. He was transferred to the gunboat *Midge* on 4 July 1884, and whilst in this ship he was advanced to Engine-Room Artificer 3rd Class on 7 January 1887. He returned to England in February 1889 and rejoined *Pembroke*. His next seagoing post was to the battleship *Rodney* which he joined on 14 May 1891.

He was advanced to Engine-Room Artificer 2nd Class on 2 February 1891 and awarded his second Good Conduct Badge on 3 February 1892. He paid off from *Rodney* on 27 May 1892, and rejoined *Pembroke*. He remained on shore until 12 September 1893 when he joined the battleship *Anson*. During the three years he served in this ship he was advanced to Chief Engine-Room Artificer on 13 November 1894. He was awarded his Long Service & Good Conduct medal under the ten year rule on 19 September 1894. He returned to *Pembroke II* in November 1896 and passed his examination for Artificer Engineer (Warrant Officer rank) on 27 January 1898, and was promoted to the rank with seniority of 1 April 1898.

As a Warrant Officer he was appointed in May 1899 to the gunboat

*Partridge*, serving on the Cape of Good Hope and West Coast of Africa Station. The Queen's South Africa Medal Roll shows that 3 Lieutenants, 1 Surgeon and 2 Warrant Officers landed at Beira on the instruction of their Commanding Officer and as a result were later able to claim the Queen's South Africa Medal with clasp 'Rhodesia'.

On leaving *Partridge* he was next appointed to the torpedo boat destroyer *Hardy*, which he joined on 29 September 1902. On promotion to Chief Artificer Engineer on 1 April 1903 he joined in April 1904 the cruiser *Lancaster*, serving on the Mediterranean Station. Whilst in this ship he was promoted to Engineer Lieutenant on April 1905. His next appointment on 17 June 1905, was to *President* where he was Assistant to the resident Naval Engineer Overseer Midland District. After three years in this post he was next appointed in October 1908 to the *Zulu*, torpedo boat destroyer building at Hawthorn Leslie & Co., Newcastle upon Tyne.

In May 1909 he joined *Orion*, coast defence and depot ship for torpedo boat destroyers, Malta. In this post he was responsible for training Malta reserve stokers and for supervision of boats etc. He subsequently served aboard the battleship *Ocean*, Third Fleet at the Nore which he joined in March 1911, followed by *Wildfire* October 1911 for service with the Commander of the Sheerness Dockyard. On 28 April 1916 he was promoted to Engineer Lieutenant-Commander and remained in this post for the duration of World War I. He was placed on the Retired List in January 1920, and died circa 1942-43.

Sold with copied record of service and medal roll confirmation.



## Naval Medals From the Collection of the Late Jason Pilalas



**125 x**

Transport 1899-1902, 2 clasps, S. Africa 1899-1902, China 1900 (**E. A. Phillips.**) very fine *£500-£700*

178 Transport Medals issued with 2 clasps

**E. A. Phillips** served as Second Officer aboard S.S. Putiala of the British India Steam Line..



## 126 x

The rare Defence of Legations group of five to Colour-Sergeant A. E. Saunders, R.M.L.I., one of the three senior N.C.O.s of the Legation Guard at Peking

China 1900, 1 clasp, Defence of Legations (Sergt. A. E. Saunders, R.M.L.I.); 1914-15 Star (CH. 4932 Cr. Sgt. A. E. Saunders, R.M.L.I.); British War and Victory Medals (CH. 4932 A. E. Saunders, R.M.L.I.); Royal Navy L.S. & G.C., E.VII.R. (CH. 4932 A. E. Saunders, Colr. Sergt., R.M.L.I.) mounted court-style, *very fine* (5) £8,000-£10,000

Of the 78 officers and men who comprised the Guard of the British Legations at Peking during the siege, Sergeants Murphy, Preston and Saunders were the senior N.C.O.s under Captains Halliday, Strouts and Wray. Sergeant Saunders was mentioned in despatches by Sir Claude MacDonal, British Minister at Peking, 'Those that came under my special notice were Sergeants Murphy, Saunders, and Preston, and Corporals Gregory and Gowney, who are all worthy of the highest praise'. Captains Halliday (awarded the V.C.), and Wray, and Sergeant Saunders were selected to receive their medals personally from the hands of King Edward VII at a special ceremony.

**Alfred Edward Saunders** was born in Cork, Ireland, on 20 August 1871, and enlisted into the R.M.L.I. at London on 20 September 1888. He joined 'B' Company at the Recruit Depot, Walmer, in September 1888 until posted to the Chatham Division in May 1889. Promoted Lance Corporal, April 1895; Corporal, September 1895; Lance Sergeant, January 1898; Sergeant, November 1899; Colour-Sergeant, January 1901. Discharged in February 1910, he was recalled for service on 2 August 1914, until demobilised on 1 May 1919. Sold with copied record of service which confirms medal with clasp for Defence of Legations and records his death on 9 August 1958.





127 x

**The rare Boxer Rebellion D.S.O. group of four awarded to Captain Eric Charrington, R.N., decorated for gallantry with the storming party at the capture of the Taku Forts, one of only five naval D.S.O.'s for China**

Distinguished Service Order, V.R., silver-gilt and enamels, with integral top riband bar; East and West Africa 1887-1900, 1 clasp, Benin 1897 (Lieut. E. Charrington. H.M.S. Philomel.); China 1900, 2 clasps, Relief of Peking, Taku Forts (Lieut. E. Charrington, R.N. H.M.S. Alacrity); **United States of America**, Military Order of the Dragon, with Pagoda top suspension brooch (Lieutenant Eric Charrington D.S.O. Royal Navy H.M.S. Alacrity No. 1239) *the first with minor chips to green enamel wreath, the last with small edge bruise, otherwise extremely fine* (4) £12,000-£16,000

**Eric Charrington** was born in August 1873 and educated at Brighton and Portsmouth. He obtained four first-class Certificates at College as Sub-Lieutenant and entered the Navy in 1885. He served as Lieutenant of *Philomel* in Zanzibar in 1896, was mentioned in despatches and witnessed the bombardment and capture of the Sultan's palace on 27 August, by the Squadron of Rear-Admiral H. H. Rawson, C.B.. In the same ship he took part in punitive expedition commanded by Rear-Admiral Rawson, C.B., and landed from the Squadron to punish the King of Benin for the massacre of the political expedition, ending in the capture of Benin City, 18 February 1897, on which occasion he commanded a 7- pounder gun and rocket tube (Medal with clasp).

He served in China as Lieutenant of *Alacrity*, and was with the storming party at the attack and capture of the Taku Forts, and the relief of and operations around Tientsin, Haiku, and capture of Peiyang Arsenal, June 1900. For his services at the capture of the Taku Forts he was specially mentioned in despatches for gallant conduct and created a Companion of the Distinguished Service Order (*London Gazette* 9 November 1900). The insignia were presented at Hong Kong by the Rear-Admiral, Second-in-Command on the China station (Medal with two clasps). Promoted Commander in June 1905 and retired on 19 August following. He died as a Retired Captain at Wormstall, Newbury, Berkshire, on 15 September 1927.



128 x

**The rare Boxer Rebellion C.G.M. group of four awarded to Leading Seaman Herbert George, H.M.S. *Orlando*, for gallantry at Hsiku, Taku Forts, in June 1900**

Conspicuous Gallantry Medal, V.R., 2nd issue (Herbert E. George, Leadg. Seaman R.N. China 1900) officially engraved naming; China 1900, 1 clasp, Relief of Peking (H. George, Lg. Smn., H.M.S. *Orlando*); British War Medal 1914-18 (162772 H. E. George, P. O. R.N.); Royal Navy L.S. & G.C., E.VII.R. (162772 H. E. George, Boatn. H.M. Coast Guard) *light contact marks, otherwise very fine and better (4)* £16,000-£20,000

Provenance: Douglas-Morris Collection, Dix Noonan Webb, February 1997.

Only 8 Conspicuous Gallantry Medals were awarded for services in China 1900.

C.G.M. *London Gazette* 22 March 1901: 'For services in connection with the recent operations in China.'

The following recommendation was submitted by Commander C. D. Granville on 16 November 1900 (Ref S.316/1900):

'Close by the Taku Forts on 22 June Able Seamen George and Turner were in the leading junk conveying twenty wounded men down the river, which had got some distance ahead of the other junks, when a heavy fire was suddenly opened from the Chinese troops on the right bank at forty yards distance, killing two of the Seamen Guard, wounding one Chief Petty Officer and one American seaman.

The men manning the two ropes on the left bank took cover and the junk was left drifting down stream towards the Chinese on the right bank. Turner and George, who formed part of the guard in the junk, at once hauled up and manned the empty sampan which the junk was towing. They succeeded in towing their junk back 200 yards against the stream into safety behind a bend in the river where other junks were lying.

Surgeon Pickerton of H.M.S. *Centaur*, who was in the junk in charge of the wounded, is of the opinion that it was owing to the behaviour of these two seamen that the lives of many if not all in the junk were saved.'

The following report was submitted by Captain B. H. McCalla, U.S. Navy:

'Edward Turner, Leading Seaman, and Herbert George, Able Seaman, were part of the guard in one of the junks in which there were British and American wounded and which on the 22 June (1900) at Hsiku drifted across the river under a heavy fire and grounded on the bank occupied by the Chinese. These two men sprang overboard pushed the junk clear of the bank, manned an empty sampan and towed the junk out of the line of the enemy fire, though this was not accomplished until three of the wounded in the junk had been killed.' It is interesting to note that Captain McCalla was

the only American recipient of the British medal for China, presented to him through the British Embassy at Washington in June 1903.

On 24 April 1901 the American Ambassador forwarded two gold medals awarded by the Life Saving Benevolent Association of New York to be presented to George and Turner in recognition of their services to a drifting junk filled with American and British wounded at Taku on 22 June 1900. George's medal was presented to him aboard H.M.S. *Duke of Wellington* on 30 July 1901, in the presence of the ships officers and men. George was also granted an annuity of £10 per annum to accompany the C.G.M. on attaining the rate of Petty Officer 1st Class.

**Herbert Edward George** was born in Leyton, Essex, on 27 March 1876, and entered the service as a Boy 2nd Class aboard H.M.S. *Impregnable* on 2 September 1891, when aged 15 years. Whilst serving in *Orlando* he was landed as part of the Naval Brigade and took part in the operations to relieve Peking. He was specially advanced to Leading Seaman on 10 August 1900, for services in China, and received his China medal personally from H.M. King Edward VII. He was advanced to Petty Officer in July 1902 and, in November 1903, volunteered to join the Coast Guard Service. He was posted to the Eastern District at Clacton as a Boatman in November 1903, subsequently serving at Cleethorpes, being advanced to Leading Boatman in June 1911 and transferred to the Southern District, Kingston on Sea in November 1913. He was advanced to Petty Officer (Coast Guard) in January 1916 and transferred to the Scottish District at St Abbs Head in July 1916. He served next at Kingston on Sea and returned to St Abbs Head in January 1918, being demobilised on 8 March 1919. He was awarded his L.S. & G.C. medal in April 1909 whilst serving with the Coast Guard Service at Cleethorpes.

Sold with copied record of service.





129 x

Four: Chief Gunner Charles Davidge, Royal Navy, who was mentioned in despatches and specially promoted for services at the capture of the Hsi-ku Armoury in 1900

China 1900, 1 clasp, Relief of Pekin (Act. Gunr. C. Davidge. R.N. H.M.S. Centurion); 1914-15 Star (Ch. Gnr. C. Davidge. R.N.); British War and Victory Medals (Ch. Gnr. C. Davidge. R.N.) mounted as worn, *extremely fine* (4) £1,000-£1,400

**Charles Davidge** was born at Trinity-in-Darlington, Co. Durham, on 26 October 1871, and joined the Royal Navy as a Boy 2nd class in February 1887, becoming Petty Officer 1st Class in May 1897. He was promoted to Acting Torpedo-Gunner of *Centurion* in February 1900 and took part in the Pekin relief expedition as part of the naval brigade under Sir Edward Seymour. The force, some 2000 strong, attempted to relieve Pekin proceeding there by rail from Tientsin. Successful actions were fought at Lang-fan but at length they were compelled to retreat in the face of vastly superior numbers of Boxers and Chinese regulars. Retreating towards Tientsin they captured the formidable arsenal of Hsi-ku on 22nd June and held it until relieved on 26th June. This armoury was said to contain some £3,000,000 worth of warlike stores, including a million rounds for .303 inch Maxims, which fitted the British rifles, and much Mauser ammunition. The Russians and Japanese, being out of their own ammunition, were thereupon re-armed with Mausers from the Armoury.

With the arrival of the relief column under the Russian Colonel Shirinsky, composed of forces of the various nations, Sir Edward Seymour made provisions for the evacuation of the Armoury. The wounded were taken back across the river that afternoon, the whole force following later and bivouacked on the river bank for the night. It only remained for him to order the destruction of the Armoury and its immense and valuable stores. This last work he entrusted to Lieutenant Lowther-Crofton and Acting Torpedo-Gunner Charles Davidge, both of the *Centurion*, who alone remained behind for the purpose.

Admiral Seymour in his despatch from Tientsin, 27th June, 1900, says:- "After the return march had commenced, Lieutenant Lowther-Crofton, and Mr Charles Davidge, Acting Gunner, remained behind to set fire to the ammunition and other storehouses in the Armoury. Fires were set in five separate places, and judging by the great volume of smoke continually rising, with occasional explosions, the destruction must have been fairly complete. After doing their work, these officers crossed the river, mounted ponies which were waiting for them, and rejoined the main body".

Davidge was promoted to Chief Gunner on 6 February 1913, "specially for services during the operations in China." During the Great War he commanded various gunboats at Portsmouth, and in 1919 was appointed to H.M.S. *Vernon* as Commissioned Gunner for service on the staff of the Captain Superintendent of Contract Built Ships, Clyde District. Promoted to Lieutenant in April 1920, he was placed on the Retired List in 1924, and promoted to Lieutenant-Commander on the Retired List. He died on 13 August 1960 at the age of 89.

Sold with copied record of service and some further research including a quantity of copy photographs of various ships that Davidge served aboard during his career.

Naval Medals From the Collection of the Late Jason Pilalas



130 x

China 1900, no clasp (**Lieut. B. H. Jones, R.I.M.S. Canning**) *good very fine and rare*

£500-£700

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, October 1996; Dix Noonan Webb, June 2006.

Only 12 European recipients of medals to this ship.

**Benjamin Henry Jones** joined the Royal Indian Marine in December 1891; Lieutenant, 27 November 1896; Commander, 13 October 1907; Captain, 1 January 1918; Retired 1920. Captain Jones was awarded the C.B.E. *London Gazette* 3 June 1919.



131 x

China 1900, no clasp (**Engr. J. F. Ellis, R.I.M.S. Clive**) *nearly extremely fine and rare*

£500-£700

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, October 1996; Dix Noonan Webb, June 2006. Only 13 European recipients of medals to this ship.

Only 13 European recipients of medals to this ship.



**132 x**

China 1900, no clasp (**C. Nelson., A.B., Victoria Nav. Cont.**) edge bruising and polished, otherwise nearly very fine and scarce £2,000-£2,400

Provenance: Douglas-Morris Collection, Dix Noonan Webb, February 1997; Dix Noonan Webb, June 2006.

**Able Seaman Charles Nelson** was a member of the Williamstown Division of the Victoria Naval Defence Force that sailed for China aboard the SS *Salamis* (Transport 105) on 30 July 1900.

Sold with a copied nominal roll of the Contingent from 'Australia's Naval Expedition to the Boxer Uprising.'





### 133 x

The outstanding Great War Dogger Bank D.S.C. and Antarctic 1902-04 group of six awarded to Lieutenant-Commander F. E. Dailey, Royal Navy, a carpenter by trade, he assisted in the building and fitting out of the *Discovery* and lent valuable service in Scott's first expedition, service duly recognised by the naming of Dailey Islands in McMurdo Sound; subsequently Chief Carpenter of the cruiser *Lion* for much of the Great War, he was present at Heligoland Bight, Dogger Bank and Jutland, the latter action resulting in him being awarded the Russian Order of St. Anne Medal of Distinction for Foreigners

Distinguished Service Cross, G.V.R., hallmarks for London 1916, the reverse privately inscribed, 'Chief Car. F. E. Dailey, "Dogger Bank", H.M.S. *Lion*, 1915'; 1914-15 Star (Ch. Carpr. F. E. Dailey, D.S.C., R.N.); British War and Victory Medals (Cd. Shpt. F. E. Dailey, R.N.); Polar Medal 1904, E.VII.R., silver, 1 clasp, Antarctic 1902-04 (Carpenter F. E. Dailey. "Discovery"); Royal Geographical Society's Silver Medal for Scott's Antarctic Expedition 1902-04, the edge officially impressed, 'F. E. Dailey, R.N.', where applicable, mounted as worn, generally very fine and better (6) £18,000-£22,000

Provenance: Christie's, November 1987; R. C. Witte Collection, Dix Noonan Webb, March 2013.

## Naval Medals From the Collection of the Late Jason Pilalas



D.S.C. London Gazette 3 March 1915.

As per Admiral Beatty's despatch for gallant services in the action off the Dogger Bank, dated 24 January 1915.

**Frederick Ernest Dailey** was born in Portsmouth in 1873 and served his apprenticeship as a carpenter in Devonport Dockyard, following which, after 'seven years of practical and theoretical shipbuilding', he transferred to the Royal Navy and was serving in *Ganges* when recruited by a friend of Scott's, a naval officer by the name of Arthur Ewart, for the Antarctic expedition.

Scott wrote to Dailey from his residence in Chelsea in November 1900, confirming his appointment as Carpenter: 'Before you go to Dundee, where the ship is building, I shall hope to see you in London and tell you more of our plans and your work.'

### *Scott's first expedition*

Having duly assisted in the construction and fitting-out of the *Discovery*, Dailey was embarked for the journey South, a voyage during which he quickly made his mark with Scott, who wrote:

'In his own department our carpenter, F. E. Dailey, worked with the same zealous care as the Boatswain. He possessed the same 'eye' for defects and the same determination that his charge should be beyond reproach.'

So, too, with the expedition's Deputy Chief Scientist, George Murray, F.R.S., who was compelled to return home once the *Discovery* reached South Africa. Immediately on his return to the U.K. he wrote to Dailey's mother in the following terms:

'I promised your son when I left the *Discovery* at Simon's Bay to write and assure you of his good health and excellent spirits. He was respected and trusted by all his officers and personally I found him most useful and obliging on the voyage out to the Cape. He is a man of such excellent character that

regard him as one of the mainstays of the Expedition.'

A mainstay indeed, for, as verified by numerous published sources, he went on to participate in a number of sledging trips, Dr. Wilson noting in his diary on Wednesday 24 September that Dailey, in company with Koettlitz and Bernacchi, 'went off man-hauling a lightly loaded sledge towards the west to investigate the old penknife ice Royds had met with in his journey', and similarly of their return nine days later - 'They were pretty tired out, but very perky and pleased to get home again.'

Next employed in one of the teams supporting Scott's 'Southern Journey', Dailey was out on the ice sledge-hauling from 2-12 November 1902, before turning back for Hut Point on the latter date; and again six weeks later, having received a 'Sledging Order' from Lieutenant C. Royds, R.N., dated 31 December 1902:

'You will proceed tomorrow with Mr. Ford and Whitfield, with provisions for 14 days, to the depot off the Bluff, the position of which you already know, taking with you 3 bags of provisions, one gallon of fuel and one box of biscuit, as a depot for Lieutenant Armitage ... Owing to the number of parties away, there is not sufficient gear to send a relief party out, should you require it. Wishing you a pleasant trip ...'

A trip that lasted for 17 days.

By this stage, Dailey had clearly established himself as a popular member of the expedition, Dr. Wilson, among others, enjoying his company: Monday 22 June 1903:

'We sat down to our Christmas dinner to which the four Warrant Officers had been invited, namely the Bo'sun, the Second Engineer, the Chief Carpenter [Dailey] and the Steward. They were great fun and enjoyed themselves well. I had the Carpenter next me at dinner, the nicest of the four. We had the remains of the champagne that was sent on





## Naval Medals From the Collection of the Late Jason Pilalas

board specially for the King at Cowes. It was by no means bad stuff. The Carpenter asked me what it was about three parts through dinner. He said it wasn't like any champagne he had ever drunk, because it "didn't seem to do you any good." He had done his best and had been unable to get any forrarder on it.'

Champagne interludes aside, Dailey continued to lend valuable service, and was back out on the ice man-hauling with Scott in September 1903, in a journey to the Western Depot, and again in the 'Western Attempt' journey of 12-21 October 1903, Scott noting in his journal of the 14th that Dailey was 'a bit seedy, probably a little overcome with the march.' Given the prevailing temperature of circa -50, no great surprise.

With the arrival of the relief ships *Morning* and *Terra Nova* in January 1904, the expedition came to a close, although the *Discovery* did not break free of the ice until February. And the return voyage was not without incident in terms of Dailey's post as Carpenter, Wilson noting how he came to the rescue when *Discovery's* rudder was 'smashed up' at the end of the same month:

'The only thing to do was to hoist it and put in our spare one. It is at all times a heavy and tricky undertaking, as the rudder weighs about 5 tons. Our spare rudder is a good deal smaller than the broken one and there are doubts as to whether it will steer the ship. How the shaft of our rudder got broken is not quite clear. It may have happened at the glacier, where our stern got a heavy bump, or it may have happened in Wood Bay when we were backing in some very heavy pack. Anyhow the shift is splintered and revolves in the collar with no answering movement of the blade. Dailey the carpenter noticed it.'

Dailey was invested with his Polar Medal by King Edward VII in December 1905, having earlier that year been presented with his Royal Geographical Society Medal by Admiral Sir Lewis Beaumont, G.C.B., at that time C.-in-C. Devonport. And, as verified by Scott's post-expedition geological observations, he also left behind a permanent memorial in Antarctica:

'The Dailey Islands are fine small conical masses surrounded by the ice in the middle of McMurdo Sound. Only one of these - the largest - has been visited, and the usual scoriaceous basalts were procured.'

### *Heligoland Bight and Dogger Bank*

Dailey served with Scott in the battleship *Bulwark* 1908-10 and, but for his wife falling ill, would have accompanied the ill-fated 1910-13 expedition. Meanwhile, in July 1910, and having been advanced to Chief Carpenter, he joined the battle cruiser *Lion*, fitting-out at Devonport, and was similarly employed on the outbreak of hostilities in August 1914.

The flagship of Vice-Admiral David Beatty, *Lion* saw action at Heligoland Bight on the 28th, when she came to the rescue of our light cruisers and destroyers. The Admiral, boldly ignoring the threat of enemy submarines and mines, went straight for the enemy's cruisers and, with his consorts, rapidly sank every German ship in sight, including the *Koln* and *Ariadne*. But such audacity brought with it the risk of accurate enemy return fire, *Lion* taking at least ten hits, one of which left a large hole in the aft deck. As it transpired, this was but the first of three occasions that the *Lion* limped back to base, such was Beatty's unwavering desire to get to grips with the enemy.

Thus early in the new year, on 24 January, *Lion* was again in action, this time in a running fight off the Dogger Bank in which the *Blucher* was sunk and the *Seydlitz* lucky to survive

- so, too, the *Lion*, which received the brunt of the enemy's fire and was severely damaged. One of her officers, Sub. Lieutenant George Davies, R.N.V.R., described the action in his diary, referring to the gallant repair work enacted by Dailey and his carpenters:

'Soon after 10.00 enemy get our range and we receive many salvos, the whole of the enemy's fire being concentrated on us ... Two very heavy shocks at about 10.45 probably mines or torpedoes. Left gun of A turret out of action. Sight setter very badly injured, left gunlayer knocked out. Fire in A turret magazine. Magazine flooded and A turret out of action. Ship begins to list rapidly to port., 11-inch shell in X turret lobby. Carpenters party shore up bulkheads and endeavour to stop water coming in. List continues, taking water fore and aft. Chief Carpenter's Mate another badly wounded by shells. 11.00 a.m. ship still rapidly listing. Shell is just aloft messdeck. Fire in canteen "at also in Stokers' Mess deck, rig hoses and ply in flames, return all naked charges of cordite to B.U. magazine. Several of the Stokers' Fire Party wounded, mess deck filled with melinite fumes. Serve out smoke pads, hardly able to breath, list very bad. Fire extinguished, only one oil lamp burning, engines stopped ... 11.30 *Lion* hauls out of line all turrets out of action except X ... our list increases and we stop engines again. Carpenters and others shoring up bulkheads, etc., badly holed port side. Destroyers standing by us as we are in danger of sinking, fire crews left closed up for fear of submarines ... *Indomitable* stands by and takes us in tow.'

*Lion* eventually reached Rosyth and Dailey's fine work in shoring up the bulkheads was recognised by a "mention" and the award of the D.S.C.

### *Jutland*

In typical fashion, Beatty brought the *Lion* quickly into action on 31 May 1916, during what became known as 'The Run to the South', engaging in a ferocious duel with the *Lutzow*, following which he set about the *Derfflinger* - both were hit but not without cost, *Lion* taking at least 14 hits and suffering some 150 casualties, nearly a hundred of them fatalities. Fleet Surgeon MacClean takes up the story in his *Medical Officers' Journal*:

'The list of killed includes 6 officers and 84 men. The majority were killed outright but some lived for a short time and received some first aid treatment. Most of those killed were in Q Turret and magazine, etc., in the switchboard compartment under Q Turret, and on the mess deck aft on the starboard side, where a shell burst among a group of men in the repair, fire and stretcher parties. Many of the killed were blown to pieces, some were killed by concussion and general burns (especially those in Q Turret and switchboard room), and some had limbs blown off and other desperate wounds to which they soon succumbed. Q Turret was struck by a shell which burnt and killed most of the men in the gunhouse but three escaped. Shortly afterwards an explosion and fire occurred in the turret killing the survivors and the men in the magazine, etc., and the switchboard room below. One man only remained alive (S.B.S. Tennant), this S.B.S. had entered the turret to render first aid after the shell had burst and was burned and severely shocked by the explosion. All the killed were buried at sea on the evening of June 1st.'

Major Harvey, R.M.L.I., of Q Turret, was awarded a posthumous Victoria Cross for ordering the magazine to be flooded after a direct hit, thereby saving the ship, and we may be sure that Dailey was much in demand making urgent

## Naval Medals From the Collection of the Late Jason Pilalas



repairs to the *Lion* as she once more limped back to base - he was advanced to Lieutenant and awarded the Russian Order of St. Anne Medal of Distinction for Foreigners.

*The latter years - last survivor of Scott's first expedition*

Dailey removed to the Port Edgar depot ship *Columbine* in December 1917 and post-hostilities served as Barrack Master at Devonport, retiring in the rank of Lieutenant in October 1920 - though subsequently elevated to Lieutenant-Commander on the Retired List in October 1928.

In 1948, when the film "Scott of Antarctica" was being made, with John Mills in the role of Captain Scott, he was invited onto the set as a 'technical adviser'; he was also introduced to the explorer's son Peter.

On his death in November 1961, aged 88 years, he was believed to have been the last survivor of Scott's first expedition. He is buried in Ford Park Cemetery, Plymouth, where his headstone bears the epitaph "Duty Well Done - Deeds Not Words".

To be sold with the following original documentation and photographs:

- (i) Two letters to Dailey from Arthur Ewart, dated 4 and 12 October 1900, in which he offers Dailey the post of Carpenter of the *Discovery*, and discusses such issues as pay and conditions, the whole with Scott's agreement.
- (ii) Letter from George Murray, F.R.S. to Dailey's mother, as cited above, dated 28 November 1901, on British Museum note paper.
- (iii) A 'Sledging Order' issued to Dailey at *Discovery's* Winter Quarters, dated 31 December 1912, and signed by Lieutenant C. Royds, R.N., as partly cited above.
- (iv) Several photographs from the Antarctic Expedition 1902-04, including sledging parties and crew line-up taken on *Discovery*, together with a fine quality studio portrait photograph of the recipient in uniform, mounted on card and inscribed, 'With best wishes, Fred', and later images of Dailey with the actor John Mills and Peter Scott, the explorer's son.
- (v) National Antarctic Expedition communication regarding the recipient's Polar Medal investiture at Buckingham Palace, dated 7 December 1905 and signed by Cyril Longhurst, the expedition's secretary.
- (vi) Illuminated presentation address to Dailey from the Chief and Warrant Officers of the Royal Naval Barracks, Devonport, with upper photograph of the *Discovery* and dated February 1906, in which is cited his Polar and Royal Geographical Society awards.
- (vii) The Antarctic Club, membership certificate (No. 64), dated 1 May 1930 and in the name of 'Lieutenant-Commander F. E. Dailey, R.N.'
- (viii) Mention in despatches certificate, dated 3 March 1915, in the name of 'Chf. Carp. Frederick Ernest Dailey, Royal Navy'.



## 134 x

Polar Medal 1904, E.VII.R., silver, 1 clasp, Antarctic 1902-04 (**A.B. J. Handsley**, "Discovery") officially engraved naming, *nearly extremely fine* **£6,000-£8,000**

37 silver medals awarded for Scott's First Expedition, 1902-04.

**Jesse Handsley** was born in Skegness, near Lincoln, on 29 March 1876, and was a baker by trade before he joined the Royal Navy on 23 October 1891. Being trained in the Gunnery branch, he was advanced to Ordinary Seaman in March 1894, upon signing on for 12 years' Continuous Service having reached his 18th Birthday. He was advanced to Able Seaman in April 1895. In December 1901, as an Able Seaman, he was selected as a crew member of the SS *Discovery* for Captain Scott's expedition to the Antarctic, and joined *Discovery* from H.M.S. *Ringerooma* at Port Chalmers, New Zealand. He was specially promoted to Petty Officer 1st class, from 10 September 1904, 'in recognition of his services with *Discovery*.' Handsley was a PO 1st class for the remainder of his service until 3 June 1916, when he was 'discharged dead' from Gibraltar Hospital as the result of a gastric ulcer, and is buried in Gibraltar (North Front) Cemetery.

Sold with copied record of service.





**135 x**

Polar Medal 1904, E.VII.R., Bronze, no clasp (**J. T. Good, "Morning" 1902-4**) engraved naming, a little polished, otherwise nearly very fine £4,000-£5,000

24 bronze medals, without clasp, awarded to the crew of the *Morning* for Scott's British Antarctic Expedition 1902-04.

**John Thomas Good** was born in Hull, East Yorkshire, in 1871, and served as Boatswain's Mate in *Morning* during 1902-04. He is believed to have lost his life in an accident in the Mediterranean shortly after the expedition.



**136 x**

Six: **Commander N. H. Carter, Royal Navy, one of only five R.N. recipients of the 1903 Delhi Durbar medal**

Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (Lieut. N. H. Carter, R.N., H.M.S. Highflyer); 1914-15 Star (Commr. N. H. Carter, R.N.); British War and Victory Medals, with small M.I.D. oak leaves (Commr. N. H. Carter, R.N.); Delhi Durbar 1903, silver, with silver ribbon buckle; Special Constabulary Medal, G.V.R., with bar 'Long Service 1940' (Norman H. Carter) generally good very fine and rare (6) £1,400-£1,800

Provenance: John Cooper Collection, Dix Noonan Webb, April 2001.

**Norman Hunter Carter** was Flag Lieutenant of *Highflyer* during the operations in Somaliland 1902-04. As Flag Lieutenant to His Excellency the Commander-in-Chief of His Majesty's Naval Forces in the East Indies, he attended the Delhi Durbar in 1903 and was one of only five Royal Navy officers to receive the 1903 Durbar medal. During the Great War he was in command of the 12-inch monitor H.M.S. *Lord Clive*, during the attack on the harbour and defences of Zeebrugge on 23rd August 1915.





### 137 x

#### An unusual C.I.E. group of eight awarded to Rear-Admiral W. S. Goodridge, Royal Navy and Director of the Royal Indian Marine, Honorary A.D.C. to the King during his visit to India for the Delhi Durbar in 1903

The Most Eminent Order of the Indian Empire, C.I.E., Companion's 2nd type breast badge, gold and enamels, complete with brooch bar; Jubilee 1887, silver; Coronation 1902, silver; Delhi Durbar 1903, silver; Abyssinia 1867 (Midsn. W. S. Goodridge H.M. S. Octavia) suspension claw neatly re-affixed on this; Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (Lieut W. S. Goodridge, R.N. H.M.S. Sphinx); Queen's South Africa 1899-1902, no clasp (Capt. W. S. Goodridge, R.N., C.I.E., Royal Indian Marine; Khedive's Star, dated 1884-6, mounted as worn, good very fine or better (8)

£2,400-£2,800

Provenance: Alan Hall Collection, June 2000.

C.I.E. *London Gazette* 1 January 1901.

**Walter Somerville Goodridge** was born at Bath on 30 March 1849. He entered the Royal Navy as a Cadet aged 13 years aboard H.M.S. *Britannia* on 10 June 1852. On passing out of college he obtained a Third Class Certificate and was appointed to *Victory*, for disposal, on 18 September 1863. During the next twelve months, as part of his naval education, he served for short periods aboard H.M. Ships *Alert*, October 1863, and *Sutlej*, September 1864. In the latter ship he was promoted to Midshipman on 21 September 1864. Next appointed to *Octavia*, August 1867, and during the next two years was loaned to *Warrior*, *Simoom* and *Satellite* to obtain experience in different types of ships. His service in *Octavia*, flying the flag of Commodore L. G. Heath, C.B., was recognised by the award of the Abyssinia Medal. Promoted to Sub Lieutenant on 21 March 1869, and on paying off from *Octavia* he joined the Royal Naval College at ExceUent in July 1869. On passing his examinations he was appointed to *Duke of Wellington* in December 1869 and over the next twelve months served short periods aboard H.M. Ships *Valorous*, *Royal Alfred*, and *Niobe*, before being appointed to *Royal Alfred* in March 1871. He remained in the latter ship until paying off in March 1873, having been promoted to Lieutenant on 30 December 1872.

From May to June 1873 he was attached to the Royal Observatory, Greenwich, and took part in the expedition to Kerguelen Island for observing the transit of Venus. His next

appointments were to *Active*, September 1874, *Supply*, April 1875, *Fisgard*, May 1875, *Malabar*, September 1875, and *Daphne* in March 1876. From July to August 1876 he served as Acting Commander. He was a gifted linguist and during the 27 months he served in this vessel he qualified as an Interpreter in Hindi in January 1877, Persian in August 1877, and Arabic in March 1878.

His next appointments serving on the East Indies Station were to *Vestal*, January 1879, followed by *London*, June 1880, engaged in anti slave running patrols on the East Coast of Africa until January 1884, during which time over 120 prizes, with several hundred slaves were captured; and was appointed Acting Commander on the massacre of Captain Brownrigg and boat's crew of *London* by Arab slavers.

From February 1884 until May 1885, he was employed in the Naval Transport Department in connection with the expeditions to Suakin aboard *Cygnets*, March 1884, and *Sphinx*, April 1884. During the time spent in Egypt and the Sudan he qualified in March 1883 as an interpreter in Swahili. Transport Duties in 1885 aboard *Sphinx* at Suakin earned him the Egyptian War Medal and clasp 'Suakin 1885'. He was favourably Mentioned in the Despatch from Captain Fellowes, Senior Transport Officer, Suakin. On promotion to Commander on 30 June 1885, he was appointed to *Alexandra*, flag ship of Admiral Lord John Hay, Commander in Chief of the Mediterranean Fleet as Principal Transport Officer, Egypt.

## Naval Medals From the Collection of the Late Jason Pilalas



In September 1888 he was appointed to the command of the troopship *Tyne*. On the completion of three years in command he was placed ashore on half-pay until promoted to Captain on 30 June 1892. He joined *President* in September 1892 and underwent the Senior Officers' Course at the Royal Naval College, Greenwich. His first seagoing appointment as a Captain was to the cruiser *Spartan* in July 1893, followed by the Coast Defence Ship *Magdala*, based at Bombay in November 1893. Whilst in command of *Magdala* he received the thanks of the Government of India for his services whilst in charge of the Naval Defence of India and for the great personal interest taken in the training of the officers of the Royal Indian Marine.

In June 1897 he was appointed to command of the cruiser *Isis* for the Summer Fleet Manoeuvres, and in this ship he took part in the Jubilee Fleet Review, receiving the 1897 Jubilee Medal. In March 1898 he was selected for the post of Director of the Royal Indian Marine, a position he held until his retirement as a Rear-Admiral in March 1904. He was Honorary A.D.C. to the Viceroy of India from October 1898 to March 1904. During his service as Director of the Royal Indian Marine he received the 1902 Coronation Medal and the 1903 Delhi Durbar Medal and was made Honorary A.D.C. to King Edward VII during his visit to India. The King later bestowed upon him the dignity of the Companion of the Indian Empire (C.I.E.), being one of the very few Royal Navy officers thus honoured. The 1903 Navy List

shows three serving Royal Navy Officers as having received the award.

His services were further honoured by the award of the Queen's South Africa Medal, without clasp, for his work in connection with the Royal Indian Marine participation and the efficient manner in which Indian troops were despatched to South Africa, he was the Senior R.I.M. officer to receive the Medal. He was also mentioned in Lord Roberts' Despatch of September 1901. In January 1900 he was informed that Their Lordships had received information commending him for the speedy despatch of the force from India to South Africa with much satisfaction, bearing testimony to the able manner in which he has performed his duties. Their Lordships also expressed their appreciation of the complementary letter from Rear-Admiral D. H. Bosanquet, Commander in Chief, appreciating his services as Director of the Royal Indian Marine.

Their Lordships expressed their approval of the skill and seamanship he displayed in convoying seven boats to Halifax, Nova Scotia, under great difficulties and in very boisterous weather in September 1890. In September 1903 he was awarded a Captain's Good Service Pension. His death at the age of 80 years was announced in *The Times* of 4 April 1929.

Sold with copied record of service and other research.





### 138 x

#### The Somaliland campaign medal to Sergeant H. J. Capon, Royal Marines, who was killed in action in the Dubai Incident, 24 December 1910

Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (CH.9910 Sgt. H. J. Capon, R.M.L.I., H.M.S. Hyacinth.) *extremely fine and a rare casualty* £1,400-£1,800

Henry John Capon, Sergeant, Royal Marine Light Infantry, was killed in action (bullet wound to centre vertex) at Debai (now Dubai) on 24 December 1910. Four seamen and one marine (Capon) were killed, and five seamen and four marines wounded in this little known action in the Persian Gulf.

In early 1910 information was received aboard *Hyacinth* that rifles were being stored in houses on the seafront at Debai (also spelt Daibai and Dibai but now known as Dubai). The Sheikh, who had an agreement with the British Government not to export arms, was invited to co-operate in searching for them. A landing party was organised from *Hyacinth* and at 5.30 a.m. on the 24th December, 48 petty officers and men led by Captain J. D. Dick, the Flag Captain, and 33 marines led by Major G. M. Heriot, R.M.L.I., rowed ashore to begin the search. The Flag Captain proceeded to the Sheikh's house and obtained permission while Major Heriot's party began the search. Shortly afterwards the first arms were found, stored under the floor of a house. A number of men returned to the boats to collect picks and shovels and the task continued. After some two hours it became obvious that the Arabs had adopted a threatening attitude and shortly afterwards they opened fire on the Flag Captain's party near the Sheikh's house, on Major Heriot's party and on the crews manning the boats. The whole incident was finished by about 10.20 a.m. after a few six-inch shells from *Hyacinth* had done some damage. The party was able to withdraw to their boats at about 12.30, accompanied by the Sheikh but with a large armed mob lining the beach.

**Henry John Capon** was born at Peckham, London, on 23 April 1879. A Porter by occupation, he enlisted into the Royal Marines at London on 9 September 1897. He joined *Hyacinth* in March 1909 and took part in the Somaliland operations (Medal with clasp). Capon was also entitled to the N.G.S. for the Persian Gulf operations but the medal roll notes that his medal was 'Returned', presumably to the Royal Mint.

Sold with full details and copied service papers.



### 139 x

Polar Medal 1904, G.V.R., 1st issue, bronze, 1 clasp, Antarctic 1910-13 (R. **Oliphant, A.B., Terra Nova**.) *good very fine and very rare* £8,000-£10,000

One of only six medals for Scott's last expedition awarded in bronze to those crew members who made only one voyage. Oliphant's medal was presented by the King on 26 July 1913.

Sold with copied entry from Polar Medal roll and confirmation that Oliphant is not entitled to Great War medals.





140 x

The outstanding Great War V.C. group of six awarded to Captain H. P. Ritchie, Royal Navy, who won the Senior Service's first V.C. of the conflict for his gallant command of H.M.S. *Goliath's* steam pinnace at Dar-es- Salaam in on 28 November 1914

When the pinnace came under a withering fire, he took over the wheel from his wounded coxswain and steered for the harbour's entrance, but it took twenty minutes to get clear, in which period he was wounded eight times - on the forehead, in the left hand, twice in the left arm, in his right arm and hip and, finally, by two bullets through his right leg

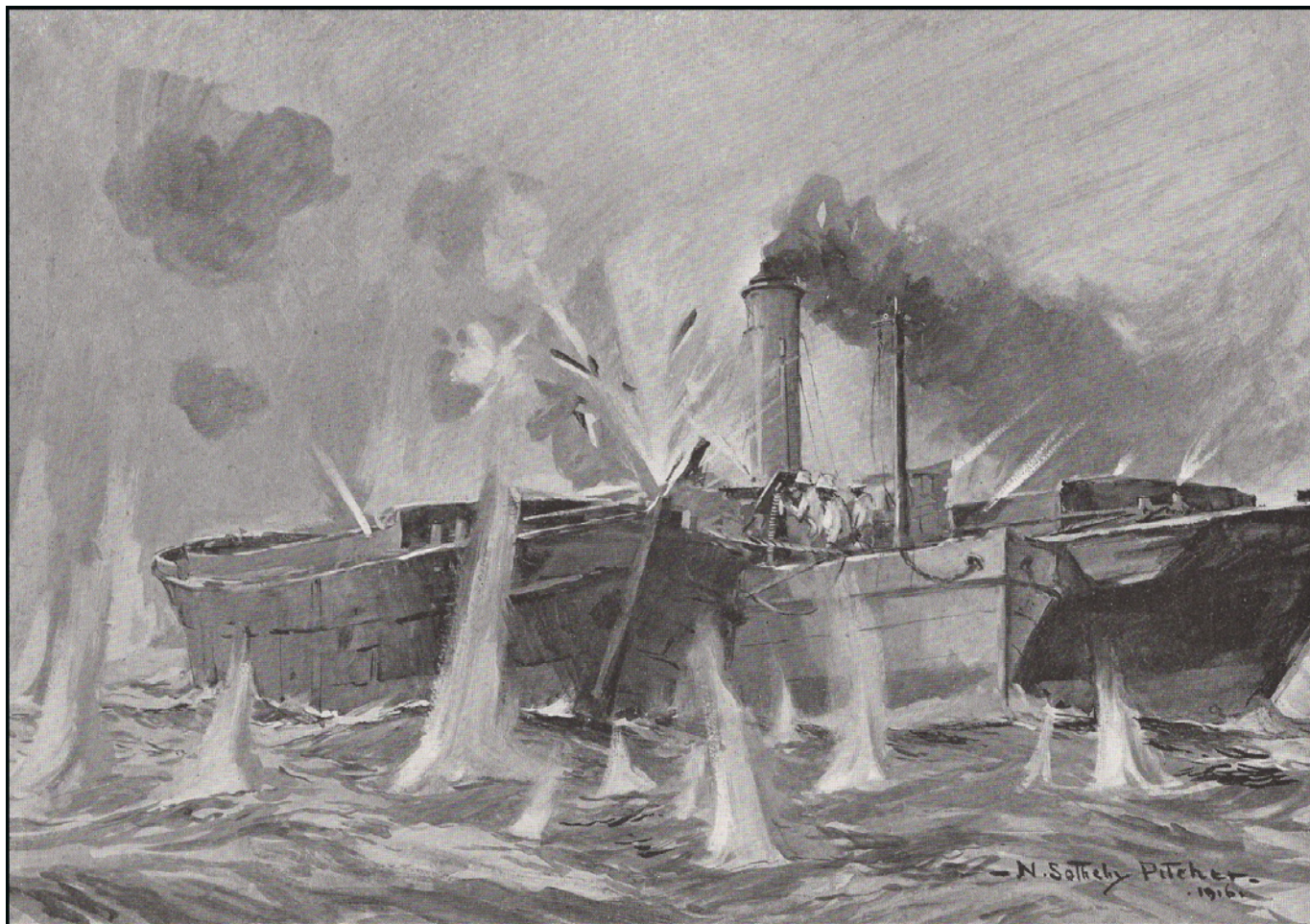
Victoria Cross, the reverse suspension engraved 'Comdr. Hy. Peel Ritchie, R.N.', the reverse centre dated '28. Nov. 1914.'; 1914-15 Star (Capt. H. P. Ritchie, R.N.); British War and Victory Medals (Commr. H. P. Ritchie. R.N.); Coronation 1937; Coronation 1953, *extremely fine* (6) £200,000-£260,000

V.C. *London Gazette* 10 April 1915: 'Commander Henry Peel Ritchie, Royal Navy, for the conspicuous act of bravery specified below:

For most conspicuous bravery on the 28th November 1914 when in command of the searching and demolition operations at Dar-es-Salaam, East Africa. Though severely wounded several times, his fortitude and resolution enabled him to continue to do his duty, inspiring all by his example, until, at his eighth wound, he became unconscious. The interval between his first and last severe wound was between twenty and twenty-five minutes.'







**Henry Peel Ritchie** was born at Melville Gardens, Edinburgh on 29 January 1876, the son of Dr. Robert Peel Ritchie and Mary (née Anderson).

Educated in the city at George Watson's Boy's College, he joined *Britannia* as a Naval Cadet on 15 January 1890 and first served at sea as a Midshipman in H.M.S. *Camperdown*, between October 1892 and January 1895.

Having then been advanced to Lieutenant in June 1898, he qualified as a gunnery officer, in addition to winning the Army and Navy lightweight boxing championship in 1900. He was also commended by Their Lordships of the Admiralty for attempting to save the life of a rating from drowning at Chatham in 1903.

#### *First Naval V.C. of the War*

The outbreak of hostilities in August 1914 found Ritchie serving as Executive Officer of the battleship *Goliath* in the 4th Squadron in home waters, but she was quickly ordered to East Africa to help locate and destroy the German commerce raider *Königsberg*. John Winton's *The Victoria Cross at Sea* takes up the story:

'The first naval V.C. of the Great War was won in Dar-es-Salaam, which means 'Abode of Peace', the capital of German East Africa. By the end of 1914 the German raiding cruiser *Königsberg* had been rounded up and trapped in the Rufiji river delta, on the east coast of Africa. Amongst the warships in support of the cruisers who had chased *Königsberg* was the old pre-Dreadnought battleship *Goliath*, whose second-in-command,

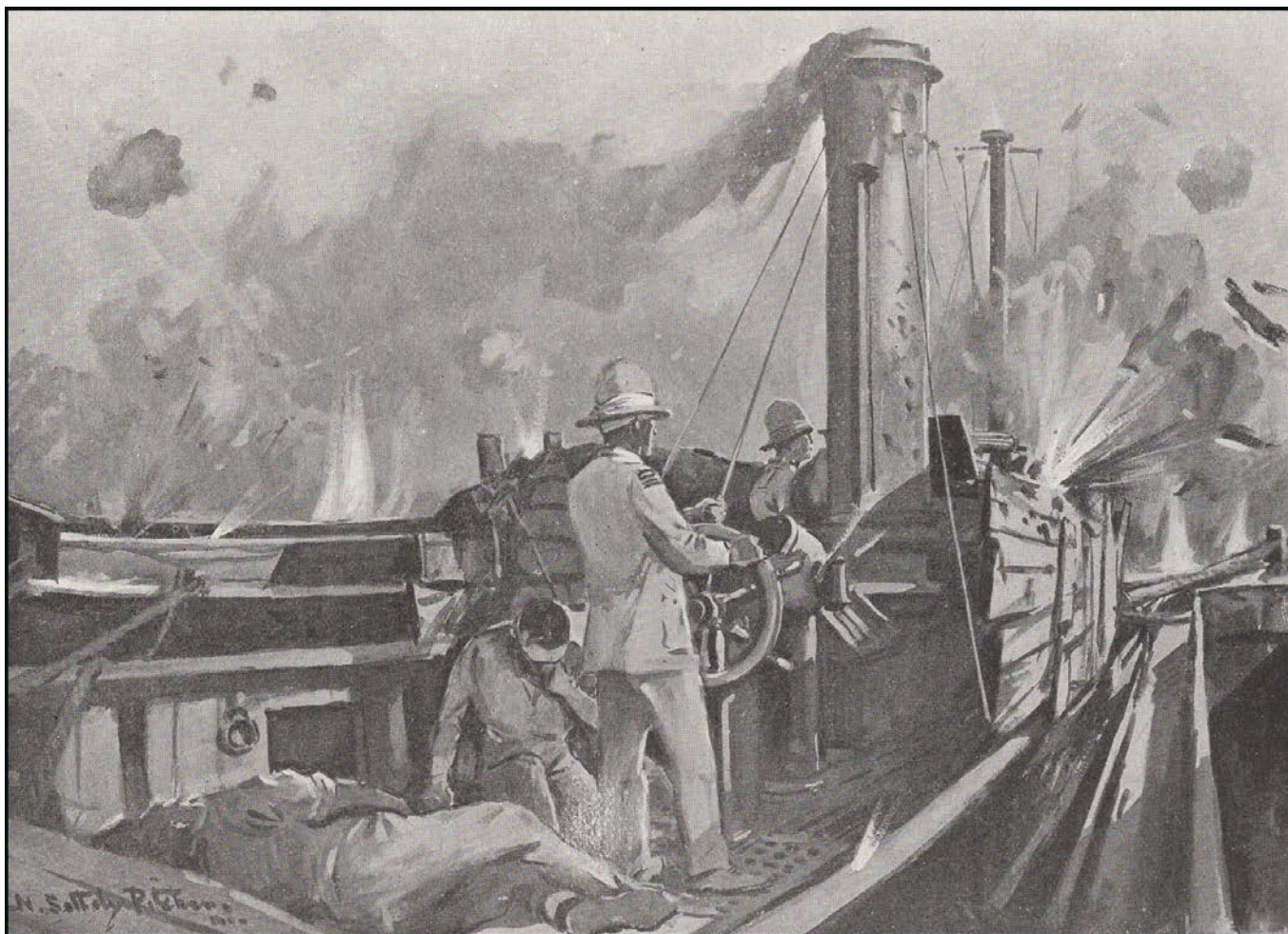
Commander Henry Peel Ritchie, was given the independent command of *Duplex*, an old German cable ship converted into an armed auxiliary vessel. In November, Ritchie went to Dar-es-Salaam, where a number of German ships had been keeping *Königsberg* supplied, barricaded as she was some miles inland. While *Goliath* and the old protected cruiser **Fox** remained outside, Ritchie made his preparations to enter the harbour.

*Duplex's* engines were unreliable, so a Maxim gun and extra deck protection were fitted to *Goliath's* steam pinnace, which Ritchie himself drove into Dar-es-Salaam on 28th November, accompanied by Lieutenant Paterson, *Goliath's* Torpedo Officer, in an ex-German tug called *Helmuth*, and Lieutenant E. Corson, of *Fox*, in *Fox's* steam cutter.

The harbour seemed as peaceful as its name. There were no warships, no signs of hostilities, and two white flags flew as tokens of truce from the harbour signal station flagstaffs. The Governor of Dar-es-Salaam had already agreed that any German ships found in the harbour would be British prizes of war, and could be destroyed or immobilised. While Paterson boarded the *Feldmarschall* to lay demolition charges and Surgeon Lieutenant Holtom, of *Goliath*, inspected the *bona fides* of a hospital ship called *Tabora*, Ritchie himself boarded the *König*. She was almost deserted. The few people on board were told to get into her boats, and the ship was demobilised by charges exploded under the low-pressure cylinders of her engines.

The next ship, *Kaisar Wilhelm II*, was also deserted. According





to Petty Officer T. J. Clark, the pinnacle coxswain, Ritchie's suspicions were aroused by a clip of three Mauser bullets with their pointed ends sawn off, lying on the deck and showing that someone had been preparing small arms for action. Ritchie had never been at ease in the eerie quietness and emptiness of that harbour, and as a precaution had two steel lighters lashed one on either side of the pinnacle.

It was as well he did, for they soon heard small arms fire from the main harbour. In spite of the white flags, the Germans were firing on *Fox's* steam cutter. At once, Ritchie headed *Goliath's* pinnacle out into the harbour, making for the entrance. A storm of fire burst upon them, the Germans firing shells and bullets from huts by the water's edge, from houses in the city, from wooded groves and hills above, even from a cemetery. Without the steel lighters, the pinnacle must have been lost. As it was, Clark was hit and Ritchie took over the wheel but he, too, was hit eight times in twenty minutes - on the forehead, in the left hand, twice in the left arm, in his right arm and hip; finally, two bullets through his right leg laid him low and he fainted from loss of blood. Clark, roughly bandaged, took over the wheel from Able Seaman George Upton, and brought the pinnacle back alongside *Goliath* with her decks literally running blood. In retaliation, *Goliath* opened fire with her main 12-inch guns and flattened the Governor's house ...'

*Subsequent career – Red Sea Patrol – diminishing health*

Ritchie received his V.C. from King George V at a Buckingham

Palace investiture held on 24 April 1915 and, in the following month, returned to light duties with an appointment at the Haslar Gunboat Yards.

Then in April 1916, he was appointed to the command of the armed boarding steamer *Suva*, then employed in the Red Sea Patrol. She lent valuable service in supporting military operations ashore in Palestine over the coming months, including those being undertaken by Lawrence of Arabia. Most notably *Suva* persuaded the Turkish garrison at Qunfandu to surrender after a bombardment on 7 July 1916, and then remained on station to likewise discourage local dissent by use of her searchlights and guns at night. Ritchie backed up that process by coming ashore to meet the Sheik of the Idrissi at the end of the month.

All, however, was not well, for at the year's end he stood down from his command and was invalided home in the new year. Surveyed at the Royal Naval Hospital (R.N.H.) Haslar on 4 March 1917, he was found to be suffering from 'delusional insanity' and was placed on the Retired List as 'physically unfit' on the same date. Admitted to the R.N.H. at Great Yarmouth, he remained there until August 1918, when his wife, Christiana, requested he be fully discharged into her care; they had married, in March 1902, at St. Cuthbert's Edinburgh and had two daughters.

Ritchie, who was promoted Captain on the Retired List in January 1924, lived at Craig Royston House in Edinburgh and died there on 9 December 1958, aged 83.





**141 x**

The rare Great War C.S.I. group of seven awarded to Admiral Arthur Hayes-Sadler, Royal Navy, Senior Naval Officer during the Persian Gulf operations 1914-15

The Most Exalted Order of the Star of India, C.S.I., Companion's, neck badge, gold and enamel, with central onyx cameo of a youthful Queen Victoria, the motto of the order set in rose diamonds, suspended from a five-pointed silver star and silver-gilt ring suspension, with neck cravat; Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th July (A. H. Sadler. Midn. R.N. H.M. S. "Sultan"); 1914-15 Star (R. Adml. A. Hayes-Sadler); British War and Victory Medals, with M.I.D. oak leaves (R. Adml. A. Hayes-Sadler); Khedive's Star, dated 1882; France, Third Republic, Legion of Honour, Commander's neck badge, gold and enamels, 58mm, with neck cravat, the five campaign medals mounted as worn, the Egypt medal with light pitting, otherwise nearly extremely fine (7) £5,000-£7,000

C.S.I. *London Gazette* 4 May 1916. One of only three operational awards of the Star of India given to Naval officers during the entire Great War.

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

## Naval Medals From the Collection of the Late Jason Pilalas

**Arthur Hayes-Sadler** was born on 9 October 1865, at Spa, Belgium, son of Sir James Hayes-Sadler, K.C.M.G. He entered the Royal Navy via H.M.S. *Britannia* on 15 January 1877, and served in various ships until appointed Midshipman on 21 June 1879. In H.M.S. *Sultan*, he witnessed the bombardment of Alexandria in 1882 and served ashore with the Naval Brigade shortly afterwards. He was thereafter promoted Sub-Lieutenant on 21 June 1883; Lieutenant on 30 June 1886; Commander on 1 January 1890; Captain on 30 June 1904; Rear-Admiral on 19 July 1915; Vice-Admiral on 3 November 1919; and Admiral (Retired) on 1 August 1924.

In October 1914, Hayes-Sadler was ordered to the Persian Gulf in the battleship *Ocean* to conduct operations against the Turks. The key to the Gulf then, as now, was Basra, the great emporium of Mesopotamian trade, situated 70 miles up the Shatt-al-Arab. On 19 October, *Ocean* made a rendezvous with *Dufferin* and elements of the Gulf Expeditionary Force under Brigadier-General W. S. Delamain, and reached Bahrain four days later. On the 31st, the Admiralty sent authority to begin hostilities against Turkey. By 3 November, the convoy was off the outer bar of the Shatt-al-Arab, which *Ocean* could not cross. Next day, Hayes-Sadler armed various tugs and launches, and prepared to force a passage past the Turkish fort at Fao which guarded the entrance to the river. The following morning he set forth in the sloop *Odin* with an armed tug, and having silenced Fao's guns, landed a party of *Ocean's* Marines and some 600 troops who threw the enemy's ordnance into the river. By 10 November, the whole of General Delamain's force was ashore at Saniyeh awaiting reinforcements under Lieutenant-General A. A. Barrett.

Under German influence, a Jihad had been declared, and therefore prompt action was everything. On the 17th, the land forces advanced, supported by Hayes-Sadler's sloops, *Odin* and *Espiegle*, and two armed launches, providing fire from the river. Having put the enemy to flight, an entrenched camp was established at Sahil, and the wounded evacuated, preparatory to a strike on Basra. It was then learned that the Turks had attempted to block the Shatt-al-Arab with the sunken Hamburg-Amerika liner and two smaller vessels. Accordingly, the next day Hayes-Sadler went upstream to see what could be made of the obstacle. As he approached, he was fired on by a 500-ton gunboat, the *Marmariss*, by an armed launch and by a battery of 15-pounder Krupp guns. *Espiegle* replied with such effect that the launch was sunk, the battery silenced and the *Marmariss* put to flight, without the sloop suffering a single hit. Having ascertained that the obstruction could be cleared to afford a passage, Hayes-Sadler returned to the scene the following day. However, the clearance work had hardly begun when a launch appeared with a deputation from Basra, confirming the rumour that the garrison, evidently in awe of the *Espiegle's* performance, had fled and pleading the British to come up and save the city from looting Arabs.

To secure Basra, and capitalise on this success, it was proposed to proceed a further 45 miles to Kurnah on the confluence of the Tigris and Euphrates. During the early days of December, Hayes-Sadler spent much of his time in advance of the main force, conveying troops of

the Kurnah detachment, finding suitable landing places, negotiating the uncharted shallows of the river and giving supporting fire. Finally on 8 December, two battalions of the 110th Light Infantry and 104th Rifles, and a Mountain battery, under Colonel Frazer, crossed the Tigris and made a concerted attack on Kurnah. However, it was felt that it was too late in the day to engage in street fighting and the attack was halted. The river flotilla continued firing until sunset and held their positions in readiness for the attack next day. Kurnah, though, had had enough, and early in the middle watch a steamer flying a flag of truce approached. Hayes-Sadler, being unable to communicate with the Generals, then took the surrender of the Turks. Thus, within a matter of weeks of the declaration of war on Turkey, Britain had a firm hold on the water-gate of Mesopotamia. On 13 December he sailed in *Ocean* for Suez, where he was to become Senior Naval Officer until further orders.

In early 1915, Hayes-Sadler took part in the unsuccessful attempt to neutralise the forts that dominated the straits of the Dardanelles. On 4 March, *Ocean* was shelling Sedd-el-Bahr in support of survey and beach parties. At noon, Major Palmer, R.M.L.I., responded to a signal from the battleship to report on progress ashore, and communicated that he could not advance without a further 200 men, which Hayes-Sadler at once made ready. However, this request was denied by General Totman viewing operations from *Irresistable*, with the end result that the troops were forced to retire to the destroyers from which they had started.

On the 18th of the same month, a second attempt was made under a revised plan which gave Hayes-Sadler command of the Second Division, comprising the 3rd, 4th, and 5th sub-Divisions. At 1.45, Admiral de Roebeck ordered the Second Division to relieve the French line which until then had been engaged in hazardous close work. As Hayes-Sadler's ships took up their positions, the French ship *Bouvet* was hit with the loss of some 600 men. Closing to a range of 10,600 yards from the shore positions, the ships of the Second Division engaged their respective forts and used their secondary armament against the guns firing on the boats which were rescuing survivors of the *Bouvet*. By 5.10, the *Irresistable* was sinking and Hayes-Sadler was standing by to tow her out of action, but the former's list, combined with the considerable cross-fire made it quite impossible. And so under a heavy fire from Dardanos and Saundere, the *Ocean* began to withdraw. At about five past six, a sudden heavy explosion announced that she had struck a mine, and almost simultaneously a shell found its mark, causing *Ocean* to take a list of 15°. Fortunately, Hayes-Sadler was able to signal three passing destroyers, the *Colne*, *Jed* and *Chelmer*, and evacuate the crew, albeit still under fire. However, after dark it was found that four men had accidentally been left aboard and Hayes-Sadler returned in *Jed* to take them off, leaving the abandoned *Ocean* to her fate.

From August 1916, Rear-Admiral Hayes-Sadler commanded the British detachment in the Aegean, with his flag in Exmouth and then in *Implacable*.

He went onto the retired list in 1924 and died on 9 February 1952.

The group is accompanied by the following items:

- i. Two Midshipman's Logs covering the period 3 February 1879 to 20 June 1883. Both are profusely illustrated with maps, plans of ships, sketches and watercolours. The first volume begins with a superb frontispiece in ink and watercolours, the second volume containing a detailed description of the battle of Alexandria with watercolour illustrations of the forts being bombarded.
- ii. Personal diaries kept by Rear Admiral Hayes-Sadler for the years 1917 and 1918. Although his writing is at times difficult to read, these diaries contain much detail of historic importance of the final two years of the war.
- iii. Original Warrant for the C.S.I., dated 4 May 1916, and bearing the signatures of the King and Austen Chamberlain. This was one of only three operational awards of the Star of India given to Naval officers during the entire Great War.
- iv. Original parchment Warrant for the Legion of Honour, dated Paris 5 February 1915.
- v. Three Masonic awards, two in silver-gilt and enamels, including the St John Lodge, and one in silver, 1914-18, this named (Bro. Rear-Admiral, No. 2612).





## 142 x

The Great War 'Falklands 1914' D.S.M. and Italian Al Valore Militare group of six awarded to Shipwright 1st Class A. E. N. England, Royal Navy, who was decorated for his gallantry in the cruiser H.M.S. Glasgow

Distinguished Service Medal, G.V.R. (341971 A. E. N. England, Shipt. 1 Cl. H.M.S. Glasgow); 1914-15 Star (341971 A. E. N. England, D.S.M., Shipt. 1, R.N.); British War & Victory Medals (341971 A. E. N. England. Ch. Shpt., R.N.); Royal Navy L.S. & G.C., G.V.R. (341971 A. E. N. England, Car. Mate H.M.S. Glasgow); Al Valore Militare, bronze, unnamed as issued, mint mark crowned 'Z' over 'F.G', *light contact wear, otherwise good very fine* (6)

£3,000-£4,000



## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 3 March 1915:

'The names of the following are specially mentioned ... To receive the Distinguished Service Medal:

Shipwright, 1st Class, Albert N. E. England, O.N. 341971, H.M.S. *Glasgow*.' The original recommendation states:

'This Shipwright was stationed at the upper end of the fore ammunition hoist and when one man was killed and another of his party disabled, continued by his extraordinary exertions to keep up a rapid supply of ammunition to the guns.'

One of 12 D.S.M.s for the battle of the Falklands and the only one to H.M.S. *Glasgow*.

Al Valore Militare *London Gazette* 17 November 1917.

**Albert Edward Newton England** was born at Landport, Hampshire on 13 November 1876 and entered the Royal Navy as Carpenter's Crew in April 1898.

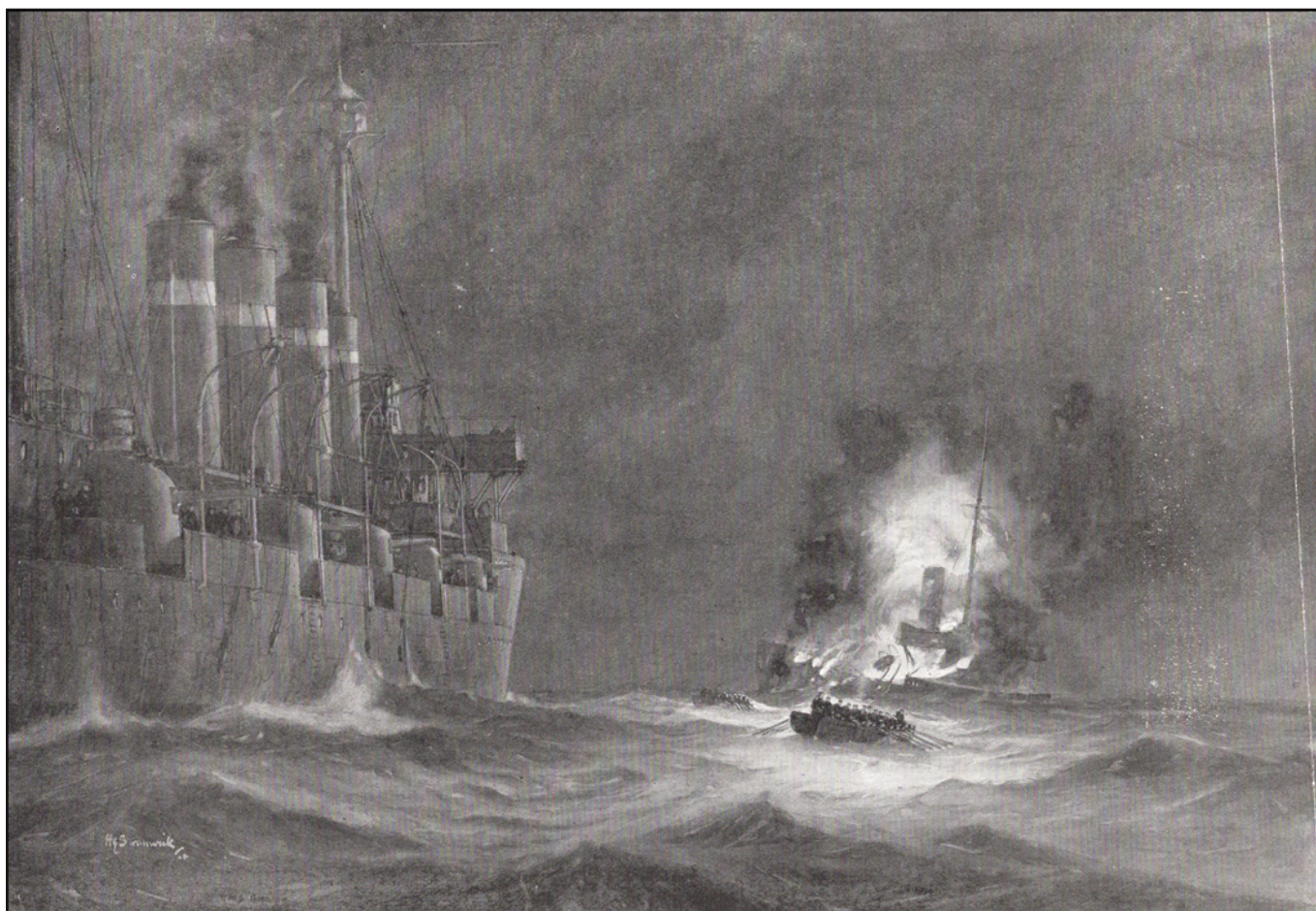
A Shipwright 1st Class in the cruiser H.M.S. *Glasgow* on the outbreak of war, he quickly saw action at the battle of the Coronel on 1 November 1914, when Vice-Admiral Graf von Spee overpowered a squadron under Rear-Admiral Sir Christopher Cradock, sinking the *Good Hope* and *Monmouth* with heavy loss of life. For her own part, *Glasgow* duelled inconclusively with the *Leipzig* and *Dresden*, and is estimated to have had around 600 shells fired at her. Remarkably, however, she suffered only light damage from five hits and lived to fight another day.

As it transpired, that day was the occasion of Vice-Admiral Sir Frederick Sturdee's celebrated victory off the Falklands on 8 December 1914, when England distinguished himself on one of *Glasgow's* ammunition hoists. Having cleared Port Stanley harbour at 0945 hours, *Glasgow* was ordered by Sturdee to shadow von Spee's squadron and report on any significant actions. Once the remaining British cruisers had caught up, a general engagement commenced and *Glasgow* opened fire on *Leipzig* at a range of 12,000 yards, getting in one good hit but suffering two in return. She nonetheless stuck to her adversary when the German squadron scattered, and was in at *Leipzig's* end; *Glasgow* and *Cornwall* managed to rescue just 18 German sailors in the darkness.

In addition to his subsequent award of the D.S.M., his service record notes that England also received the Italian Al Valore for like services in November 1917.

His subsequent wartime appointments comprised the shore establishment *Fisgard* (January 1916-February 1917), the battleship *Canada* (February- October 1917), and the cruiser *Minotaur* (October 1917-February 1919). Having also been awarded the L.S. & G.C. medal in March 1918, he was pensioned ashore in May 1920.

Sold with named card lids for Great War medals and two old ribbon bars, together with copied research.



H.M.S. *Glasgow* standing by the *Leipzig* and lowering her boats to rescue any survivors on the blazing vessel





143 x

The Great War D.S.O. group of four awarded to Commander H. B. Boothby, Royal Naval Reserve, for minesweeping off Scarborough in December 1914, the first award of the D.S.O. to an Officer of the R.N.R.

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Lieut. H. B. Boothby, D.S. O., R.N.R.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Commr. H. B. Boothby, R.N.R.) mounted for display, *good very fine* (4) £3,000-£4,000

D.S.O. *London Gazette* 19 February 1915. Awarded in recognition of his services described in the despatch published in the *London Gazette* of the same date:

'The following Memorandum has been furnished by the Admiral Commanding the East Coast Mine-sweepers, detailing the recent mine-sweeping operations off Scarborough:- From the 19th to the 31st December sweeping operations were conducted by the East Coast Mine-sweepers with the object of clearing the minefield which had been laid by the enemy off Scarborough. At the beginning there was no indication of the position of the mines, although owing to losses of passing merchant ships it was known that a minefield had been laid. In order to ascertain how the mines lay it was necessary to work at all times of tide with a consequent large increase in the element of danger. The following officers are specially noticed for their services during the operations:-



'Lieutenant H. Boothby, R.N.R., H.M.S. *Pekin*. When Trawler No. 99 ("*Orianda*") in which he was serving was blown up by a mine on the 19th December, Lieutenant Boothby successfully got all his crew (except one who was killed) into safety. Lieutenant Boothby was again blown up on the 6th January, 1915, in Trawler No. 450 ("*The Banyers*").'

Sold with a copy of his autobiography *Spun yarn*, published by G. T. Foulis & Co., London, circa 1930. Boothby describes his many adventures at sea, from a small boy of 15 in 1878 to 1914 when he volunteered for the Royal Naval Reserve. He was interviewed by Admiral of Minesweepers, Admiral Charlton, who asked him to recommend five merchant officers for R.N.R. commissions. Boothby naturally put his own name down but seems to have lost five years when describing his age! All five, however, were accepted and ended the war with four D.S.Cs and 2 D.S.Os between them. During 1915 and 1916, Boothby had various mine-sweeper group commands as Principal Mine-sweeping Officer. He was promoted to Commander in 1919.



## 144 x

Three: Private Walter Goodenough, R.M.L.I., Plymouth Battalion, Royal Naval Division, who was killed in action at Kum Kale, Gallipoli, on 4 March 1915

1914-15 Star (PLY. 11957. Pte. W. Goodenough. R.M.L.I.); British War and Victory Medals (PLY. 11957. Pte. W. Goodenough. R. M.L.I.) extremely fine (3) £400-£500

**William Goodenough** was born at Weregifford, near Bideford, Devon, on 3 January 1885, and attested for the Royal Marines on 31 December 1902. After basic training at Deal he was posted to the Plymouth Division on 15 October 1903. Joining the Royal Marine Brigade on 12 December 1914, he was killed in action at Kum Kale on 4 March 1915. In March 1915, before the Gallipoli landings on the 25th April, two Companies of the Plymouth Marines of the Royal Naval Division landed at Sedd-el-Bahr on the Gallipoli peninsula and at Kum Kale situated on the other side of the Dardanelles on the Asian shore. Private Goodenough was one of those who assaulted the fort at Kum Kale and was one of the 20 men killed in this commando type action.

Sold with copied record of service and other research.





## 145 x

The Dardanelles D.S.M. group of four awarded to Able Seaman William Longworth, Royal Navy, a volunteer in *Majestic's* daring Picket Boat torpedo attack to destroy the stricken British submarine *E-15*

Distinguished Service Medal, G.V.R. (205543 W. Longworth, A.B. H.M.S. *Majestic*); 1914-15 Star (205543 W. Longworth, D.S.M., A.B., R.N.); British War and Victory Medals (205543 W. Longworth, A.B. R.N.) mounted as worn, *nearly extremely fine* (4)

£2,000-£2,400

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 16 August 1915: 'For services in picket boats of H.M.S. *Majestic* and *Triumph*, 18th April 1915.'

On the morning of 7 April 1915, Lieutenant-Commander T. S. Brodie attempted the passage of the Dardanelles in the British submarine H.M.S. *E-15*. By 6.00 a.m., the submarine was unfortunately stranded in shoal water about seven miles inside the Straits. Brodie was killed on the bridge and the crew taken prisoner. By noon, the British submarine *B-6* attempted to torpedo the stranded *E-15*, but was unsuccessful. That night, the two destroyers, *Scorpion* and *Grampus*, entered the Straits and reached a position with half a mile of the *E-15*, but were driven off.

On the morning of 18 April, another attempt was made to destroy this vessel as the submarine *B-11* reached a close position, but due to fog, was unable to torpedo the *E-15*. That afternoon, the battleships *Majestic* and *Triumph* attempted a long range shelling but were unable to hit the submarine. Finally, that night, the last and most dangerous attempt was made by two picket boats fitted with torpedoes from *Majestic* and *Triumph*. Lieutenant C. H. Godwin was in command of *Majestic's* picket boat, manned by a volunteer crew of ten, who were all dressed in dark clothes with blackened faces, while *Triumph's* picket boat was commanded by Lieutenant-Commander E. G. Robinson, supported by Lieutenant A. C. Brooke-Webb and Midshipman J. B. Woolley, with a similar volunteer crew of ten.

The two small boats entered the Straits that night, each carrying two 14-inch outrigger torpedoes. They succeeded in reaching a point about one mile from the stricken *E-15* when they were illuminated by searchlights from the Turkish batteries, and brought under an extremely heavy fire. They sped to the attack at full speed and, just as Lieutenant Goodwin launched his first torpedo, *Majestic's* boat was hit by a heavy calibre shell which carried away part of the boat's stern and she instantly began to fill. The first torpedo missed the target but Lieutenant Goodwin still had another torpedo in its slings, and he was determined to use it.

Putting on steam, he again approached the submarine, and, taking careful aim, was rewarded after a few seconds by a great explosion which occurred well under water, just forward of her conning-tower. After such an attack no submarine would have any remaining value save as waste metal.

In the meantime, the *Triumph's* boat had observed the misfortune of her consort and hurriedly steamed up alongside. All the men of the damaged craft were taken aboard, including one, the only casualty, who had been mortally wounded. The forts and batteries ashore had redoubled their efforts when the torpedo struck home, but not another shot found its intended billet, and when the *Triumph*, now doubly loaded, set off down stream, the enemy gunners, for some reason best known to themselves, concentrated their fire on the drifting and tenantless wreck of the *Majestic's* boat.

Vice Admiral de Robeck congratulated those concerned in a general signal, and the Admiralty telegraphed Lieutenant-Commander Robinson's promotion to Commander for his services. The D.S.O. was awarded to Lieutenant Godwin, and the D.S.C. to Lieutenant Brooke-Webb and Midshipman Woolley, while the boats' crews all received the D.S.M. Commander Robinson had already performed in Gallipoli a deed of gallantry for which he was later awarded the Victoria Cross.

**William Longworth** was born at Farnworth, Lancashire, on 2 June 1883, and joined the Navy as a Boy 2nd Class on 8 August 1899. He was rated Able Seaman in December 1902 and became a torpedo specialist with numerous postings to *Defiance*, the Navy's torpedo school ship. He held the sub rating of Leading Torpedoman from February 1909 and was discharged to Shore on 2 June 1913, having completed 12 years continuous service, he joined the R.F.R. Devonport the following day. Recalled for service on 2 August 1914, he served aboard H.M.S. *Majestic* until 26 May 1915, and thereafter in various ships and shore bases for the remainder of the war and until demobilised on 7 June 1921.









146 x

The superb Great War C.B.E., Gallipoli 'Y' Beach D.S.O. group of six awarded to Commander A. St. V. Keyes, Royal Navy: the brother of Admiral of the Fleet Sir Roger Keyes, his other claims to fame included service as a pioneer submariner in the Edwardian era, command of the Royal Canadian Navy's first ever submarine flotilla in 1914, and the successful beaching of the 'Q' ship *Mavis* after she had been torpedoed in June 1917

The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 1st type neck badge, silver-gilt and enamels; Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Lt. Commr. A. St. V. Keyes, D.S.O. R.N.); British War and Victory Medals (Capt. A. St. V. Keyes. R.N.); Coronation 1911, good very fine and better (6)

£9,000-£12,000

Provenance: Dix Noonan Webb, September 2004.

C.B.E. *London Gazette* 11 June 1919.

D.S.O. *London Gazette* 16 August 1915: 'In recognition of services as mentioned in the foregoing despatch.' The despatch referred to was that of Vice-Admiral Sir John de Robeck, describing the landings on the Gallipoli Peninsula on 25-26 April 1915, and included General Sir Ian Hamilton's report, which stated that 'Lieutenant-Commander Keyes showed great coolness, gallantry and ability. The success of the landing on 'Y' Beach was largely due to his good service. When circumstances compelled the force landed there to re-embark, this officer showed exceptional resource and leadership in successfully conducting that difficult operation.'

**Adrian St. Vincent Keyes** was born in Secunderabad, India in December 1882, the son of General Sir Charles Keyes, G.C.B., and was appointed a Midshipman in May 1898 on passing out of the R.N. College *Britannia*.

Advanced to Sub. Lieutenant in December 1901, and to Lieutenant in the following year, he joined the Royal Navy's fledgling submarine branch in May 1903, in which trade he served more or less continuously until 1909, latterly with his own command - although his service record does note that he incurred their Lordships displeasure at the end of 1905 for some damage caused to the engine of H.M. submarine B3. Having survived this undoubtedly hazardous stint of "underwater service", young Keyes returned to more regular seagoing duties, and in 1910, the year in which he was advanced to Lieutenant-Commander, he was appointed captain of the destroyer H.M.S. *Fawn*. According to a contemporary, although blessed with a 'quick and brilliant brain', Keyes was fortunate to squeeze through his destroyer C.O.'s course - worse for wear as the result of a bad hangover, he bought a copy of *The Daily Mail* on his way to his final examination, and quickly memorised 'the time of moon-rise, sunrise, high-water at Tower Bridge, and any other meteorological data the paper propounded', thereby impressing their Lordships with his remarkably up-to-date knowledge.

Interestingly, it was about this time that his brother, Roger, then a Captain, R.N., became senior officer of the submarine branch, an appointment that would act as the springboard to his rapid advancement in the Great War. For his own part, after another seagoing command, the *Basilisk*, Adrian Keyes was placed on the Retired List in June 1912.

The outbreak of hostilities in 1914 found him out in Canada, where he was quickly appointed to the command of the Royal Canadian Navy's first submarine flotilla, at Shearwater Island, in the rank of Lieutenant-Commander, the force comprising a brace of Holland-type submarines that had just been purchased by the somewhat eccentric Sir Richard McBride, K.C.M.G., the conservative premier of British Columbia - they had originally been built for the Chilean Navy in 1913. Duly christened the CC1 and CC2, Keyes took command of the former, while the

latter went to another retired R.N. Officer, Lieutenant Bertram Jones. They were interesting days, not least since all of the labels and instructions in the two submarines were in Spanish. But Keyes and Jones showed great ingenuity in the face of adversity, even making some wooden torpedoes for battle practice until some real ones could be delivered from Toronto. Their respective crews, meanwhile, were packed off to Victoria public baths to practice underwater escape methods. In fact such rapid progress was made with the flotilla's training programme that Keyes was in a position to sanction its first patrol, a 24-hour run down the Strait of Juan de Fuca, by the end of September 1914. Realistically, however, he realised that his chances of seeing combat in the immediate future were slim, so in January 1915, he successfully applied for an appointment in the Mediterranean Expeditionary Force. Before his departure, however, he was presented with a splendid gold pocket watch by the CC1's crew. Happily, as luck would have it, he joined his brother Roger - by now Chief of Staff to Vice-Admiral Sir John de Robeck - in H.M.S. *Queen Elizabeth*, the Admiral's flagship, as 'additional for disembarkation duties', Roger noting in his memoirs how delighted he was to hear of the appointment. Indeed he would also describe in his memoir the events that took place at 'Y' Beach on 25-26 April 1915, and the subsequent deeds of his brother, Adrian:

'There was to be another subsidiary landing on the western flank of the Peninsula at 'Y' beach by the Scottish Borderers, the Plymouth Division of the Royal Marines - borrowed from the Naval Division - and a company of the South Wales Borderers ... This landing was to be conducted by my brother Adrian, who had trained the troops to a high state of efficiency in boat work and speedy silent landing ...'

Although the 'landing proceeded exactly as planned', subsequent Turkish assaults penetrated the British line, and, at length, the military commanders offshore ordered that the beach be evacuated. Roger Keyes continues:

'The captain of the destroyer *Wolverine* was killed on the morning of the 28th; she was a sister ship to the *Basilisk*, which my brother Adrian had commanded just before he retired, so the Admiral gave him the vacancy. Adrian could not be found until the following day, as after his 'Y' Beach had been given up, he attached himself to the troops which were to assault Achi Baba, where he was to establish a naval observation station directly it was captured. He came aboard to report himself on the 29th. I think his feelings were mixed; he said he could hardly bear to tear himself away from the Army. We could get very little out of him, except his intense admiration for the 29th Division and his sorrow at seeing most of the officers of the Scottish Borderers, with whom he had made great friends, killed alongside him. We gathered from him that Brigadier-General Marshall, who was wounded on the 25th but remained in action, like the two Brigadiers of the Division, was always in the thick

## Naval Medals From the Collection of the Late Jason Pilalas

of every action. I think my brother's condition was typical of that of the 29th Division - dead dog-tired. He had been fighting incessantly since the 25th, and had hardly slept since the night of the 23rd. His new ship was undergoing repairs, half of her bridge having been shot away, when her captain was killed, so I made him lie on my bed, where he lay like a log for several hours ...'

Adrian Keyes was duly decorated for his work with the Army, three senior military commanders remarking how glad they were to hear of his D.S.

O. And he went on to perform sterling work in the *Wolverine*, receiving a "mention" for his able handling of his ship's guns during the evacuation of the Peninsula, the guns 'undoubtedly inflicting heavy loss on the enemy' (*London Gazette* 14 March 1916). In fact, as evidenced by his brother's memoir, the *Wolverine's* guns had also been used to good effect in the action against Gully Ravine on 28 June 1915, thanks largely to Adrian Keyes' earlier reconnaissance work by land and air:

'The *Wolverine* and *Scorpion* had been on the left flank since April, and my brother had spent a good deal of time in our flank trenches, and had flown over that sector in order to see how he could best help. The General told me that his suggestions were invaluable, and the *Wolverine's* performance immediately impressed the Gurkhas.

The action opened at 9 a.m. on 18 June, with a bombardment by howitzers, including French heavy howitzers, heavy artillery, and the *Talbot*, flying the flag of Admiral Nicholson, spotted for by the *Manica's* balloon and screened by four destroyers. The British artillery support though superior to anything that had been given in previous attacks, was still deplorably inadequate. The *Reynard*, *Scorpion* and *Wolverine* were stationed on the left flank, literally alongside and enfilading the Turkish trenches, which came down nearly to the sea. According to the Turkish official accounts, the fire of these vessels entirely destroyed the front line trenches on their sea flank ... During the night the Turks counter-attacked heavily, and attempted to turn our left flank along the shore, but were detected by the searchlights of the *Wolverine* and *Scorpion*, whose fire destroyed them.'

As stated above, the *Wolverine* was present to the end, lying close in shore on the enemy's left flank during the evacuation, when 'she fired every projectile, rifle and machine-gun cartridge in her magazine.' Keyes remained in her until April 1916, when he was appointed to the command of H.

M.S. Ness, but he would not witness any further action until June 1917, shortly after having transferred to the clandestine world of 'Q' ships. Carson Ritchie's *Q-Ships* takes up the story:

'Only a cargo of "firewood" and heroic efforts by her officers and crew prevented Q26, alias *Mavis* and *Nyroca*, from joining at the bottom of the sea other Q-ships torpedoed without warning. Commander Adrian Keyes, R.N., described how on 3 June, after picking up survivors from a Greek steamer and sailing on through considerable wreckage, *Mavis* was torpedoed at 21.45 hours twenty miles due south from the Wolf Rock light. Though the torpedo had been seen breaking the surface about forty yards from the ship, there was no time to take evasive action. It struck the ship abreast the engine room and penetrated inside before exploding. In the words of Keyes:

"Nothing was seen of the submarine, which must have been directly in the path of the moon, and submerged. The explosion was very violent; the ship stopped at once, and the engine room and boiler room were flooded in a few seconds. The ship's company went at once to their stations, and everything was carried out as at drill. The firemen and non-combatants went away in the boats as if abandoning ship, and the armed boats prepared for attack ... The emergency wireless was wrecked, and failed to give a spark. So after waiting half an hour with no sign

of the submarine returning, I fired three rockets and surveyed the ship. The main engines were thrown right across the ship, and were lying against the port side; there was a very large hole on the starboard side, with plates blown outwards; the ship was listing about 10 degrees to port, and no water was making forward or aft of the engine and boiler room bulkheads."

As usual the engine room staff had borne the brunt of the torpedo attack. One Temporary Sub. Lieutenant, R.N.R., one leading Fireman and two Firemen, who had been on watch in the engine room and stokehold at the time of the occurrence, had been killed. Most ships would have gone to the bottom at this point, but a lot of work had been done to make *Mavis* unsinkable. Her bulkheads at 26 and 90 stations had been made watertight and carried to the main deck, so even if one section was flooded the rest would provide buoyancy. All her derricks, except on the forecastle, had been landed and stored, and they had been replaced by dummy ones, thus making her topworks very much lighter.

The cargo hatches had been plated over, access to the holds being provided by manholes. Two nine-inch sea cocks, worked from the upper deck to No. 1 hold, and a steam ejector with a capacity of 200 tons an hour had been asked for as part of her fittings. In addition she had been ballasted with all the firewood available at Devonport, and as this had been done quite recently, in March, her cargo was still in good condition.

Nonetheless, but for the good weather conditions prevailing, a southwesterly swell and a bright moon, Keyes would probably never have got her back to port. When the destroyer *Christopher* approached, Keyes sent most of his men aboard her, only keeping four officers and five men to secure hawsers and throw the confidential books overboard. Under tow from two successive tugs, *Mavis* shaped a course for Plymouth. Towing gave the vessel such a further list that she took up an angle of 22 degrees. As this list got worse, Keyes lashed the wheel and sent the officers and men into a lifeboat, which was towing astern. Gradually the list increased and the *Mavis* began to sink, but escorted by the *Christopher* and trawlers, she arrived off Rame Head with a list of 45 degrees. When the King's Harbour Master arrived in a tug, Keyes asked him to beach the *Mavis* in Cawsand Bay, on the port hand in the approaches to Plymouth, before she capsized, and this was done.'

Keyes was next appointed to the Devonport "Hunting Flotilla", and was latterly employed as an Acting Captain on the Staff of the C.-in-C. Plymouth, a posting that resulted in him being awarded the C.B.E. - he received the honour at an investiture held at Glasgow in February 1920. Extraordinarily, after such a brilliant wartime career, their Lordships felt unable to grant him the substantive rank of Captain, R.N. on his being placed on the Retired List in June 1919. Sadly, too, the gallant Keyes did not live long to enjoy his retirement, dying at a nursing home in Edinburgh in October 1926.

Sold with an interesting series of related artefacts, comprising a silver-plated cigarette box, the lid with two inset coins and inscribed, 'Gallipoli, April 1915, A.K. from K.A.O'; a wide-base silver ink-well, hallmarks for Birmingham 1915, inscribed with numerous signatures; a silver ashtray, hallmarks for Chester 1915, inscribed 'H.M.S. *Wolverine*, Gallipoli, Egypt, Asia Minor'; together with silver-plated teapot, water jug and sugar bowl, all inscribed with the Cork Steamship Co. crest, and 'Torpedoed in "Q": 26 (S.S. *Mavis*) June 1917, Commander A. St. V. Keyes, D.S.O.'; a small Red Ensign and another flag of the East Asiatic Shipping Co. of Copenhagen (Den Ostasiatiske Kompagni), this latter very probably used in the 'Q' ship *Mavis* to confuse the enemy; and ship's cap tallies for "H.M.S. *Wolverine*" and "H.M.S. *Curlew*".

Naval Medals From the Collection of the Late Jason Pilalas







147 x

Pair: Sidney Shann, 3rd Waiter, killed when the S.S. *Lusitania* was sunk by a German submarine on 7 May 1915

British and Mercantile Marine War Medals (Sidney Shann) in named card box of issue together with Bronze Memorial Plaque (Sidney Shann) extremely fine (3) £1,400-£1,800

Sidney James Shann, 3rd Waiter, S.S. *Lusitania* (Liverpool), drowned as a result of an attack by an enemy submarine, 7th May, 1915, aged 30. Husband of Agnes Shann (née McQuarrie), of 25 Dunluce St., Walton, Liverpool. Born at Liverpool (Mercantile Marine Memorial refers). Commemorated by name on the Tower Hill Memorial, London.

Sold with a damaged card box of issue and a period 'souvenir' postcard photograph of the *Lusitania*.





148 x

**The Great War Memorial Plaque to Chief Petty Officer R. F. Toy, who was awarded the C.G.M. for his gallantry on the Gallipoli Peninsula and killed in action on 6 June 1915**

Memorial Plaque (Richard Farley Toy) *extremely fine*

£200-£300

C.G.M. *London Gazette* 3 June 1915: 'For services with the Mediterranean Expeditionary Force. Behaved with conspicuous gallantry on May 6th in operations South of Achi Baba, leading the platoon after his Company Commander had been wounded, and bringing in Lieutenant Commander Ford (wounded) under heavy fire.'

**Richard Farley Toy** was killed in action on 6 June 1915, and is commemorated on the Helles Memorial, Gallipoli.





## 149 x

The outstanding Great War Tigris Flotilla operations D.S.C. group of four awarded to Surgeon Lieutenant-Commander D. Loughlin, Royal Navy, who was decorated for his gallantry in the river gunboat *Comet* on the night of 18 September 1915, when he tended the wounded under a heavy fire, among them his C.O., Lieutenant-Commander E. C. Cookson, who was awarded a posthumous V.C.

Distinguished Service Cross, G.V.R., hallmarks for London 1915; 1914-15 Star (Surg. D. Loughlin, M.B., R.N.); British War and Victory Medals (Surg. Lt. Cr. D. Loughlin, R.N.) mounted as worn, *good very fine* (4) £3,600-£4,400

*Provenance:* R. C. Witte Collection, Dix Noonan Webb, December 2012.

D.S.C. *London Gazette* 21 January 1916:

'In recognition of their services during the advance on Kut-el-Amara on 27-28 September 1915 ... Surgeon Loughlin attended the wounded on board *Comet* under a heavy fire at close quarters on the night of 28 September.'

**Dermot Loughlin** was serving in the sloop *Clio* on the China Station on the outbreak of hostilities in August 1914, but by early 1915 she was operating in defence of the Suez Canal, where she engaged Turkish positions on 27 January and 1-3 February. Shortly thereafter, with her consort *Espiegle*, she was ordered to Basra to reinforce the Navy's flotillas operating on the Euphrates and Tigris, a remarkable 'gallimaufry of vessels' best described by Colonel Sir Mark Sykes:

'There are paddle steamers which once plied with passengers and now waddle along with a barge on either side, one perhaps containing a portable wireless station and the other bullocks for heavy guns ashore; there are once respectable tugs which stagger along under the weight of boiler plating - to protect them from the enemy's fire - and are armed with guns of varying calibre; there is a launch which pants

indignantly between batteries of 4.7s, looking like a sardine between two cigarette-boxes; there is a steamer with a Christmas-tree growing amidships, in the branches of which its officers fondly imagine they are invisible to friend or foe. There is also a ship which is said to have started life as an aeroplane in Singapore, but shed its wings, kept its propeller, took to water, and became a hospital. And this great fleet is the cavalry screen, advance guard, rear guard, flank guard, railway, general headquarters, heavy artillery, line of communication, supply depot, police force, field ambulance, aerial hangar and base of supply of the Mesopotamian Expedition.'

Among other personnel to be transferred from the *Clio* for river duties in April 1915 was Lieutenant-Commander E. C. Cookson, R.N., and, given Loughlin's part in that officer's final action, it would be not be unreasonable to assume he joined



## Naval Medals From the Collection of the Late Jason Pilalas

him in his first command, the stern-wheel launch *Shushan* - if so, he would have been present on the occasion *Shushan* was ambushed by Arabs on the Euphrates in the following month, when Cookson was wounded and won a D.S.O.

Be that as it may, Loughlin was very much present in Cookson's next engagement, this time in the gunboat *Comet* at Es Sinn on the Tigris, where, on 28 September 1915, with two steam launches in support, a daring attempt was made to clear a river obstruction. *The Naval V.Cs*, by Stephen Snelling, take up the story:

'At midnight, under cover of darkness, the majority of his force on the right bank slipped across a hastily constructed pontoon bridge and launched an enveloping attack. Fighting, intense in places, continued through a broiling day in which strong winds fanned clouds of dust that enveloped the battlefield. At one point Cookson's flotilla of riverboats halted a Turkish attempt to forestall Townshend's plan with close-range fire. Then they turned their guns on the redoubts that the British and Indian units were striving to outflank. That they did not have everything their own way, however, is clear from an account written by one of the *Comet's* ratings which appeared in the British press under the by line of a 'West Country R.N.R.':

'The Turks were ready for us, for they had quite as many guns as we had and four of them were a little bigger. We had a very lively time for a few hours, but, as usual our gunboats kept creeping up closer and closer until it got too warm for them. Then they ran away and left their guns. But they had stuck out well ... as it was dinner time before we shifted them. Our ship had several hits but very little damage - one of their shells went through our funnel, and that was the most damage they did to us. We silenced all their guns but one big one, but the gunners had us weighed off, and as soon as we attempted to get round ... we had to drop back under cover again ...'

Half-swallowed by the dust-storm, the two armies slugged it out until sunset. A final bayonet charge eventually sent the Turks reeling, but the victorious troops were in no condition to follow up. Exhausted and parched with thirst, many were on the brink of collapse. But the gateway to Kut had been prised open. 'Now,' wrote the Official Historian, 'was the time for the flotilla to make the success decisive.'

At around 7 p.m., an R.N.A.S. seaplane plopped down alongside Cookson's flagship. According to *Comet's* seaman correspondent, it brought news that the Turks were on the run and orders from Townshend to clear the river block below the fast-dissolving front-line and give chase to Kut's routed defenders. The idea was simple enough: a waterborne cavalry charge against a disorganised enemy. As soon as it was dark, the *Comet*, captained by Lieutenant W. V. H. Harris, supported by the launches *RN1* and *RN2*, under the overall command of Cookson, crept upstream. All lights were extinguished, but it made no difference. Surprise was impossible and they were soon sighted by Turks who, contrary to Townshend's report, were resolved to fight and fight hard. As the boats neared the obstruction they came under a hot fire that signalled what *Comet's* 'West Country R.N.R.' called the 'liveliest time I had had since we have been fighting.'

He wrote: 'It was very dark. We took the lead, being the biggest boat. When we got round the headland the Turks opened fire with rifles, but we steamed right up to the obstruction. The

Turks were then close enough to us to throw hand bombs, but luckily none reached the deck of our ship ...' Unfortunately the same good fortune did not extend to the rifle and machine-gun fire that poured at them from both banks. The lightly armoured craft were peppered with bullets from less than 100 yards range. *Comet* bore the brunt of the fusillade. One man described the bullets as "pattering" on the vessel's steel plating "like raindrops on a window-pane". Cookson, however, held his course and charged the centre of the obstruction, hoping to punch a hole through the block. The dhow buckled under the impact, but the hawsers held. Amid an inferno of fire, *Comet* drew away with the intention of using her guns to destroy the block.

As the sounds of battle reverberated across desert and marsh, the exposed paddle-yacht was lashed by fire. Despite being a sitting target for every Turk in the vicinity, *Comet's* crew stuck to their task. But it was useless. The obstruction remained de"antly in place. Cookson might have considered withdrawing, but if he did the notion was quickly rejected in favour of a daring gamble which, if successful, was liable to turn the Turkish retreat into a rout. His plan was to lay the *Comet* alongside the central maheilah [dhow] and cut the steel moorings holding her in place. Having issued his orders, Cookson set the paddle-yacht thrashing upstream into a hurricane of fire that not even her steel cladding could withstand. *Comet* shuddered under the welter of blows. One shell blew away the 6-pounder's gun shield, leaving Private Arthur May, a marine gunner, to fight on without a shred of cover. There were many other acts of bravery. Gilbert Wallis, a signaller, was wounded and unable to stand, but propped himself up and carried on, while Leading Seaman Ernest Sparks somehow managed to keep his gun in action despite the bolts that held it to the deck working loose. But for sheer cold-blooded courage none could match Edgar Cookson.

As the bullet-riddled *Comet* came up against the obstruction, he was heard by Lieutenant Harris to shout for an axe. Ignoring a hail of close-range fire, Cookson made his way along the deck towards the bow. The crew of the fo'c'stle gun were among the eyewitnesses to what followed and their account was later recorded by Cyril Cox, a Paymaster Lieutenant-Commander in the Tigris Flotilla:

'They saw the S.N.O., axe in hand, leaning over the *Comet's* steel plating in an endeavour to reach the wire hawser. Then they saw him get over the plating and step on to the maheilah itself. Immediately afterwards they saw him fall between the ship and the maheilah, and they hastened to extricate him and bring him back to the ship ...'

According to Cox, 'there were more bullet holes in him than they cared to count'. Cookson, though, was still conscious. *Comet's* 'West Country R.N.R.' reported: 'Our S.N.O. was shot in seven places, and when we dragged him in his last words were "I am done. It is a failure. Return at full speed." Ten minutes later he was dead.'

And in those ten minutes, the *Comet* still under a galling fire as she withdrew, Loughlin fought frantically trying to save his commander's life and those of *Comet's* other casualties. He was awarded the D.S.C.

Removing to the cruiser *Calyпсо* in June 1917, Loughlin's medical skills were once more to the fore on 17 November 1917, when, in the second battle of Heligoland Bight, *Calyпсо's* bridge took a direct hit, killing or wounding many of her personnel.

Naval Medals From the Collection of the Late Jason Pilalas





150 x

The poignant Great War D.S.O. group of four awarded to Flight Lieutenant C. W. Graham, Royal Naval Air Service, a pioneer scout pilot in No. 1 Wing at Dunkerque who downed 'a large German seaplane' off the Belgian coast in December 1915; he was killed in September 1916, when, having taken off on an operational patrol from Great Yarmouth, his Short 184 Seaplane dived into the sea from 200 feet, the impact exploding his bomb load

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Flt. S. Lt. C. W. Graham. R. N.A.S.); British War and Victory Medals (Flt. Lt. C. W. Graham. R.N.A.S.) together with Memorial Plaque (Charles Walter Graham) *generally extremely fine* (4) £5,000-£7,000

D.S.O. *London Gazette* 24 February 1916:

'For his services on 14 December 1915, when with Flight Sub. Lieutenant Ince as observer and gunner he attacked and destroyed a German seaplane off the Belgian coast.'



## Naval Medals From the Collection of the Late Jason Pilalas

**Charles Walter Graham** was born at St. Helier, Jersey on 12 November 1893, the son of Charles Knott Graham and his wife Helen. He was educated at Merchant Taylors' School, where he excelled as a gymnast and fostered an interest in engineering. Shortly after leaving school, in 1913, he won the private owners' prize and gold medal in the Warwickshire Club's 100-Mile Open Motor Cycle Event.

He was at Stuttgart when war broke out in August 1914 but managed to get home via Switzerland, following which he took up aviation at Hendon and qualified for his Royal Aero Club certificate (No. 2238) in a Grahame-White biplane on 12 February 1915; he also collected Third Prize in an "Impromptu" Speed Contest held there on 5 April 1915.

A week later, Graham obtained a commission as a Temporary Flight Sub. Lieutenant in the Royal Naval Air Service and was posted to No. 1 Wing at Dunkerque, where he became a pioneer scout pilot.

On 14 December 1915, flying Nieuport 3971, with Flight Sub. Lieutenant Ince as his Observer, he attacked and shot down 'a big German seaplane' off La Panne:

'A merchant vessel was stranded on the sandbank near the Whistle Buoy on the 12th, owing to stormy weather, and was unable to be towed off. At 10 a.m. a report was received that two German Aviatiks were attacking her with bombs. Machines were sent out, and from 10.30 a.m. onwards, a continuous patrol was maintained, all hostile machines being driven off. At 3.15 p.m. on the 14th Flight Sub.-Lieutenant B. (sic) Graham, with Sub.-Lieutenant Ince as observer, in a Nieuport Scout, which was much faster, gave chase, and got within 100 yards' range, the position being practically over the steamer. Flight Sub.-Lieutenant Graham dived and manoeuvred his machine so as to enable his passenger to train his gun upwards under the enemy's tail at fifty yards' range. This manoeuvre was repeated altogether three times, a number of rounds being fired into the enemy on each occasion. Upon the third occasion, when five rounds had been fired, the hostile machine suddenly turned sharply down, nose- dived vertically into the water, and was observed to be a flaming wreck. The pilot then vol-planed down to investigate more closely; his engine failed to pick up, and he was forced to descend into the sea close to the paddle minesweeper *Balmoral*. The Nieuport turned over on striking the water, and Flight Sub. Lieutenant Graham had great difficulty in releasing his belt under water and extricating himself. Eventually both he and his observer got clear, and within a few minutes the *Balmoral* had lowered a boat and with great promptness rescued the two officers.'  
(*The Dover Patrol*, refers).

A confidential report on his services was submitted on 22 December 1915: 'Exceptional skill and courage. Has been continually employed on reconnaissance work and hostile aircraft patrols over the enemy's lines. Specially recommended for promotion.'

He was indeed promoted to Flight Lieutenant in January 1916, shortly before the announcement of his well-deserved D.S.O.

On 8 February 1916, Graham was seriously injured in a flying accident, following engine failure. He was admitted to the R.N.H. Haslar with 'severe injuries to head, concussion and possibly base fracture of skull' and there he remained until discharged on sick leave on 14 March 1916. In the interim, on the 15 February, the Vice-Admiral Dover Patrol mentioned Graham in despatches 'for continuous meritorious service over the enemy's lines' and recommended him for special recognition and reward.

His service record further states that he was still unfit to be medically re-surveyed in mid-April 1916, followed by the tragic news that he had been killed flying a Short 184 Type Seaplane (No. 8385) on 8 September 1916. Having taken off on an operational patrol from Great Yarmouth, his aircraft dived into the sea from 200 feet, the impact exploding his bomb load. It took two weeks to recover the wreckage and his body, his father taking possession of the latter on 27 September 1916.

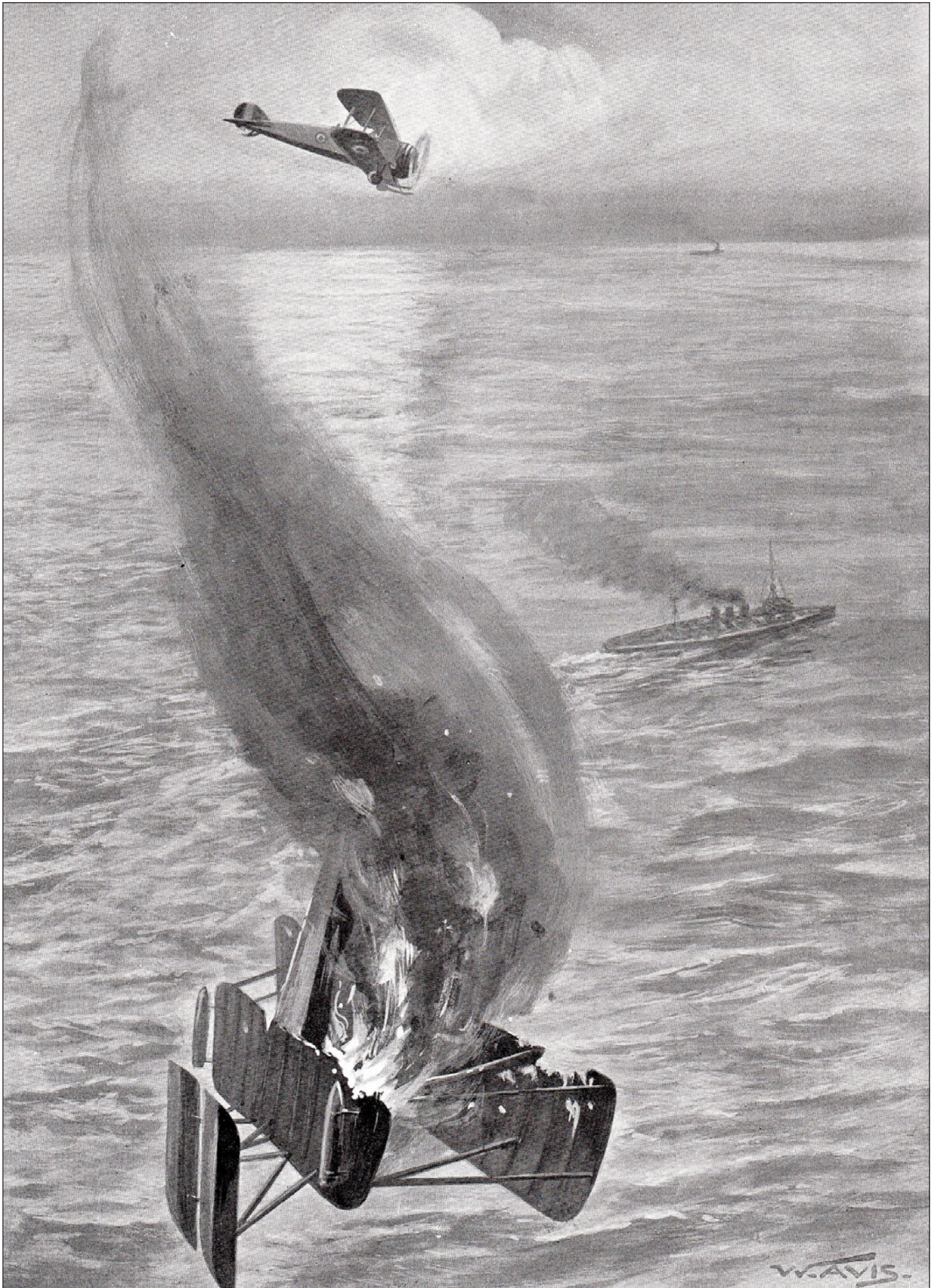
Just 23-years-old, Graham was buried in the Old Cemetery at Barnes, London, near where his parents were living at the time.

Sold with an impressive array of awards for Gymnastics at Merchant Taylors' School, comprising a winner's cap, in velvet, with silver-wire embroidered 'MTS' motif, 'Gymnasium' and the dates '1910', '1911' and '1912'; a prize medal, in bronze, the obverse with school motto and crest, and reverse engraved 'Gymnastics' and 'C. W. Graham, June 1907', in its fitted *Kenning & Son* case of issue; together with others identical (2), but in silver, these named and dated '1911' and '1912', and in fitted *Kenning & Son, London* cases of issue; and his London Aerodrome Hendon prize medal for Third Place in the "Impromptu" Speed Contest, bronze, the obverse engraved, 'Won by C. W. Graham, April 5th 1915', 50mm. diam., in its fitted red leather *Elkington & Co. Ltd.* case of issue.

Also sold with a copy Freedom of the City of London certificate, in the name of 'Charles Walter Graham, son of the late Charles Knott Graham, Citizen of London and Merchant Taylor', and Buckingham Palace forwarding slip for his memorial plaque.



Naval Medals From the Collection of the Late Jason Pilalas







151 x

**The rare Great War D.S.M. group of seven awarded for gallantry on land in France to Master-at-Arms W. C. Hatherley, Royal Navy**

Distinguished Service Medal, G.V.R. (196082. W. C. Hatherley, Sh. Cpl. 1Cl. Service in France.); Queen's South Africa 1899-1902, no clasp (W. C. Hatherley, Ord. H.M.S. Terrible.); China 1900, no clasp (W. C. Hatterley, Ord. H.M.S. Terrible.); British War and Victory Medals (196082 W. C. Hatherley, M.A.A. R.N.) the War medal officially re-impressed; Royal Navy L.S. & G.C., G.V.R., 1st issue (196082 W. C. Hatherly, Ship's Corpl. 1CL., H.M.S. New Zealand) note variations in spelling of surname; together with H.M.S. New Zealand silver commissioning medal 1913, mounted court-style for display, generally good very fine (7)

£2,400-£2,800

D.S.M. *London Gazette* 21 January 1916.

The recommendation for a Distinguished Conduct Medal (Immediate) was submitted by Major-General C. Barter, Commanding 27th (London) Division in France, and states:

'For gallant conduct at the QUARRIES near VERMELLES on December 30th 1915. The detachment of a Machine Gun having all become casualties owing to shell fire, this Petty Officer, assisted by Petty Officer W. Bright, voluntarily manned the gun and brought it into action again, thereby materially assisting to repulse a German attack.'

Very few D.S.M.'s were awarded to the Regulating Branch in WW.1; two only to Ship's Corporals, including Hatherley, and six to Masters at Arms.

Photographs of both Hatherley and Bright were published in *The War Illustrated*, 13 May 1916, with the caption: 'Petty Officer W. Bright and Ship's Corporal W. C. Hatherley, both awarded the D.S.M. While visiting the front line trenches, seeing a gun-team knocked out, they manned the gun at once and kept it in action most successfully.'

**William Cecil Hatherley** was born at Kenton, Devon, on 12 March 1882, and entered the Royal Navy as a Boy 2nd Class aboard H.M.S. *Impregnable* on 19 October 1897. He served in South Africa and China aboard H.M.S. *Terrible*, from September 1899 to October 1902. He achieved Petty Officer status in November 1906 and joined the Regulating Branch in August 1910, as Ship's Corporal 2nd Class, advancing to Ship's Corporal 1st Class in February 1911 and to Master-at-Arms in July 1917. He joined H.M.S. *New Zealand* in November 1912 and remained in her for most of the war, including the battle of Jutland. He was awarded the L.S. & G.C. medal in March 1915 and is also entitled to the 1914-15 Star. Hatherley was discharged to pension on 11 March 1922.

Sold with copied record of service and other research.





## 152 x

### The Great War 'Serbian Retreat' D.S.O. group of nine awarded to Commander M. E. Cochrane, Royal Navy

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top ribband bar; China 1900, 1 clasp, Relief of Peking (Sub. Lieut. M. E. Cochrane, R.N., H.M.S. Centurion); Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (Lieut. M. E. Cochrane, R.N., H.M.S. Mohawk); 1914-15 Star (Lt. Commr. M. E. Cochrane, R.N.); British War and Victory Medals Commr. M. E. Cochrane, R.N.; Jubilee 1897, silver; **Italy, Kingdom**, Order of St. Maurice and St. Lazarus, 5th Class breast badge, gold and enamels, *enamel damage to centres of cross*; **Serbia**, Order of the White Eagle, 2nd issue, 4th Class breast badge with swords, silver-gilt and enamels, *slight enamel damage, mounted for wear, 1914-15 Star sometime gilded, otherwise good very fine and better (9)* £2,600-£3,000

Provenance: R. C. Witte Collection, Dix Noonan Webb, December 2007.

D.S.O. *London Gazette* 14 July 1916. 'In recognition of their services in connection with the evacuation of the Serbian Army and Italian troops from Durazzo in Dec. 1915, and Jan. and Feb. 1916.' The recommendation states: 'Second in Command of the British Adriatic drifters. Was in charge of the drifters covering the evacuation of the Italian troops from Durazzo, the operation taking place in bad weather & under fire from the shore'.

Order of St. Maurice and St. Lazarus, Chevalier *London Gazette* 9 May 1916.

Order of the White Eagle, 4th Class *London Gazette* 1 March 1917.

**Morris Edward Cochrane** was born in 1879, the youngest son of J. H. Cochrane and Charlotte Newton. He entered the Royal Navy as a Naval Cadet on 15 January 1893. He was appointed a Midshipman in February 1895 and was promoted to Sub-Lieutenant in August 1898. During the China War of 1900 he served in the Seymour Expedition to Peking, and on 9 November 1900 he was promoted to Lieutenant for his services in China. He later served in Somaliland and was mentioned in despatches. He was advanced to Lieutenant-Commander in November 1908 and Commander in May 1919. For his services in the Great War he was awarded the D.S.O., the Italian Order of St. Maurice and St. Lazarus and the Serbian Order of the White Eagle.

Sold with copied service papers and other research.



## 153 x

**The Great War 'Irish Rebellion' D.S.C. group of four awarded to Lieutenant W. H. A. Bee, Royal Naval Reserve, who was awarded a D.S.C. and an M.I.D. for his command of H.M.T. *Lord Heneage*, which ship played a vital part in the capture of the German Auxiliary Cruiser *Aud* off the south-west coast of Ireland where she was due to rendezvous with Sir Roger Casement to deliver her cargo of 20,000 rifles, 1,000,000 rounds of ammunition and ten machine-guns to aid the imminent Easter Rising**

Distinguished Service Cross, G.V.R., hallmarked London 1918; 1914-15 Star (Lieut. W. H. A. Bee. R.N.R.); British War and Victory Medals, with M.I.D. oak leaf (Lieut. W. H. A. Bee. R.N.R.) mounted for display, *some contact wear, therefore nearly very fine* (4)

£4,000-£5,000

D.S.C. *London Gazette* 27 June, 1917: The original recommendation submitted by the Vice-Admiral at Queenstown states: 'Assisted in the capture of the S.S. *Aud* on 21/22 April 1916.'

M.I.D. *London Gazette* 21 April 1917.

The original recommendation states: 'Capture of German auxiliary off coast of Ireland on 21 April 1915. Did good work in keeping the vessel in sight until she was brought to by the *Bluebell*.'

In April 1916, information had been received at the Admiralty that a landing of arms was to be expected on the west coast of Ireland for the Sinn Feiners, and that Sir Roger Casement was believed to be on his way to meet with the arms ship. Casement, the ex-British official who was the prime instigator of German supported rebellion, was bound for Ireland in *U22* to rendezvous with the steamer *Aud*, a German ship disguised as the Norwegian steamer of the same name. The rendezvous where *Aud* had arranged to meet Casement's submarine was one mile north-west of Inishtooskert, an uninhabited island at the north-west end of Tralee Bay, Co. Kerry, and here the steamer, with her cargo of arms arrived in the late afternoon of 20 April, 1916. Here the *Aud* waited and waited but nothing happened. No submarine. No Casement. Finally, at 1.30 am, *Aud* anchored in the shadows of Inishtooskert to await the dawn of Good Friday.

Meanwhile, on the Thursday night Lieut-Commander Weisbach in *U22* with Casement reached the Inishrooskert rendezvous, and from a distance sighted the dark outline of the anchored *Aud*, however, unfortunately for them, the submarine mistook this outline for a British destroyer and withdrew. Finally, Casement despairing of *Aud's* arrival acted independently and was landed with two companions on the beach by means of a small collapsible boat which had been secured to the submarine's upper deck. Early on Good Friday the deserted boat, wherein lay revolvers and ammunition was discovered by a local man and within hours Casement had been captured.

Meanwhile, earlier that morning the *Aud* was approached by the armed trawler *Setter II* (Skipper John Donaldson, R.N.R.) which came alongside and boarded. Unfortunately, Donaldson was bluffed by Lieut. Karl Spindler of the *Aud* and his subsequent search revealed only pots and pans as shown in the cargo manifest. Soon after 1 pm Spindler had another shock when he saw a small steamer approaching at speed with a gun on the forecastle. This was the armed trawler *Lord Heneage*, commanded not by a skipper, but by Lieutenant W. H. A. Bee,

R.N.R., a 56 year-old veteran of the Merchant Service. Bee had learnt from Loop Head signal station that a steamer was hovering suspiciously about the entrance of Tralee Bay and flying the signal 'Stop at once' immediately gave chase to the *Aud* which had hurriedly weighed anchor and got under way to the westward in something of a panic.

The *Aud* was fleeing for her life and exceeding the limit of safety. 'More steam!' ordered Spindler. 'Captain,' replied his Chief Engineer, 'if we go on like this the boilers will burst. The steam is long past the red mark.' She was doing two or three knots more than *Lord Heneage* so that whilst the latter opened fire at long range, nothing could be done to stop the fugitive heading clear of land into the wide Atlantic. However, at 4.30 pm, a signal from *Lord Heneage* was received by H.M.S. *Zinnia* and H.M.S. *Bluebell* and these two ships hastened towards the spot from different points of the compass. *Bluebell* at last sighted the *Aud* and at 6.15 pm caused her to stop and ordered her to proceed to Queenstown. Spindler complied but not before testing the patience of Lieut. Hood in *Bluebell* who was compelled to drop a shell over the German's bow. Next day, however, when these two vessels were just outside Queenstown Harbour the *Aud* suddenly stopped engines and lowered boats into which every German clambered after which followed an explosion, the gun-runner bursting into flames and fragments till she sank. Spindler had used the bombs and fuses which had been destined for the Sinn Feiners to destroy his own vessel. The associated capture of Sir Roger Casement is well documented and resulted in his being removed to London, tried and hanged for treason.

**Lieutenant William Henry Askew Bee** was born in Liverpool on 26 April 1860 and served more than 36 years at sea. He joined the service in 1884 as a Deck Hand and by 1888 passed as Master of Home Trade Passenger Ships. From 1890 he served consistently as Master on more than a dozen ships. Following the *Aud* incident, Lieutenant Bee served with Galway Trawlers in mine-sweeping and patrol and rescue operations (*Swept Channels* refers). He retired after the war to live in Barrow-in-Furness and died on 9 March 1940.

Sold with two large files of research including detailed articles on Lieutenant Bee's exploits published in the OMRS Journal and Medal News.





## 154 x

The unusual Great War posthumous D.S.M. group of four awarded to Stoker Petty Officer William Punt, Royal Navy, who suffered severe burns when H.M.S. *Laertes* was hit by enemy shellfire on 25 April 1916, and died of septicaemia eleven days later

Distinguished Service Medal, G.V.R. (302295 W. Punt, Sto. P.O. H.M.S. *Laertes* 25 Apl. 1916.); 1914-15 Star (302295, W. Punt, S. P.O., R.N.), British War and Victory Medals (302295 W. Punt. S.P.O. R.N.) mounted for display, good very fine (4)

£1,200-£1,600

D.S.M. *London Gazette* 22 June 1916:

'The following awards have also been approved: Stoker Petty Officer William Punt, O.N. 302295 (since died of wounds).' The original recommendation states:

'For his services in action on board H.M.S. *Laertes*. When one of the boilers was put out of action by a German shell, Punt remained at his post and closed the stop valves of the boiler being very severely scalded in doing so.'

**William Punt** was born at Southminster, Kent on 18 June 1883 and entered the Royal Navy as a Stoker 2nd Class in December 1902.

A Stoker Officer in the destroyer H.M.S. *Laertes* on the outbreak of hostilities in August 1914, he quickly saw action at the battle of Heligoland Bight at the end of the month, when she was severely damaged by four shells. The most serious hit was in the boiler room, which cut off all steam supplies and left the ship motionless. Her consort *Lapwing* went to her aid under heavy fire, but it was the timely arrival of *Lion* that saved the day.

Punt was still serving in *Laertes* at the time of her next major action, namely her intervention during the German bombardment of Yarmouth and Lowestoft on 25 April 1916. On that occasion, she again came under heavy fire and again took a serious hit in her boiler room, this time with fatal consequences for Punt, who suffered terrible burns in closing the boiler stop valves. A fellow stoker, Ernest Clarke, likewise suffered fatal burns, but their gallant actions were credited with saving the ship. Both men were awarded posthumous D.S.Ms.

The son of Thomas and Elizabeth Punt of Gillingham, Kent, William died of septicaemia at the naval establishment at Shotley on 6 May 1916, and was buried in Chatham (Maidstone Road) Cemetery.

Sold with copied record of service.



## 155 x

The important G.C.B., Great War K.C.M.G. and K.C.V.O. group of twelve awarded to Admiral Sir William Pakenham, British observer with the Imperial Japanese Navy during the Russo-Japanese War 1904-05, he was Commanding Officer of the 3rd Cruiser Squadron at Jutland and afterwards of the Battle Cruiser Fleet

The Most Honourable Order of the Bath, G.C.B. (Military) Knight Grand Cross set of insignia, comprising sash badge, silver-gilt and enamels, with gold centres; and breast star, silver, with gold and enamel appliqué centre, with display sash; The Most Distinguished Order of St. Michael and St. George, K.C.M.G., Knight Commander's set of insignia, comprising neck badge, silver-gilt and enamels, with gold centres; and breast star, silver, with gold and enamel centre; The Royal Victorian Order, K.C.V.O., Knight Commander's set of insignia, comprising neck badge, silver-gilt and enamels, reverse numbered 'K324'; and breast star, silver, silver-gilt and enamels, reverse numbered '324'; 1914-15 Star (R. Adml. W. C. Pakenham, C.B., M.V.O.); British War and Victory Medals (V. Adml. Sir W. C. Pakenham); **United States of America**, Distinguished Service Medal, Navy, silver-gilt and enamels; **France**, Croix de Guerre, 1914-1917, with Palm these last five mounted court-style as worn; **France**, Legion of Honour, Commander's neck badge, gold and enamels, *upper arms and both wreaths with chips*; **Japan**, Order of the Rising Sun, Second Class set of insignia, comprising neck badge, silver-gilt and enamels, with central cabochon; and breast star, silver, gilt and enamel, centre with cabochon; **Japan**, Order of the Excellent Crop, Grand Cordon set of insignia, comprising sash badge, silver-gilt and enamels; and breast star, silver, gilt and enamels, complete with full sash; **Russia**, Order of St. Stanislas, Grand Cross set of, insignia by *Edouard*, Military Division, comprising sash badge, gold and enamels, *lower arm chipped*; and breast star, silver, with gilt and enamel centre, with display sash, *unless otherwise described, generally good very fine* (18)

£8,000-£12,000



## Naval Medals From the Collection of the Late Jason Pilalas



G.C.B. *London Gazette* 3 June 1925; Admiral Sir, K.C.B., K.C.M.G., K.C.V.O.

K.C.M.G. *London Gazette* 1 January 1919: 'In recognition of valuable services rendered during the War'; Vice-Admiral Sir, K.C.B., K.C.V.O.

K.C.V.O. *London Gazette* 3 July 1917: 'On the occasion of His Majesty's recent visit to the Grand Fleet'; Rear-Admiral Sir, K.C.B., M.V.O.

Legion of Honour *London Gazette* 28 August 1918; Rear-Admiral Sir, K.C.B., K.C.V.O.

Croix de Guerre *London Gazette* 15 February 1919; Vice-Admiral Sir, K.C.B., K.C.M.G., K.C.V.O. Order of the Rising Sun *London Gazette* 20 April 1906; Captain, C.B., R.N., Naval Attache, Tokyo.

Order of the Excellent Crop *London Gazette* 27 January 1920; Vice-Admiral Sir, K.C.B., K.C.M.G., K.C.V.O.

Order of St. Stanislaus *London Gazette* 8 June 1917: 'For distinguished service rendered in the Battle of Jutland'; Rear-Admiral, K.C.B., M.V.O.

United States of America D.S.M. *London Gazette* 29 September 1922; Admiral Sir, K.C.B., K.C.M.G., K.C.V.O.

**William Pakenham**, the second son of Rear-Admiral the Hon. Thomas Pakenham, was born in London on 10 July 1861, and entered *Britannia* in 1874. Promoted Midshipman in 1876, he went to sea in the *Monarch* in the Mediterranean, and the next year was transferred to the Frigate *Raleigh*. In August 1878, as the ship was leaving Larnaka, Cyprus, the Coxswain fell overboard. Pakenham and an Able Seaman dived in after him and were afterwards highly commended for their gallantry in rescuing him. In September 1879 Pakenham joined the *Alexandra*, Flagship successively of Sir Phillip Hornby and Sir F. Seymour, and stayed in her until promotion to Sub-Lieutenant in October 1880. Having undergone the Gunnery Course in *Excellent* at Portsmouth, he returned to the *Alexandra* before being appointed to the *Canada*, which was destined to join the North America Squadron. In this ship Pakenham was the 'strict though benevolent autocrat' in charge of the Gun-room Mess, which counted among its members Prince George (later George V). He became Lieutenant in 1883 and next served as Flag-Lieutenant to Admiral Sir George Tryon during his command of the Australia Station from 1884 to 1887. The next nine years were spent in small Cruisers in the Training Squadron, and in one of these, the *Calypso*,

he distinguished himself by a brave attempt to save the life of a Petty Officer who had fallen from the foreyard into Kiel Harbour. Promoted Commander in June 1896, and having qualified as an interpreter in French while on Half-pay in 1884, he was selected for duty in Naval Intelligence from 1899 to 1901. He then commanded the Sloop *Daphne* on the China Station, and briefly served in command of the Flagship *Albion*, before returning home again in 1902.

At this time, war between Russia and Japan was imminent, and Pakenham's Intelligence experience combined with his linguistic abilities marked him out as the Officer to succeed Captain Ernest Troubridge, who was due for relief as Naval Attache in Japan. War finally broke out on 6 February 1904; Pakenham arrived in March, taking Troubridge's place in the battleship *Asahi*, in which he remained continuously until the final Japanese victory at the battle of Tsushima on 27 May 1905. Indeed, it was said of Pakenham that no British Sea Officer since Nelson had been so long afloat without setting foot on shore. His sangfroid under fire greatly impressed the men of the Japanese Navy: at the Battle of Tsushima, the casemate on which he was standing to observe the proceedings was struck



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by a shell causing several casualties, and his white uniform was splashed with blood. Deeming it inappropriate to continue, he quietly slipped away, only to return a few minutes later in spotless attire and to resume taking his notes. His reports to the Admiralty throughout the War were brilliantly written and revealed a thorough appreciation of the strategic, tactical, and technical implications of the events and situations which he described. His disdainful attitude to personal danger led to Admiral Togo's recommendation to the Emperor that he should be given the Rising Sun, and his observations for the Admiralty resulted in him being 'specially appointed C.B.' soon after the Battle.

Upon returning to England he was successively appointed to the command of the *Antrim*, the *Glory*, the *Triumph*, and the *Collingwood*. In December 1911, Winston Churchill (who later paid tribute to him in his book of 1923, *The World Crisis*), in reconstituting his Board soon after taking office, selected him to be the Fourth Sea Lord owing to his 'strong character' and 'unique experience of modern naval warfare'. Advanced to Flag Rank in 1913, he left the Board to take command of the 3rd Cruiser Squadron, Home Fleet, with his Flag in his old ship *Antrim*, in which he narrowly missed being torpedoed by a U-boat on 9 October 1914. In March 1915, with his flag in the *Australia*, he took charge of one of the two Battle-Cruiser Squadrons which belonged to the Australian Commonwealth, and which had been lent for service in the Grand Fleet after the victory of the Falkland Islands. Accordingly, he held the titular appointment of Rear-Admiral Commanding the Australian Fleet.

During the Battle of Jutland on 31 May 1916, Pakenham flew his Flag in the *New Zealand*, the *Australia* having been damaged in a collision with the *New Zealand* in a fog a month earlier. His remaining ship, the *Indefatigable*, was blown up early in the

battle. Pakenham distinguished himself at Jutland with his able support of Beatty and was rewarded with the K.C.B., being personally decorated with that Order and the K.C.V.O. by his former Gunroom Mess mate, King George V, on the occasion of his visit to Rosyth in 1917. When Beatty was promoted to succeed Sir John Jellicoe, he recommended Pakenham over the heads of other Senior Officers with strong claims, to follow him in command of the Battle-Cruiser Force. On the appointment being confirmed, Pakenham transferred his Flag to the *Lion* in January 1917 and retained that command until April 1919, having been promoted Vice-Admiral in September 1918 and having been present at the surrender of the German Fleet.

During the War years he showed another aspect of his somewhat eccentric character by always sleeping fully clothed, and by having all the furniture in his quarters burnt, together with all inflammable articles in the ship, in order to prevent the danger of fire during an action. He kept only a chair in his bridge cabin. In August 1919, Pakenham was appointed President of the Royal Naval College, Greenwich, but at his own request was soon given another appointment as Commander-in-Chief, North America and West Indies Station, in October 1920. Promoted full Admiral in 1922, he retired in 1926 and in 1930 became Bath King of Arms. Admiral Pakenham was 'a character' who was 'whole-heartedly devoted to the Service'; he died at San Sebastian in 1933.

Sold with Granton Naval Base Zeal Medal, silver, reverse engraved, 'Vice-Admiral Sir William C. Pakenham, K.C.B., K.C.V.O., 12 November 1918'; and Jutland Commemorative Medal, silver, by Spink.





## 156 x

### The Great War C.B. group of ten awarded to Admiral E. V. Underhill, Royal Navy, Commended and awarded the Russian Order of St Anne for services in command of H.M.S. *Temeraire* at Jutland

The Most Honourable Order of the Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamels, with neck cravat in its *Garrard, London* case of issue; East and West Africa 1887-1900, 1 clasp, Benin 1897 (Lieut. E. V. Underhill H.M.S. *Philomel*) official correction to one letter of surname; Queen's South Africa 1899-1902, no clasp (Lieut. E. V. Underhill, R.N. H.M.S. *Gibraltar*); 1914-15 Star (Capt. E. V. Underhill, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Capt. E. V. Underhill. R.N.); Coronation 1911, unnamed as issued; Khedive's Star, undated, with Tokar clasp, unnamed as issued; **Russia, Kingdom**, Order of St Anne, 2nd Class neck badge with Swords by Eduard, gold and enamels; **Spain, Kingdom**, Order of Naval Merit, 3rd Class breast star, white model (special service), silver-gilt and enamels, *nearly very fine or better* (10) £3,000-£4,000

Approximately 14 Tokar clasps issued to Royal Navy officers, including 7 to H.M.S. *Sandfly*.

C.B. (Military) *London Gazette* 3 June 1918: 'For services in command of H.M.S. *Temeraire*.'

His Naval service is amply recorded in The Times obituary from 4 May 1928:

**'Admiral Edwin Veale Underhill, C.B.**, whose death occurred suddenly at South-Sea on Sunday at the age of 60, saw active service on three occasions during land operations in the '90's, and was a Captain throughout the late war, being in command of a battleship at Jutland. He was afterwards Admiral-Superintendent at Devonport.

Admiral Underhill came from a naval family, for his father was Paymaster-in-Chief G. W. Underhill, R.N., of Lugley House, Newport, Isle of Wight. Born on March 27, 1868, the late Admiral entered the *Britannia* as a Cadet in January 1881, and first went to sea two years later in the screw corvette *Sapphire*, which commissioned at Devonport under Captain (later Admiral Sir) John Fullerton for the China Station.

Promoted to Lieutenant in October 1890, he was serving in the *Sandfly*, gunboat, during the operations at Tokar, Eastern Sudan, in 1891, for which he was awarded the Khedive's bronze Star [with clasp 'Tokar']. He specialised in the navigating branch, and as Lieutenant (N) of the cruiser *Philomel* was present when the Sultan of Zanzibar's palace was bombarded and captured on August 27, 1896, by the Squadron under Rear Admiral Rawson. Six months later he was landed for duty with the expedition under the Rear Admiral for the punishment of the King of Benin for the massacre of a political expedition, and was awarded the General Africa Medal with Benin clasp.

He was promoted to Commander in June 1902, and to Captain in December 1907, at which latter date he was on the staff at Portsmouth Dockyard. A few weeks before the outbreak of War with Germany he took Command of H.M.S. *Devonshire* in the

Third Cruiser Squadron, Grand Fleet, and in March 1916, was transferred to command H.M.S. *Temeraire*, in the Fourth Battle Squadron. For his services in the *Temeraire* at Jutland he was commended in Admiral Jellicoe's despatch, and in June 1918, was appointed C.B. The *Temeraire* was placed during the action in the Fourth Division, led by Vice-Admiral Sturdee in the *Benbow*.

In his report on the battle Captain Underhill stated that the *Temeraire* was not hit but a few shots fell close, notably one which came close to the mainmast and one which hit the water about 500 yards short on the starboard bow, passing over the forecastle. "The behaviour of the ship's company", he added, "was all that could be desired, they were cheerful and eager for the fight" Leaving the *Temeraire* on his promotion to rear-admiral in February 1919, Admiral Underhill was nominated in the following September as Admiral Superintendent at Devonport Dockyard where he served until September 1922. On September 1, 1924 he was promoted to Vice-Admiral, and retired as from the following day, being advanced to Admiral on the retired List on April 5, 1928.'

Underhill's record of service also confirms that 'Bronze Star awarded for operations at Tokar Feb '91'; Spanish "Cross for Naval Merit of the Third Class" conferred on him by King of Spain on occasion of launch of a Spanish Ship at Ferrol, February 1912; Order of St Anne 2nd Class with Swords. *Gaz* 5 June 1917.' He was appointed A.D.C. to the King from 3 September 1918 to 3 February 1919

Sold with copied record of service, *Times* obituary and other research.





## 157 x

The exceptional Great War destroyer captain's D.S.O., inter-War M.V.O. group of five awarded to Commander J. O. Barron, Royal Navy, who displayed exceptional gallantry at Jutland, when, as captain of the destroyer *Acasta*, he braved a galling fire to offer assistance to Loftus Jones, V.C. in the destroyer *Shark*

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; The Royal Victorian Order, M.V.O., Member's 4th Class breast badge, silver-gilt and enamels, the reverse officially numbered '1100'; 1914-15 Star (Commr. J. O. Barron, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Commr. J. O. Barron, R.N.) mounted as worn, *good very fine* (5) £3,600-£4,400

D.S.O. *London Gazette* 11 December 1918: 'For services in Grand Fleet destroyers in the period 1 January to 30 June 1918.'

M.V.O. *London Gazette* 23 July 1920.

**John Ouchterlony Barron** was born in Reigate, Surrey on 5 October 1882, the son of an army officer, Netterville Barron, and his wife Louisa, daughter of General John Twiss.

Entering the Royal Navy as a Cadet in *Britannia* in July 1896, Barron was advanced to Lieutenant in December 1903 and to Lieutenant-Commander in December 1911. He married Evelyn Buckle in June of the latter year and their son, also John, became a well-known actor, best remembered for his role as 'CJ' in the comedy series *The Rise and Fall of Reginald Perrin*, starring Leonard Rossiter.

Another happy event in 1912 was Barron's appointment to his first command, the destroyer H.M.S. *Acasta*, and she was quickly called to action in the Great War, when she sallied forth to intercept the enemy squadron that bombarded Scarborough on 14 December 1914.

But it was at Jutland that Barron and the *Acasta* gained wider fame, as made clear by the extensive, glowing commentary afforded both. One witness to the destroyer's plucky performance was moved to exclaim, 'Perfectly magnificent! Thank God I'm an Englishman!'

On that occasion, in the company of her consorts from the 5th Destroyer Flotilla, *Acasta* was attached to the 3rd Battle Cruiser Squadron, and took part in a spirited counter-attack against German destroyers before coming under fire from enemy light cruisers. Barron takes up the story:

'Things very quickly became unpleasantly warm. The German shooting was undoubtedly good, their salvoes falling close together – perhaps too close together, really – but at first we were little hit, although a piece of shell scalped a signalman on our bridge, and a lot of shell splinters were flying about. We afterwards picked out

## Naval Medals From the Collection of the Late Jason Pilalas

30 or 40 pieces from the mattresses slung round the bridge. Also, on the bridge we were all soaked through by the spray thrown up by shell, causing the sub-lieutenant to remark that, "An umbrella would be handy" ...'

*The Jutland Honours*, by Chris Bilham, continues:

'The *Acasta* received her first hit, right forward on the waterline; it felt as if the whole ship had been pushed sideways and the mess deck was badly damaged. Barron then noticed that *Shark* had been hard hit; *Acasta* came alongside and Barron offered his assistance. "Don't get sunk for us!" Loftus Jones shouted back, and ordered Barron away. While approaching *Shark*, *Acasta* noticed the *Lutzow* on her port quarter and turned to attack her. She approached to within 4,500 yards and launched a torpedo; Barron believed that it hit, but this was not confirmed by post-war investigation.

For twenty minutes the *Acasta* was under a storm of fire from the battlecruiser's secondary armament and from her escorting cruisers and destroyers. She was hit repeatedly; two shells burst in the engine-room killing or wounding the Engineer Officer and four men. They smashed the steering engine, set fire to the engineer's store, wrecked the dynamo and cut various exhaust pipes. The engine-room filled with scalding steam and had to be evacuated. Barron rang down "Stop" and "Astern" but with no result. As a result, the destroyer was unable either to steer or stop her engines and was tuning wild circles directly in the path of the approaching Grand Fleet. She managed to barge her way through the escorting destroyer screen without collision, more by good luck than management.

At around 18.30 the crew finally managed to cut off steam at the boilers and the ship came to a halt, flying the signals "Not under control" and "Am in danger of sinking." The lines of battleships swept past only a couple of hundred yards away, some to port and some to starboard, just as if *Acasta* was the royal yacht at a fleet review. The men were very excited and cheered each ship as she passed, with a particularly loud cheer for the Commander-in-Chief in Iron Duke. For their part, men in the battleships were impressed by the display of enthusiasm from the battered destroyer's indomitable crew. An officer in the *Marlborough* recalled, "We passed a disabled destroyer on our starboard bow, very close to us. She was badly holed forward and aft, and was very much down by the bows, but the crew were clustered aft cheering us and the other ships as we passed, and then she disappeared astern, rolling heavily in the wash of the battle-fleet, but with her ensign still flying, apparently not done for yet."

Barron inspected his wrecked ship:

"The engine-room was in an awful mess, and the store-room just abaft it absolutely wrecked and smouldering. The dynamo had ceased to exist, there was oil-fuel everywhere, and the upper deck all round the after part of the engine-room was riddled with holes.

We did our best to fill up holes in the side with hammocks, canvas, etc., but it didn't make much difference. We had great difficulty in getting down to the engine-room, as there was still a lot of steam escaping, but eventually we got all the people up from there ... The destruction of the dynamo left us with no lights except candles, which made repair work very difficult, especially later when it got dark, but the engine-room department did wonders particularly when it is remembered the store-room had been wrecked, and that they were left with practically no spare parts or tools. The remarks of the artificers trying to fit a three-eighths nut on to a five-eighths bolt, by candle-light in some out-of-the-way corner, working up to their waists in oil and water, were distinctly illuminating."

Around midnight these repairs enabled *Acasta* to steam about two or three knots and she set a zig zag course towards Scotland. At 9.45 a.m. on 1st June she encountered the destroyer *Nonsuch* which escorted her towards Aberdeen. Around noon the *Nonsuch* took *Acasta* in tow as her fuel was almost exhausted and the weather was deteriorating. The two ships arrived at Aberdeen on the evening of the 2nd. Her casualties were six killed, one wounded. *Acasta* was so badly damaged that she practically had to be rebuilt.'

Loftus Jones of the *Shark* was awarded a posthumous V.C. and Barron a mention in despatches (*London Gazette* 15 September 1916, refers). His service record further records his special promotion to Commander:

'This officer stood by *Shark* under a very heavy fire and although the engine room was wrecked and steering gear broken down, and the ship a partial wreck, he successfully by the aid of *Nonsuch* returned to harbour.'

Following Jutland, Barron commanded the destroyers *Nizam* (June-October 1916), *Restless* (October 1916-July 1917), *Onslaught* (October 1917- April 1918), and *Wesley*, from April 1918.

Placed on the Retired List at his own request in August 1922, his decision was possibly influenced by events of October 1923, when a Receiving Order in Bankruptcy was made against him at Portsmouth Court. Then in February 1927, his name was removed from the Retired List in consequence of his conviction on a charge of embezzlement committed against his employer, the British Legion Poppy Factory Limited. He was sentenced to nine months' imprisonment.

The Commander died at Hove, Sussex in 1963.

Sold with his original D.S.O. and M.V.O. warrants, dated 11 December 1918 and 23 July 1920, the latter with related forwarding letter, and both accompanied by copies of the relevant statutes; together with his 'Jutland M.I.D.' certificate, dated 15 September 1916.





## 158 x

The Great War Jutland D.S.O. group of six awarded to Rear-Admiral H. S. Currey, Royal Navy, Commander and Executive Officer of H.M.S. *Marlborough*, the only ship to be torpedoed during the battle

Distinguished Service Order; G.V.R., silver-gilt and enamels, with integral top riband bar, the edge of the lower arm inscribed 'H. S. Currey 1916'; 1914-15 Star (Commr. H. S. Currey, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Capt. H. S. Currey, R.N.); Jubilee 1897, silver (H. S. Currey); **Russia, Empire**, Order of St Stanislas, 2nd Class neck badge with swords, gold and enamels by Eduard, the ring stamped '56' and with St Petersburg mark for 1907-17, the horizontal reverse arms inscribed 'H. S. Currey 1917', the first five court mounted by *Hunt & Roskell* as worn and contained in *Hunt & Roskell* carrying case with fitted recess below the pad for the St Stanislas badge, good very fine (6)

£4,000-£5,000



## Naval Medals From the Collection of the Late Jason Pilalas

D.S.O. *London Gazette* 15 September 1916: 'In recognition of services as mentioned in the foregoing despatch', viz:

'Honours for service in the battle of Jutland. Remarks of Admiral Sir Cecil Burney [second in command Grand Fleet]. Commander Hugh Schomberg Currey, R.N. Executive officer of "Marlborough" whose untiring energy and skilful work greatly assisted in saving the ship after she was torpedoed.'

Order of St Stanislas, 2nd Class with Swords *London Gazette* 5 June 1917: 'Conferred by the Russian Government on Officers of the Grand Fleet for distinguished service rendered in the battle of Jutland.'

H.M.S. *Marlborough*, flagship of Vice-Admiral Burney, Commanding the First Battle Squadron, was the only ship of the Grand Fleet to be hit by torpedo in the battle of Jutland, a remarkable point that was not lost on Admiral Jellicoe in his despatch:

'One of the features of the action was the large number of torpedoes that crossed our line without taking effect on any ship except *Marlborough*. Sir Cecil Burney estimates that at least twenty-one torpedoes were seen to cross the line of his squadron. All were avoided by skilful handling, except that single one, and it is notable that the *Marlborough* herself evaded seven. Similarly the Fifth Battle Squadron, in rear of the First Battle Squadron, avoided a considerable number and the other squadrons had similar experiences.'

The following narrative of events were noted by an officer from the fore-top of H.M.S. *Marlborough*:

'At 6.54 we were hit by a torpedo. We thought at the time it might have been a mine, for we saw no track of a torpedo whatsoever, but we know now for certain that it was a torpedo as bits of one were found later in the ship. It hit on the starboard side, and aloft the top swayed a lot and finally took up a list to starboard, so that I imagined one strut of the tripod mast had been shot away; but looking over the side of the top I saw that it was the whole ship that had taken a list to starboard. The shock caused some of the switches on the electrical switchboard to jump, and one of the gunnery control instruments got out of step; also some fuses of the telephone circuits went, but they were very quickly replaced.

A few minutes after we were hit we passed a destroyer, the *Acasta*, close on our port hand, flying 6 flag - "Am in danger of sinking" - and the "Not under control" signal; she had a collision mat stretched out over her starboard quarter. I was afraid for a moment that we were going to collide with her, as we passed so close to her that from aloft she was almost hidden by our ram, and we seemed to be practically on top of her. But she came by all clear, and her men cheered as we passed.

At about 7 o'clock, when we were just getting "square" again after the torpedo explosion, three tracks of torpedoes were seen approaching on the starboard side, all three apparently going to cross our track. The bridge were informed, and the ship was turned to port to avoid them, so that two passed ahead and one astern of us. Five or ten minutes before this some German destroyers had appeared on our starboard bow, so presumably these torpedoes, as well as the one that had hit us, came from them.

Directly after we had dodged these three torpedoes a four-funnelled cruiser of apparently the Roon class came into sight on our starboard beam, range 9,800 yards, bearing exactly on the beam, Green 90. She was stopped and already badly damaged, but we opened fire on her and fired four salvoes. The third and fourth salvoes hit her; opened up her sides, and revealed a deep red flame inside her hull. This was at 7.03, and two minutes later we ceased fire, as she appeared to be completely disabled and was sinking fast.

We now sighted three battleships, and at 7.06 shifted target on to the left-hand one of them - they were ships of the Konig class, carrying two funnels wide apart. We opened fire at a range of 10,750 yards, and fired 14 salvoes. The sixth, the twelfth, thirteenth, and fourteenth were all distinct hits. From the sixth salvo a large cloud of grey smoke appeared near her foremast, and from the twelfth salvo two hits could be seen under her bridge, rather low down.

At 7.10 we fired a torpedo from the fore submerged tube at the disabled enemy cruiser. At 7.19 a flotilla of German destroyers appeared on our starboard quarter, approaching us, and fire was quickly opened upon them with the 6-inch battery. Also one 13.5 inch salvo was fired from the turrets. Two destroyers were hit, and the remainder immediately turned away to starboard and disappeared from sight behind a dense cloud of funnel smoke. Fourteen minutes later (7.33) the tracks of the torpedoes they had fired were observed approaching from the starboard bow and beam. The tracks were quite clear to us from aloft, and could be picked out when nearly a mile away. At once we reported to the bridge, and they altered course to starboard, so that No. 1 track, the farthest off, passed ahead of us, but Nos. 2 and 3 were nearly on top of us before the ship commenced swinging. No. 2 passed so close to the stern that we lost sight of its track from the top, and we should certainly have been hit if the stern had not been swinging away under the influence of helm; and No. 3, which I saw break surface when about 500 yards on our beam, came straight for the ship, and its track came right up against our starboard quarter - it must have been running below its depth and went right under the ship. The fact that these three were as clear as daylight, whereas no track was visible from the torpedo that had hit us at 6.54, made one think that it was a mine, not a torpedo by which we had been hit, but, as I said, other

certain evidence showed that it was a torpedo.'

Remarkably, only two stokers had been killed by the explosion of the torpedo. As Executive officer of H.M.S. *Marlborough*, Commander Currey was responsible for damage control and organizing repairs to the ship. At 3 a.m. on 1st June Vice-Admiral Burney reported that he had transferred his flag to *Revenge* and that *Marlborough*, her speed now reduced to 12 knots, was proceeding with *Fearless* in company and a few hours later four destroyers were detached to screen *Marlborough*. At 6.50 p.m., after a long day of repair work and damage assessment, *Marlborough* reported - 'All compartments between 78 and 111 stations starboard from outer bottom to middle or main deck probably flooded. All double bottom compartments between these stations on starboard side vertical keel damaged and probably double bottom compartments vertical to 2nd longitudinal on port side also damaged. Boilers, auxiliary machinery in "A" boiler room not damaged, except air blower and Diesel engine oil pump. "A" boiler room partially flooded but water is being kept under.'

*Marlborough* arrived safely in the Humber on the morning of 2nd June, screened by *Fearless* and eight destroyers. Commander Currey was praised for his 'untiring energy and skilful work,' which 'greatly assisted in saving the ship after she was torpedoed' and was subsequently awarded the D.S.O. which he received from the King at Buckingham Palace on 5 February 1917. Amongst recipients of other gallantry awards, *Marlborough's* engine-room stoke-hold ratings featured to the fore, including C.G.Ms. to Stoker P.O. William Ackerman of "A" boiler room and Stoker Joseph Hughes of the starboard forward hydraulic room, which was immediately above the compartment which was struck by the torpedo, as well as several D.S.Ms.

**Hugh Schomberg Currey** was born on 11 November 1876, eldest son of Lieutenant-Colonel C. H. Currey, 4th Dragoon Guards. He entered the Navy as a cadet in the training ship *Britannia* in January 1891, becoming Midshipman in March 1893, Sub-Lieutenant in September 1896, Lieutenant in April 1899. He served as Commander and Executive officer of *Marlborough* during the Great War 1914-17, including the battle of Jutland (D.S.O., despatches, Order of St Stanislas of Russia). From February 1917 until November 1918 he commanded the sloop *Lupin*. Placed on the retired list in 1922, he was subsequently Captain Superintendent of the training ship *Exmouth*, 1923-34, being promoted to Rear-Admiral in 1928. Admiral Currey died on 12 August 1955.

Sold with copy record of service and a copy of Currey's report published in the official despatches for the battle of Jutland.



159 x

**The Great War D.S.O. group of nine awarded to Captain P. W. S. King, Royal Navy, who commanded H.M.S. *Liberty* at the battle of Jutland and was decorated for ramming and sinking the *UC-46* in February 1917**

Distinguished Service Order, G.V.R., silver-gilt and enamel, with integral top riband bar; 1914-15 Star (Lt. Commr. P. W. S. King, R. N.); British War and Victory Medals, with M.I.D. oak leaves (Lieut. Commr. P. W. S. King, R.N.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Russia, Empire, Order of St Anne, 3rd Class breast badge with swords, gold and enamels by Edouard, *one sword blade lacking, mounted as worn, generally good very fine* (9) £3,000-£4,000

D.S.O. *London Gazette* 23 March 1917.

M.I.D. *London Gazette* 15 September 1916 (Jutland) and 4 October 1940.

Order of St Anne, 3rd Class with swords *London Gazette* 5 June 1917. Conferred by the Russian Government for distinguished service rendered in the Battle of Jutland.

**Philip Wilfred Sidney King** was born at Penge on 19 March 1881, and entered the training ship *Britannia* in May 1899, being appointed Midshipman in October 1900. He was promoted to Lieutenant in June 1906 and to Lieutenant-Commander in June 1914, whilst commanding H.M.S. *Flying Fish*. He took command of H.M.S. *Liberty* in October 1915, in which ship he fought at the battle of Jutland as part of Admiral Tyrwhitt's Harwich Force, attached to the Battle Cruiser Fleet (Mentioned in Despatches).

In the early hours of February 8th, 1917, H.M. Destroyer *Liberty* was patrolling in the Dover defile when, at just after 3 a.m., a large submarine was seen to break surface and lying almost at right angles to *Liberty*, slightly off the destroyer's starboard bow but right in the centre of the moon's rays. Straight for the conning-tower under the full moon the *Liberty* steered at full speed, firing one shot. Unfortunately this shot fell wide, and the flash from the gun blinded those on the bridge. Lieut.-Commander King therefore determined not to waste time but ram the German. Travelling at a speed of 24 knots, the destroyer hit the enemy a magnificent blow only two feet forward of the conning-tower. Despite the great speed and weight of the destroyer hitting a mere 420 German tons, the latter's dull weight momentarily stopped the destroyer dead. Not put off by that, Lieut.-Commander King began dropping depth charges, which of course exploded to some purpose, and the fate of *UC-46* was rapidly settled. It was discovered that the destroyer was beginning to leak quickly but it was later established beyond all doubt that she must have cut through the submarine to a depth of at least four feet. King was awarded the D.S.O. for his neat performance.

King was placed on the Retired List at his own request on 17 July 1930, with the rank of Captain. During the Second World War, he was appointed Deputy Sea Transport Officer at Falmouth and was mentioned in despatches in October 1940 'for good services over a period.'

Sold with original D.S.O. Warrant, two M.I.D. Certificates, dated 15th September 1916 and 4 October 1940, three photographs and a Lt-Cmdrs epaulette; together with copies of his service record, confirmation of the Russian Award from Admiralty records, and the official action reports for the sinking of the *UC-46* (Oberlt. Fritz Moecke) which include a photograph of the considerable damage caused to the hull of H.M.S. *Liberty*.





## 160 x

The Great War D.S.O. group of five awarded to Captain J. E. A. Mocatta, Royal Navy, who was decorated for his magnificent bravery and skill in command of the destroyer *Nicator* at Jutland, where he once engaged the enemy at the suicidal range of 600 yards, under 'a perfectly hair-raising bombardment', all the while 'leaning coolly against the front of the bridge, smoking his pipe, and giving orders to his helmsman'

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Lieut. J. E. A. Mocatta, R. N.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Commr. J. E. A. Mocatta, R.N.); **Russia, Empire**, Order of St Stanislas, 3rd Class neck badge with swords, 40mm x 40mm., gold and enamel, manufacturer's name (probably *Edouard*) on reverse, '56' gold mark for St. Petersburg 1908-17 on eyelet, further stamp marks on sword hilts, mounted for display, *good very fine and better* (5)

£6,000-£8,000

Provenance: R. C. Witte Collection, Dix Noonan Webb, December 2007.

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.O. *London Gazette* 15 September 1916:

'He supported Commander Bingham of Nestor in his gallant action against destroyers, battle-cruisers and battleships, in the most courageous and effective manner.'

M.I.D. *London Gazette* 6 July 1916.

Order of St Stanislas, 3rd Class *London Gazette* 5 June 1917.

**Jack Ernest Albert Mocatta** was born in Paddington, London in April 1887 and entered the Royal Navy as a Naval Cadet in *Britannia* in May 1902, and was appointed Midshipman in the *Empress of India* on the Mediterranean Station in October 1903. Advanced to Lieutenant in October 1909, after surviving the loss of the *Gala* in a collision in the previous year, he was serving in the destroyer *Brisk* on the outbreak of hostilities in August 1914. As it transpired, he would remain actively employed in destroyers for the remainder of the War, his subsequent pre-Jutland appointments being the *Angler* (March to September 1915), the *Sunflower* as C.O. (September 1915 to January 1916), and the *Sandfly* as C.O. (February to May 1916), in which latter month he removed to the *Nicator*. And judging by assorted reports on his service record, he was the very epitome of a destroyer captain - dashing, plucky, skilful and energetic, and blessed with a healthy disregard for minor detail and paperwork.

At Jutland, Mocatta's *Nicator* was in the 2nd Division of the 13th Destroyer Flotilla, and the port division of that force was commanded by the equally dashing Harry Bingham, the son of an Anglo-Irish nobleman, in *Nestor*; the team was completed by *Nomad*, under Lieutenant-Commander Paul Whitfield. Very shortly the home press would be buzzing with tales of their exploits, not least of the award of the V.C. to Barry Bingham, and, as the following account confirms, no-one lent better support to that gallant officer than Mocatta of the *Nicator*:

'At 4.15 the port division, led by Commander the Hon. Barry Bingham in the *Nestor*, swerved out of line at full speed to attack. Other divisions followed, until, steaming at full speeds of nearly 34 knots, as fast as they could be driven, a dozen destroyers were tearing for the area of "No Man's Sea" between the opposing squadrons.

It was a chance vouchsafed to few destroyer officers, and then only once in a lifetime. They had started on the most exciting race in the world, a race towards the enemy, a race which had as its prizes honour and glory - possibly death. Almost as soon as our destroyers moved out to attack, 15 enemy destroyers, accompanied by a light-cruiser, the *Regensburg*, emerged from the head of the German battle-cruisers to deliver an attack upon our battle-cruisers.

The British destroyers steered at full speed for a position on the enemy's bow whence

to fire their torpedoes, their course gradually converging on that of the German flotilla. At 4.40 the *Nestor*, Commander Bingham, followed by the *Nicator*, Lieutenant Jack Mocatta, and the *Nomad*, Lieutenant-Commander Paul Whitfield, swung round to north to fire their torpedoes, and also to beat off the enemy's torpedo attack. These three ships were followed at intervals by the *Petard*, Lieutenant-Commander E. C. O. Thomson, and the *Turbulent*, Lieutenant-Commander Dudley Stuart.

Immediately the *Nestor*, *Nicator* and *Nomad* turned in to attack the enemy's light-cruisers, the German flotilla turned to an appropriately parallel course. Almost at once the destroyer fight started at a range of about 9,000 yards. Both sides fired rapidly as the distance decreased, and to onlookers the opposing flotillas were only seen as lean black shapes pouring smoke from their funnels as, with their guns blazing, they tore at full speed through a welter of shell-splashes.

At about 4.45 the *Nomad* was hit in the engine-room, the explosion killing or wounding many men and destroying steam-pipes. At full speed, the *Nestor* and *Nicator*, followed at an interval by the *Petard* and *Turbulent*, and supported by the other destroyers, engaged the enemy flotilla at a distance which eventually dropped to about 600 yards - almost point-blank range. The Germans were outgunned, and in a very few minutes their attack was beaten off. Leaving two sinking ships behind them, and with several more hit and damaged, they made at full speed for the comparative safety at the head and tail of their battle-cruisers, closely pursued by our craft. The enemy had actually fired 12 torpedoes at the British battle-cruisers, though, thanks to our destroyers onslaught, they had been unable to approach within a range that gave them much chance of hitting.

The *Nestor* and *Nicator* each fired two torpedoes at the enemy's battle-cruiser line at a range of about 5,000 yards, while continuing to engage the German destroyers. The torpedoes missed, for, seeing the tell-tale splashes as they left their tubes, the German Admiral turned his ships away. The *Petard*, firing three torpedoes later at a range of about 7,000 yards, was luckier, for one of hers hit the *Seydlitz*, tore a hole 13 by 39 feet under her armoured belt, and put one heavy gun out of action.

Swinging round to the eastward, followed by the solitary *Nicator*, the *Nestor* found herself rapidly approaching the head of the enemy battle-cruiser line, all four ships of which were soon pouring in a withering fire from their secondary armaments. The sea vomited splashes and spray fountains; but, pressing home his attack, Bingham fired his third torpedo at a range of about 3,500 yards. Throughout this period both the *Nestor* and

*Nicator* were escaping destruction by a few inches, for the shell was falling all round them. According to one of *Nicator*'s officers, that ship avoided being hit by altering course towards each salvo as it fell, thereby confusing the enemy's spotting corrections. "Throughout the whole action," says the same officer, "the captain [Mocatta] was leaning coolly against the front of the bridge smoking his pipe, and giving orders to the helmsman."

His work done, Bingham still followed by the faithful *Nicator*, swung round through 180 degrees and made off at full speed to the westward to rejoin the British battle-cruisers, which, at 4.40, having sighted the approaching High Seas Fleet, had altered course to the northward.

Here there occurs a slight discrepancy between the official reports of the *Nestor* and *Nicator*. Mocatta states that during the run back both ships were subjected to a very heavy fire at a range of about 3,000 yards from the leading battleships of the High Seas Fleet. Bingham says nothing of the battle-fleet, but mentions a light-cruiser, the *Regensburg*, which emerged from the head of the German battle-cruiser line and opened a tornado of fire.

The result, whoever inflicted it, was the same, for just before 5 o'clock the *Nestor* received direct hits which put two of her boilers completely out of action and shrouded the ship in a dense cloud of steam. She managed to stagger on for four miles at a gradually diminishing speed, until, at 5.30, she came to a complete standstill within a couple of miles of the sinking *Nomad*, her subdivisional mate.

The *Nicator*, which narrowly escaped colliding with the *Nestor* when she was hit, was ordered to go on and rejoin the *Champion*, which had been flying the destroyer's recall for some time. In spite of the deluge of fire through which she had passed, she had been hit by nothing worse than a few splinters.'

Mocatta was mentioned in despatches, awarded the D.S.O. and the Russian Order of St. Stanislaus, 3rd Class, and remained in command of the *Nicator* until September 1917, when he removed to the Tower, and was advanced to Lieutenant-Commander in the following month. His final wartime command was the *Whitely*, from September 1918, and he was placed on the Retired List in April 1920.

Having then been appointed a Commander (Retired) in April 1927, he was recalled in September 1939 and remained actively employed as C.O. of assorted Defensively Equipped Merchant Ship (D.E.M.S.) establishments until his release, in the rank of Captain, in October 1945. He died in 1973, aged 85 years.

Sold with original D.S.O. warrant, dated 15 September 1916, and M.I.D. Certificate, dated 6 July 1916.





**161** x

**The Great War battle of Jutland D.S.M. group of five awarded to Chief Sick Berth Steward C. Purchase, Royal Navy, who was among those wounded when an enemy shell penetrated H.M.S. Calliope's upper deck and burst in the after dressing station; he was one of just four Sick Berth Ratings to be awarded a D.S.M. for the battle**

Distinguished Service Medal, G.V.R. (355019 C. Purchase, S.B.S., H.M.S. Calliope. 31. May. - 1. June. 1916); 1914-15 Star (355019. C. Purchase. S.B.S., R.N.); British War and Victory Medals (355019. C. Purchase. Ch. S.B.S., R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (355019. Charles Purchase, S.B.S., H.M.S. Calliope) *minor contact wear and edge bruising, generally good very fine or better* (5) £2,000-£2,400

D.S.M. *London Gazette* 15 September 1916:

'The following awards have been approved in connection with the recommendations of the Commander-in-Chief for services rendered by Petty Officers and men of the Grand Fleet in the action in the North Sea on 31 May-1 June 1916.'

**Charles Purchase** was born in Bristol, Gloucestershire in January 1877 and entered the Royal Navy as a Domestic 3rd Class in July 1896. Appointed a Probationary Sick Berth Attendant a little over two years later, he was serving as a Sick Berth Steward in the cruiser H.M.S. *Royal Arthur* on the outbreak of hostilities in August 1914, in which ship he would have been employed on the northern patrol prior to coming ashore to *Pembroke I* that December. Then in May 1915 he joined the cruiser *Calliope*, aboard which ship he served until April 1917, and won his D.S.M. at Jutland. As stated above, he was among those wounded when an enemy shell penetrated the upper deck and burst in the ship's after dressing station, killing and wounding many including the Staff Surgeon. In fact, the *Calliope* found herself in a 'boil of splashes' during a close-range ten minute engagement, took five serious hits from the *Markgraf*, and suffered casualties of 10 killed and 29 wounded.

Purchase, who was awarded his L.S. & G.C. medal in January 1916, was employed at Chatham Hospital for the remainder of the War and, having been advanced to Chief Sick Berth Steward in April 1918, was pensioned ashore in November 1920.

Sold with an old handwritten note from his widow, which states that he never claimed the awards due him for subsequent service in the 1939-45 War - 'He would not do it'; together with copied record of service and other research.



**162** x

Three: **Warrant Engineer F. E. White, Royal Naval Reserve, killed in action at Jutland aboard H.M.S. Queen Mary**

1914-15 Star (Wt. Eng. F. E. White, R.N.R.); British War and Victory Medals (Wt. Engr. F. E. White. R.N.R.) with named card boxes of issue and Memorial Plaque (Frederick Ernest White) in card envelope, *extremely fine* (4) £600-£800

**Frederick Ernest White** was killed in action whilst serving as Warrant Engineer on board H.M.S. *Queen Mary*, sunk at the battle of Jutland, 31 May 1916.

Sold with Board of Trade parchment Certificate of Competency as First Class Engineer; B.O.T. Continuous Certificate of Discharge; Warrant of appointment as Warrant Engineer, dated 20 December 1915; and portrait photograph of 'Uncle Fred White'.



## 163 x

Four: Petty Officer P. H. Bassett, Royal Navy, one of only six survivors from H.M.S. *Invincible* at Jutland

1914-15 Star (238005 P. H. Bassett, L.S., R.N.); British War and Victory Medals (238005 P. H. Bassett, L.S. R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (238005 P. H. Bassett. P.O. H.M.S. Dublin.) mounted as worn, nearly very fine (4) £300-£400

**Percy Harold Bassett** was born at Portsea, Hampshire, on 12 January 1891, and joined the Royal Navy on 12 January 1909. At the outbreak of war he was serving aboard H.M.S. *Invincible* and was present at the battles of the Falkland Islands and Heligoland Bight. At Jutland, where she was flagship of Rear-Admiral Hood, leading the 3rd Battle Cruiser Squadron, *Invincible* was hit by a number of salvos in quick succession and sank with the loss of 59 officers and 961 men. There were just six survivors, Commander Dannreuther, Lieutenant Sandford and four ratings, including Leading Seaman Bassett, all of whom were picked up by the destroyer *Badger*. Bassett went on to serve in *Laertes* until the end of the war, and finally left the Navy in 1929.

Sold with copied record of service.





164 x

**The Great War group of three awarded to Captain Thomas Parry Bonham, commanding H.M.S. *Black Prince*, killed in action at the battle of Jutland when his ship was blown up with the loss of all hands**

British War and Victory Medals (Capt. T. P. Bonham, R.N.); Russia, Empire, Order of St Stanislas, 3rd Class neck badge by Eduard, gold and enamels, kokoshnik mark for 1908-17; together with Memorial Plaque (Thomas Parry Bonham) in its card envelope with Buckingham Palace enclosure, **extremely fine** (4)

£2,600-£3,000

**Thomas Parry Bonham** was the son of Admiral C. W. Bonham, R.N., and was born on 31 March 1873; he entered the Royal Navy in January 1886. He was Commander of *Vernon* Torpedo School between 1906 and 1910, where he was likely training Russian naval officers, hence his award of the Order of St Stanislas in August 1909. From February 1914 he was made Inspecting Captain of Mine Sweeping Vessels, which position he held until January 1916, when he was given command of the armoured cruiser *Black Prince*, which was later sunk at Jutland.

'The cruiser *Black Prince* which, at the first meeting of the two main fleets had followed her flagship, *Defence*, into action and been roughly handled at the time that *Defence* had been blown up and *Warrior* disabled, had been left behind by the Grand Fleet's turn to the southward after deployment. For some reason which will never be known, she was still at this time far astern of and out of touch with the British fleet; but when a line of battleships was dimly seen ahead, it was no doubt thought that they were the British squadrons. Course was altered to close them. At a bare half-mile range, the German recognition signal flashed out. The horrified Captain Bonham, swung his ship away in a desperate effort to escape, but it was too late.

In the battleship *Thuringen* the same deadly efficient night action procedure that had been displayed at the head of the line went into play. Brilliantly lit by half-a-dozen searchlights, the *Black Prince* was raked from stern to stem by a tornado of shells and lay a helpless wreck before she could even fire a shot in reply. As she drifted down the German line, ship after ship opened up on her, *Thuringen*, *Ostfriesland*, *Nassau* and, finally, as the fleet flagship *Friedrich der Grosse*, added her quota, the *Black Prince* met the same end as the *Defence*, blowing up with a tremendous explosion, vanishing with all hands...' ('Jutland' by Captain Donald MacIntyre, 1957, refers).



BUCKINGHAM PALACE.

I join with my grateful people  
in sending you this memorial  
of a brave life given for others  
in the Great War.

*George R.I.*





165 x

**The Great War Memorial Plaque to Major F. J. W. Harvey, Royal Marine Light Infantry, who was awarded a posthumous Victoria Cross aboard H.M.S. *Lion* at the battle of Jutland**

Memorial Plaque (Francis John William Harvey) with Buckingham Palace enclosure and card envelope, extremely fine

£5,000-£7,000

Victoria Cross *London Gazette*  
15 September 1916:

'Whilst mortally wounded and almost the only survivor after the explosion of an enemy shell in "Q" gunhouse, with great presence of mind and devotion to duty ordered the magazine to be flooded, thereby saving the ship. He died shortly afterwards.'

**Francis John William Harvey** was born in Upper Sydenham, Kent, on 29 April 1873, to Commander John William Francis Harvey and Elizabeth Edwards Lavington Harvey (née Penny). In 1884, aged 11, he moved with his family to Southsea where he attended Portsmouth Grammar School, achieving excellent academic results.

After leaving school, Harvey was accepted by both the Royal Military College, Sandhurst, and the Royal Naval College, Greenwich, graduating in 1892 and the following year was made a full lieutenant, joining H.M.S. *Wildfire* for his first seagoing commission.

After just a year at sea, he was sent on gunnery courses at H.M.S. *Excellent*, qualifying in 1896 as an instructor first class in naval gunnery.

Between 1898 and 1904, he spent much of his time attached to the Channel Fleet, practising and instructing in gunnery, and on 28 January 1900, he was promoted to Captain.

In 1903 he was posted aboard H.M.S. *Royal Sovereign*, teaching gunnery to the heavy units of the Channel Fleet. In 1910, Harvey became Instructor of Gunnery at Chatham Dockyard and the following year was promoted to Major, a report commenting: "The degree of efficiency in the Gunnery Establishment at Chatham is very high, both as regards general training and attention to detail. Great credit is due to all concerned but particularly to Major F. J. W. Harvey". On the strength of this report, he was posted as senior marine officer aboard H.M.S. *Lion*, the 27,000-ton flagship of the British battlecruiser fleet, commanded by Rear-Admiral David Beatty. H.M.S. *Lion* had eight 13.5-inch guns and Harvey was stationed in "Q" turret,

directing their operation and fire.

After action in the Battle of Heligoland Bight, *Lion* was badly damaged during the Battle of Dogger Bank and returned to Rosyth for repairs where Harvey remained for the whole of 1915 and the first five months of 1916, continuing his gunnery training and preparing for major fleet action. He wrote to a fellow officer in H.M.S. *Orion* describing his experiences: "As to the fighting in a turret, one doesn't suffer any discomfort and my chief feeling has been of 'curiosity' mixed with the idea that whoever else is coming to grief, oneself will be all right. I am under no delusion though, that if a projectile does hit one's turret it will in all probability come right in and send one to glory."

His preparations for action came to fruition on 31 May 1916, when the British fleet sailed to engage the main body of the German High Seas Fleet at the Battle of Jutland. During the battle, H.M.S. *Lion* was hit by nine shells from the German battlecruiser, *Lutzow*. One shell struck "Q" turret, where Harvey was at Action Stations, and punched a piece of the 9-inch face plate into the turret before detonating, blowing off the armoured roof of the turret and starting a fire. The initial explosion killed or wounded everyone stationed in the gun house itself, but Harvey, despite severe wounds and burns, gave orders down the voice pipe for the magazine doors to be closed and the magazine compartments to be flooded, an action which would normally prevent the cordite in the magazines detonating. The magazine was consequently flooded and locked up within minutes of the hit; however, there were still ready charges in the gun room and gun barrels. Many crewmen remained in the shell room and magazine below and the fire, which was thought to have been extinguished, gained strength and ignited the remaining cordite charges, setting off a large explosion that killed all the men in the vicinity, the flame of the explosion reaching as high as the top of the ship's masts.

Other ships of the battlecruiser fleet were not so lucky; at about the same time

as Harvey's death, H.M.S. *Indefatigable*, H.M.S. *Queen Mary*, and Rear-Admiral Horace Hood's flagship, H.M.S. *Invincible* were destroyed with a combined loss of 3320 lives. All three ships were lost due to magazine explosions similar to the one narrowly avoided on H.M.S. *Lion*.

In the aftermath of the battle, Major Harvey was buried at sea with full military honours alongside the other 98 fatal casualties on H.M.S. *Lion*. His bravery in the face of certain death did not go unnoticed as he was mentioned by name in Admiral Jellicoe's post-battle dispatch and he was posthumously awarded the Victoria Cross. His widow Ethel was presented with the award at Buckingham Palace by King George V on 15 September 1916.

Winston Churchill later commented: "In the long, rough, glorious history of the Royal Marines there is no name and no deed which in its character and consequences ranks above this."

Harvey's Victoria Cross group of medals is held by the Royal Marines Museum.





## 166 x

**The important Great War D.S.O., D.S.C. group of seven awarded to Lieutenant-Colonel Frank Summers, Royal Marine Brigade, Royal Naval Air Service, and Tank Corps (Heavy Branch M.G.C.), who led the first tanks to be used in War on the Somme 1916**

Distinguished Service Order, G.V.R., silver-gilt and enamel, with integral top riband bar; Distinguished Service Cross, G.V.R., the reverse hallmarked London 1915 and engraved 'Captain F. Summers D.S.C.'; British South Africa Company Medal 1890-97, reverse Matabeleland 1893, no clasp (Troopr. F. Summers, Victoria Column.); Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Wittebergen (Lieut. F. Summers. 53 Co. Impl. Yeo.); 1914 Star, with clasp (Temp. Lieut. F. Summers, R.M. Brigade); British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. F. Summers.) mounted as worn, *light contact marks to the earlier medals, otherwise very fine and better* (7) £5,000-£7,000

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.O. *London Gazette* 1 January 1917: 'Temporary Major, Machine Gun Corps.'

D.S.C. *London Gazette* 1 January 1916: 'Temporary Captain, Royal Marines. For services with the Royal Naval Division Motor Transport Company in France.'

M.I.D. *London Gazette* 1 January 1916 and 4 January 1917.

**Frank Summers** served as a Trooper in the B.S.A. Company's Police during the Matabele Rebellion of 1893, and also acted as a Correspondent for Reuters whilst attached to the Victoria Column. He served during the Boer War as a Lieutenant in the Royal East Kent Yeomanry and was mentioned in despatches. In 1914 Summers volunteered himself and his motor car for service with the Royal Naval Division in Belgium and France, there being a chronic shortage of transport at this time. He was Adjutant of the Royal Marine Motor Transport Company which was formed in September 1914 and disbanded in August 1915. They were employed in transporting troops in every direction as the great move to cover the Channel ports was taking place, and they were very active during the 1st and 2nd battles of Ypres, at Aubers Ridge and at Festubert. Two of its officers were decorated, Captain H. M. Leaf, R.M., with the D.S.O., and Captain Frank Summers with the D.S.C.

After serving in France, Summers went to the Dardanelles with the Royal Naval Air Service, probably in armoured cars. His Royal Marine commission was terminated on 27 March 1916, when he transferred to the Army as a Major in the Heavy Branch of the Machine Gun Corps, cover name for the first tank unit, and which later became known as the Tank Corps. He trained and led the original "D" Company of tanks in the attack on Flers-Courcelette on the Somme, 15 September 1916, the first 'official' occasion on which tanks were used in the War. However, one of Summers' "D" Tanks had carried out a lone reconnaissance on the day before, so there can be no doubt that it was one of his tanks that was the first ever to go into action. On 19 November he was in command of three tank companies in the attack on Cambrai. Although the award of his D.S.O. in January 1917 does not carry a citation, there can be little doubt that it was made in recognition of his services on the Somme. He was promoted to Lieutenant-Colonel in the Tank Corps in November 1916 and commanded the 6th Tank Battalion from January to December 1917. Later in the War he served with the British Military Mission in Washington and lecturing at the War College on tank tactics. Whilst in Washington he met with the young Dwight D. Eisenhower, also a tank specialist and destined to become 34th President of the U.S.A.





## 167 x

**The Great War D.S.C. group of twelve awarded to Air Commodore E. W. Norton, Royal Air Force, late R.N.A.S., a Nieuport Scout Ace with 9 Victories, who later commanded an Armoured Car Company in Iraq and taught King George VI to fly**

Distinguished Service Cross, G.V.R., the reverse hallmarked London 1916; 1914-15 Star (Major E. W. Norton R.A.F.) renamed; British War and Victory Medals (Major E. W. Norton. R.A.F.); Defence and War Medals 1939-45, with M.I.D. oak leaf; Jubilee 1935; Coronation 1937; **Belgium**, Order of the Crown, breast badge in silver and enamels with rosette; Croix de Guerre 1914-18, A.I.R.; **France, 3rd Republic**, Croix de Guerre 1914-1916, with bronze palm and star; **Iraq**, Active Service Medal, mounted as worn, *very fine or better* (12) £4,000-£5,000

D.S.C. *London Gazette* 1 January, 1917: Flight Lieutenant Ernest William Norton, R.N.A.S.

'In recognition of his skill and gallantry in destroying a German kite balloon on the 20th October, 1916, under severe anti-aircraft fire.'

**Ernest William Norton** was born in Scotland on 14 May 1893, and joined the Royal Naval Air Service in 1915. He had originally enlisted as a Private in the Montgomeryshire Yeomanry. As a pilot he flew with 1 Naval Wing and then with 6 Naval Squadron during 1916-17 on Nieuport Scouts, being promoted Flight Lieutenant in July 1916. He was perhaps the most successful pilot with the latter unit during the period and had at least nine victories by the end of April 1917, including seven Albatross Scouts.

His first victory was claimed on October 1916, when he destroyed a kite balloon over Ostende using Le Prieur rockets, for which he was awarded the D.S.C. At this period there was no suitable bullet which would set fire to a kite balloon, and it was decided to employ Le Prieur rockets, a French invention which had been successfully used by the Royal Flying Corps. The rockets were attached to the inter-plane struts, four on each side, and fired electrically by means of a switch, by the pilot. The method of attack was to approach from a height, and, when nearly over the balloon, to dive at full speed, firing the rockets so that they would travel only 300 or 400 feet. The risk of colliding with the balloon itself was an obvious and real danger. The Ostende kite balloon had been first shot down the previous month by Flight Commander C. R. Mackenzie, also using Le Prieur rockets, for which he was awarded the D.S.O.

In 1918 Norton commanded 204 Squadron, Royal Air Force, and was promoted to Squadron Leader. After the War he commanded No. 6 Armoured Car Company, Iraq Command, at Hinaidi, from December 1924. He was promoted Wing Commander in 1925 and took over command of No. 70 Squadron at Hinaidi in December of the same year. Appointed to command No. 58 Squadron, 1927; to command Station H. Q., Upavon, 1930; Group Captain 1932, commanding No. 5 Flying Training School, Chester; Air Commodore 1937; in command Administration H.Q., Far East Command (Singapore), from December 1937; Air Officer commanding No. 29 Group 1942. Air Commodore Norton retired from the Royal Air Force in 1944 having had the honour of teaching King George VI to fly.



Naval Medals From the Collection of the Late Jason Pilalas





168 x

**The Western Front D.C.M. group of three awarded to Petty Officer G. W. Mallett, Royal Naval Division Machine Gun Company, R.N.V.R. (Tyneside Division)**

Distinguished Conduct Medal, G.V.R. (TZ-4741 P.O. G. W. Mallett, 188/Bde: M.G. Coy. R.N.V.R.); British War and Victory Medals (T.Z. 4741 G. W. Mallett, R.N.V.R.) *nearly extremely fine* (3) **£2,000-£2,400**

D.C.M. *London Gazette* 17 April 1917:

'For conspicuous gallantry and devotion to duty. He established his machine gun under very heavy fire and maintained his position for three days until relieved.'

**George William Mallett**, a miner from West Stanley, on Tyneside, enlisted into the Tyneside Division of the Royal Naval Volunteer Reserve on 1 September 1915. After training in England, he joined the Machine Gun Company of the Royal Naval Division and was posted to 188 Brigade for service in France, where he arrived at the beginning of August 1916. Having distinguished himself in action and won the D.C.M., Mallett was invalided to England in late February 1917, suffering from Trench Feet. He was presented with the D.C.M. by G.O.C. R.N.D. (Reserve) on parade, 12 May 1917. He attended the School of Musketry for a Lewis Gun course at Hayling Island in July and August 1917, gaining a First Class pass, and, although selected for training for a commissioned rank he was eventually demobilized in the rank of Petty Officer.

Sold with copied record of service.





169 x

Three: Able Seaman William Peacock who served in the Antarctic Relief Expedition in 1917

British War and Mercantile Marine War Medals (4269 W. Peacock); Polar Medal 1904, G.V.R., 1st issue, bronze, no clasp (W. Peacock, Able Seaman, "Aurora" 1917.) mounted for display, *nearly extremely fine* (3) £4,000-£5,000

21 bronze medals awarded without clasp to the crew of the *Aurora* employed in the relief of Shackleton's Ross Sea Party in 1917. Peacock may have been an Australian national, as he served in the Australian Mercantile Marine during the Great War.



## 170 x

The exceptional Great War 'Baltic Submarines' M.B.E., D.S.M. group of nine awarded to Lieutenant-Commander (E) J. D. C. Bonham, Royal Navy, who served in *E19* from the commencement of the war, was in eight successful actions and also forced a passage into the Baltic., and sailed in every trip made by *E19*

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st type breast badge; Distinguished Service Medal, G. V.R. (M.1213 J. D. C. Bonham, E.R.A. 2Cl. H.M. Submarines Baltic Sea 1917); 1914-15 Star (M.1213 J. D. C. Bonham, E.R.A.3. R.N.);

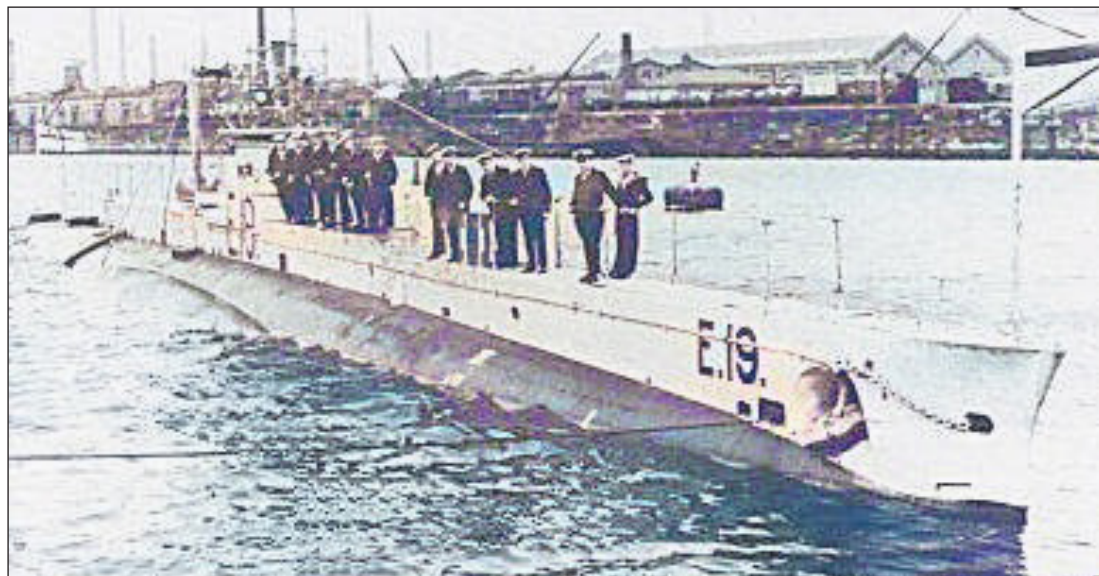
British War and Victory Medals, with M.I.D. oak leaves (Art. Eng. J. D. C. Bonham. R.N.); Jubilee 1935; **Russia, Empire**, Cross of St George for bravery, 3rd Class, the reverse numbered 'No. 72 123'; Medal of St George for Bravery, 4th Class, the reverse numbered 'No. 269691'; Medal for Zeal, silver, large size with full neck cravat, together with companion group of nine miniature dress medals and two ribbon bars, generally good very fine (9)

£3,000-£4,000

Provenance: Douglas-Morris Collection, Dix Noonan Webb, October 1996.



## Naval Medals From the Collection of the Late Jason Pilalas



M.B.E. (Military) *London Gazette* 4 June 1934: Birthday Honours, Commissioned Engineer J. D. C. Bonham, R.N. Medal presented by King George V at Buckingham Palace on 26 June 1934.

D.S.M. *London Gazette* 26 April 1918: 'In recognition of distinguished services performed in difficult circumstances and during a long period in British submarines operating in the Baltic Sea.' The recommendation states:

'H.M. Submarine *E19*. Submarine service Baltic Sea 1917. For good and arduous service in British submarines in the Baltic. One of four men who have served in *E19* since the commencement of the war and have been in eight successful actions and also forced a passage into the Baltic., and have since sailed in every trip made by *E19*. For special promotion to Mate. Has already been strongly recommended in the usual manner but so far has not been awarded his commission.'

M.I.D. *London Gazette* 11 November 1919.

The Distinguished Service Medal was awarded for services in the submarine *E19*, Commanded by the legendary Commander Francis Newton Allan Cromie, D.S.O., later to be murdered by a member of the Checka Guard (forerunner of the K.G.B.) on the steps of the British Embassy at Petrograd on 31 August 1918. On 7 November 1915, *E19* torpedoed the German cruiser *Undine* in the Western Baltic, and to make certain of her destruction, Cromie torpedoed her twice. His first shot stopped her and set her on fire. *E19* dived underneath her and, coming up the other side, sealed her fate with another torpedo that hit just abaft the mainmast. Her magazine exploded and the *Undine* went straight to the bottom.

It was not, of course, these successful results alone which justified the sending of submarines into the Baltic. Nor was it entirely the sinking of enemy merchant vessels, though these losses were severe enough. Consider a day's work by *E19*. She began by stopping the *Walter Leonhardt*, bound from Lulea to Hamburg with iron ore. She was sunk with a charge of guncotton after the crew had been taken off by a Swedish vessel.

Two hours later *E19* was chasing the *Germania*, bound with iron ore for Stettin. She refused to stop and was driven ashore. *E19* went alongside to take off her crew, but they had already scrambled over the rocks to safety. Lieutenant-Commander Cromie tried to tow the *Germania* off in order to sink her, but failing in this he left her so damaged that she could never sail again.

An hour later saw *E19* in chase of the *Gutrune*, whom she caught after two hours. She, too, was loaded with iron ore and sent to the bottom, *E19* taking off her crew and transferring them to another Swedish ship. The next ship stopped was the Swedish *Nyland*, but her papers showed her bound for Rotterdam and she was allowed to proceed. Ten minutes

later she caught the *Direktor Rippenhagen*, another iron ore ship. She followed her predecessors to the bottom and Cromie embarked her crew in his submarine until he was able to stop a Swedish ship bound for Newcastle, whose captain agreed to take the German crew with him.

Next on the list was the *Nicodemia*, the largest of the lot and carrying a very full cargo of iron ore from Lulea to Hamburg. On sighting *E19* she turned and made for the Swedish coast, hoping to reach the safety of territorial waters before being caught. Two shots across her bows brought a change of mind, and *E19* sent across a boarding party. Her crew was ordered into the boats and a scuttling charge placed on board which sent her cargo of 7,000 tons of ore to the bottom. The submarine then towed the boatloads of survivors to the coast. Early the following morning, *E19* intercepted the *Nike*. She was Swedish, but being bound to Stettin with iron ore was a legitimate prize as she was trying to run the blockade with contraband. Cromie put a prize crew, consisting of one Lieutenant and two men, on board and sent her to Reval to be condemned in prize and her cargo confiscated. It was not for nothing that the Germans themselves, in 1915 and 1916, began to call the Baltic 'Horton's Sea'. During those two years they lost the command of those waters, perhaps the biggest dividend ever earned by so small a naval force in the whole of maritime history.

The end came on 8 April 1918, after the signing of a separate treaty between Russia and Germany at Brest Litovsk. One of the terms of the treaty was the surrender of the British flotilla to the enemy, but Cromie refused to accept this. That morning he found a surface ship whose crew was still friendly enough to the British officers and were able to perform one last service. The seven submarines, led by the Russian ship, proceeded to sea for the last time. On reaching deep water scuttling charges were placed in each boat and the crews taken off. On board the Russian ship they withdrew a short distance and then stopped to watch the final act. As the time fuses reached the charges a series of explosions blew holes in the pressure hulls and the seven submarines began to settle in the water. A few minutes later they were gone. They were *E1*, *E8*, *E9*, *E19*, *C26*, *C27*, and *C35*, the last boats of a flotilla that had won a notable victory.

**James Douglas Carden Bonham** was promoted to Artificer Engineer on 1 November 1918, later confirmed as a Warrant Engineer with the same seniority date. Promoted to Lieutenant (E) 9 August 1934, retiring in this rank in 1937. He was recalled for service in 1941 and appointed to H.M.S. *Dolphin*, Submarine Base, on 29 May 1941, for 'Miscellaneous Duties,' and continued to serve at H.M.S. *Dolphin* until demobilised in November 1945, having been promoted to Lieutenant Commander (E) on 9 August 1942. Also entitled to Defence and War Medals. Lieutenant Commander Bonham died in 1947/8.





## 171 x

The important Great War Q-Ship commander's D.S.O. and Bar group of seven awarded to Captain S. H. Simpson, Royal Navy, who was twice decorated for his command of the Q-Ship *Cullist* from March 1917 to February 1918, a period that included no less than five close encounters with enemy submarines, the last of them resulting in *Cullist's* demise

Distinguished Service Order, G.V.R., with Second Award Bar, silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Lt. Commr. S. H. Simpson, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Commr. S. H. Simpson, R.N.); Defence and War Medals 1939-45; France, 3rd Republic, Croix de Guerre 1914-1917, with bronze palm, mounted as worn, minor enamel chips to wreaths of the first, generally good very fine and better (7) £10,000-£14,000

Provenance: Douglas-Morris Collection, Dix Noonan Webb, October 1996; R. C. Witte Collection, Dix Noonan Webb, December 2007.

D.S.O. *London Gazette* 29 August 1917: 'For services in action with enemy submarines.'

D.S.O. Second Award Bar *London Gazette* 22 February 1918: 'For services in action with enemy submarines.'

French Croix de Guerre *London Gazette* 17 May 1918.

**Salisbury Hamilton Simpson** was born in Karachi in September 1884, the son of a half-Colonel in the Indian Army, and entered the Royal Navy as a Naval Cadet in *Britannia* in January 1900. Appointed a Midshipman in the battleship *Jupiter* in the Channel Squadron in June 1901, he was advanced to Lieutenant in April 1907, and was serving in the cruiser *Argyll* in that rank on the outbreak of hostilities in August 1914. Removing to his first command, the sloop *Jessamine*, in early October 1915, he informed his Admiral that he would need a week to get the ship seaworthy - the latter coldly informed him to proceed to sea at 8 a.m. the following morning. Thus ensued an eventful commission, Chatterton's *Danger Zone* quoting some of Simpson's operational reports.

But it was his transfer to Queenstown Command in March 1917 that led to his many honours, for, in the same month, he was appointed to the command of the *Cullist* (ex-*Westphalia*), a Q-Ship armed with one 4-inch gun, two 12-pounders and two torpedo tubes. Between then and February 1918, Simpson was involved in no fewer than five actions, the last of them resulting in *Cullist's* demise:

On 13 July 1917, while sailing between the French and Irish coasts, an

enemy submarine was sighted on the surface at 11,000 yards range, from which distance it began shelling the *Cullist*. After firing 38 rounds without recording a hit, the enemy was enticed by Simpson's tactics to close the range to 5,000 yards, and fired a further 30 rounds, some of which straddled their target. At 1407 hours *Cullist* returned fire, her gunners getting the range after their second salvo was fired and numerous hits were recorded on the enemy's conning tower, gun and deck. Then an explosion was seen followed by bright red flames, and three minutes after engaging the submarine it was seen to go down by the bows leaving oil and debris on the surface - the latter included 'a corpse dressed in blue dungarees, floating face upwards.' Simpson was awarded the D.S.O.

On 20 August 1917, in the English Channel, an enemy submarine was sighted on the surface and opened fire on the *Cullist* at 9,000 yards range. After 82 rounds had been fired by the submarine, just one of them scored with a hit on the water-line of the stokehold, the shell injuring both the firemen on watch and causing a large rush of water into the stokehold, which was overcome by plugging the hole and shoring it up. Several time-fuzed shrapnel projectiles were also fired at the *Cullist* but without effect. The submarine then closed the range to 4,500 yards at which time the *Cullist* returned fire and scored two hits in the area of the conning tower, upon which the submarine was seen to dive and contact was lost.

On 28 September 1917, in another hotly contested action, Simpson gave the order to open fire on an enemy submarine at 5,000 yards

## Naval Medals From the Collection of the Late Jason Pilalas

range - 'thirteen rounds were fired of which eight were direct hits, causing him to settle down by the bowstill while about 30 feet of his stern was standing out of the water at an angle of about 30 degrees to the horizon. He remained in this position for about ten to fifteen seconds before disappearing at 12.43 hours.' Soon afterwards Simpson spotted another enemy submarine and set off in pursuit, on this occasion to no avail.

Yet another brush with the enemy took place on 17 November 1917, when the *Cullist* was sighted by an enemy submarine which opened fire at 8,000 yards range. Within five minutes the enemy had the range and a shell glanced off the *Cullist's* side, damaging one of three officers' cabins before bursting on the water-line. After disappearing in a bank of fog the submarine re-appeared and continued to shell the *Cullist* with such accuracy that for 50 minutes the decks and bridge were continually sprayed with shell splinters and drenched with water from near misses. In all, the enemy fired 92 rounds, while the *Cullist* returned fire from 4,500 yards, 14 rounds being fired at the submarine of which six were seen to be direct hits. The submarine, although badly damaged, was able to turn away, dive and escape. Simpson was awarded a Bar to his D.S.O.

On 11 February 1918, however, the *Cullist's* luck ran out and she was torpedoed without warning in the Irish Sea and sank in two minutes. The enemy submarine then surfaced and asked for the Captain, but was told that he had been killed. The Germans then picked up two

men and after verbally abusing the remaining survivors, made off. Simpson, who had been wounded, was pulled into one of the rafts, and the survivors were subsequently rescued by a patrol trawler, but not before being forced to sing "Tipperary" to convince the trawlermen of their true identity.

Simpson was mentioned in despatches (*London Gazette* 22 February 1918), but such was the nature of his wounds, which included a 'broken shoulder', that he did not obtain another seagoing command until joining H.M.A.S. *Anzac* in September 1919, shortly after his advancement to Commander. In late 1924, he assumed command of the *Widgeon* in the Far East, taking over from Commander M. G. B. Legge, D.S.O., and in August of the following year he became S.N.O. on the Upper Yangtze, winning Their Lordships' appreciation for his services during ongoing local disturbances. His First Lieutenant during this period was Lieutenant (afterwards Rear-Admiral) A. F. Pugsley, the author of *Destroyer Man*, a work in which he refers to his C.O.'s gathering apathy, rather than the more charming eccentricity for which he was known in his Q-Ship days, and therein, no doubt, lay the roots of Simpson's request to be placed on the Retired List in December 1930. Recalled on the renewal of hostilities, he served as a Divisional Sea Transport Officer at Plymouth, Belfast and Glasgow, and was released in March 1946. Simpson died in January 1951.



172 x

**The Great War 'Capture of Gravelle' M.M. group of four awarded to Acting Sergeant-Major R. C. Rogers, R.M.L.I., later killed in action at the crossing of the Ancre in March 1918**

Military Medal, G.V.R. (CH-15594 Sjt. R. C. Rogers. R.M.L.I.); 1914 Star, with clasp (CH.15594. Sergt. R. C. Rogers, R.M. Brigade.); British War and Victory Medals (CH.15594 Act. S.M. R. C. Rogers. R.M.L.I.) together with Memorial Plaque (Reginald Clarence Rogers) extremely fine (5) £800-£1,200

M.M. *London Gazette* 9 July 1917. Awarded for the capture of Gavrelle on 23-24th April 1917: 'C.S.M. Rogers (Chatham) rendered very good service with the guides in bringing up both the Essex Regiment and the 1/R.M.L.I. to the jumping off line and was awarded the Military Medal.'

**Reginald Clarence Rogers** was born at Wye, Kent, on 18 March 1889, and enlisted into the Royal Marines on 22 September 1906. Appointed to the Chatham Division he was promoted to Corporal in March 1911. He served with the Royal Marine Brigade at Ostende from 26 August to 19 September 1914, at Dunkirk from 20 September to 2 October 1914, and in the defence of Antwerp 3-9 October 1914. Rogers was promoted to Sergeant on 10 October 1914, and to Acting Sergeant-Major in May 1917. He was killed in action at the crossing of the river Ancre on 26 March 1918.

Sold with copied record of service and extracts from the Battalion War Diary together with other research.





### 173 x

The superb 'Dunraven' Q-Ship D.S.M. group of five awarded to Wireman Stanley Woodison, Royal Navy, a Canadian who was three times decorated for gallantry, was in a ballot for the award of the Victoria Cross, and took part in all of Captain Gordon Campbell's famous Q-Ship actions

Distinguished Service Medal, G.V.R. (M.15547. S. Woodison, Wren. Atlantic Ocean. 8 Aug. 1917); 1914-15 Star (M.15547, S. Woodison, Ar. Cr., R.N.); British War and Victory Medals, with M.I.D. oak leaves (M.15547 S. Woodison. Wmn. 1 R.N.); **France, Third Republic**, Croix de Guerre 1914 1917, with bronze palm, mounted as worn, *nearly extremely fine* (5) **£3,000-£4,000**



## Naval Medals From the Collection of the Late Jason Pilalas



*Dunraven in action with UC-71 on 8 August 1917*

D.S.M. *London Gazette* 2 November 1917: 'For services in action with enemy submarines.' The recommendation states: 'Action of H.M.S. *Dunraven* with German submarine *UC71* on 8 August 1917. Has served in all five actions of H.M.S. *Dunraven* with Captain Campbell.' The Victoria Cross awarded to Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher for this action.

M.I.D. *London Gazette* 23 March 1917. Action of H.M.S. *Q.5* on 17 February 1917, when the *U-83* was sunk. French Croix de Guerre *London Gazette* 19 December 1917.

**Stanley Woodison** was born on 22 August 1887 at Windsor, Ontario, Canada. An electrician (wireman) by trade, he volunteered for the Royal Navy on 6 October 1915, for the duration of the hostilities, and served throughout the war in 'Q' ships under Captain Gordon Campbell. In the space of less than two years he would witness the destruction of three U-boats in actions which would be rewarded with no less than 5 V.C.s, 7 D.S.O.s, 13 D.S.C.s, 7 C.G.M.s, 45 D.S.M.s, and numerous M.I.D.s.

Woodison joined *Loderer* (later *Farnborough* and *Q.5*) on 5 November 1915. On 22 March 1916, *Farnborough* enjoyed her first success with the sinking of the *U-68*, bringing promotion to Commander for Campbell, and winning him the first of his three D.S.O.s. With her name changed to H.M.S. *Q.5*, she next sank the *U-83* on 17 February 1917, but was herself badly damaged by torpedoes and had to be beached. Campbell was awarded the Victoria Cross for this action, and many crew members received decorations or mentions, including Woodison.

Campbell's next ship was the *Pargust*, which Woodison joined on 8 May 1917, and took part in the sinking of the *UC.29* on 7 June 1917. Woodison's service record is annotated: 'Noted for War Services: Action with Enemy Submarine 7 June 1917,' and also 'Participated in ballot for award of the V.C. to one of the Ship's Coy. of H.M.S. *Pargust*, June 1917.' Clearly, he was not the man chosen in the ballot, this honour instead going to Seaman William Williams, whilst the officers voted Lieutenant R. N.

Stuart, D.S.O., for the ultimate award. *Pargust* had been badly damaged in the action and repairs were going to take a long time to effect. Campbell therefore requested a new ship, which he got in the name of H.M.S. *Dunraven*.

The action of *Dunraven* with the *UC.71* on 8 August 1917 is one of the most famous Q-Ship actions of the war. It was a heroic three-hour gun and torpedo action in which the *Dunraven* was repeatedly hit by shells, refusing to return fire until the submarine came within range. With the poop heavily on fire as the submarine slowly approached *Dunraven*, Campbell had to make an agonising decision not to evacuate the gun's crew, thereby exposing their intentions to the enemy, in the full knowledge that the magazine would certainly explode. As the submarine passed *Dunraven's* stern, a matter of seconds before it would be in range of the guns, the inevitable happened. A terrific explosion occurred, the stern of the ship was blown out, and the four-inch gun and crew were blown into the air. The gun's crew were all wounded but luckily none were killed, although one man later did succumb to his wounds. The enemy was very wary and, having scored a hit with a torpedo, broke off the action when a torpedo was fired at her by the *Dunraven*. Despite being taken in tow and valiant action by the crew to save their ship, *Dunraven* sank at 0130 on 9 August 1917, the officers and crew being taken off by H.M.S. *Christopher*. This was to be Captain Campbell's last Q-Ship action; the Admiralty retired him to a shore posting at Holyhead. As for his crew, Campbell himself said of them 'Not a man failed, not a man could have done more.' *Dunraven's* action brought numerous awards including Victoria Crosses for Lieutenant C. G. Bonner and Petty Officer Ernest Pitcher, and the D.S.M. for Stanley Woodison.

Sold with an original Canadian news cutting with portrait and details of war service, together with copied record of service and action reports.



174 x

Lloyd's Medal for Meritorious Services, 3rd type, silver (**Captain Thomas O. Shaddick, of S.S. "Dorie", 1st May 1917**), in case of issue; together with Lloyds Award Certificate, on board, 39cm x 49cm, inscribed 'This is to certify that the Corporation of Lloyds have bestowed Lloyds Medal for Meritorious services upon Captain Thomas O. Shaddick as an honorary acknowledgement of his extraordinary exertions on the occasion of the British Steamship "Dorie" being attacked by a German Submarine on the 1st May 1917. By order of the Committee of Lloyds, London 23rd May 1917', the latter attractive and a scarce survival, the medal extremely fine £800-£1,000

**Thomas Octavius Shaddick** was born in Cardiff in 1876. Entering the Merchant Navy he was passed as 2nd Mate in 1901, 1st Mate in 1903 and Master in 1905. Shaddick was Master of the *Dorie* during 1917. The following is taken from the Minutes of the Lloyd's of London Committee Meeting:

'23rd May 1917. Read letter, dated 18th May from Mr Charles Wright enclosing a report of the Master of the S.S. *Dorie* to his Owners, describing his encounter with an Enemy Submarine, and, how, after the Vessel was torpedoed and the Enemy Submarine sunk by an English Submarine, he and his Crew returned to their Vessel and brought her safely into Port.'

'Decided - That Lloyd's Medal for Meritorious Services be granted to the Captain and Chief Engineer (Captain T. O. Shaddick and Chief Engineer J. E. Swann), and that the attention of Underwriters be called to the good services rendered in bringing this Vessel into Port after she was seriously damaged by an enemy submarine.'

'6th June 1917. With regard to the case of the *Dorie*, which was before the Committee on 23rd May, when Lloyd's Silver Medal for Meritorious Services was awarded to the Master and Chief Engineer, the Chairman reported that Messrs. Burdick Cook, the Shipowners, had received a telegram from their Newport (Mon.) Office to the following effect:

"*Dorie* Captain Shaddick thoroughly recommends Chief Officer Fellingham be awarded Lloyd's Silver Medal. He was on bridge when Vessel torpedoed and his prompt action saved steamer." Decided - That Chief Officer Fellingham, of the *Dorie*, be awarded Lloyd's Silver Medal for Meritorious Services.'

Sold with copied research.









175 x

**The Great War posthumous Italian Al Valore Militare group of four awarded to Commander R. G. Fane, Royal Navy, who was killed aboard the cruiser *Dartmouth* in the Adriatic in May 1917, when an Austrian squadron attacked the Otranto barrage**

1914-15 Star (Commr. R. G. Fane. R.N.); British War and Victory Medals (Commr. R. G. Fane. R.N.); **Italy, Kingdom**, Al Valore Militare, silver, mint mark crowned Z over FG, the reverse upper surround field engraved 'Basso Adriatico 15 Maggio 1917' and the centre 'R. G. Fane', together with an engraved silver plaque from an old display frame, this inscribed 'Commander Robert Gerald Fane R.N., Italian Medal of Valour, H.M.S. *Dartmouth*', *nearly extremely fine* (4) £2,400-£2,800

*Provenance:* Dix Noonan Webb, December 2005.

M.I.D. (Posthumous) 29 August 1917.

Al Valore Militare *London Gazette* 6 April 1918.

**Robert Gerald Fane** was born on 8 April 1882, and entered the Royal Navy as a cadet in May 1897. Promoted to Sub. Lieutenant in April 1901, he was advanced to Lieutenant in October 1902 for gaining 'four Firsts' in his examinations.

By the outbreak of hostilities in August 1914, Fane was serving in the rank of Commander in the special torpedo vessel and depot ship *Vulcan*, the *Navy List* for January 1915 also noting after his name, 'and for duty with submarines'. But by 1917 he was back on more regular seagoing duties as a Commander in the cruiser H.M.S. *Dartmouth* in the Adriatic.

On 15 May 1917, a mixed Italian and French destroyer force led by the British cruiser *Dartmouth* encountered an Austrian squadron of cruisers, supported by destroyers, who were raiding the allied drifter barrage in the Otranto Straits. Single-handed, the *Dartmouth* engaged the Austrian ships, her 6-inch guns scoring a direct hit on the fore-bridge of the Austrian cruiser *Novara* within the opening minutes of the engagement, killing her captain, Commander Szuboritz. But it quickly became apparent that the *Dartmouth* was outnumbered and outgunned and, having already been "near-missed" by enemy aircraft, was hit several times by gunfire and later by a torpedo fired by the *UC-25* - it was most probably this latter explosion that killed Commander Fane. *Dartmouth* took on a heavy list, forcing her crew to abandon ship, but when the Austrian squadron had departed, her captain, along with a party of volunteers, reboarded her and managed to partially right her, and eventually raised steam for Brindisi.

Eighteen D.S.Ms and one Bar were awarded for this action, many of them to the drifter men who made a most spirited attack against the Austrians in their little boats. Foremost amongst these was Skipper Joseph Watt of the *Gowan Lea*, who was awarded the Victoria Cross.

Fane, who was 35 years of age, was buried in Brindisi Cemetery, together with four ratings from *Dartmouth* killed on the same occasion.



## 176 x

The rare Great War 'East Africa, Lindi operations C.G.M. group of eight awarded to Able Seaman Harry Johns, H.M.S. *Thistle*, who showed exemplary conduct in at once going below into the after flat, when the ship was hit by an enemy 4.1 inch shell, in order to assist in extinguishing the fire'

Conspicuous Gallantry Medal, G.V.R. (183788. H. Johns, A.B. H.M.S. *Thistle*. Lindi. 11. June 1917); Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (H. Johns, Lg. Sea., H.M.S. *Fox*); 1914-15 Star (183788. H. Johns. A.B., R.N.); British War and Victory Medals (183788. H. Johns. A.B. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (183788. Harry Johns. A.B. H.M.S. *Thistle*); **France, Third Republic**, Medaille Militaire, *blue enamel badly chipped on this*; Croix de Guerre 1914 1917, with bronze palme, mounted as worn, contact marks, otherwise nearly very fine or better (8) £8,000-£10,000



## Naval Medals From the Collection of the Late Jason Pilalas

C.G.M. *London Gazette* 19 December 1917:

'For conspicuous gallantry during combined naval and military operations in the neighbourhood of Lindi, East Africa, on the 10th and 11th June, 1917. He showed exemplary conduct in at once going below into the after flat, when the ship was hit by an enemy 4.1 inch shell, in order to assist in extinguishing the fire, and by his coolness and judgement prevented the fire from spreading.'

Three C.G.M.s awarded for the Lindi operations in East Africa. *Medaille Militaire London Gazette* 28 August 1918.

*Croix de Guerre London Gazette* 14 September 1918.

Lindi, a port of German East Africa, was occupied by the British Forces in September, 1915, but ever since that time had been practically 'bottled up', the surrounding country being held by the Germans. Lindi does not lie on the coast, but on the northern shore of the estuary of the river Lukuledi, which is some seventy miles north of the Portuguese frontier. In view of operations that had been planned, it became very desirable in the summer of 1917, to clear a larger area round Lindi in order to secure a better water supply and to prepare the main exits from the town and harbour.

With this object in view, the main Military force moved out on June 10th, 1917, and in three days had cleared the enemy from the estuary of the river. During these operations a surprise landing was carried out at a creek on the south side, where the Germans had a 4.1" gun which commanded the estuary and had proved very troublesome. This was a combined naval and military operation. Upon the Navy, represented by the *Hyacinth*, *Severn*, *Thistle* and *Echo*, devolved the duty of embarking some 2,800 troops and 700 porters and conveying them to their starting point.

This had to be done under cover of night. To reach the selected landing place the heavily laden boats had to pass close to enemy positions. The passage by water started at 1800 on the 10th September, the night being dark and the tide fair.

An officer, Lieut. Charlewood, D.S.C., of the *Echo*, led the advance in a motor boat and placed lights, invisible to the enemy, on prominent points as leading marks. Although the Germans appeared to know that there was some movement on foot they either reserved their fire or did not observe the tows of boats passing them. The *Thistle* and *Severn*, which were following the boats, were sniped at. The main column was successfully landed by 2230 and by 0600 the next morning had occupied the hills covering the landing. It was not until 0300 on the 11th that the Germans opened fire with their 4.8" gun. Their shooting was very wild and caused no damage.

The *Thistle*, which had anchored to superintend and cover a landing, was obliged, by the low state of the tide, to remain stationary, but fortunately, she was hidden from the enemy by a thick mist which lasted till 0700.

When the mist cleared away the Germans immediately opened fire on her and after about 20 rounds, scored one hit. This killed an E.R.A. and wounded a leading stoker, also causing extensive damage. The auxiliary exhaust, fire mains, dynamo pipes, and two bulkheads were pierced. The shell, after passing through the ship's side, struck the after magazine hatch, which it completely broke up. A fire started in the magazine flat, a small confined space with the magazine below it.

After the burst of the shell, the flat was on fire, and filled with fumes, smoke and steam from the holed exhaust pipe. Mr. Mark Methuen, Gunner, followed by Leading Stoker George Pascall and Able Seaman Harry Johns went into the flat and succeeded in extinguishing the fire before any further harm resulted. They all suffered from the effect of the fumes, Mr. Methuen having to go on the sick list. When the fire was extinguished, Leading Stoker Pascall went to assist in the Engine Room. Here he found that the E.R.A. had been killed, but that Leading Stoker James Leach, who was wounded in two places, had continued to stand by the engines although the engine room was filled with steam and water was pouring through the burst fire mains. Leading Stoker Leach persisted in carrying on with his duty until ordered to go up for medical treatment. The expedition was successful, the enemy being driven from his positions and forced to retire inland. Mr. Methuen received the D.S.C., and Leading Stoker Pascal, A.B. Johns and Leading Stoker Leach were awarded the Conspicuous Gallantry Medal for their conduct on this occasion.

**Harry Johns** was born at Bristol on 1 December 1879, and joined the Royal Navy as a Boy 2nd Class on 10 May 1895. He rose progressively through the rates to become Petty Officer 2nd Class on 22 June 1905, but for some reason reverted to Able Seaman just 11 days later and remained as such until the expiration of his Continuous Service engagement on 3 December 1909. Joining the Royal Fleet Reserve on the following day, he was recalled for service on 2 August 1914, joining H.M.S. *Challenger*. He removed to H.M.S. *Thistle* on 17 April 1916, and to H.M.S. *Defiance* on 1 October 1918, from which ship he was Shore Demobilised on 16 May 1919. He received his L.S. & G.C. medal on 12 November 1917, shortly before he received the C.G.M. These and the two French awards are all confirmed on his record of service.

Sold with copied record of service.



## 177 x

The outstanding Great War 'Dunraven' C.G.M. and 'Farnborough' D.S.M. group of seven awarded to Wireless Telegraph Officer T. E. Fletcher, R.N.R., for two of the most famous 'Q' ship Victoria Cross actions of the War

Conspicuous Gallantry Medal, G.V.R. (W.T.S. 404 T. E. Fletcher, W.T.O. 1Cl. R.N.R. Atlantic Ocean. 8. Aug. 1917); Distinguished Service Medal, G.V.R. (W.T.S. 404. T. E. Fletcher, W.T.O. 1Cl. R.N.R. Off W. Coast Ireland. 17. Feb. 1917) some official corrections to location and date on this; 1914-15 Star (WTS. 404, T. E. Fletcher, W.T.O., R.N.R.); British War and Victory Medals; Defence Medal (404WTS T. E. Fletcher. W.T.O. R.N.R.); **France, 3rd Republic**, Medaille Militaire, mounted for wear, blue enamel chipped on the last, otherwise good very fine (7) £16,000-£20,000

Provenance: Dix Noonan Webb, October 1996.

## Naval Medals From the Collection of the Late Jason Pilalas

C.G.M. *London Gazette* 30 October 1917: 'For services in action with enemy submarines.'

D.S.M. *London Gazette* 23 March 1917: 'For services in action with enemy submarines.'

On 17 February 1917, H.M.S. *Farnborough* (Q.5) Captain Gordon Campbell, V.C., D.S.O., R.N., was torpedoed without warning by the *U.83* (Hoppe). The panic party were quick to leave the stricken ship. Captain Campbell and the gun's crews remained concealed until the submarine came into range. Whilst remaining submerged this submarine closely examined *Farnborough* from a number of positions including passing down the length of the ship at a distance of 10 yards. Captain Campbell stated that in this position he could see the whole hull distinctly. At 1005 the submarine broke surface 300 yards off the port bow and passed slowly down *Farnborough's* port side. When all guns could bear the order was given to open fire. The first shot from the 6-pdr hit the conning tower and according to a prisoner later picked up 'removed the Captain's head'.

The *U.83* never recovered from the surprise. Her conning tower was repeatedly hit, many shells passing clean through it. Altogether 45 rounds were fired and in addition the maxim guns did good service. As *U.83* began to settle there were 8 men in the water and although the lifeboat was immediately lowered, only 1 Officer and 1 Rating were saved. Whilst this action was taking place the *Farnborough* had been slowly sinking. The majority of the crew were ordered into the lifeboats and only a small nucleus of essential personnel remained on board. *Farnborough* was now so low in the water that it looked as if she too would sink and Campbell made the mournful signal: 'Q.5 slowly sinking respectfully wishes you goodbye'. However, the destroyer *Narwhal* and the sloop *Buttercup* arrived in time to take Q.5 in tow and eventually she was safely beached. Campbell was awarded the Victoria Cross as a result of this action, and amongst the other awards was the D.S.M. for Fletcher.

Campbell's next command was the 'Q' ship *Pargust*, into which his loyal crew followed him. *Pargust's* exploits resulted in the award of the Victoria Cross to the whole ship, resulting in

the selection of Lieutenant R. N. Stuart, D.S.O. and Seaman William Williams to each receive the Victoria Cross as a result of the ballot by the men.

Campbell's third and last ship was the *Dunraven* and aboard we again find Fletcher as Wireless Telegraph Operator and member of a gun's crew. On 8 August 1917, *Dunraven* was fired upon by the German submarine *UC.71* (Salzwedel). There ensued an heroic three-hour gun and torpedo action in which the *Dunraven* was repeatedly hit by shells, refusing to return fire until the submarine came into range.

Fletcher's 'Action Station', rather strangely for a wireless rating, was as a member of the 4-inch after-gun's crew which was situated not only on the poop, but on the magazine. The poop was heavily on fire as the submarine slowly approached *Dunraven* and Campbell had to make an agonising decision not to evacuate the gun's crew, thereby exposing their intentions to the enemy, in the full knowledge that the magazine would certainly explode. As the submarine passed *Dunraven's* stern, a matter of seconds before it would be in range of the guns, the inevitable happened. A terrific explosion occurred, the stern of the ship was blown out and the 4-inch gun and crew complete were blown into the air. The gun's crew were all wounded but luckily none were killed, although one man later succumbed to his wounds.

The enemy was very wary and having scored a hit with a torpedo broke off the action when a torpedo was fired at her by the *Dunraven*. Despite being taken in tow and valiant action by the crew to save their ship, *Dunraven* sank at 0130 on 9 August 1917, the officers and crew being taken off by H.M.S. *Christopher*. This was to be Captain Campbell's last 'Q' Ship action. The Admiralty compulsorily retired him to a Shore posting at Holyhead. As for his crew, Campbell himself said of them 'Not a man failed, not a man could have done more.'

Lieutenant G. C. Bonner was awarded the Victoria Cross, and the Victoria Cross was also awarded to the after-gun's crew under article 13 of the Statutes of the Victoria Cross. Petty Officer Pitcher, the captain of the gun was selected to receive it, and the remainder of the gun's crew, including Thomas Fletcher, were awarded the Conspicuous Gallantry Medal.





178 x

The Great War destroyer captain's D.S.O. group of four awarded to Lieutenant-Commander F. A. Warner, Royal Navy, who was killed when his command H.M.S. *Torrent* was mined in the North Sea

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Lt. Commr. F. A. Warner, R.N.); British War and Victory Medals (Lt. Commr. F. A. Warner, R.N.) mounted for display, *nearly extremely fine* (4) £1,800-£2,200

D.S.O. *London Gazette* 23 May 1917: 'In recognition of services in the Destroyer Patrol Flotillas, Armed Boarding Steamers, etc., during the period ended 30 September 1916.'

**Frederick Archibald Warner** was born in Couva, Trinidad on 31 December 1884, and entered the Royal Navy as a Cadet in *Britannia* in May 1900. Advanced to Sub. Lieutenant in February 1905 and to Lieutenant in June 1907, he received his first command, Torpedo Boat 25, in August 1911.

His subsequent wartime appointments comprised a succession of destroyer commands, including the *Coquette* from August 1914 until February 1916, and the *Myngs* from March 1916 until February 1917. And it was for his services in the latter ship that he was awarded the D.S.O. 'for special good work in patrols and minesweeping operations with the Nore Flotilla.' *Myngs* was also present in the action fought against German battle cruisers returning from their bombardment of Yarmouth and Lowestoft on 25 April 1916.

Warner, who had been promoted to Lieutenant-Commander, next took command of the *Torrent* and was back in action on 6 June 1917, when she contributed to the destruction of the enemy destroyer *S. 20* off the Belgian coast. He was mentioned in despatches (*London Gazette* 14 September 1917, refers).

Tragically, however, his courageous captaincy was curtailed on 23 December 1917, when *Torrent* was mined off the Maas light vessel with the loss of all but two of her crew. In what proved to be a disastrous patrol for the 10th Destroyer Flotilla, her consorts *Surprise* and *Tornado* suffered a similar fate.

Warner has no known grave and is commemorated on the Portsmouth Naval Memorial. Sold with some copied research.



## 179 x

The Great War D.S.O. group of six awarded to Captain R. L'E. M. Rede, Royal Navy, who was decorated for his gallant command of the flotilla leader *Botha* in a night action off Dunkirk in March 1918, when at 27 knots he rammed and 'cut in two pieces' an enemy torpedo boat: as Sir Roger Keyes put it, 'the gift of rapid decision, initiative and readiness to accept responsibility was given to few', but Rede 'displayed all of these excellent qualities' and was also advanced to post-rank on the Admiral's personal recommendation

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Commr. R. L'E. M. Rede, R. N.); British War and Victory Medals (Capt. R.L.E.M. Rede, R.N.); **France, 3rd Republic**, Legion of Honour, Officer's breast badge, gold and enamels, with rosette; **Italy, Kingdom**, Order of St Maurice and St Lazarus, breast badge, gold and enamels, mounted as worn but some ribbons rather distressed, *the first with loose centres and minor enamel damage, otherwise generally good very fine* (6) £2,600-£3,000

Provenance: R. C. Witte Collection, Dix Noonan Webb, December 2007.

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.O. *London Gazette* 21 June 1918:

'For services in the action with enemy destroyers off the Belgian coast on 21 March 1918 ... Commander Rede of the *Botha* took his ship through a heavy barrage of gunfire and, without waiting to ascertain that the rest of his division were following, proceeded to engage the enemy with ram, torpedo and gunfire. He rammed and cut in two pieces an enemy torpedo boat. The success of the action was undoubtedly due to his gallant leadership and initiative.'

Legion of Honour *London Gazette* 7 August 1918.

Order of St. Maurice and St. Lazarus *London Gazette* 11 August 1917.

**Roger L'Estrange Murray Rede** was born at Toonah, Victoria, in August 1878, the son of a clergyman, and entered the Royal Navy as a Naval Cadet in *Britannia* in January 1893. Appointed a Midshipman in the cruiser *Orlando* on the Pacific Station in December 1895, he was advanced to Lieutenant in October 1901 and to Lieutenant-Commander in December 1909, and on the outbreak of hostilities in August 1914, as a recently promoted Commander, he took over torpedo boat destroyer *T.B. 23*.

Removing to the battleship *Albermarle* in the following year, he won a commendation from his captain on the occasion their ship was damaged in an incident in Pentland Firth on 7 November 1915 and, on taking command of the destroyer *Martin* in September 1916, the appreciation of Their Lordships 'for the promptness with which an attack against an enemy submarine was carried out on 7 August 1917'. But it was for his subsequent command of the Dover Patrol flotilla leader *Botha* in an action off Dunkirk on 21 March 1918, that he won his D.S.O. Commander P. K. Kemp's H.M. *Destroyers* takes up the story:

'As they lay in wait off Dunkirk, ready to slip their cables at the first sign of enemy activity, they heard firing off the coast and saw gun flashes. It was the enemy squadron from Zeebrugge bombarding Allied positions ashore off La Panne.

The mixed squadron set off at full speed, sighted a line of ships in the darkness and, receiving the wrong reply to the challenge, opened fire. Rede, leading the line in the *Botha*, fired two torpedoes at the enemy and then turned to ram. Travelling at a speed of 27 knots, the *Botha* cut clean through one of the enemy without damaging her bows, the two ends dropping apart either side of her. As soon as she was through she turned in order to repeat the process, but a shell through her main steam pipe cut down her speed so much that she just failed. However, she passed through the line so close to another of the enemy that her guns

set her on fire and completely wrecked her.

Her next experience was somewhat less happy. One of the French destroyers, mistaking her for an enemy, fired a torpedo which hit amidships and exploded with terrific force, blowing a large hole in her port side. Orders were given to abandon the ship, but a few minutes later were cancelled when it was found that the *Botha* still had a chance of survival. Although she had taken a lot of water on board and her engines and boilers were wrecked, her sturdy construction was holding up to the strain. One of the French destroyers was also in trouble. In working up to full speed one of her boilers exploded, which she reported somewhat dramatically in a plain language signal: "Can go no more. Boiler go bang."

With the coming of daylight the only sign of the enemy was the ship set on fire by the *Botha's* guns. All the remainder had made off in the night. She was soon finished off by the *Morris*, which then took the *Botha* in tow and just managed to reach Dunkirk with her. The two German ships sunk were the torpedo boats *A-7* and *A-19*.'

Rede transferred to another flotilla leader, the *Douglas*, in July 1918, and remained in her until the end of hostilities, a period that witnessed him conveying Sir Douglas Haig and Sir Roger Keyes across the Channel on at least one occasion: 'we crossed at over 30 knots in a cloud of spray' (The Admiral's memoirs refer). As it transpired, Keyes was busy pushing Rede forward for advancement to post-rank, an intention which was eventually fulfilled:

'When I found that Roger Rede, who displayed such initiative in the action off Dunkirk in March, was not to be promoted - as I had been practically promised - I appealed to Admiral Wemyss, and reminded him of the great moral value of Rede's action; apart from the destruction of two enemy vessels, plucked from a superior force. It was so hard that he should lose the promotion he so thoroughly deserved, because in the meantime more spectacular actions had taken place. The Service was full of gallant officers, who would face great odds without hesitation when led, but the gift of rapid decision, initiative and readiness to accept responsibility was given to few, and Rede displayed all these excellent qualities. Admiral Wemyss' letter, in reply to mine, is amongst those I prize, and Rede was promoted the following December.'

Post-war, Rede commanded the flotilla leader *Nimrod* 1919-21, and was employed at the Admiralty, his final seagoing appointment being in the battleship *Resolution*, aboard which he died suddenly on 3 March 1930 and was buried at sea.





180 x

**The Great War M.C. group of three awarded to Lieutenant H. B. Briddon, Drake Battalion, Royal Naval Volunteer Reserve, late Dorset Regiment**

Military Cross, G.V.R.; 1914-15 Star (13599 Pte. H. B. Briddon Dorset: R.); British War Medal (Lieut. H. B. Briddon. R.N.V.R.) mounted for display, *good very fine* (3) £700-£900

M.C. *London Gazette* 15 October 1918:

'T./Sub-Lt. Harold Barton Briddon, R.N.V.R.

For remarkable daring in a raid. He led his party through a difficult belt of wire and, approaching from the flank, dashed into the enemy position. They were standing to, and showed fight, but he attacked them single-handed, and after killing several succeeded in capturing a light machine gun, which was about to be turned on to the raiding party. Continuing along the trench, he killed two more of the enemy, and after a struggle captured a third, thus securing an important identification.'

**Harold Barton Briddon** served as a Private in the Dorset Regiment in the Blkans from 15 October 1915. He was commissioned on 25 April 1917, and entered the Royal Naval Division in June 1917 from No. 7 Officer's Cadet Battalion. He joined Drake Battalion in August 1917 and was severely wounded by a gun shot to the right hip. Rejoined Drake Battalion in France in April 1918.



## 181 x

The unique and outstanding Great War Zeebrugge-Ostend D.S.C. and Bar group of six awarded to Captain C. F. B. Bowlby, Royal Navy, a founding father of Coastal Forces, he was awarded the D.S.C. and Bar for his gallant command of Coastal Motor Boat (C.M.B.) 26B in the Zeebrugge and second Ostend Raids in April- May 1918, the only officer so honoured.

And he later added the C.B.E. to his accolades as a senior operative of M.I.6's 'Inter-Services Liaison Department' in the last war, when recommended for his 'outstanding leadership and skill in organising special operations in the campaigns fought in Africa, Sicily, Italy and the Balkans'; likewise the C.M.G. upon his retirement in 1956 for intelligence work during the 'Cold War'

Distinguished Service Cross, George V, with Second Award Bar, the reverse privately engraved 'Lieut. C. F. B. Bowlby, R.N., 23rd April 1918, Zeebrugge', the reverse of the Bar privately engraved 'May. 9-10. 1918.'; 1914-15 Star (S. Lt. C. F. B. Bowlby, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Lieut. C. F. B. Bowlby. R.N.); Jubilee 1935; Coronation 1937, mounted court-style, *very fine and better* (6)

£5,000-£7,000

Provenance: Sotheby's, July 1998.





C.M.G. *London Gazette* 2 January 1956.

C.B.E. *London Gazette* 3 July 1945: 'For excellent service in the organisation of special operations in the Near East.' The original recommendation states:

'Captain Bowlby has, since 1941, been in command of the intelligence organisation in the Mediterranean area which has been responsible for obtaining from the enemy, and enemy occupied territory, much important naval intelligence which has been used operationally to the discomfiture of the enemy.

He is responsible for building this organisation up from zero and for maintaining a large network of intelligence agents which operated behind enemy lines in the Desert, Tunisia, Italy, Greece, and other parts of the Mediterranean area. The award of the C.B.E. to this officer is highly recommended.'

D.S.C. *London Gazette* 23 July 1918: 'In recognition of distinguished services during the operations against Zeebrugge and Ostend on the night of 22-23 April 1918:

Lieut. Cuthbert F. B. Bowlby, R.N.

In command of a coastal motor boat. Showed great coolness under very heavy fire, stopping his boat abreast the seaplane sheds at a range of 60 to 70 yards, and continued firing, making numerous hits.'

D.S.C. Second Award Bar *London Gazette* 23 August 1918: 'I have the honour to bring to the notice of the Lords Commissioners of the Admiralty the names of the following officers and men who performed distinguished service in the second blocking operation against Ostend on the night of 9-10 May 1918:

Lieut. Cuthbert F. B. Bowlby, D.S.C., R.N.

In command of a coastal motor boat, and escorted *Vindictive* close up to the entrance, then ran ahead, and finding one of the piers, fired a torpedo at it. The water being shallow and the range short, the explosion shook the boat so severely as to damage her engines and open up her seams. She commenced to sink, but by his presence of mind he got the leak stopped, engines going again, and brought his boat out of the fire zone, where, he was taken in tow by H.M.S. *Broke*.'

M.I.D. *London Gazette* 28 August 1918: 'Ostend blocking operations 9-10 May 1918.'

**Cuthbert Francis Bond Bowlby** was born in Buckinghamshire on 23 August 1895, the son of the Rev. Henry Thomas Bowlby, and was educated at the Royal Naval Colleges Osborne and Dartmouth.

A Midshipman serving in the battle cruiser H.M.S. *New Zealand* on the outbreak of war, he quickly saw action at the battles of Heligoland Bight in August 1914 and Dogger Bank in January 1915, in which latter month he became a Temporary Sub. Lieutenant.

#### *Zeebrugge and Ostend, April and May, 1918*

In July 1916, Bowlby removed to a new 'special service' appointment on the Thames, namely to conduct early trials in prototype Coastal Motor Boats (C.M.Bs). Duly qualified in the type, he was advanced to Lieutenant and took command of C.M.B 26B in May 1917, and it was in this capacity that he was awarded his unique D.S.C. and Bar for the Zeebrugge raid on 22-23 April 1918 and the second Ostend raid on 9-10 May 1918. On the former occasion, he 'showed great coolness under a very heavy fire', when he stopped C.M.B. 26B 60-70 yards off the seaplane sheds, which he then engaged with accurate fire. On the



## Naval Medals From the Collection of the Late Jason Pilalas



latter occasion, as recounted by Sir Roger Keyes in his relevant despatch, Bowlby escorted *Vindictive* close to the entrance, and then ran ahead, for he had caught an all-important sighting of one of the piers:

'Escorting *Vindictive* on her final approaches to the canal were two fifty-five-foot Coastal Motor Boats, 25B (Lieutenant R. H. McBean) and 26B (Lieutenant C. F. B. Bowlby). Their orders were to proceed ahead of *Vindictive* until within sight of the canal mouth, whereupon they would drop calcium light buoys and fire flare rockets to burst above and illuminate the canal entrance.

In thick fog this was much easier said than done, and Lieutenant Bowlby proceeded with a commendable caution which with anything other than damned bad luck should have been duly rewarded. For a moment, in fact, he thought it would be so rewarded, for there was a momentary gap in the fog and he glimpsed the eastern pier head at the very moment when his boat, his guns and his torpedo-tube pointed exactly at it. He pressed the button, discharged the torpedo and increased speed, with the result that he was directly above his torpedo when it hit either the bottom or a submerged object and exploded, blowing C.M.B. 26B several feet up into the air. She did not sink immediately, but her seams were badly parted, her communication system wrecked, and her signal and lighting arrangements reduced to chaos. Lieutenant Bowlby turned her away and took her slowly to seaward, with the port engine firing on six cylinders and the starboard engine bone dry, for the connections had burst and the engine casing was empty. C.M.B. 26B made nearly three miles before the port engine seized up and she was eventually towed home ...'

### *Subsequent career – Naval spook for the S.I.S.*

Bowlby was appointed a Flag Lieutenant in the battleship *Glory* at the war's end and went on to enjoy a succession of seagoing

appointments, including tours of duty in the battleships *Valiant* and *Hood*. So, too, steady promotion to Commander in June 1930. He also held his first major command, the aircraft carrier *Hermes*.

Soon after the renewal of hostilities, however, he was borne on the books of *President* 'for duties outside the Admiralty', the first indication of his new-found career in the Secret Intelligence Service (S.I.S.). As revealed by the historian Nigel West in his related history of M.I. 6, Bowlby was to remain likewise employed until 1955. He had been personally selected by Stewart Menzies, then head of the organisation, to establish its credentials in the Middle East; as revealed by a captured enemy intelligence report after the war, his new appointment was duly registered by the Reich Security Agency.

In his capacity as an Assistant Chief Staff Officer – or 'G' Officer in spook's parlance – Bowlby was to spend three years in Egypt, running the Cairo post, where he oversaw the creation of the Inter Service Liaison Department (I.S.L.D.), prior to establishing similar posts at Algiers and in Italy. The latter, based at Bari, was a joint S.I.S. and S.O.E. venture and served as a springboard for operations in the Balkans.

Advanced to Captain in May 1941, and awarded the C.B.E. in July 1945, Bowlby joined the Foreign Office at the war's end, thereby extending his career as an S.I.S. operative. On stepping down for a final time at the end of 1955, he was awarded the C.M.G., a likely indication of him having been involved in the machinations of the Cold War. Intriguingly, Harold MacMillan wrote to congratulate him personally on his award, 'I know how well it was deserved.'

Captain Bowlby, who retired to Bramshaw, Hampshire, died on 31 May 1969.



182 x

**The outstanding Ostend raid D.S.O. group of six awarded to Lieutenant-Commander R. Saunders, Royal Naval Volunteer Reserve, late Royal Naval Division, in command of ML 128 who received special promotion for his earlier part in the Zeebrugge raid and, remarkably, won a mention in despatches for bomb and mine disposal work in 1940, then aged 64 years**

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914 Star (L4/3290 R. Saunders, A.B., R. N.V.R., Benbow Bttn. R.N.D.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Commr. R. Saunders, R.N.V.R.); Defence and War Medals 1939-45, with M.I.D. oak leaf, mounted as worn, *very fine or better* (6) £4,000-£5,000

D.S.O. *London Gazette* 28 August 1918:

'This officer volunteered for rescue work at Ostend in command of M.L. 128. In company with M.L. 283 he went in after *Vindictive* to look for survivors. When near the shore he came under fire - his signalman was killed and Lieutenant Brayfield and one of the crew wounded. This officer showed great coolness, setting a fine example to his men throughout and was of the greatest assistance in organising the smoke screen.'

M.I.D. *London Gazette* 28 August 1918: 'For distinguished services in the War.'

M.I.D. *London Gazette* 20 December 1940: 'For courage, coolness and devotion to duty.'

**Raphael Saunders**, a pre-war rating in the Royal Naval Volunteer Reserve, served in the Antwerp operations in Benbow Battalion, Royal Naval Division in 1914, prior to being commissioned as a Sub. Lieutenant in December 1915.

Subsequently allocated to Coastal Forces, he was given command of M.L. 128 and was present in the famous raid on Zeebrugge on the night of 22-23 April 1918, when, under heavy fire, he rescued the survivors of M.L. 424, which latter boat had taken a direct hit from the Mole, killing its C. O., Lieutenant Oswald Robinson. He was given special promotion to Lieutenant-Commander.

However, it was for his gallant deeds in the Ostend raid on the night of 9-10 May 1918, that he won his D.S.O., on which occasion he volunteered for rescue work in the harbour entrance, one of four Motor Launch C.O.s to do so, among them Lieutenant G. H. Drummond, R.N.V.R., in M.L. 254 and Lieutenant Roland Bourke, R.N.V.R., in M.L. 276, both of whom were awarded the Victoria Cross.

Having then come ashore, he badgered the Admiralty for a ship on the renewal of hostilities in September 1939, but the best they could come up with was a desk job - he was after all in his 60s. But rather than be bound to a desk, he wrangled his way into a bomb and mine disposal squad at Chatham and, among other tasks, lent valuable assistance to Lieutenant-Commander R. J. "Dick" Hammersley, R.N., the first man to dismantle a magnetic mine, which was found in the wreckage of a downed enemy aircraft on Clacton Sands. Having dealt with another four or five devices, Hammersley and his immediate assistant, Chief Petty Officer R. V. Ellingworth, were killed by another device at Dagenham, Essex on 21 September 1940. Both were awarded posthumous G.C.s, which were gazetted on the same day as Saunders' mention.

A reticent man with a dry wit, the gallant Saunders died in 1959, aged 83 years.

Sold with original D.S.O. warrant, dated 28 August 1918, together with his M.I.D. Certificates, dated 28 August 1918 and 20 December 1940.





## 183 x

### The Great War C.G.M. group of seven awarded to Officer's Steward R. J. Starling, for gallantry in action in the Q ship *Stock Force* on the occasion that Lieutenant Harold Auten won the Victoria Cross

Conspicuous Gallantry Medal, G.V.R. (L.6027. R. J. Starling, Off. Std. 2Cl. English Channel. 30th July 1918) some official corrections to location; British War and Victory Medals (L.6027 R. J. Starling, O.S. 2. R.N.); Defence and War Medals 1939-45; Efficiency Medal, Territorial, G.V.I.R., with two additional service bars (2217345 Cpl. R. J. Starling, R.E.); France, 3rd Republic, Medaille Militaire, mounted for display, *good very fine* (7) £10,000-£14,000

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, February 1997.

C.G.M. *London Gazette* 14 September 1918.

Medal Militaire *London Gazette* 17 March 1919.

The 'Q' Ship H.M.S. *Stock Force*, also known as *Charyce*, under the command of Lieutenant Harold Auten, D.S.C., R.N., was torpedoed by the *U.98* at 5pm on 30 July 1918. The torpedo struck the ship abreast of No. 1 hatch, entirely wrecking the fore part of the ship including the bridge, and wounding three ratings. Officer's Steward Starling was pinned under the wreckage of the foremost gun, his head gashed, his jaw smashed and one arm sprained. A tremendous shower of planks, unexploded shells, hatches and other debris followed the explosion, wounding the first lieutenant, Lieutenant E. J. Gray, and the navigating officer Lieutenant L. E. Workman, and adding to the injuries of the foremost gun's crew and a number of other ratings. The ship settled down forward, flooding the foremost magazine and between decks to the depth of about three feet. The 'Panic party', in the charge of Lieutenant Workman, immediately took to the boat and abandoned ship, and the wounded were removed to the lower deck, where the surgeon, working up to his waist in water, attended to their injuries. Meanwhile Auten, two gun's crews and the engine-room staff, remained at their posts.

The submarine came to the surface ahead of the ship half a mile distant, and remained there a quarter of an hour, apparently watching the ship for any doubtful movement. The 'Panic party' in the boat accordingly commenced to row back to the ship in an endeavour to decoy the submarine within the range of the hidden guns. The submarine followed, coming slowly down the

side of *Stock Force*, about 300 yards away. Lieutenant Auten, however, withheld his fire until she was abeam, when both of his guns could bear. Fire was opened at 5.40pm; the first shot carried away one of the periscopes, and the second hit the conning tower, blowing it away and throwing the occupants high in the air. The next round struck the submarine on the waterline tearing her open following which the enemy subsided several feet into the water and her bows rose. She thus presented a large and immobile target into which *Stock Force* poured shell after shell until the submarine sank by the stern, leaving a quantity of debris on the water.

During the whole of the action, Officer's Steward Starling remained pinned down under the foremost gun after the explosion of the torpedo, and remained there cheerfully and without complaint, although the ship was slowly sinking under him.

The *Stock Force* was a ship of 360 tons, and despite the severity of the shock sustained by the officers and men, she was kept afloat by the exertions of her ship's crew until 9.25pm. She then sank with colours flying, and the officers and men were taken off by two torpedo boats and a trawler. The action is cited as one of the finest ever fought by a 'Q' Ship, and the well-deserved award of the Victoria Cross to the Lieutenant Harold Auten, D.S.C. was announced in the *London Gazette* on 14 September 1918. Officer's Steward Starling survived the action and was awarded the Conspicuous Gallantry Medal.

Sold with copied extract from "Q" Boat Adventures, by Lieut.-Commander Harold Auten, V.C., R.N.R., covering this action.



## 184 x

The Great War Royal Naval Division operations D.S.O. group of six awarded to Commander E. M. Lockwood, Royal Naval Volunteer Reserve, who escaped from captivity in early 1915, fought at Gallipoli, and then sustained serious wounds as C.O. of Hawke Battalion in 'the final 100 days' on the Western Front

Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914 Star, with clasp (L7/3308. E. Lockwood, Act. A.B. R.N.V.R., Benbow Bttn R.N.D.); British War and Victory Medals, with M.I.D. oak leaves (Commr. E. M. Lockwood. R.N.V.R.); Defence and War Medals 1939-45, mounted as worn, good very fine (6) £3,000-£3,600

D.S.O. *London Gazette* 30 May 1919: 'For distinguished service in connection with military operations in France and Flanders.'

**Edward Marston Lockwood** was born in Hackney, London on 29 April 1889 and was employed in the publishing business at the time of his joining the Royal Naval Volunteer Reserve as an Ordinary Seaman on 5 August 1914.

Drafted to the Royal Naval Division, he was commissioned as a Temporary Sub Lieutenant on 7 October 1914, and embarked for Antwerp. Two days later the city fell to the Germans and Lockwood made his way to Holland, where he was interned. However, as noted on his service record, he was a reluctant internee, making a home run from Groningen and arriving back in England on 11 January 1915.

Advanced to Lieutenant, he was drafted to Hawke Battalion as a platoon commander in 'A' Company and embarked for Gallipoli, the commencement of a torrid time. Sunstroke aside, his service record reveals two periods of hospitalisation in June-November 1915, latterly with jaundice.

On a brighter note, it was on the peninsula that he first met A. P. Herbert (1890-1971), the well-known English humourist, novelist, and playwright, for he too had joined the R.N.D. on the outbreak of hostilities and been commissioned in Hawke Battalion. He later served as Adjutant during Lockwood's period of command of the battalion in France, when the latter is noted

as having 'upheld the cause of the Hawke Battalion, and of A. P. Herbert in particular, at Brigade Headquarters on every occasion when a crisis seemed to be in the air.

Meanwhile, of his first tour of duty in the trenches in Gallipoli in early June 1915, Lockwood wrote:

'We were kept busy in our trenches day and night, digging and improving the line. Wiring kept us busy at nights, and it was an unpleasant business, for the Turks believed in a constant rapid fire by machine guns and rifles; though most of this was badly aimed and much of it fell behind our lines, it was not a savoury business to be out in front night after night.'

Advanced to Lieutenant-Commander in late November 1915, Lockwood's jaundice occasioned his evacuation to the U.K. and it was not until May 1916 that he was declared fit for duty.

He rejoined Hawke Battalion in France shortly afterwards, where it moved to the frontline at Souchez in July 1916, prior to its costly part in the attack on Bancourt-sur-l'Ancre in mid-November. The battalion was back in action at Pozieres in February 1917, where Lockwood was gassed on the 5th but chose to remain on duty.

Having then been loaned to the Canadians in a staff role from July 1917, he resumed his duties as second-in-command of Hawke Battalion in the Hamel sector in France in May 1918. The months of May, June and July were spent in the trenches

## Naval Medals From the Collection of the Late Jason Pilalas

opposite Hamel and on the Auchonvillers Ridge and by early August the way was clear for the second battles of the Somme. On 24 August, Hawke Battalion advanced from its position to the neighbourhood of Logeast Wood and Loupart Wood, and by the evening of the 25th, after strong resistance, the battalion occupied an important position at the 'Yellow Cut' near Bapaume.

Lockwood was wounded on the 28th but remained on duty and, in early September, he was appointed to the command of the battalion in the temporary rank of Commander. It was a short-lived appointment, for he was again wounded on 27 September 1918, this time by a bullet to his head. In fact, as revealed by

his service record, he was placed on the 'dangerous list' at 14 General Hospital at Wimereux and was not deemed well enough for embarkation to England until the end of October, where he was admitted to the Empire Hospital.

At length, following a number of medical boards, he was declared 'permanently unfit' and demobilised in October 1919. Of some consolation, perhaps, was the announcement of the award of his D.S.O., which he received from the King at Buckingham Palace in the same month. He was also twice mentioned in despatches.

Sold with copied research including record of service.



### 185 x

#### The Great War M.M. group of three awarded to Corporal F. C. Upton, 63rd Royal Naval Division Signal Company, Royal Engineers

Military Medal, G.V.R. (207461 Cpl. F. C. Upton. 63/R.N.D.S. Coy. R.E.); British War and Victory Medals (207461 Cpl. F. C. Upton. R.E.) mounted court-style for display, *good very fine and scarce* (3)  
*£800-£1,000*

M.M. *London Gazette* 16 July 1918 (France).

**Frederick Charles Upton** died of wounds in France on 27 September 1918, aged 27. He was the son of William and Jane Upton, of Deal, and husband of Annie Esther Louisa Upton, also of Deal. He is buried in Ecoust-St. Mein British Cemetery, near Arras. The village of Ecoust-St. Mein was taken by the 8th/9th Devons in a blizzard on 2 April 1917, lost on 21 March 1918, and retaken at the end of August by the 3rd Division.





186 x

**The exceptional Great War M.C. and two Bar group of five awarded to Lieutenant-Commander R. F. E. Blackmore, R.N.V.R., Hawke Battalion, Royal Naval Division**

Military Cross, G.V.R., with Second and Third Award Bars, the reverse of the cross neatly inscribed 'Lieutenant-Commander Reginald Francis Edsall Blackmore, R.N.V.R., Hawke Battalion, 63rd (Royal Naval) Division. M.C., Ancre 3 Feby. 1917, Gazetted 26 March 1917 - 1st Bar, Bapaume 25-29 Aug. 1918, Gazetted 11 Jany. 1919 - 2nd Bar, Cambrai 27 Sept.-1st Oct. 1918, Gazetted 10 Dec. 1919'; 1914-15 Star (Ty. Sub-Lt. R. F. E. Blackmore. R.N.V.R.); British War and Victory Medals (Lt-Commr. R. F. E. Blackmore R.N.V.R.); Defence Medal, mounted as worn, *good very fine* (5)

£5,000-£7,000

Provenance: Dix Noonan Webb, June 1999.

M.C. *London Gazette* 26 March 1917: 'Temp. Sub-Lt., R.N.V.R. For conspicuous gallantry in action. He led a very gallant attack against an enemy strong point. Later, although wounded, he maintained his position and rendered a clear report of the situation.'

M.C. Second Award Bar *London Gazette* 11 January 1919: 'Temp. Sub-Lt. (A/Lt.), R.N.V.R. For conspicuous gallantry and devotion to duty. This officer carried out the duties of Adjutant through a week's heavy fighting. On the C.O. becoming a casualty he took command of the battalion, and, by his unceasing vigilance, inspired all with confidence. When the battalion had become very weak through casualties he reorganised it and carried on. He personally made several reconnaissances under heavy machine-gun fire, and set a high standard to all.'

M.C. Third Award Bar *London Gazette* 10 December 1919: 'Temp. Lt., R.N.V.R. For conspicuous gallantry and good leadership during the operations near Cambrai, 27th September to 1st October, 1918. On the commanding officer being severely wounded he took over command and gallantly led them forward to the attack on Graincourt, which resulted in the capture of field guns and a large number of machine guns. Later, he made a daring reconnaissance, which resulted in his being able to take two companies across the canal and River L'Escault, which materially assisted in eventually making good the passages.'

**Reginald Francis Edsall Blackmore** volunteered for the R.N.V.R. at the outbreak of War, and was posted to the newly formed fourth company of the Hawke Battalion, Royal Naval Division. He served in the ranks in Gallipoli as Company Sergeant Major of "D" Company, until commissioned on 3 October 1915, remaining with his company until the end of the Gallipoli campaign. He subsequently went to France with the Hawke Battalion which, in 1917, on the Ancre, at Gavrelle, at Passchendaele, and at Welsh Ridge, took part in active fighting almost continuously. He won his first Military Cross during the fighting on the Ancre in February 1917, when he was wounded.

A vivid and lengthy account of the German Offensive of March and April 1918 is given by Lieutenant-Commander Blackmore in *The Hawke Battalion* by Douglas Jerrold:

'The retreat was for many of us a period of new experiences, most of them unpleasant, but some not lacking in humour. We had frequently been short of food in Gallipoli, but it remained for this lively week in France to teach us the reality of hunger, and not till then had we been compelled to slake a very real thirst with green

water, as we did with that from the shell holes from the desolate Somme battlefield, without thought of discipline or consequences. And I find it impossible to express what I felt on that last desperate day, when I looked across the shattered area and saw the trees beyond the valley of the Ancre. That seemingly simple sight heartened me and must surely have heartened those others... When we voluntarily gave up our position on the evening of March 22nd, my thoughts reverted to our march through Sedd-el-Bahr, and I experienced again an extreme melancholy at the evacuation of ground won at such tragic cost.'

The Hawke Battalion returned to the Hamel sector on 8 May, and Blackmore was formally appointed Adjutant. The months of May, June and July were spent in the trenches opposite Hamel and on the Auchonvillers Ridge. By the end of July the Germans were on the retreat, and by early August the way was clear for the Second Battles of the Somme. On 24 August, the Hawke Battalion advanced from its position in reserve to the neighbourhood of Logeast Wood and Loupart Wood, and by the evening of the 25th, after strong resistance, the battalion occupied an important position at the 'Yellow Cut' near Bapaume. Blackmore had taken over command of the Hawke on the death of Lieutenant-Commander Wainwright and the remarkable success of the 189th Brigade in these operations was largely due to the resolute leading of Commander Beak and Lieutenant-Commander Blackmore. Beak was recommended for and received the Victoria Cross, while Blackmore gained a bar to his Military Cross.

On 27 September, Commander Lockwood was wounded and Blackmore once again took command of the Hawke Battalion, leading them forward in the attack on Graincourt, which resulted in the capture of a large number of field and machine guns. The next day, General Curling, commanding 189th Brigade, sent Captain Wright and Lieutenant-Commander Blackmore to reconnoitre a crossing of the Escaut river and canal, which subsequently resulted in a successful crossing by two companies and the establishment of a new line overlooking the environs of Cambrai. For his part in these operations, Blackmore received a well-merited second bar to his Military Cross. Only one other R.N.V.R. officer won the Military Cross with two bars during the Great War.

Sold with a Hawke Battalion cap badge by *J. R. Gaunt*, together with copied research.



187 x

The rare lady's Memorial Plaque to Miss Hilda May Bowman, Women's Royal Naval Service

Bronze Memorial Plaque, 'She Died for Freedom and Honour' (Hilda May Bowman) *good very fine*

£3,000-£4,000

**Hilda May Bowman** served as a Clerk with the Women's Royal Naval Service and died on 24 October 1918. She is buried in Dover Cemetery, Kent.





## 188 x

**The campaign group of six awarded to Gunner E. N. A. Sayers, Royal Indian Marine, one of a small handful of Naval recipients of the Army G.S.M. for transport duties in the South Persia operations**

Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (Gnr. E. W. Sayers, R.I.M.S. Minto) note initials but as per medal roll; 1914-15 Star (Gunner E. N. A. Sayers, R.I.M.); British War and Victory Medals (Gnr. E. N. A. Sayers. R.I.M.); General Service 1918-62, 1 clasp, S. Persia (Gnr. E. N. A. Sayers. R.I.M.); Jubilee 1935, *one or two edge bruises and light contact wear, otherwise generally good very fine* (6) £800-£1,000

**Edward Nelson Alleyn Sayers** was born in Eastbourne, Sussex in September 1886 and joined the Royal Navy as a Boy 2nd Class in the course of 1903. Advanced to Ordinary Seaman in 1904, and to Able Seaman in 1905, he transferred to the Royal Indian Marine as a Gunner in late 1910. He served aboard the R.I.M.S. *Minto* in the Persian Gulf operations until October of the following year. Sayers next joined the *Hardinge* and remained in her for most of the Great War, seeing action against the Turks in 1915, when the latter attempted to block the Suez Canal. But it was while detached on transport duties to Bandar Abbas between late 1918 and the summer of 1919 that he qualified for his extremely rare G.S.M. Sayers was promoted to Boatswain in December 1922 and finally retired in October 1937. Sold with copied record of service and other research.



189 x

**The rare Siberia 1919 'Kama River Flotilla' M.S.M. group of four awarded to Private F. J. Williamson, Royal Marine Light Infantry, H.M.S. Kent**

1914-15 Star (PLY. 15043. Pte. F. J. Williamson. R.M.L.I.); British War and Victory Medals (PLY. 15043. Pte. F. J. Williamson. R.M.L. I.); Royal Naval Meritorious Service Medal, G.V.R. (PLY/15043 Pte. F. J. Williamson. R.M.L.I. "Kent" Kama River May 1919.) mounted for wear, nearly extremely fine and rare (4) £600-£800

M.S.M. *London Gazette* 5 March 1920 'Honours for services in Siberia.'

H.M.S. Kent relieved H.M.S. *Suffolk* at Vladivostock in January 1919. Williamson had been serving with the Armoured train manned by parties from the *Suffolk*, but with the arrival of *Kent* he transferred to that ship. It was decided to take the 6-inch gun and the four 12-pounders out of the armoured trains and place them in two ships of the Russian Naval Flotilla at Perm. Volunteers were called for from the Royal Marine Detachment of H.M.S. *Kent* and at the beginning of April, Captain T. H. Jameson and 34 Royal Marines, one mate, one surgeon-lieutenant, one warrant officer, one armourer and one sick berth attendant, Royal Navy, proceeded to Perm arriving on the 27th April on which day the ice broke and started to "ow down the river. The Naval Mission remained first at Perm and then at Omsk whilst the Naval Force under command of Captain Jameson, R.M.L.I. joined the Flotilla. Practically all the ice had disappeared by the 1st May and they were introduced to Admiral Smirnoff, C.M.G., in command of the Russian Flotilla and were handed the two ships to be gunned and manned by the British.

The British Force were allotted to the Third Division of the Flotilla, commanded by Captain Fierdoroff; the ships allotted to them were a fast oil driven tug and a barge. The 12-pounders were mounted in the tug which was christened the *Kent* and the 6-inch in the barge named *Suffolk*. Throughout May and June *Kent* and *Suffolk* were constantly and heavily engaged in fighting against Bolshevik forces, both on the river and providing artillery support for the land forces. All was to no avail, however, with the front troops falling back daily from the advancing Bolsheviks,

and it was therefore decided to disarm the First and Third Divisions, the Second remaining at the front.

On the 26th June *Kent* proceeded to the magazine, near which was the British Naval armoured train and commenced to dismantle, placing armour, guns, ammunition and stores in the train; on this day the *Suffolk* engaged the enemy in the Veltanka district, and again the next day at the village of Stralka she routed large numbers of the enemy at close range. She fired 256 rounds and having expended all her ammunition was recalled to Perm, arriving at Motavaileka Works on the 28th. As no workmen could be obtained the crews of the two ships were obliged to dismantle the ships themselves and to load the material, all 225 tons of it, onto railway trucks for which they had no engine. Perm was expected to fall that night, confusion was everywhere, the station over"owing with refugees and every train was loaded to the fullest extent. As a last resort they searched the repair shop for an engine and took the only one available, which the Russians reluctantly gave them; it was only just capable of drawing the train and they eventually left Perm at 6 a.m. on 29th June, having sunk *Kent* and *Suffolk* the previous afternoon. The party of 37 of all ranks was crowded into two wooden trucks and travelling was very slow; their rations consisted of the biscuits and beef of their reserve rations. On arriving at Omsk they volunteered to form the British Naval Armoured Train but the Admiralty decided to withdraw the Force completely. Accordingly, they proceeded in two waggons to Vladivostock arriving there on 18th August, having taken 52 days to complete the journey from Perm. They were taken



## Naval Medals From the Collection of the Late Jason Pilalas

on board H.M.S. *Carlisle* and transferred at Shanghai to H.M.S. *Colombo*, reaching England on 10 November 1919. This gallant band of men received the following awards for their part in this remarkable episode: 1 D.S.O., 2 D.S.C.'s, 1 D.S.M. and 8 M.S.M.'s.

**Frank James Williamson** was born on 24 December 1891 in the village of Freethorpe in Norfolk. He earned his living as a footman prior to joining the Plymouth Division of the Royal Marines on 10 August 1910. After recruit training at Deal he joined H.M.S. *Hawke* in February 1912, transferred to *Merlin* in March 1913 and returned to shore early in 1914. He next joined *Benbow* in October 1914 and served in this battleship until January 1917, taking part in the Battle of Jutland. He joined *Suffolk* in May 1917 and landed in Siberia for active service

with *Suffolk's* Armoured Train in August 1918 on the Ufa front. He transferred to *Kent* in January 1919 and landed as part of the Kama River Naval Expeditionary Force from which he returned to England via *Carlisle* and *Colombo*. He returned to the Plymouth Division in November 1919 and joined *Valiant*, his last seagoing ship, in May 1920 and remained with her until June 1922 when he was discharged having completed 12 years. He joined the Royal Marine Police where he served until discharged on 15 December 1945.

Sold with full research including a copy of Captain Jameson's 'Report on the proceedings of the British Naval Force acting with the Kama River Flotilla.'



### 190 x

The rare Siberia 1919 'Kama River Flotilla' M.S.M. group of three awarded to Petty Officer J. B. D Whyte, Armourer's Crew, H.M.S. *Suffolk*

British War and Victory Medals (M.8666 J. D. B. Whyte. Ar. Cr. R.N.); Royal Navy Meritorious Service Medal, G.V.R. (M8666 J. B. D. Whyte, Armr. Crew "Suffolk" Kama River May 1919) mounted for wear, *pitted and worn, therefore good fine or better and rare* (3) £400-£500

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, October 1996.

M.S.M. *London Gazette* 5 March 1920 'Honours for services in Siberia.'

The following details are taken from Admiralty recommendations for honours: 'For valuable services rendered with the British Naval Forces on the River Kama. While on active service in Siberia with the British Naval forces operating on the Kama River, this man distinguished himself by the praiseworthy manner in which he carried out his duties throughout the expedition. This man has been on active service in Siberia since August 1918 having served with the British Naval Armoured Train on the Ufa Front.'

**John Brigum David Whyte** served aboard the barge named *Suffolk* on the Kama River. Smaller than the tug *Kent*, the *Suffolk* carried a complement of nine men, of all ranks, under Gunner C. W. Clarke, R.N. who was awarded the D.S.C. Of the honours awarded to the *Kent* and *Suffolk*, the latter ship received the greater share compared with her significantly smaller compliment. In addition to Clarke's D.S.C. the ship was awarded the one D.S.M. and four of the eight M.S.M.'s. One D.S.O., two D.S.C.'s, one D.S.M. and eight M.S.M.'s were awarded to the *Kent* and *Suffolk* during the Kama River operations. All but the two D.S.C.'s and Whyte's M.S.M. were awards to the Royal Marines. The *Kent* and *Suffolk* were, respectively, a small ship and a barge, on which were mounted 12-pounders and 6-inch guns removed from the Naval Armoured Train which had operated on the Ufa front the previous year.

Sold with full research including a copy of Captain Jameson's 'Report on the proceedings of the British Naval Force acting with the Kama River Flotilla.'





## 191 x

**The unique 'South Russia 1920' M.S.M. group of seven awarded to Chief Petty Officer Writer J. O. A. Davison, Royal Navy, awarded the M.S.M. for services in South Russia 1920**

Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (345812 J. O. A. Davison, 3rd Wr., H.M.S. Fox); 1914-15 Star (345812 J. O. A. Davison. Wr. 1, R.N.); British War and Victory Medals (345812 J. O. A. Davison. Ch. Wr. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (345812. J. O. A. Davison, Ch. Wtr. H.M.S. Julius.); Royal Naval Meritorious Service Medal, G.V.R. (345812. J. O. A. Davison, Ch. Wtr. South Russia. March-June 1920; **Russia, Empire**, Medal for Zeal, silver, on ribbon of St Anne, mounted as worn, *very fine or better* (7) £1,600-£2,000

M.S.M. *London Gazette* 7 September 1920. A unique award for services in H.M.S. *Julius* with the British Military Mission in South Russia, March to June 1920.

**James Oliver Alfred Davison** was born at Portsmouth on 6 August 1887, and entered the Navy as a Boy Writer from Greenwich School in November 1902. He was appointed Chief Writer in July 1917, and Chief Petty Officer Writer in January 1924.

Sold with copied record of service.

## Naval Medals From the Collection of the Late Jason Pilalas



### 192 x

The fine U.S.A. Presidential Gold Lifesaving Medal group of ten awarded to Chief Petty Officer R. Ginn, Royal Navy, for his 'Heroic Services' in saving life on board the American S.S. *Balabac* when that vessel was lost by fire in March 1920

1914-15 Star (J. 14640 R. Ginn. A.B., R.N.); British War and Victory Medals (J. 14640 R. Ginn. L.S. R.N.); 1939-45 Star; Atlantic Star; Pacific Star; Italy Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J. 14640 R. Ginn. P.O., H.M.S. Barham); **United States of America**, Presidential Gold Lifesaving Medal, head of Liberty left, 'Presented by the President of the United States' around, the reverse officially inscribed, 'Robert Ginn, Petty Officer, H.M.S. Calcutta, In Recognition of His Heroic Services to the Master and Crew of the American Steamship Balabac at the Time of the Burning of that Vessel on March 6 1920', complete with 'E. Plur. Unum' brooch bar and in its fitted case of issue, the first nine mounted as worn, the Great War medals with contact marks, edge bruising and polished, thus fine or better, the U.S.A. award with a few edge nicks, otherwise nearly extremely fine (10)

£2,600-£3,000

**Robert Ginn** was born at Ware, Hertfordshire in February 1896 and joined the Royal Navy as a Boy 2nd Class in October 1911.

Advanced to Able Seaman aboard the battle cruiser H.M.S. *Princess Royal* a few days before the outbreak of hostilities in August 1914, he was present in that ship at the action in Heligoland Bight on the 28th of the same month and at Dogger Bank on 24 January 1915. Appointments ashore at *Victory* and *Excellent* followed but in June 1916 he joined the destroyer *Opportune*, in which ship he served until returning ashore to *Victory* in January 1918. Ginn's final wartime appointment was in the cruiser *Vindictive* as a recently promoted Leading Seaman.

Joining the cruiser *Calcutta* in September 1919, he was advanced to Petty Officer on 1 March of the following year, just a few days before winning his Presidential Gold Lifesaving Medal - his parchment Certificate of Service states: 'For his heroism in saving life on board the S.S. *Balabac* when that vessel was lost by fire.'

Having been pensioned as a Chief Petty Officer in February 1936, Ginn was recalled to *President III* in August 1939 and served on the books of that establishment - actually the H.Q. for all naval personnel employed on Defensively Equipped Merchant Ships (D.E.M.S.) - until his release in February 1945.

Sold with original parchment Certificate of Service and named card box of issue for 1939-45 campaign medals together with Admiralty enclosure.







**193** x

Family group:

**The extremely rare and unusual Iraq 1920 operations D.C.M. group of six awarded to Sergeant C. Downs, Royal Garrison Artillery, attached Inland Water Transport, whose gallant deeds saved the defence vessel *Grey Fly* after she came under heavy fire on the Euphrates**

Distinguished Conduct Medal, G.V.R. (1402109 Sjt. C. Downs, R.G.A.); 1914-15 Star (20700 Bmbr. C. Downs. R.G.A.); British War and Victory Medals (20700 Sjt. C. Downs. R.A.); General Service 1918-62, 1 clasp, Iraq (20070 Sjt. C. Downs. R.A.); Army L.S. & G.C., G.V.R., 1st issue (1402109 Sjt. C. Downs. D.C.M. R.G.A.) *one or two edge bruises, otherwise very fine and better*

Pair: **Private A. Downs, Manchester Regiment**

Egypt and Sudan 1882-89, dated reverse, no clasp (2086 Pte. A. Downs, 2/Manch R.); Khedive's Star, dated 1882, *light pitting and bruised over unit, otherwise very fine* (8) £2,600-£3,000

Just 32 Distinguished Conduct Medals were awarded between the Wars, and only around six of these were for the Iraq operations.

D.C.M. *London Gazette* 28 January 1921:

'For conspicuous gallantry on 20 August 1920 whilst the defence vessel *Grey Fly* was proceeding towards Samawah. Being under close fire from the enemy an awning caught fire, and Sergeant Downs drew water from the river, climbed over the roof and put out the fire, and saved the ship.'

As verified by the *History of The Royal Regiment of Artillery - Between the Wars 1919-39*, by Major-General B. P. Hughes, C.B., C.B.E., another defence vessel - the *Fire Fly* - employed in these operations was less fortunate, being sent to the bottom of the Euphrates off Kufa by an 18- pounder which had been captured by the Arabs at Hillah - although the breech block had been removed before its capture, the enemy managed to forge a rough substitute. This was just three days before Downs won his D.C.M. in the *Grey Fly*, while en route to the relief of Samawah, about 70 miles from Kufa.



194 x

**The extremely rare Empire Gallantry Medal pair awarded to Coxswain and R.N.L.I. Gold Medallist John Howells, Fishguard Lifeboat**

Empire Gallantry Medal, G.V.R., Civil Division (John Howells); Royal National Lifeboat Institution, G.V.R., gold (John Howells, Voted 17th December 1920.) *good very fine or better* (2) £7,000-£9,000

A total of 130 Empire Gallantry Medals were awarded in the period 1922-40, 62 Military, 64 Civil, and 4 Honorary awards. The Empire Gallantry Medal was superseded by the George Cross in September 1940 and surviving holders of the E.G.M. were required to exchange their award for the George Cross. Coxswain Howells had by this time died and his award is, therefore, in addition to the four Honorary awards which were not eligible for exchange, one of only ten E.G.M.'s not exchanged for the George Cross.

11 Gold R.N.L.I. Medals and one Bar awarded during the reign of King George V, from a total of 118 gold awards from 1824-1996.

E.G.M. *London Gazette* 30 June 1924:

'Ex-Coxswain John Howells, Fishguard Motor Life-Boat. For rescuing, in circumstances of great peril, seven of the crew of the motor schooner *Hermina* of Rotterdam, which was wrecked in a N.W. gale on Needle Rock, off Fishguard, on the night of 3rd December 1920. To effect the rescue involved taking the life-boat into a position of great danger among rocks.'

Coxswain Howells was also awarded the Gold Medal of the Royal National Lifeboat Institution, together with three Silver and nine Bronze awards to the crew members of his life-boat:

'3 December 1920. The three masted Dutch motor schooner *Hermina*, anchored outside Fishguard breakwater, Pembrokeshire, was dragging her anchors in a north-westerly gale. The self-righting motor lifeboat *Charterhouse* launched but, when she arrived, the schooner was grinding heavily on the rocks with tremendous seas making a clean breach over her. Veering down, in spite of great difficulties, seven men were taken off but the Master and two Mates refused to leave. Coxswain Howells prepared to return to Fishguard, but the lifeboat had sprung a leak and it was found impossible to restart her engine. Her sail was hoisted, but she lost her mizzen sail, which left her with only the mainsail set. Second Coxswain Davies and crew member Holmes succeeded in setting the jib sail and, although waterlogged, the lifeboat managed to reach her station at midnight, three hours later. Although flares were shortly after seen from the *Hermina*, the lifeboat was unable to return, and the schooner's Master and First Mate were rescued by life saving apparatus; the Second Mate had drowned.'

In April, 1921, Coxswain Howells, his crew and lifeboat went on the train to London to receive their R.N.L.I. awards. Howells was 66 years old at the time of the rescue. As part of the R.N.L.I. Centenary celebrations in 1924, seven of the eight surviving Gold medallists were received at Buckingham Palace on 30 June by King George V, who presented each man with the Empire Gallantry Medal.

The *Charterhouse* was the Fishguard Lifeboat from 1901 to 1931. It was instrumental in many gallant rescues but none more so than the famous rescue of the crew of the Dutch motor schooner *Hermina* at needle rock located between Fishguard lower town and Dinas Head.

She was the first motorised lifeboat but also had the capacity for up to 12 persons to row.

In 1920 Coxswain John Howells aged 66, received a call that flares had been sighted at needle rock and so on that cold dark December night he immediately put the *Charterhouse* to sea in perilous conditions and made way across the bay for needle rock.

The *Hermina* under the command of Captain Vooitgedacht was on a return journey back to Rotterdam but diverted to Fishguard to escape the teeth of the strong NW gale. Once in the bay she dragged her anchors and ended up in a perilous position, being bashed by huge waves in between needle rock and the tall sheer north cliffs. Once the *Charterhouse* arrived, Howells gave order to anchor down wind and run a line between the two vessels, but this proved very perilous and after an hour of struggling against horrendous seas, the crew of the *Charterhouse* managed to get 7 men off the *Hermina*. The Chief Officer and Mate would not leave the ship despite the efforts of persuasion by the lifeboat crew. They were later rescued from the base of the cliffs by the coastguard.

Their troubles at this point were far from over, the lifeboat's engine would not restart and in a desperate situation the crew took to the oars in a frantic effort to get away from the cliffs but with little effect. The mizzen sail was then raised but caught the wind and ripped to shreds. In absolute frantic desperation a jib sail was lashed together which involved two men risking their lives climbing across the forefront of the lifeboat with waves crashing over them to set a temporary sail. In great relief they managed to pull away from the cliffs and sail 2 miles out to sea before getting sufficient angle to eventually be able to sail back into Goodwick harbour.

The Dutch Government awarded Howells a gold pocket watch and silver pocket watches to all the lifeboat crew; the R.N.L.I. also awarded medals to all the crew of the *Charterhouse* and to John Howells the highest honour of a gold medal.

The *Charterhouse* was loaded onto a train at Goodwick railway station and the entire crew made for London to meet the Duke of Windsor, President of the R.N.L.I. to receive their medals. The *Charterhouse* remained for one week on display outside the houses of parliament.

The *Charterhouse* now resides at the West Wales Maritime Museum in Pembroke Dock where she is undergoing restoration to preserve this very important piece of Pembrokeshire maritime history.

**John Howells**, as a young man served in the Royal Navy and was a shipmate of King George, then a naval cadet.

On leaving the Navy, he entered the service of the Great Western Railway Company, and when Fishguard Harbour was opened for Irish traffic in 1907, he was put in charge of the coaling gang at the harbour under the Marine Department. He was a deacon of Bethesda Baptist Church, for many years its Honorary Treasurer, and Superintendent of the Sunday School. He was Coxswain of the Fishguard Lifeboat from 1910-21 and died at Fishguard on 14 March 1925, aged 72.





## 195 x

### The Chinese Civil War incident D.S.M. group of seven awarded to Petty Officer F. H. Image, Royal Navy, among those who boarded the captured steamer *Wanh sien* amidst 'a hurricane of bullets' in September 1926

Distinguished Service Medal, G.V.R. (J.100599 F. H. Image. A.B. H.M.S. *Kiawo*. *Wanh sien*, 5. 9. 1926); 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals; Royal Navy L.S. & G.C., G.V.I.R. (M.39890 F. H. Image. R.P.O. H.M.S. *Titania*) mounted as worn, *very fine* (7)  
£3,000-£4,000

D.S.M. *London Gazette* 16 May 1927: 'The King has been graciously pleased to approve of the award of the following Decorations and awards to Officers and men of H.M. Navy and the Mercantile Marine, in recognition of their services at *Wanh sien*, Yangtze River, China on 5 September 1926, and the connected events. One of the surviving members of the boarding party, who acted with courage and resource in extremely trying circumstances.'

This rare award was granted for gallantry during the Civil War in China, the above *London Gazette* announcing two D.S.Cs, two C.G.Ms and four D.S.Ms, in addition to 28 'Mentions'. One of only 10 inter-war awards of the D.S.M.

The action stemmed around the attempted rescue of two Butterfield and Wire Line Steamers, following an incident in which another of the Company's Steamers, the *Wanlu*, had got into difficulties with General Yang Sen's soldiers at Yungang, the Chinese claiming that two Sampans had capsized as a result of her wash - several soldiers were drowned and apparently many thousands of dollars lost. Despite a contrary statement from the *Wanlu's* Captain, in which he denied the charges and stated that his ship was boarded by Chinese soldiers and was fired on while afterwards endeavouring to escape, General Yang Sen - one of Wu Pei Fu's supporters - ordered reprisals in the form of the seizure of two other vessels of the Butterfield and Wire Line, namely the *Wanh sien* and *Wanting*. As a result, the Royal Navy sent to their rescue the Gunboats *Cockchafer* and *Widgeon*, in company with the Steamer *Kiawo*, which latter vessel was owned by Matheson & Co., but had been taken over by the Royal Navy and manned by four Officers and 60 Ratings, Able Seaman Image among them. Arriving at the the port of *Wanh sien*, where the two Steamers had been held and boarded by 300 Chinese soldiers and the Mercantile Marine Officers locked in their cabins, the R.N. came under a very heavy fire from Chinese artillery and machine guns, but replied in

kind and managed to effect the rescue of the incarcerated Officers before beating a hasty retreat - sadly a Mr. Johnson, who was Chief Engineer of the *Wanting*, was drowned while attempting to swim away from his captors. Given the scale of the action, the R.N.'s casualties were high, not least among the crew of the *Kiawo*, who had three Officers and four Ratings killed, and one Officer and eight men wounded, no doubt as a result of their gallant attempt to board one of the captured Steamers. The *Cockchafer* too had run into problems, her Captain and five men being wounded. Their combined bravery was not lost on their Lordships, who signalled the C.-in-C., China:

'Having received your telegraphic report of the expedition to *Wanh sien* on Sunday 5 September, Their Lordships, while deeply regretting the loss of valuable lives and the number of casualties suffered, note that the traditional gallantry of H.M. Service was fully sustained by all Officers and Ratings who took part in the hazardous expedition which resulted in the extrication of H.M.S. *Cockchafer* from her dangerous position and the rescue, with one exception, of the British Mercantile Marine Officers of the two Steamers. Their Lordships desire that an expression of their warm appreciation may be conveyed to all Officers and Ratings concerned'.

**Francis Herbert Image** was born in Willesden, Middlesex in October 1904. At the time of the China Incident in 1926, he was serving as an Able Seaman in H.M.S. *Mantis* and, no doubt, was one of those who volunteered to man the Steamer *Kiawo* in her daring enterprise to effect the rescue of the Chinese-held British Mercantile Marine Officers. Image, moreover, was among the wounded (*The Times* refers). He died in December 1958, aged 54 years.

Sold with copied news cuttings reporting the incident





## 196 x

The scarce 'between the wars' Submariner's B.E.M. group of nine awarded to Chief Petty Officer F. J. Jolly, Royal Navy, whose bravery contributed in no small part to saving the life of his crew, when *L12* collided with *H47* off Milford Haven, 9 July 1929. In an accident that cost 24 lives, Jolly was conspicuous for 'his action with the Coxswain in closing the lower Conning Tower hatch and for his subsequent behaviour... whilst the submarine was cleared of chlorine, in which work he persisted until practically unconscious.' He re-engaged for the Second War, and was twice mentioned in despatches for services with the minelayer H.M.S. *Teviot Bank*

British Empire Medal, (Military) G.V.R. (J.7719 C.P.O. Frederick John Jolly. R.N.); 1914-15 Star (J.7719. F. J. Jolly. L.S., R.N.); British War and Victory Medals (J.7719 F. J. Jolly. P.O. R.N.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, with M.I.D. Oak Leaf; Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (J.7719 F. J. Jolly. P.O. H.M.S. Cyclops.) mounted court-style as worn, *Great War awards slightly worn, therefore generally nearly very fine* (9) £1,800-£2,200

B.E.M. *London Gazette* 3 June 1930:

'Chief Petty Officer Jolly. To be considered for "Gallantry" Medal and failing that noted for Meritorious Medal. For his action with the Coxswain in closing lower Conning Tower hatch [of Submarine *L12*] and for his subsequent behaviour and example to the crew whilst the submarine was cleared of chlorine, in which work he persisted until practically unconscious.'

M.I.D. *London Gazette* 14 January 1941 and 1 July 1941.

The above B.E.M. award was given for Jolly's gallant conduct when his submarine *L12* catastrophically collided with another British submarine, *H47*, on 9 July 1929. The details are taken from ADM1/8746, which provides the official report on the collision written by Lieutenant-Commander H. K. Oram, *L12*'s commanding officer. An article written on Oram, gives the following on the tragic episode:

'On July 9, 1929, *L12* together with *L14* sailed from Lambash on a training exercise bound for St. Ives Bay. They were accompanied by the depot ship *Alecto*. At the same time, the submarine *H47* was heading for the Irish sea to continue a series of independent exercises.

Shortly before 8 am, Joe Oram left the bridge to have his breakfast

and passed over the watch to Sub Lieutenant J. A. S. Wise with *H47* about 2 miles away. Sub Lieutenant Wise kept taking bearings of *H47* and drew the conclusion that both submarines were on a collision course. He was about to summon the captain when Lieutenant R. S. G. Green, RNR arrived on the bridge.

Lieutenant Keen passed word down to his captain that *H47* was attempting to cross their bows, and not receiving a reply altered course. Lieutenant R. J. Gardner, commanding officer of *H47*, seeing *L12* swinging to starboard and believing that a collision was imminent, ordered an immediate alteration in course and sounded several blasts on *H47*'s whistle. With *L12*'s bow overlapping *H47*, Lieutenant Keen ordered motors full astern. Joe Oram, hearing two blasts on *L12*'s whistle and feeling the motors going astern, hurried to the bridge and about 20 seconds later the bows of *L12* sliced into *H47* at right angles on the port side just above the foremost control room bulkhead.'

With the two submarines locked together, Oram's report offers further details of the crew's plight:

'The Conning Tower upper and lower hatches were open and a flexible Sperry repeater compass lead was led up to the Tower. In the Gun Tower the starboard hatch was properly shut but the



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port upper hatch, though closed down, was not clipped.

The submarine then took up an alarming angle of approximately 50 degrees down by the bow and the crew were left hanging from overhead valves or thrown to the foremost ends of the compartments. All moveable gear broke away, and, in the Engine Room, a big end brass fell the length of the compartment. The impression in the minds of all was that the submarine was diving at great speed.

In spite of the extreme angle Engine Room Artificer 3rd Class H. J. R. Hoggett unlocked and actually succeeded in freeing the drop keel. Chief Petty Officer W. F. A. Betty, the Coxswain, and Chief Petty Officer F. J. Jolly, one of the instructional staff, got the lower Conning Tower hatch closed on to the Sperry lead, but before they managed to do this a great deal of water came into the Control Room.

Water continued to spurt in past the Sperry lead, at apparently great pressure. Chief Petty Officer Betty was jammed against the W/T Cabinet by the hatch lever pressing on his chest and was in considerable pain until he was released.'

Oram and the rest of the bridge party were at that point swept into the sea, and it was only the quick reactions of a crew member in closing the bridge hatch that prevented an even greater tragedy occurring. Both submarines plunged beneath the waves, and at about 40 feet *L12's* buoyancy

pulled her free and she quickly started to rise to the surface. None of this was apparent below deck, as the remaining crew of *L12* battled on:

'The First Lieutenant and four or five others were standing on the closed water-tight door at the forward end of the Crew space, and could see an avalanche of water pouring in from the Control Room. The lights continued to burn but several blow outs were noticed as the water reached the switchboards.

After an unknown interval of time the submarine gave a slight lurch and quickly settled on an even keel. In the opinion of everyone she was on the bottom. This illusion was understandable in the Control Room, as water was still spurting in from the Conning Tower as it drained.

Thinking they were on the bottom the Engine Room remained shut off. The First Lieutenant with the particular assistance of Hoggett, Jolly, King and Fry successfully blew Z internal and put the fore hydroplanes "Hard to rise." He was just going to order the motors "Ahead" when Chief Petty Officer Jolly noticed that the depth gauge was registering 5 feet only. Not believing this the First Lieutenant opened up the deep depth gauge.

Leading Seaman Reynolds had by now discovered that the Gun Tower was out of water and passed the news to the Control Room. All men forward, with the exception of about 5 hands who remained with the First Lieutenant, were ordered on to the upper deck.

Several switchboard fires had broken out and an attempt to put these out with Pyrenes failed. Eventually the First Lieutenant put out the fires by breaking the Selector switch. This put the

submarine in complete darkness as the Police light resistances had already blown out.'

The vast majority of the crew by this point had been ordered to the upper deck, with the exception of the First Lieutenant and a small band of others including Jolly. Chlorine was by now very strong in the Crew space and Control Room, and gas masks were donned by those attempting to disperse the gas. It was at this juncture, with *L14* now in attendance along with H.M.S. *Alecto*, that Jolly succumbed to the effects of the gas. Surgeon Panckridge, the medical officer for H.M.S. *Alecto*, submitted the following report on Jolly:

'This rating was seen by me on the bridge of *L12* at 11.45 on the 9th July. He was cyanosed, coughing and vomiting. He was suffering from chlorine gas poisoning.

He was removed from *L12* at 12.30 and taken on board H.M.S. *Alecto*, when he continued to vomit and cough, the vomiting lasting in spasms for about 1½ hours. He was turned-in, in one of the cabins, kept well propped up and given as much air as possible; the sea being rough, it was necessary to keep the scuttle closed. On examination of the chest there were moist rales present at both bases.

He was removed at 2100 hours July 9th to Bethel Hospital, Milford Haven. On July 10th he was looking much better, all signs of cyanosis had disappeared and only a few rales could be heard at right base. He continued to improve each day. He was brought to *Alecto* again on Thursday, July 11th, having quite recovered. He is now fit.'

Three members of *L12's* crew were killed as a result of the collision, and a further 21 from *H47's* crew. Three officers were tried by court martial, with varying sentences, however, Jolly was amongst a small number of the crew who were recommended for a gallantry award. Given the acrimonious circumstances surrounding the accident, it is possible to speculate that this was the reason why he eventually was awarded the B.E.M. for meritorious service rather than perhaps the more appropriate Empire Gallantry Medal.

**Frederick John Jolly** was born in Brindon, Suffolk, in August 1893. He joined the Royal Navy as Boy 2nd Class, in March 1910. His service during the Great War included in H.M. ships *Lancaster* and *General Wolfe*. He advanced to Petty Officer in January 1918, and he continued to serve between the wars including at H.M.S. *Vernon*. Throughout the 1920s, Jolly, served at the submarine base H.M.S. *Dolphin* in Gosport. Whilst held on the strength of the latter, his service included with *L12* and *L18* (awarded L.S. & G.C. 3 November 1926).

Jolly was 'Shore Pensioned' in August 1933, only to re-engage as a Chief Petty Officer for service during the Second War. He served in the auxiliary minesweeper H.M.S. *Teviot Bank*, December 1939 - August 1941 (twice M.I.D.). He was released from service on compassionate grounds in 1944, and died in Ipswich in 1978.

Sold with copy of official report and other research.



## 197 x

**The Second War battle of the River Plate D.S.M. group of five awarded to Chief Petty Officer A. E. Fuller, who was decorated for his gallant deeds in Commodore Harwood's command H.M.S. *Ajax*, when she took several serious hits from *Graf Spee*'s main armament**

Distinguished Service Medal, G.V.I.R., the edge officially dated '1939' but otherwise unnamed as issued; 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (JX.126965 A. E. Fuller. C.P.O. H.M.S. *Mosquito*) mounted as worn contact marks, otherwise very fine (5)

£4,000-£5,000

D.S.M. *London Gazette* 23 February 1940: 'For the gallant and successful action with the Admiral Graf Spee.' The original recommendation states:

'[He] was in charge of an electrical repair party in the immediate vicinity of a compartment in which an 11-inch shell burst putting out all lights and causing extensive damage to electrical gear. He immediately took efficient action to provide lighting and control the damage, and displayed great courage, presence of mind and good leadership.'

Note: Owing to a special parade being arranged at short notice at Horse Guards in February 1940, at which the King, flanked by Chamberlain and Churchill, presented awards to men from *Ajax* and *Exeter*, time prevented the D.S.M.s being fully inscribed. Instead, they were officially dated '1939'; Fuller, in common with other decorated River Plate men, chose not to return his award for full and proper naming at a later date.

**Albert Edward Fuller** was born at Woolwich, Kent on 16 September 1910 and entered the Royal Navy as a Boy 2nd Class in May 1926.

By the outbreak of hostilities in September 1939, he was serving as a Petty Officer in the cruiser H.M.S. *Ajax*, and it was in this capacity that he was quickly saw action in the battle of the River Plate.

### *The River Plate*

In early December 1939, Commodore Harwood in *Ajax* received action reports from British shipping of an enemy raider. Taking into consideration the locations and timings of those actions, he calculated that if the raider chose to head for South America, it would probably arrive in the area off the River Plate on the morning of the 13 December. The Commodore's hunch was right, for having collected there on the previous day, with his consorts *Achilles* and *Exeter*, smoke was spotted on the horizon on the morning of the 13th. *Exeter* was ordered to investigate and soon signalled, 'I think it is a pocket battleship.' It was indeed the *Admiral Graf Spee* and on Harwood's cruisers went into action at 0617 hours.

*Graf Spee* initially concentrated her fire on *Exeter*, but by rapidly closing their adversary, *Ajax* and *Achilles* began to draw her fire and cause significant damage to the enemy raider's upper decks. In fact, the speed at which they closed *Graf Spee* rattled Captain Langsdorff, who later observed, "they came at me like destroyers." In consequence, *Graf Spee* turned to the west at 0636 hours, from whence she would commence her retreat. *Exeter*, meanwhile, nursing serious battle damage and a loss of 66 men, made for the Falklands.

At around 0725 hours, *Graf Spee* steadied herself and re-engaged



## Naval Medals From the Collection of the Late Jason Pilalas



*Ajax* and *Achilles*, the former taking serious hits in her X and Y turrets and suffering a dozen casualties, seven of them fatal, whilst *Achilles* also took severe damage to her director-control. However, *Ajax* managed to deliver a persuasive torpedo attack, encouraging *Graf Spee* to maintain her westward course, which she did. In fact, Captain Langsdorff broke off the action.

In the words of Leslie Denis, like Fuller, a Petty Officer in *Ajax*, events subsequently took a turn for the better:

'*Graf Spee* then drew off and set a course for Montevideo where the stage was set for her arrival. During the day, a radio operator from New York was giving a running commentary on events. We withdrew out to sea and heard everything on the ship's radio, broadcast throughout the ship, courtesy of the overseas service of the BBC which was picking up the transmission from the shore. So although we had withdrawn to the horizon, we had a ringside seat.

By this time, H.M.S. *Cumberland* had arrived from the Falkland Islands, and was a valuable addition to our force. We withdrew out to sea and buried our dead. On 17 December the *Graf Spee* slipped her moorings and proceeded out to sea. We had closed to within five miles of the port. *Graf Spee* stopped just outside the three-mile limit and disembarked her crew. Shortly afterwards, huge explosions were heard from her - she was on fire. All ships closed in as far as was safe, and the order to cheer was given. The ships' companies cheered each other like mad ...'

Fuller departed *Ajax* in late March 1940, but not before participating in the major celebrations that took place in London on *Ajax*'s return to the U.K.

Among those invested with their D.S.M. by King George VI at a special parade held on Horse Guards in February 1940, Fuller would also have attended the subsequent Guildhall 'victory

luncheon' held in honour of the heroes of the River Plate.

Having then spent time ashore at the torpedo establishment *Vernon*, he returned to sea in the destroyer *Hero* in the period March 1941 to April 1942. Thereafter, up until June 1944, he served at a succession of Coastal Forces bases, at *Wasp* and *Hornet* in the U.K. and at *Razorbill* in Algiers, *Mosquito* in Alexandria and *Gregale* at Malta. His service record also notes that he was admitted to No. 64 General Hospital in mid-June 1942.

Awarded the L.S. & G.C. Medal in July 1944, Fuller ended the war back at *Vernon*, where he was appointed a Gunner (T) in June 1945.

Sold with copied record of service and recommendation for D.S.M.







## 198 x

The Second War D.S.M. and Bar group of six awarded to Able Seaman S. D. Bennett, Royal Navy, who, having been originally decorated for his part in the famous boarding of the *Altmark* off Norway in February 1940, went on to win a Bar to his D.S.M. for services in H.M. Submarine *Saracen* in the Mediterranean: taken P.O.W. following her loss off Bastia in July 1943, he made at least two bids for freedom, one of them leading to him enjoying a period of several months at large, when he worked with the Italian partisans

Distinguished Service Medal, G.V.I.R., with Second Award Bar (JX. 136296 S. D. Bennett, A.B, H.M.S. *Aurora*.); 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45, mounted as worn, *extremely fine* (6) £5,000-£7,000

*Provenance:* Sotheby's, May 1989; Ron Penhall Collection, Dix Noonan Webb, September 2006.

Eight D.S.M.s were awarded for the '*Altmark* Incident', which with the addition of a Bar for services in submarines probably makes Bennett's award unique; approximately 150 Bars to the D.S.M. were issued in the 1939-45 War.

D.S.M. *London Gazette* 12 April 1940: 'For gallantry and devotion to duty in the boarding of the *Altmark*.'

D.S.M. Second Award Bar *London Gazette* 20 July 1943. The original recommendation states:

'During her one patrol at home, and eight in the Mediterranean, *Saracen* has sunk by torpedo two enemy supply ships and one transport, totalling 20,000 tons, two U-Boats and one destroyer; and by gunfire two large tugs and one anti-submarine schooner, and bombarded one shipyard; and damaged one large tanker by torpedo and carried out one successful special operation. Except in the case of the U-Boat, the attacks have been carried out against escorted ships and the *Saracen* has been depth-charged in consequence. Able Seaman Bennett is recommended for outstanding skill and devotion to duty as gunlayer during the above successful patrols in *Saracen*.'

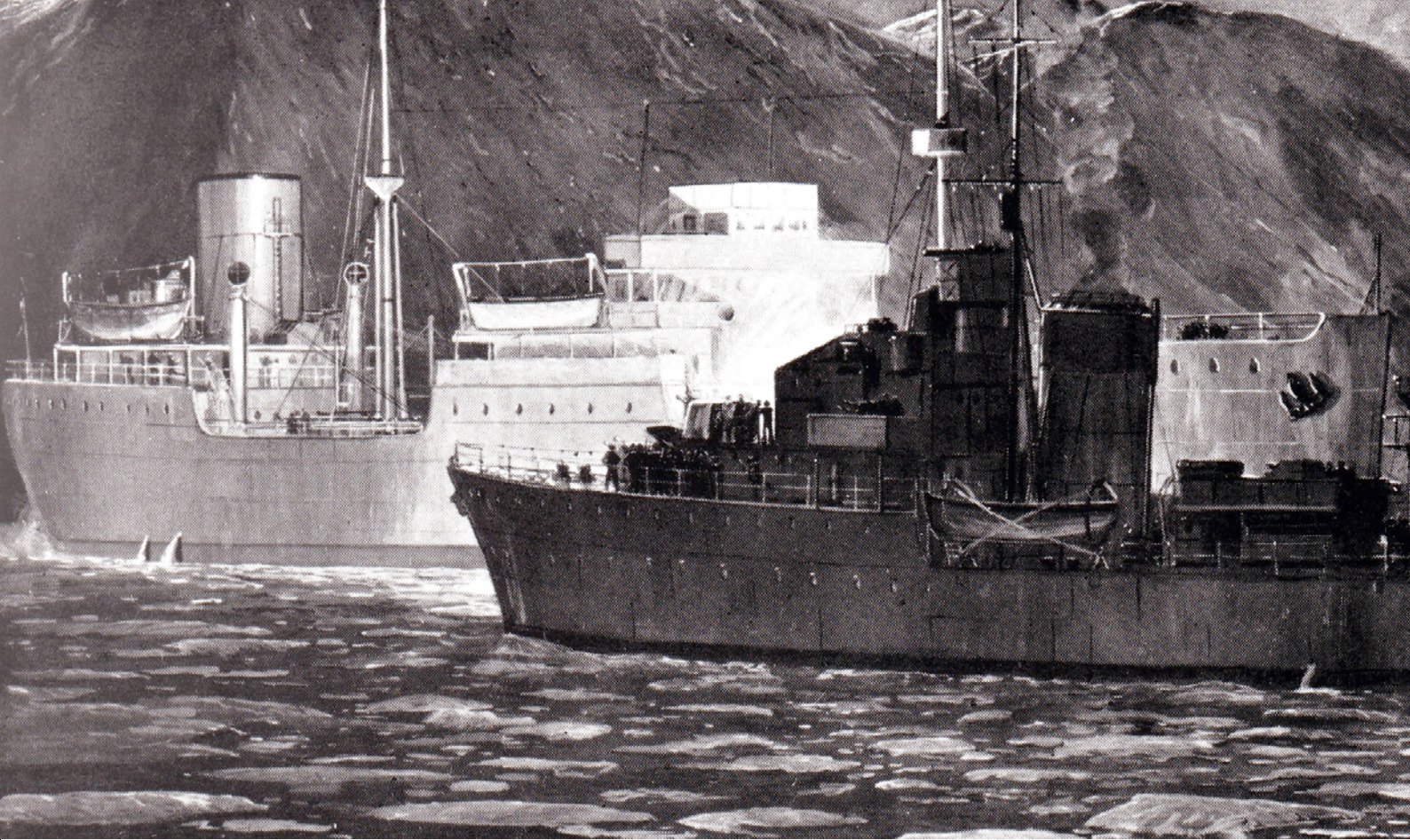
**Stanley Douglas Bennett** was born in November 1915 and entered the Royal Navy in October 1931. Appointed an Able Seaman in 1934, he commenced his wartime career aboard the cruiser H.M.S. *Aurora* and, in common with a few other crew members, was transferred to the destroyer *Cossack* off Norway in early 1940.

### The *Altmark* Incident

On the night of 16 February 1940, in an episode that would be widely reported in the home press, Captain Philip Vian, R.N., C.O. of the *Cossack*, commanded a brilliant enterprise in neutral waters in Josing Fjord, Norway, when 300 British merchant seamen were rescued from appalling conditions in the holds of the German auxiliary ship *Altmark*, all of them victims of earlier sinkings in the South Atlantic by the *Graf Spee* prior to her demise in the River Plate; their rescue was effected by a boarding party from *Cossack*, armed with revolvers, rifles and bayonets, one of whom was Able Seaman Stanley Douglas Bennett.

As a result of the unfortunate delays caused by the implications of the *Altmark* being in neutral waters, and the presence of two Norwegian torpedo-boats ordered to prevent British intervention, Vian had patiently awaited Admiralty orders before





Boarding of the "Altmark"

embarking on his desperate mission, but when they arrived, with all the hallmarks of the First Sea Lord, Winston Churchill's hand upon it, he moved swiftly. Vian's account takes up the story:

'Having placed *Cossack* in a position from which our pom-poms could play upon Norwegian decks, whilst their torpedo tubes were no instant menace to us, I said we could parley no longer, and must board and search the *Altmark* forthwith, whether we fought them or not. *Kjell's* captain decided that honour was served by submitting to superior force, and withdrew. On rounding the bend in the fjord, *Altmark* at last came into view. She lay bows inshore, encased in ice, her great bulk standing black against the snow-clad mountains.

Thoughts of the six-inch guns with which the *Altmark* was said to be armed were naturally in our minds. Though our own guns were manned we were obviously an easy target, and the enemy's first shots might well immobilise us at once. There was nothing for it, however, but to go ahead and get to grips as quickly as possible.

The *Altmark's* Captain was determined to resist being boarded. On sighting *Cossack*, he trained his searchlight on our bridge to blind the command, and came astern at full power through the channel which his entry into the ice had made. His idea was to ram us. Unless something was done very quickly the great mass of the tanker's counter was going to crash heavily into *Cossack's* port bow.

There followed a period of manoeuvring in which disaster, as serious collision must have entailed, was avoided by the skill of my imperturbable navigator, McLean, and by the speed with which the main engine manoeuvring valves were operated by their artificers.

Lieutenant Bradwell Turner, the leader of the boarding party, anticipated *Cossack's* arrival alongside *Altmark* with a leap which became famous. Petty Officer Atkins, who followed him, fell short, and hung by his hands until Turner heaved him on deck. The two quickly made fast a hemp hawser from *Cossack's* fo'c's'le, and the rest of the party scrambled across.

When Turner arrived on *Altmark's* bridge he found the engine telegraphs set to full speed in an endeavour to force *Cossack* ashore. On Turner's appearance, the captain and others surrendered, except the third officer, who interfered with the telegraphs, which Turner had set to stop. Turner forbore to shoot him.

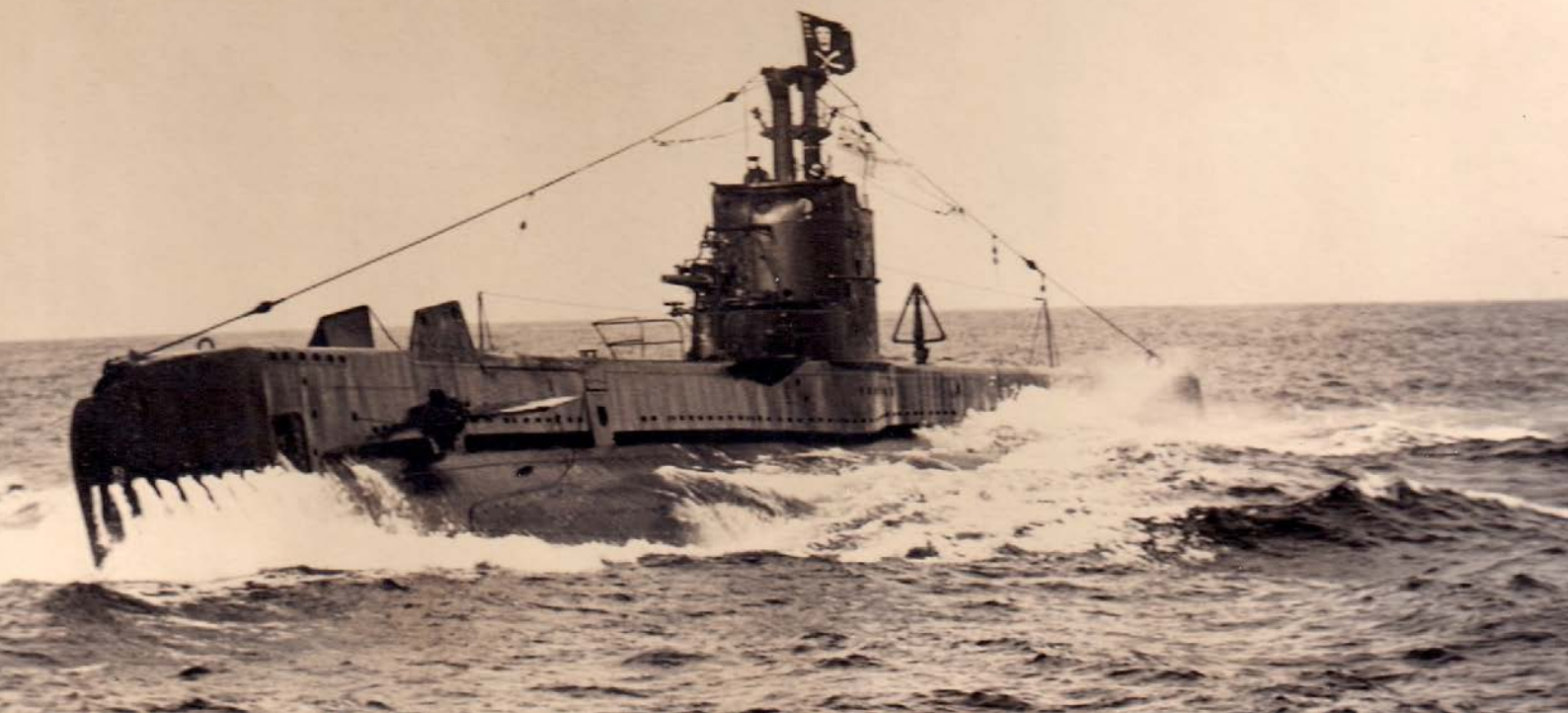
It was now clear that as a result of her manoeuvres *Altmark* would ground by the stern, which she did, but not before *Cossack*, the boarding party all being transferred, had cast off, to avoid the same fate.

It was expected, with the surrender of the German captain, that the release of our prisoners would be a drawing-room affair. That this was not so was due to the action of a member of the armed guard which *Graf Spee* had put aboard. He gratuitously shot Gunner Smith, of the boarding party, in an alleyway. This invoked retaliation, upon which the armed guard decamped; they fled across the ice, and began to snipe the boarding party from an eminence on shore. Silhouetted against the snow they made easy targets, and their fire was quickly silenced by Turner and his men.

In the end German casualties were few, six killed and six badly wounded. The boarding party had none, save unlucky Gunner Smith, and even he was not fatally wounded.

Resistance overcome, Turner was able to turn to the business of





H.M. Submarine "Saracen"

the day. The prisoners were under locked hatches in the holds; when these had been broken open Turner hailed the men below with the words: "Any British down there?" He was greeted with a tremendous yell of "Yes! We're all British!" "Come on up then," said Turner, "The Navy's here!"

I received many letters from the public after this affair: a number wrote to say that, as I had failed to shoot, or hang, the captain of *Altmark*, I ought to be shot myself.

In point of fact Vian and his men were hailed as heroes the land over, Winston Churchill setting the pace with mention of their exploits in an address to veterans of the Battle of the River Plate at the Guildhall just four days after the *Altmark* had been boarded:

"To the glorious action of the Plate there has recently been added an epilogue - the rescue last week by the *Cossack* and her flotilla - under the noses of the enemy, and amid the tangles of one-sided neutrality - the rescue of British captives from the sunken German raider - your friend, the one you sunk. Their rescue at the very moment when these unhappy men were about to be delivered over to indefinite German bondage, proves that the long arm of British sea power can be stretched out, not only to foes, but also to faithful friends. And to Nelson's immortal signal of 135 years ago: 'England expects that every man will do his duty' - there may now be added last week's not less proud reply: 'The Navy is here!'"

Vian and Turner were awarded the D.S.O., two officers the D.S.C., and eight ratings the D.S.M., including Bennett, who, in common with four of those decorated, had been removed to the *Cossack* from *Aurora* to assist at the boarding of the *Altmark*.

In November 1941, Bennett transferred to the Submarine Branch and, following an appointment aboard the P. 247 in the period June to August 1942, joined the *Saracen*.

#### H.M. Submarine *Saracen*

Bennett was awarded a Bar to his D.S.M. for his services as gunlayer in *Saracen* during several war patrols in the Mediterranean in 1943, and was in fact still aboard her when she was sunk by the Italian corvette *Minerva* off Corsica on 14 August 1943. He would earlier have been present in her successful encounter with the Italian submarine *Granito* off Cape San Vito on 9 November 1942, when three of *Saracen's* torpedoes found their mark from a range of 800 yards. But, as stated, it was for his work in the following year, when the *Saracen* formed part of the 8th Submarine Flotilla, and was commanded by Lieutenant M. G. R. Lumby, D.S.O., D.S.C., that he won his D.S.M., a well-merited award judging by the events of one of her patrols in July 1943.

On 6 July 1943, *Saracen* was patrolling to the west of the island of Monte Cristo when she attacked and sunk the Italian steamer *Tripoli*, as a result of which the enemy corvettes *Danaide* and *Cormorano* set off in pursuit of her. Five days later, after numerous A/S sweeps, the pair of them finally caught up with their quarry off Bastia, and the *Danaide* delivered a devastating depth-charge attack. Lumby saw her through his periscope approaching at speed but managed to get the *Saracen* down to 300 feet by the time the depth-charges had started to detonate. Luckily for everyone aboard, aircraft appeared on the scene and drove the Italians away, allowing Lumby to carry out emergency repairs and to continue the patrol, and add the German steamer *Tell* to his mounting tally of victims. Yet again, however, the



## Naval Medals From the Collection of the Late Jason Pilalas

enemy responded in kind, and *Saracen* sustained further damage, so much so that it was a very relieved crew that crept into Algiers on the 20th.

*Saracen* departed on her final patrol on 6 August 1943, arriving off Bastia on the 13th, where Lumby stalked what appeared to be a large merchant ship but was in fact the deceptive silhouette of a factory and chimney in the harbour; during that period an Italian seaplane landed with its floats astride the *Saracen's* periscope 'but no-one seemed to suspect our presence'. Compelled to surface that evening to charge batteries, under a full moon and in a glassy still sea, *Saracen* was spotted by two Italian Corvettes, the *Minerva* and the *Euterpe*. Lumby takes up the story:

'After a short time one of the vessels came in to attack and dropped its carpet of 36 depth-charges. All seemed close, but the last one made the boat whip alarmingly, a lamp bulb landed in my coffee and the steering wheel sheared off. Then a report came that the after ends had been evacuated (the watchkeeper in the after ends left so quickly that he could not give a description of the damage). Attempts to get back into the after ends were unavailing, they being full of water; otherwise all systems appeared to be functioning correctly. The boat of course assumed a considerable bow-up angle. We attempted to correct this with main ballast trimming but it was not very successful. We porpoised up and down and used up a lot of air ... I was quite determined not to be sunk on Friday 13th. Once it was past midnight I began to wonder how long we could continue porpoising up and down. I was kept informed of the HP air situation. Fairly soon, I have no idea how long as it seemed ages, I decided we were on a losing game. Hands were ordered to muster in the control room with D.S.E.A. Sadly many of the D.S.E.A. burst on being inflated. I suppose twelve months in the Mediterranean had caused them to perish. Those without D.S.E.A. were told to hold on to men with D.S.E.A. when they got into the sea. Everyone was told to gather on the casing and jump into the sea together when the main vents were opened. The order to surface was given at 400 feet. It seemed to take a very long time and a lot of HP air before the depth-gauges started moving in the right direction. Once started the gauges moved very fast ... My Italian captors told me afterwards that we cleared the sea like a salmon leaping. A marvellous sight in the full moonlight. I came up the tower last, having opened the main vents, and was relieved to see that the boat was diving. Everyone had jumped off the casing but there were still three figures on the bridge. Then we four jumped. The sea was very warm ...'

As related by another crew member, Stoker E. Metcalfe, *Saracen* came under heavy fire from the *Minerva's* 5-inch guns and

machine-guns, until such stage the Italian captain was convinced that the British crew was abandoning ship:

'On getting into the conning tower I experienced a tremendous blast of air. Looking over the top I saw it was as colourful as Blackpool. Tracer coming from all over the place. I jumped on top of the conning tower and, seeing people lying on the saddle tanks, I decided to dive off the top of the conning tower and get away from the saddle tanks. The next thing I knew there were crew all over me. Eventually I was picked up by a boat ... I had climbed aboard [the Italian ship] and was walking along a passage when I caught myself in a mirror. I was covered head to foot in blood. I looked like a Red Indian. I hadn't realised I'd been hit. They sat me down and gave me a cigarette; then they began pulling bits of 20mm. shrapnel out of me all over the place.'

### Escaper

In addition to those wounded, two of *Saracen's* crew were lost without trace, but Bennett would appear to have survived the ordeal unscathed, and in common with his fellow crew members, was interned at Campo No. 1 Marina at Manzianna, where all were routinely interrogated and had their heads shaved. And in common with fellow *Saracen* hands at the time of the Italian capitulation, he made a bid for freedom in September 1943, a gallant and protracted effort that witnessed him being at large until re-captured in Rome in April 1944. In the interim, in co-operation with Italian partisans, he assisted in setting fire to a German A.A. crew's billet and in blowing up a German petrol wagon (his P.O.W.'s debrief refers). Removed to a new camp at Laterino, near Florence, Bennett made another bid for freedom in June 1944, when he jumped from a German transport vehicle in the company of a British Army Sergeant, but they were re-captured three days later. Finally, in April 1945, and having been transferred to Marlag und Milag Nord, Tarnstedt, he 'hid' for ten days to prevent yet further transfer by the Germans. He was liberated later that month. Interestingly, four of *Saracen's* crew were subsequently mentioned in despatches for just gallant escape work, one of them posthumously after being shot by a German guard. For his own part, Bennett returned to the Submarine Service in July 1945 and was discharged ashore at the end of the same year.

Sold with a quantity of original documentation and photographs, the former including Buckingham Palace forwarding letter for the recipient's D.S.M. and an Admiralty letter informing his wife of the award of the Bar, and three wartime photographs.

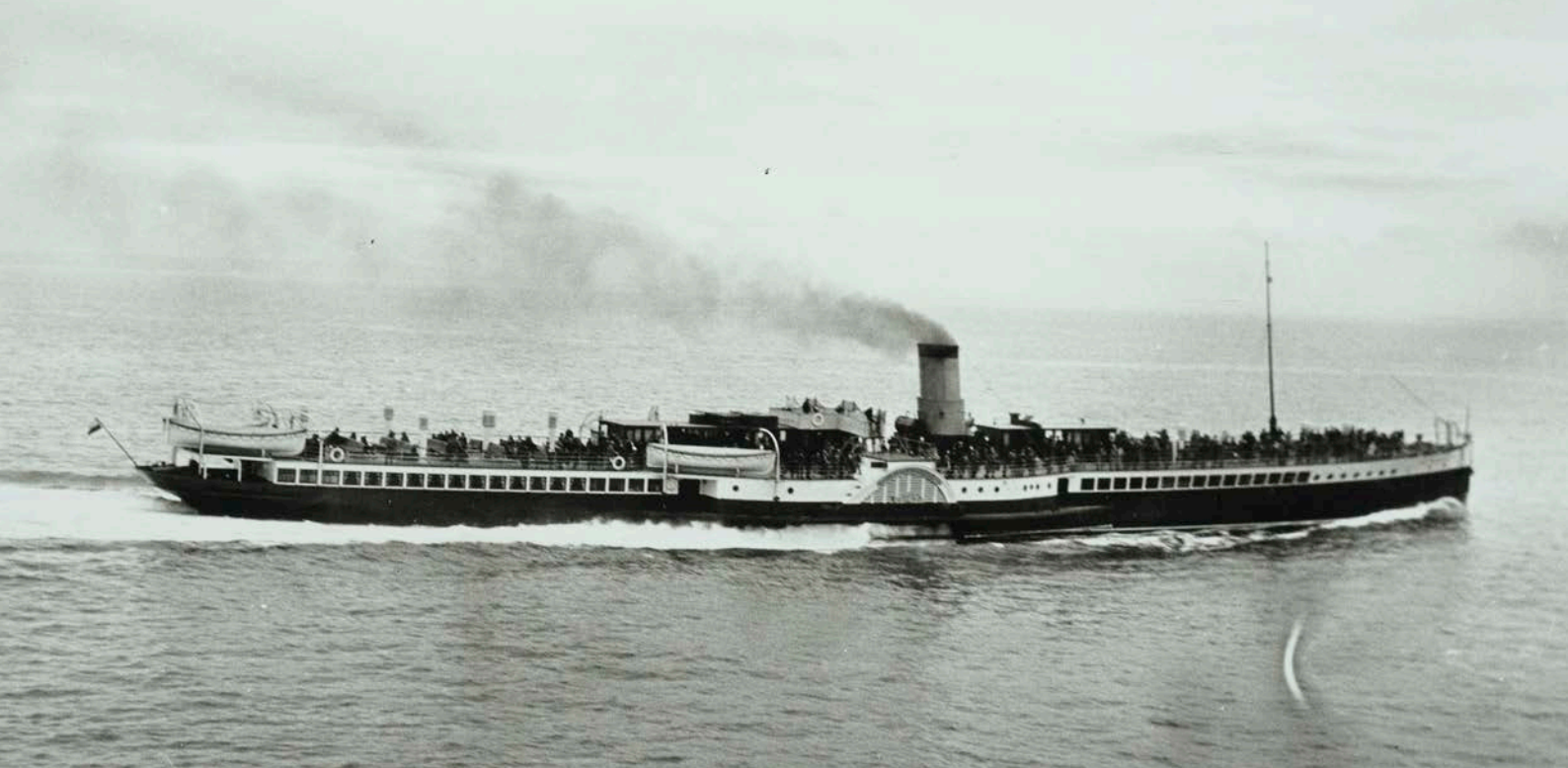


199 x

The rare Second War D.C.M. group of five awarded to Corporal L. W. Goddard, 34th (The Queen's Own Royal West Kent) Anti-Aircraft Battalion, Royal Engineers, decorated for his gallant defence of the Thames paddle steamer H.M.S. *Crested Eagle* at Dunkirk in May 1940

Distinguished Conduct Medal, G.V.I.R. (2039296 Bmbr. L. W. Goddard, R.A.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, mounted as worn, *nearly extremely fine* (5)

£14,000-£18,000



The paddle steamer "Crested Eagle"

Abbott & Tamplin state in *British Gallantry Awards* that two - possibly more - D.C.Ms were awarded for services at sea during the Second World War.

D.C.M. *London Gazette* 26 September 1940:

'For gallant and distinguished services.' The original recommendation states:

'Corporal Goddard was in charge of a detachment of his unit on board H.M.S. *Crested Eagle* and showed exceptional initiative and coolness under fire during several aircraft attacks which finally resulted in the destruction of the ship.

Corporal Goddard manned the Lewis guns after the original gunner had been wounded and the ship was on fire and assisted to keep off further attacks. He showed great courage and devotion to duty in attempting to help evacuate wounded from below decks and when the ship was on fire and in the process of being abandoned.'

**Lewis Walter Goddard** was a pre-war Territorial who was serving in the 34th (Queen's Own Royal West Kent) Anti-Aircraft Battalion, R.E., at the time of the above deeds. However, when the award was gazetted, he had transferred to the Royal Artillery.

Of an estimated 600 troops embarked in *Crested Eagle*, some 300 are believed to have perished. Her fate is described in Walter Lord's *The Miracle of Dunkirk*:

'The men turned back again, most of them boarding the steamer *Crested Eagle*, which lay just astern of the unlucky *Fenella*. A big wooden paddle- steamer, the *Crested Eagle* was a familiar sight to many of the troops. In happier days she had taken them on excursions up and down the Thames. Going aboard her was almost like going home. By 6 p.m. her decks were packed with 600 men, including a number of bedraggled survivors from the *Grenade* and *Fenella*.

Commander Clouston gave the signal to get going, and *Crested Eagle*'s big paddle wheels began churning the sea. Swinging clear of the mole, her skipper Lieutenant B. R. Booth headed east along the coast, planning to go home via Route Y.

It didn't take long for the Luftwaffe to find her. Standing by one of the paddle boxes, Chief Stoker Brown, safely off the *Grenade*, once again her the familiar screech of a Stuka's bombs. It landed with a

crash in the main saloon, sending tables, chairs and bodies flying.

A deck below, Gunner Chandler, just off the *Fenella*, was watching the engines when the explosion came. It blew him along the deck until he hit the end bulkhead.

On the bridge, Lieutenant Booth noted that the paddles were still working, so he tried to hold his course. Maybe they could get out of this yet.

No such luck. The whole after end of the vessel was burning, and the engineer Lieutenant Jones came on the bridge to report that he couldn't keep the paddles going much longer. Booth decided to beach the ship, and turned toward shore opposite the big sanitarium at Zuydcoote, just short of Bray Dunes. On the beach the troops momentarily forgot their own troubles as they watched this blazing torch of a boat drive hard aground.

"Get off, mate, while you can," a seaman advised Gunner Chandler as he stood uncertainly by a rail. Chandler decided it was good advice; he took off his shoes and jumped. There were other ships around, but none near, so he swam to the beach. It was easy; he had a life jacket and even managed to tow a non-swimmer along.

Once ashore he discovered for the first time how badly burned he was. In the excitement he hadn't noticed that the skin was hanging in shreds from both of his hands ... '

In *Dunkirk - Storms of War*, David Thomas refers to ships trying to close the *Crested Eagle* to take off survivors, but they were driven back by the tremendous heat:

'As the ship settled ... the survivors scrambled over the side and fell into the sea among the bodies and floating debris and began to fight their way to the beach they had only just left ... Behind them, *Crested Eagle* was already a red-hot hulk, and bodies, charred or covered in oil, floated round her in the moving tide, watched by the bedraggled and exhausted survivors huddled on the beach with the burned, scalded and wounded they dragged ashore.'

The hulk of the *Crested Eagle* is still visible at low tide on Zuydcoote beach to this day.

Sold with several contemporary picture postcards of the *Crested Eagle*, a copy of the book *Down the River to the Sea*, and a quantity of copied research.







## 200 x

The important Second War K.C.B., C.B.E., Royal Visit M.V.O. group of twenty-one awarded to Admiral Sir William Tennant, Royal Navy

After playing a pivotal role in Operation 'Dynamo' in 1940, when he was the Senior Naval Officer ashore at Dunkirk and the last to depart the beleaguered port, he likewise played a vital role in the planning and execution of Operation 'Neptune' in 1944, not least in the deployment of the Mulberry Harbours and 'Pluto' pipelines

In the interim, he served as captain of H.M.S. *Repulse* in the Far East, up until her famous loss to Japanese aircraft in 1941, on which unhappy occasion he determined to go down with his ship, but three of his officers pushed him bodily off the bridge and over the side

The Most Honourable Order of the Bath, K.C.B. (Military) Knight Commander's set of insignia, comprising neck badge, silver-gilt and enamels; and breast star, silver, with gold and enamel appliqué centre; The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 2nd type neck badge, silver-gilt and enamels; The Order of St. John of Jerusalem, Knight of Grace's set of insignia, comprising neck badge and breast star, silver and enamel; The Royal Victorian Order, M.V.O., Member's 4th Class breast badge, silver-gilt and enamels, the reverse numbered '1189'; 1914-15 Star (Lieut. W. G. Tennant, R.N.); British War and Victory Medals (Lieut. W. G. Tennant, R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (Capt. W. G. Tennant, M.V.O. R.N.); 1939-45 Star; Atlantic Star; Africa Star, 1 clasp, North Africa 1942-43; Pacific Star; Italy Star; War Medal 1939-45; Jubilee 1935; Coronation 1937; Coronation 1953; **France, Third Republic**, Legion of Honour, Officer's breast badge, silver-gilt and enamels; Croix de Guerre 1939, with palm; **Greece, Kingdom**, Order of George I (Military), 2nd Class set of insignia by Spink, London, comprising neck badge and breast star, silver-gilt and enamels, *red enamel in centre of badge badly chipped*; **United States of America**, Legion of Merit, Commander's neck badge, silver-gilt and enamels, suspension loop numbered '385', mounted court-style where appropriate, together with related mounted group of twenty miniature medals (not including Greek Order), *generally good very fine or better* (24) £8,000-£10,000

*Provenance:* Spink, December 1997, when the Greek insignia was incorrectly described as that of the Order of the Phoenix.

K.C.B. *London Gazette* 18 December 1945: 'For distinguished service throughout the War in Europe.'

C.B. *London Gazette* 7 June 1940: 'For good services in organising the withdrawal to England under fire and in the face of many and great difficulties of 335,490 officers and men of the Allied Armies, in about one thousand of His Majesty's Ships and other craft between the 27th May and 4th June 1940.'

The original recommendation states:

'For distinguished service as Senior Naval Officer on shore at Dunkirk during the evacuation of the British Expeditionary Force and part of the French Army. His excellent liaison with the French authorities enabled the drawn-out process of embarkation, both from the breakwater and the beaches, to be carried out to the best possible advantage. This work was carried on throughout the whole period of nine days under the strain of continuous bombardment both from the air and land.'

C.B.E. *London Gazette* 28 November 1944: 'For distinguished services in operations which led to the successful landing of Allied Forces in Normandy.'

The original recommendation states:

'Rear-Admiral Tennant was the Flag Officer placed in charge of the operations connected with the construction of the artificial harbours and craft shelters, known collectively as 'Mulberries' and 'Gooseberries'. Nothing of this extent and nature has ever before been attempted, even in times of peace, and for the work to be successful called for great powers of organisation, combined with initiative, resource and seamanlike skill of a very high order, all of which was forthcoming in full measure.

In addition to this task Admiral Tennant was charged with the responsibility for co-ordinating all the multifarious towing requirements connected with the operation, extending over a period of several months, as well as for other tasks in all of which he was supremely successful. His tact, patience and charm of manner





overcame many difficult situations and gained of him the universal support of the heterogeneous collection of individuals comprising the organisations which he had formed and over which he so effectively presided. I have no hesitation in stating that the very satisfactory maintenance of the Allied Armies in France was due in large measure to the successful work of Admiral Tennant and his organisation.'

M.V.O. *London Gazette* 10 November 1925: 'On the occasion of the visit of His Royal Highness the Prince of Wales to Africa and South America.' Greek Order of George I *London Gazette* 15 April 1947: 'For valuable services to the Royal Hellenic Navy during the war in Europe.'

U.S.A. Legion of Merit *London Gazette* 15 October 1946: 'For services to the United States of America during the war.'

His French Legion of Honour and Croix de Guerre are also verified and were for services on the Staff of the C.-in-C. of the Allied Expeditionary Force in the liberation of France. The original recommendation (ADM 1/16697) states:

'As a member of Admiral Sir Bertram H. Ramsay's staff, he played an important part in the preparation and, especially, in the execution of the operations of disembarkation in Normandy on 6 June 1944 and the days immediately following, thus effectively participating in the liberation of a portion of French territory.'

**William George Tennant** was born at Upton-on-Severn on 2 January 1890, the son of an army officer, and was educated at Hanley Castle Grammar School prior to entering the Royal Navy as a Cadet in *Britannia* in May 1905. Subsequently confirmed in the rank of Sub. Lieutenant in December 1909, and advanced to Lieutenant in June 1912, he specialised in navigation.

During the Great War he served in the Harwich Force, in the

destroyers *Lizard* and *Ferret*, and afterwards in the Grand Fleet in the cruisers *Chatham* and *Nottingham*, and he was present at the latter's loss on 19 August 1916, when she was torpedoed in the North Sea by the U-52, with a loss of 38 men.

Having ended the war in the cruiser *Concord*, Tennant was next appointed to the royal yacht *Alexandra*, in which role he made a good impression, for, in September 1921, as a recently promoted Lieutenant-Commander, he joined the battle cruiser *Renown* as navigating officer for the Prince of Wales's royal tour to India and Japan. That too clearly went well, for he was subsequently appointed navigating officer of the *Repulse* for the Prince's tour to Africa and South America in 1924-25. He was advanced to Commander and appointed a Member of the Royal Victorian Order (M.V.O.).

Royal service aside, Tennant gained valuable experience in the Operations Division of the Admiralty in the mid-20s, toured the Mediterranean as executive officer of the cruiser *Sussex* in 1929-30, and was advanced to Captain on the staff of the R.N.C. Greenwich in December 1932. Another tour in the Mediterranean having ensued, in command of the cruiser *Arethusa*, he was appointed Chief Staff Officer to First Sea Lord Sir Dudley Pound in August 1939.

#### *Operation 'Dynamo'*

With the advent of the German *Blitzkrieg* in May 1940, and the rapid retreat of the B.E.F. to Dunkirk, Tennant was called to the Dover naval base Lynx, under Vice-Admiral Bertram Ramsay. The latter had been given the unenviable task of organising the evacuation of the B.E.F. and he needed a competent, senior officer on the ground to oversee the operation, namely the embarkation of tens of thousands of troops.

Tennant was duly appointed Senior Naval Officer, Dunkirk and, with a party of eight officers and 160 ratings, crossed the Channel in the destroyer *Wolfhound*. Over the next few days, he and his team performed magnificently, under fire and in the face of huge challenges, so much so that ultimately 338,000 British and allied troops were evacuated from the port's mole and surrounding beaches.

In a hurried conference at Dunkirk's Bastion No. 32 on 1 June, Rear-Admiral W. F. Wake-Walker, who had charge of all surface vessels, updated Tennant on the losses incurred since 27 May. They were severe indeed and it was agreed that no further operations should take place in daylight along the beaches. Even so, a further 30,000 men were evacuated in the hours of darkness on 2 June. On that date, Tennant is said to have scoured the dunes with a loud hailer, seeking any stragglers, prior to joining Major-General H. Alexander in a motor boat to tour the harbour for a final time. At 11.30 p.m., after no stragglers were forthcoming, Tennant sent Dover one of the most memorable signals of the war: 'B.E.F. evacuated ...'

Much lauded for his inspiring role in 'Dynamo's' success, he was afforded the sobriquet 'Dunkirk Joe' and awarded the C.B.; in Christopher Nolan's award-winning film 'Dunkirk', actor Kenneth Branagh drew on Tennant's example for his part as 'Commander Bolton.'

#### *Loss of the Repulse*

Tennant had little time to rest on his laurels, however, for in the immediate wake of 'Dynamo' he was appointed to the command of the battle cruiser *Repulse*.

In late 1941, Churchill decided to send a brace of capital ships and an aircraft carrier to Singapore to deter anticipated Japanese aggression. And so, in November, the *Repulse* joined-up with Admiral Tom Phillips's flagship the *Prince of Wales* at Ceylon to form



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Force Z; the aircraft carrier *Indomitable* was delayed elsewhere but the two capital ships had a destroyer escort. And their subsequent arrival in Singapore on 2 December was much welcomed on account of concerns of a Japanese invasion. That invasion, albeit to the north on the shores of the Kra Peninsula, commenced just five days later.

Admiral Phillips hastily convened a meeting aboard the *Prince of Wales*, where he informed the gathered throng that he intended to sail that evening with *Repulse* and four destroyers to counter the enemy's landings. Force Z duly sailed as planned, Tennant's order of the day to his ship's company stating, 'We are off to look for trouble. I expect we will find it.' Phillips, meanwhile, received a worrying radiogram from Air Vice-Marshal Pulford, informing him that the vital air cover he required could no longer be provided, as his forward bases were already under attack. Then on the evening of the 9th, another signal arrived from Singapore, confirming the Japanese had now landed at Kuantan, about half-way down the Malay peninsula. Phillips therefore set Force Z on course for Kuantan, but failed to notify Singapore of his decision.

Force Z had earlier been spotted by the Japanese submarine *I-65*, and on the morning of the 10th the crew of a Mitsubishi reconnaissance bomber also picked up the force. The latter remained in contact and broadcast a directional signal that others could follow, thereby guiding in the first attack by nine enemy aircraft at 1113 hours. Two of their bombs straddled *Repulse* and a third crashed through the hangar, setting alight the ship's Walrus aircraft and causing casualties; the Walrus was pushed over the side.

*Repulse's* gunners had performed well, five of the attacking aircraft sustaining damage. So had Tennant, who skilfully manoeuvred *Repulse* to avoid both bombs and torpedoes. He also took it upon himself to break radio silence and contact Singapore: 'Enemy aircraft bombing'. As a result, six ancient Buffalo aircraft were scrambled but there was no time for them to intercept.

Nine aircraft of the enemy's Kanoya Group now arrived on the scene, and they scored a telling hit on the *Prince of Wales*, crippling her rudder and flooding her engine room. Tennant had just signalled his consort: 'We have dodged 19 torpedoes so far, thanks to providence.' But providence's shield was about to be penetrated by a synchronised pincer attack from 17 Mitsubishi torpedo bombers. Once again, *Repulse's* gunners rose to the occasion, downing two of them and severely damaging others, but at least five torpedoes found their mark: one jammed the rudder, another exploded near her bow, and three more smashed home broadside, two on the port side and one on the starboard.

*Repulse* was doomed and Tennant ordered everybody on deck in readiness to abandon ship. Then, in a final address from the bridge, over the loudspeaker, he thanked his crew: flyou've put up a good show. Now look after yourselves and God bless you." Having then resigned himself to a watery grave, he was confronted by three of his officers, pleading with him to save his own life. Tennant smiled, shook his head, and told them, "Off you go now. There's not much time." Convinced their captain had no intention of budging, the three officers chose to push him bodily off the bridge and over the side, themselves following in quick succession. It was a timely departure, for at 1223 hours *Repulse* listed severely to port, capsized, and went down by the stern, taking with her over 500 officers and men. Mercifully, the destroyers *Electra* and *Vampire* steamed to the rescue of those in the water, Tennant among them.

The *Prince of Wales* had likewise succumbed to multiple torpedo strikes, in her case with a loss over 300 officers and men, including

Admiral Phillips. When the survivors of both ships were paraded at Singapore, it was Tennant, as senior surviving officer, who addressed them. He told them that he had been ordered home to explain the disaster and that he would do all within his power to seek their earliest return too. He was cheered off the parade ground and reached England within a few days, where he was absolved of any blame in the disaster.

### *Madagascan interlude*

Advanced to Rear-Admiral in February 1942, he served as Flag Officer, China for a month or two, prior to gaining appointment as Commanding Officer of the 4th Cruiser Squadron. It was in this capacity that he had charge of the naval operations covering the occupation of Madagascar in 1942-43, including Operation 'Stream, Line & Jane', the British landings at Majunga on the north-west coast of the island on 11-12 September 1942. He was mentioned in despatches (*London Gazette* 23 February 1943, refers).

### *Operation 'Neptune'*

Having then served as Second-in-Command of the Eastern Fleet, Tennant returned home in January 1944, where he joined the staff of the Allied Naval Commander Expeditionary Force (ANCF).

It was the commencement of a highly important role in support of Operation 'Neptune', not least in respect of his work in assembling the Mulberry harbours and the laying the 'Pluto' fuel pipelines between England and France. Both projects were crucial to the success of the Normandy landings, and he proved instrumental in getting things done.

There are plenty of references to his leadership in both projects, but rather an entertaining one concerns the matter of secrecy, as recalled by his assistant Captain Harold Hickling, R.N.:

'As D-Day approached, life became more and more hectic. It was a good thing Bill [Tennant] and I were of the sanguine type not given to worrying, introspection or crossing our bridges before we came to them. I don't think it ever occurred to either of us that the Mulberry could fail, not that so vast and so unusual an operation - the like of which the world had never known - was anything more than routine stuff. It was as well ... for every now and then there would be a crisis.

For instance, a week or so before D-Day, I went down to Selsey, where Burgess Watson, a retired Admiral, who lived in a houseboat at Bosham was in charge. 'Burgoo' greeted me with a face like a sea-boot. "The worst has happened!" "Tell me!" flyou know those sealed secret packets issued to every tug skipper, and marked in large letters: not to be opened without orders?" Well one bloody fool has opened his and there are the Normandy beaches as large as life!" Even my cast iron tummy gave a turn, for the gaff could easily have been blown, and all our security measures to spring a surprise on the enemy undone. I shuddered at the thought of the carnage on those beaches had the Germans got an inkling. I sped back and broke the news to Bill. Admiral Tennant's face remained impassive. He picked up the telephone. "Give me 'Tugs' ... Is that you, Loveland? [The American tug specialist, Mr. Samuel Loveland]. I want you to issue every tug with all the charts covering the French coast, from Brest to the straits of Dover." By next day, each one of those hundred tugs had a sheaf of charts - and the crucial one was just one of a dozen.'

Tennant was created C.B.E. in November 1944.

### *Final honours*

In October 1944, he was appointed Flag Officer Levant and Eastern Mediterranean, in which post he was still serving on his

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advancement to Vice- Admiral and appointment to K.B.E. in 1945. His extraordinary contribution to the war effort was additionally recognised by our American, French and Greek allies.

Having then held the post of Senior British Naval Officer and Flag Officer Liaison Middle East at Alexandria in 1946, he served as C-in-C. of the America and West Indies Station in 1946-49, in which period he was advanced to Admiral.

Placed on the Retired List in August 1949, Tennant settled in Worcester on his retirement, where he served as Honorary Colonel

of the Worcestershire Hussars, R.A.C. (T.A.) 1952-67 and as the county's Lord Lieutenant from 1950. Otherwise occupying himself with charitable causes – he was onetime Chairman of King George's Fund for Sailors and a Knight of Justice of the Order of St. John – he died in July 1963.

Sold with a quantity of uniform tunic ribands and several lapel badges, the latter including Comrades of the Great War; R.N.O.C.A.; British Legion (2),



## 201 x

**The posthumous Lloyd's War Medal for Bravery at Sea awarded to 18 year old Radio Officer M. R. Gerard, Merchant Navy, whose ship fell victim to the U-Boat Ace Gunther Prien of *Royal Oak* fame: Gerard refused to leave his post, transmitting S.O.S. signals to the end, in company with his 16 year old assistant**

Lloyd's War Medal for Bravery at Sea (Radio Officer M. R. Gerard, S.S. "Empire Toucan", 29th June 1940) in its fitted case of issue, with M.I.D. oak leaf for King's Commendation, extremely fine, the inside lid of the case of issue with ink inscription to white silk lining £2,000-£2,400

Lloyd's War Medal for Bravery at Sea Lloyd's *List and Shipping Gazette* 13 May 1941:

'The ship, which was unarmed, was attacked by shellfire from an enemy submarine, and the crew were told to take to the boats. Although ordered by the master and the first mate to leave the ship, the radio operator and his assistant refused to do so and continued to send out the S.O.S. The boats were just clear when the submarine, which had now surfaced, fired a torpedo which sank the ship, and the two radio officers went down doing their duty. The others were saved.'

King's Commendation (Posthumous) *London Gazette* 4 February 1941.

**Max Reginald Gerard**, who was born in London in June 1922, originally joined the Merchant Navy as a Radio Operator in the course of 1938, with an appointment in the *Aquitania*. The advent of hostilities saw him serving in a similar capacity in the S.S. *Justitia*, following which, in June 1940, he joined the *Empire Toucan*. As related above, she was shelled and torpedoed by the U-47 on the 29th of the same month, when sailing off the coast of Portugal.

Reference to the final moments of the gallant Gerard, and his assistant, Campbell, may be found in a contemporary newspaper report, "Radio Boys Died - Saved 31":

'Two boy radio operators gave their lives to save their crew of the cargo steamer *Empire Toucan*, sunk by a U-Boat in the Atlantic. "We are just trying to make sure our S.O.S. is being heard. Give our love to the boys," said one of them, Max Gerard, aged eighteen, of London, to an officer who told them the ship was being abandoned. "We will be seeing you soon - we hope," added Gerard. He and his sixteen year old junior operator, named

Campbell, of Blackburn - went down with the ship as a U-Boat shell hit the radio cabin. But their message was picked up by a ship which rescued their thirty-one mates. They were landed in England yesterday. An officer told the *Daily Mirror*: "I was the last to see Gerard and Campbell alive. They were sitting calmly in their cabin smoking cigarettes as I ran past the door. I shouted that the order had been given to abandon the ship but Gerard just smiled and said: "We are just trying to make sure we are being heard." I had only just got into the lifeboat when the submarine fired another shell and that must have killed them both.' '

Interestingly, U-47's commander was Kapitain Gunther Prien, who in the previous October had sunk the *Royal Oak* at Scapa Flow. On that occasion, not surprisingly, the Nazi U-Boat ace fled the scene of his success as quickly as possible, but, as made clear by *Empire Toucan's* Master's report, he was under no such pressure on 29 June 1940:

'All this time the submarine was in sight, just cruising from the starboard quarter to the port quarter across the stern. She came over to my lifeboat and asked me the name of my ship. As he had no doubt been able to ascertain that fact for himself already, having never at any time been any great distance away from us, I told him. He asked if everybody was all right and I told him that two were missing, at that time not knowing there was a third. He also enquired if there were any injured and I told him no. He did not enquire how we were provisioned, and offered us nothing in the way of supplies ...'

Sold with one or two wartime photographs and the newspaper cutting reporting on the loss of the *Empire Toucan* and her two gallant 'Radio Boys'.





202 x

**The Mercantile Marine B.E.M. group of six awarded to Mr Rowland Goldman, Quartermaster in the S.S. *Makalla* when she was sunk by enemy action in August 1940**

British Empire Medal (Civil) E.II.R. (Rowland Goldman); 1939-45 Star; Atlantic Star; Africa Star, 1 clasp, North Africa 1942-43; Burma Star; War Medal 1939-45, together with commemorative medal issued by Thos. & Jno. Brocklebank Ltd., Liverpool, to the crew of the S.S. *Makalla* which was sunk by enemy action on 24 August 1940, silver and enamels, *this last with damage to enamel, otherwise extremely fine and rare* (7) £600-£800

B.E.M. *London Gazette* 14 June 1969: 'Mr Rowland Goldman, Quartermaster, S.S. "Makrana":' The Cunard Brocklebank letter of congratulation states:

'Your record since you joined the Company on the 11 Oct 1937 has been completely unblemished and you were serving as quartermaster in the 'Makalla' when in 1940 she was sunk by enemy action. This is a wonderful record and one of which you may justly feel very proud.'

**Rowland Goldman** served with the shipping company, Thos. & Jno. Brocklebank Limited, from 11 October 1937. He was Quartermaster aboard the S.S. *Makalla* when, on 24th August 1940, she was sunk by enemy aircraft soon after commencing her voyage from London to Calcutta with a general cargo of 2500 tons. The *Makalla* was a Defensively Equipped Merchant Ship armed with one 12-pounder, one 4.7 inch gun and a Hotchkiss gun, and carried a compliment of 87 officers and crew, including one naval gunner.

The lot is sold with the following original documentation: Award letter from Thos. & Jno. Brocklebank Ltd. (29 October 1940) for their commemorative medal; Award letter from Downing Street for the B.E.M. (10 June 1969); Letter of congratulations from Cunard Brocklebank (20 June 1969); Two Board of Trade letters regarding the investiture; named Buckingham Palace forwarding letter for the B.E.M.; and a copy of the report submitted by Captain A. S. Bain, Master of the S.S. *Makalla*.



## 203 x

The Second War 1940 operations D.S.M. group of nine awarded to Lieutenant (S.C.C.) J. Derrick, Royal Naval Volunteer Reserve, late Royal Navy, who was serving in H.M.S. *Javelin* when she was severely damaged by torpedo attack in November 1940, with Lord Mountbatten aboard in his capacity as Captain (D.), and survived 24 hours on a raft after the loss of the *Wild Swan* to enemy bombers in the Bay of Biscay in June 1942: he had earlier been awarded the Greek Medal of Military Valour for his part in the Chalcidice earthquake relief operations in 1932

Distinguished Service Medal, G.V.I.R. (JX. 130198 J. Derrick, L. Smn., R.N.); 1939-45 Star; Atlantic Star; Africa Star; Italy Star; Burma Star; War Medal 1939-45; Greece, Medal of Military Valour, 4th class; Cadet Forces Long Service, E.I.I.R. (Lieut. (S.C.C.) J. Derrick, D.S.M., R.N.R.), mounted as worn, *the first officially corrected in places, very fine and better* (9) £2,400-£2,800

D.S.M. *London Gazette* 1 January 1941.

**John Derrick** was born in Bath, Somerset in August 1911 and entered the Royal Navy as a Boy 2nd Class in May 1927. Advanced to Able Seaman in November 1930, he was serving in the repair ship H.M.S. *Resource* at the time of the Chalcidice earthquake, and was awarded the Greek Medal of Military Valour for his part in the relief operations, having 'Rendered valuable services and granted permission to wear the Greek Cross of Valour, Class IV, for relief work after the earthquake in Chalcidice, 1932'. Derrick, who qualified as a diver while aboard *Resource*, also appears to have been awarded the Hellenic Red Cross Medal, or certainly a related Certificate of Commendation (see below).

### *Javelin*

An Acting Leading Seaman in the destroyer *Javelin* on the outbreak of hostilities, under Commander A. F. Pugsley, R.N., he was present in operations off Norway and Dunkirk, early actions that no doubt contributed to the award of his D.S.M., but it was following his deeds that November, when *Javelin* was severely damaged by two torpedo strikes, while engaging enemy

destroyers in the Channel, that his decoration was confirmed. As it happened, and as was his want in the absence of the *Kelly* undergoing repairs, Lord Mountbatten was aboard in his capacity as Captain (D.), 5th Destroyer Flotilla. Christopher Langtree's definitive history, *The Kelly's*, which includes two spectacular images of the damaged *Javelin*, takes up the story:

'As they turned the British ships lost the targets on their directors and steamed right into the paths of torpedoes launched by the German ships. Most missed but two torpedoes hit *Javelin* in the bow and stern. The first hit almost blew the stern off up to Station 64 and ignited the oil tanks. The stern dropped off two minutes after the explosion but luckily the aft magazine did not explode. The second hit blew off the whole bow forward Station 30 and caused rapid flooding up to Station 35, flooding No. 2 Magazine at a rate of 6 inches per hour. The German ships turned away, pursued by the rest of the flotilla, but escaped undamaged. The four ships then returned to stand by *Javelin* which had been reduced from a length of 366 and a half feet to 155 feet. At midday the tug *Caroline Moller* arrived and by passing a line round *Javelin's* torpedo mount was able to



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tow her back to Plymouth at two knots, arriving on the 30th.'

As related in the *Bath & Wiltshire Chronicle and Herald* in March 1955, when Derrick met Mountbatten again during the First Sea Lord's visit to his local Naval H.Q., the two sailors were quickly overheard recalling the events of November 1940:

'And as they yarned about that cold November day in 1940, when their destroyer was all but blasted from beneath them by German torpedoes, strong March sunshine picked on two medal ribbons from the rows of insignia on each man's uniform. For Lord Louis Mountbatten it was the D.S.O.; for C.P.O. Derrick, the D.S.M. - and both medals were won by brave men in the same action ...'

Afterwards interviewed by the newspaper's reporter, Derrick recalled:

'There was a terrific explosion, water went up in the air like a water-spout, and the next thing I knew was that I had two men where I had started with 16 - many of the crew left by small boats and rafts, or were taken off by supporting ships. The *Javelin* was in such a bad way that she hardly looked worth salvaging. But Lord Mountbatten decided to try and get her in. Throughout the day we were bombed by Dorniers who were trying to finish us off but we were eventually given a strong escort and towed, after-part first, back into port. Lord Haw Haw was gloating that the *Javelin* had gone down but by the time we returned the B.B.C. were able to put him right.'

Derrick was presented with his D.S.M. at a Buckingham Palace investiture held in March 1941, on which occasion the King asked him about the circumstances leading to the award of his unusual Greek decoration.

### *Wild Swan*

Next attending the gunnery establishment *Excellent*, and advanced to Temporary Petty Officer in December 1941, Derrick joined *Wild Swan* in January 1942, aboard which destroyer, on 17 June of the same year, his recent attendance at *Excellent* proved telling - no less than six enemy aircraft were downed by her accurate gunfire. The following eye-witness account of that fateful day has been taken from Peter C. Smith's history of *Wild Swan*:

'Within a minute or two, of course, we were at full action stations and then the twelve Huns slowly dropped out from the cloud base. As they crossed ahead of us we opened up with our two foremost 4.7s. The first few rounds burst remarkably close, and at least two of the raiders appeared to be hit, and climbed back into the clouds. A minute or two later these two dropped out of the clouds again steering wildly. We held our breath as they collided head-on, each doing about 300 m.p.h. One caught fire and dived vertically on to a Spanish trawler. The whole lot blew up and a shower of pieces went flying through the air. The other dived headlong into the sea, quite close to the burning wreckage of his opposite number. He released his bombs about a hundred feet up - too late - they fell only a few yards away, and he was also blown to pieces. During the early part of this fierce engagement, *Wild Swan* was steaming at nearly 25 knots, and altering course continuously to try and avoid the bombs which were falling alarmingly close. She had no time to go and look for German airmen in the sea who might have escaped ...

... About this time *Wild Swan* experienced a very near miss which severely shook her entire hull, and caused extensive damage. As she lost speed, the rudder also jammed and the crippled destroyer was out of control. Her speed through the water had dropped to only walking pace, when the *Wild Swan* collided with

a trawler which became impaled on her bows. The ship soon stopped, and the Spanish crew were hauled aboard ...

... The sixth bomber caught us. He dived down out of the sun at an angle of 50 degrees and, although the starboard pom-pom and Lewis gunner fired through his wings, five bombs hit the water 15 feet from the ship's side and went off immediately under the keel. All the guns were firing individually as the electrical circuits and supplies were shattered. This quarter of an hour gave us time to rig a jury wireless aerial. One aircraft came in and machine-gunned us. Unfortunately for him the 12-pounder crew - by now all stripped to the waist, scored a direct hit on one of the engines. As he turned away, the forward guns engaged him and he slowly lost height, hitting the water in a sheet of spray. Before the aerial was finished somebody yelled, "Look out, here he comes." High up above a machine was coming down at full throttle. He was about 2000 feet up and had a long way to go. All the guns' crews spotted him simultaneously and I don't think I've ever seen so much stuff going up into one machine. He turned his cannon on us and let go four 500lb. bombs. They fell a few feet from our starboard quarter. Although the Lewis and Bren gunners could see this lot coming straight for us, they kept up a hail of fire right till the bombs exploded. There was a rending of steel plates as the old ship broke her back. The flooding of the engine room was completed, depth charges thrown into the air and the 12-pounder lifted clean off its mounting ...'

With the order to "Abandon ship" given, *Wild Swan's* survivors took to the water, some reaching Carley floats, others the ship's whaler and motorboat, and a Merchant Navy pattern raft which had been recovered at sea at an earlier date. A long night ensued, during which 'thoughts were mainly centred on the chances of being found the next day' and 30 men died of exposure. Salvation finally arrived in the form of the destroyer *Vansittart*, which was directed to the survivors by an R.A.F. Sunderland.

Confirmed in the rank of Petty Officer, Derrick returned to *Excellent*, where, with the exception of time aboard the destroyer *Valentine* from December 1943 to February 1944, he remained employed until removing to the *Wager* in the Pacific in April 1944, aboard which latter ship he was present in the Okinawa operations and still serving at the War's end. Finally pensioned ashore in August 1954, he found employment as an Admiralty Messenger at the Naval H.Q., Bath, in addition to service in the local Sea Cadet Corps, in which capacity he was commissioned as a Lieutenant in the R.N.V.R. in August 1957.

Sold with a large quantity of original documentation and photographs, including Certificate of Award for his Greek Medal of Military Valour and Hellenic Red Cross certificate, dated 22 December 1932; Buckingham Palace investiture admittance ticket, March 1941, and a telegram from the recipient to his mother, 'Awarded D.S.M. New Years Honours, Jack', dated 4 January 1941; his Certificate of Service and Gunnery History Sheet; a fine array of career photographs (approximately 50 images), together with a small family photograph album which includes one or two R.N. scenes, among them a picture taken at Chalcidice in 1932; ship Christmas cards (4); and assorted newspaper features.

Also sold with a quantity of prize medals (10), mainly for R.N. rifle and revolver competitions, but also including a Fleet Championship award for 1934, a Royal Tournament award for 1939 and an Army Rifle Association "Methuen Cup" Medal, clasp '1948', these last three in their fitted cases of issue.



## 204 x

**The posthumous Lloyd's War Medal for Bravery at Sea group of four awarded to 16 year old Ordinary Seaman S. Anderson, who, although wounded, refused to leave his post at the ship's gun, and was killed when it took a direct hit from the shellfire of an Italian submarine in January 1941**

Lloyd's War Medal for Bravery at Sea (Ordinary Seaman Stanley Anderson, S.S. "Shakespear", 5th January 1941);  
1939-45 Star; Atlantic Star; War Medal 1939-45, mounted for display, edge nicks, otherwise good very fine and better (4)  
£2,000-£2,400

Lloyd's War Medal for Bravery at Sea Lloyd's List and Shipping Gazette 30 July 1941:

'An enemy submarine opened fire at 6000 yards and the ship replied, her shells falling close to the submarine. After a spirited encounter lasting nearly two hours a shell from the submarine put the ship's gun out of action and killed three of the crew. Fire was raging in the bridgehouse and holds and much damage was done to the ship. The master gave orders to abandon ship and the submarine continued firing until the vessel sank. Third Officer Jones [who was awarded the G.M.] was in charge of the gun's crew and was wounded in the head and chest, but continued to use the gun until it was hit. Great courage and coolness was also shown by a boy of 16, Ordinary Seaman Anderson, who was on his first voyage. Though wounded early in the action he refused to leave his post at the gun and was killed when it was hit.'

King's Commendation (Posthumous) *London Gazette* 9 July 1941.

The S.S. *Shakespear* was part of Convoy OB262, bound from Liverpool for North America, when engaged by the Italian submarine *Cappellini*. A Dictionary of Disasters at Sea states:

'The steamship *Shakespear* fought a protracted duel with an Italian submarine off Senegal, West Africa, on Monday 5 January 1941. The vessel, which carried a crew of 40 and two gunners, was armed with one small gun aft. With this she contrived to keep the submarine at bay for over two hours, refusing to surrender until her gun had been knocked out and 18 of her crew and both gunners killed. The survivors, including the captain, took to the boats and the *Shakespear* was then sunk by gunfire. The commander of the submarine, Lieutenant-Commander Salvatore Todaro, took the boats in tow until they came in sight of land and treated the survivors in a most humane manner. The losses on the submarine were two killed and several wounded.'





## 205 x

**The outstanding and extremely rare Second War D.E.M.S. gunner's D.S.M., and Great War 'Gavrelle Mill, April 1916' M.M. group of ten awarded to Sergeant A. J. Kerslake, Royal Marines, who was wounded facing-off a determined low-level attack by a Fw. 200 Condor in January 1941**

Distinguished Service Medal, G.V.I.R. (A./T./Sgt. A. J. Kerslake, R.M., Ply. 17813) small official correction to rank; Military Medal, G.V.

R. (Ply.-17813 Pte. A. J. Kerslake, R.M.L.I.); British War and Victory Medals (Ply. 17813 Pte. A. J. Kerslake, R.M.L.I.); 1939-45 Star; Atlantic Star, 1 clasp, France and Germany; Africa Star; Burma Star; War Medal 1939-45, with M.I.D. oak leaf; Royal Navy L.S. & G. C., G.V.R., 2nd issue, with Second Award Bar (Ply. 17813 A. J. Kerslake, Mne., R.M.) mounted court-style for display, *the Great War awards and Long Service polished, therefore fine or better, the remainder good very fine* (10) £4,000-£5,000

D.S.M. *London Gazette* 8 June 1944.

M.M. *London Gazette* 6 July 1917.

**Arthur John "Sam" Kerslake** was born in Devon in November 1896 and joined the Plymouth Division of Royal Marines Light Infantry in December 1914.

Posted to the 2nd Battalion, R.M.L.I., he first saw action at Miraumont in February 1916, and then, in April, at Gavrelle. On the 27th of that month his unit was given the task of assaulting the heavily fortified Gavrelle Mill, alongside the 1st Battalion, R.M.L.I. and Anson Battalion, Royal Naval Division. The resultant carnage is graphically described in Blumberg's *Britain's Sea Soldiers*, the mill being stormed and held at heavy cost - only 'B' Company succeeded in breaking through the enemy's wire and after bitter fighting with boot, fist and bayonet, the German defenders were all killed or captured. The Marines then held their ground against repeated counter-attacks until relieved by another unit twenty-four hours later. As a consequence of many acts of bravery displayed on the same occasion, two M.C.s, two D.C.Ms and 19 M.Ms were awarded, Kerslake being among the latter recipients. He subsequently served in the Eastern Mediterranean in 3rd R.M. Brigade.

Post-war, he enjoyed a spate of seagoing appointments, was awarded the L.S. & G.C. Medal in February 1930 and took his discharge in late 1938.

Recalled on the renewal of hostilities, Kerslake was assigned as a 'pensioned gunner' to Defensively Equipped Merchant Ships (D.E.M.S.) and was given the acting rank of Sergeant on joining the S.S. *King Edgar*, a vessel armed with a 12-pounder on her poop deck and a 4-inch gun on her forecastle. Having then undertaken two voyages to Cape Town, the *King Edgar* was assigned to Hobart, Tasmania, and it was on the return leg of this trip, as part of Convoy SL 61 that Kerslake won a commendation for his bravery in command of *King Edgar's* guns on 20 January 1941 (*London Gazette* 1 April 1941, refers). 'Fighting Marine - Sam Kerslake', by Roger Perkins (*Royal Marines Historical Society Journal*, Vol. XV, No. 1), takes up the story:

'The convoy required nearly two weeks to approach British waters. A succession of gales hindered its progress and caused several ships to straggle behind the main body. Two of these were the *King Edgar* and a Dutch freighter, the *Heemskerck*. They were still battling to catch up, in the teeth of strong winds and a heavy sea, as dawn broke on 20 January. The convoy was now 500 miles due west of Galway Bay.



## Naval Medals From the Collection of the Late Jason Pilalas

Captain Arthur Wheeler, the *King Edgar's* master, could see seventeen other ships ahead of him at a distance of four to five miles. The *Heemskerck* was five cables away on his port beam. They were making less than three knots against the north easterly gale. Cloud base was down to 500 feet and enemy action in these conditions seemed unlikely, but he had ordered his look-outs and gun captains to be on full alert. His caution was justified when, at 1100, a large four engined aircraft was seen approaching from the south. Flying just below the clouds, it commenced a shallow dive towards the *Heemskerck*.

Passing over the length of the Dutchman from dead astern, it released two 250kg. bombs. One exploded alongside the ship, the other plunged through the after hatch covers and exploded within the hull. Fire broke out immediately, and the *Heemskerck* veered away to a rapid stop. She sank shortly afterwards.

The attack had been so swift that neither ship had time to open fire. The watchers aboard *King Edgar* saw the aircraft, now identified as a Focke Wolfe 2000 Condor, making a long turn ahead of them and circling around to attack their own ship from astern. At three miles range the German pilot levelled out for his bomb run. Kerslake and his gun crew discharged four rounds of high explosive before the Condor roared low over their heads. It is possible that this defensive fire may have damaged the release mechanism in the aircraft because it failed to drop any bombs on the *King Edgar*. However two streams of cannon and machine-gun fire raked her stern as the enemy's own gunners opened fire during the last mile of their approach.

Kerslake was hit in the neck and left knee by splinters of steel from the exploding cannon shells, and three of his men were also hit, but they all stayed at their posts. They were ready and waiting as the German pilot again circled the ship and made another run from astern. Again the Condor's gunners raked the *King Edgar* with cannon and machine-gun fire, damaging the superstructure, wrecking a lifeboat, and destroying part of the de-gaussing gear, but causing no further casualties.

Kerslake's team fired three more rounds from the 12-pounder during this attack, one of them bursting under the Condor's nose. It may have inflicted further damage because, having overflowed the *King Edgar* and having drawn three miles ahead, the German was seen to jettison his two remaining 250kg. bombs into the sea. The aircraft then altered course and was last seen heading towards Ireland at a low altitude. Subsequent research indicates that any damage it may have suffered was not fatal. Presumably the pilot continued on the usual track for such flights, to Trondheim or Stavanger in Norway, or he may have turned back to his base at Bordeaux-Merignac in Western France.

Following the attack, Captain Wheeler brought his ship safely into Belfast and then to Barry Dock, South Wales. Kerslake went for 14-days' leave and a visit to the local R.N. sick quarters where his wounds were found to be healing satisfactorily.

Unknown to him, his name was being forwarded for some sort of recognition. Captain Wheeler, in his report, had written: 'The accurate gunfire of the *King Edgar* went a long way towards not only driving the aircraft away, but saving the vessel also'. A covering note commented: 'The Master considers that the gun's crew saved the ship'. There was a clear need for an award, but the peculiar status of D.E.M.S. gunners presented the authorities with a difficult problem.'

Kerslake departed the *King Edgar* in June 1942 but continued to serve as a D.E.M.S. gunner, his subsequent appointments including the *Luminetta*, *Pieter de Hoogh* and the *Castalia*, ships that took him to North America, the Middle East, India and Ceylon. His final ship was the *Empire Swordsman*, in which he served off Normandy in June 1944 and afterwards visited Belgian and Dutch ports. It was, however, the Master of the *Castalia* who put his name forward for a decoration, a recommendation submitted at Port Said on 20 March 1944. Kerslake was duly awarded the D.S.M., one of about 200 such awards to the Royal Marines for the 1939-45 War.

Demobilised in August 1945, he found employment as a labourer at Bradley Wool Mills, Newton Abbot, Devon, where he died in 1977, aged 81. A year or two later, with the assistance of Roger Perkins, Kerslake's sister applied for a Second Award Bar to her late brother's L.S. & G.C. Perkins takes up the story:

'In late 1981, I advised Mrs. Vera Cheshire, as next-of-kin, to contact the Drafting and Records Office, Royal Marines. Within a fortnight the ever efficient staff at D.R.O.R.M. approved the claim. The bar arrived a few days later and I hastily appended it to the original medal in time for a formal presentation. On 28 January 1982, Marine A. J. Kerslake's astonishing group of awards, made complete after a gap of thirty-eight years, was handed back to Mrs. Cheshire at a reception at the Officers' Mess, Stonehouse Barracks, Plymouth. It was the establishment where Kerslake had begun his service career in 1914. The presenting officer was Major-General J. J. Moore, O.B.E., M.C. In the words of the staff officer who arranged the ceremony: "Once a Marine, always a Marine. The Corps never forgets." '

Sold with the recipient's original U.S. Coast Guard identity card, dated at New York in 1942, with portrait photograph, together with a large quantity of related research.



## 206 x

**The fine Second War G.M. and Lloyd's Bravery Medal group of five awarded to Captain D. A. MacDonald, Merchant Navy, who returned to rescue survivors from his unescorted convoy after it was attacked by the heavy cruiser *Admiral Hipper* in February 1941**

George Medal, G.V.I.R. (Captain Donald Arthur Macdonald); 1939-1945 Star; Atlantic Star; War Medal 1939-45; Lloyd's Medal for Bravery at Sea (Captain D. A. Macdonald, S.S. "Blairatholl". 12th February 1941) *a couple of edge bruises and a vertical edge cut to the last, otherwise very fine or better* (5) £4,000-£5,000

G.M. *London Gazette* 14 April 1942:

'The ship was in a convoy which was attacked by a heavy German cruiser. The Master [MacDonald] manoeuvred his ship clear of the others and laid a smoke screen between himself and the enemy. He returned later and picked up no less than eighty-five survivors. Captain MacDonald, by his skilful seamanship and his courage in returning to the scene of action at the first moment possible, saved the lives of many men.'

The above citation has been extracted from a joint citation with his Second Engineer, who was awarded the M.B.E., and a 16-year-old Ordinary Seaman, who received the B.E.M.

Lloyd's Medal for Bravery at Sea *Lloyd's List & Shipping Gazette* 14 August 1942:

'A convoy was attacked by a heavy German cruiser. Captain MacDonald manoeuvred his ship away from the others and laid a smoke screen between himself and the enemy. He returned at the first possible moment and rescued 85 survivors. By his able seamanship and his gallantry in promptly returning to the scene of the action, he saved many lives.'

**Donald Arthur MacDonald** was decorated for his services as Master of the S.S. *Blairatholl* in convoy SLS-64, bound from Egypt to the U.K. The unescorted convoy stood no chance when intercepted by the *Admiral Hipper* on 12 February 1941, the enemy's armament accounting for seven of 19 merchantmen before she turned for Brest on account of her own rapidly diminishing fuel stocks.

MacDonald would later expand on his experiences on that occasion, in a letter he sent to one of his old convoy commanders, Commodore C. G. Illingworth, R.N.R., in September 1941:

'... Of the surviving vessels, we alone did not abandon ship, that is of those vessels that were present during the complete incident, and trusted to mobility at a little better than 9 knots, a smoke screen and luck. So we were not hit, although we were shelled, and gradually manoeuvred behind a veil of burning ships to eastward of the raider, and onto the early sun, where we watched the whole finish of the engagement from a vantage point. As he went off to the N.W. we followed him back to the spot and by ploughing our way through all kinds of wreckage, managed in two and a half hours to pick up 86 survivors. We passed a Greek vessel and two British vessels abandoned and their crews endeavouring to get return to their ships. These ships were intact and had been abandoned in a flagrant case of premature abandonment. Having reboarded they all set off to the S.E. for Madeira and no one made any effort to assist in the rescue work. This is apparent, for we were fully ten miles to the northward amongst the wreckage, while they were underway to Madeira, and no one came near us. My vessel alone made no effort to abandon, and we alone made any effort to seek survivors, and spent hours in a danger spot, picking up all we could find ...'

Yet, at the time of writing, neither MacDonald nor any of his crew had been rewarded for their gallant rescue operation. Instead, however, as he confirmed in his letter, one ship's Master, who abandoned his undamaged vessel, had received the George Medal. The Commodore patently took MacDonald's observations to heart, for in the fullness of time he too received a genuinely deserved George Medal.

Details of his subsequent wartime career remain unknown, but the *Blairatholl* was lost after a collision with a Norwegian vessel in the Atlantic convoy SC-110 on 1 December 1942.





207 x

The Second War D.S.M. group of seven awarded to Acting Yeoman of Signals G. J. Davis, H.M.S. Vanoc, later Chief Airman Fleet Air Arm, for the destruction of U-99 and U-100, commanded by two of Germany's leading U-boat aces

Distinguished Service Medal, G.V.I.R. (P/JX.137589 G. J. Davis. A/Y.S. H.M.S. Vanoc); 1939-45 Star; Atlantic Star, 1 clasp, France and Germany; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Malaya, E.I.R., 1st issue (L/FX. 670883, G. J. Davis. D.S.M. C.A. R.N.) small correction to official number; Coronation 1953; Naval L.S. & G.C., G.V.I.R., 2nd issue (FX.670883 G. J. Davis. D.S.M. C.P.O. Air. H.M.S. Blackcap) mounted as worn, generally very fine (7) £2,000-£2,400

D.S.M. *London Gazette* 6 May 1941: 'For skill, enterprise, and resource in successful actions against enemy submarines.'

The recommendation for the immediate award of the D.S.M. states: 'Acting Yeoman of Signals Geoffrey John Davis, H.M.S. Vanoc, who was on the bridge all night. On each occasion of sighting a Submarine on the surface he was the first to sight, and throughout the night his keen lookout and intelligent commentary on what was going on were invaluable. He has always been most zealous and efficient.'

On 15 March 1941, U-99, commanded by Knights Cross winner Otto Kretschmer, was directed to intercept the eastbound convoy HX 112, WSW of the Faroes. After dark on the 16th U-99 penetrated the convoy and sank three tankers and a steamer. Kretschmer also torpedoed and damaged another tanker. In the early hours of the 17th U-99 made another attack on the convoy, sinking another tanker. With all her torpedoes gone, the boat moved away from the convoy. Kretschmer was below when the watch officer sighted a destroyer, H.M.S. Vanoc, and assuming U-99 had been seen, ordered a crash dive. Almost immediately an Asdic contact was made and a depth charge salvo sent the boat to the dangerous depth of 720 feet, badly damaged. With leaks appearing, Kretschmer was obliged to resurface and with nothing left to fight with and unable to move as the destroyers Walker and Vanoc began firing, he scuttled the

boat by opening all hatches. When the Walker was lowering a boat and U-99 had still not sunk, the Engineer Officer went back on board to flood the ballast tanks. He was not seen again and the boat sank before she could be boarded. 3 men were lost and Kretschmer and 38 other members of the crew were picked up by the Walker.

U-99, a type VII B boat was, after the U-48, the second most successful U-boat of the entire war, in terms of tonnage and number of ships sunk. Kretschmer was her commander from the time of her commissioning in April 1940. In her short career of less than a year she sank 39 ships for a total of 246,794 tons, and damaged a further six. Amongst these was the auxiliary cruiser H.M.S. *Laurentic*, sunk on 3 November 1940, after an epic battle.

As the Walker was playing out the last act in the career of U-99, H.M.S. Vanoc detected the U-100 on the surface in the overcast night. This boat was of the same type as the U-99, commanded by Kptlt. Joachim Schepke, also a Knights Cross winner, with Oak Leaves. The Vanoc, moving at high speed, turned in towards U-100 and rammed the conning tower of the boat, crushing and killing Schepke and sending U-100's bow into the air before she slid, stern first, into the depths. Six survivors were picked up but 38 men, including Schepke, were lost. U-100 was the first U-boat to be sunk after being located by radar.





## 208 x

The post-War C.B.E. and Second War D.S.C. group of six awarded to Captain (E.) H. G. Southwood, Royal Navy, who was decorated for H.M. submarine *Regent's* gallant mission to the Gulf of Kotor in April 1941, in order to rescue a British diplomat. After frantic negotiations with Yugoslavs and Italians alike, the absent diplomat failed to appear; more reliable were the two German aircraft that did, the pair of them machine-gunning and bombing *Regent* with consequent damage and casualties

The Most Excellent Order of the British Empire, C.B.E. (Civil) Commander's 2nd type neck badge, complete with neck cravat in its Toye, Kenning & Spencer Ltd. case of issue; Distinguished Service Cross, G.V.I.R., reverse officially dated 1941, hallmarks for London 1941; 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45, with M.I.D. oak leaf, mounted court-style as worn, good very fine (6) £3,000-£4,000

C.B.E. *London Gazette* 1 January 1967.

D.S.C. *London Gazette* 30 September 1941:

'For daring, enterprise and coolness in taking H.M. Submarine *Regent* into the port of Kotor to try to embark His Britannic Majesty's Envoy-Extraordinary and Minister Plenipotentiary accredited to the Government of Yugoslavia, and in keeping her there for nine hours though surrounded by large forces of the Italian Army.'

The original recommendation states:

'This officer coolly went from compartment to compartment during the latter half of the bombing attacks, looking for defects. He arranged for the destruction of the remaining secret publications, the moment the order "Abandon Ship" was given. He gave every possible assistance to Sub. Lieutenant Anderson in taking charge and by his coolness kept up the spirits of the ship's company.'

M.I.D. *London Gazette* 5 May 1942: H.M.S. *Regent*. Eight Mediterranean War Patrols from October 1940 to August 1941.

**Horace Gerald Southwood** was born in Portsmouth on 19 April 1912, and entered the Royal Navy an Engine Room Artificer Apprentice in August 1927. Having then served in the Mediterranean and Home Fleets in the battleships *Resolution* and *Barham*, he attended engineering courses at the shore establishment Figgard and the R.N.C. Greenwich.

Commissioned as an Acting Sub. Lieutenant (E.) in July 1935, he next attended a submariner's course at *Dolphin* and was serving as a Lieutenant (E.) in the *Regent* at the outbreak of hostilities. She was then stationed in the Far East in the 4th Submarine Flotilla but transferred to the 1st Flotilla at Alexandria, Egypt in April 1940. Initially employed on mine-laying duties, *Regent* transferred to regular war patrols in the Eastern Mediterranean and Adriatic in second half of the year, where she accounted for at least two Italian merchantmen.

But it was for his part in *Regent's* gallant foray into the Gulf of Kotor in April 1941 that Southwood was awarded the D.S.C. On that occasion, having negotiated two minefields, *Regent's* captain, Lieutenant-Commander H. C. Browne, R.N., was charged with obtaining the release of a British diplomat. Much has been written of subsequent events, for her nine-hour mission inside enemy territory was of an exceptional nature, comprising as it did two ports of call, much heated negotiation with Italians and Yugoslavs and then finally *Regent* coming under sustained attack.

Her first port of call was at Erceg Novi, where two Yugoslavs offered to inform the resident Italian commandant of *Regent's* diplomatic mission, while she lay off the small harbour sporting her White Ensign. In due course, the Yugoslavs advised Browne to make for Zelenika, where an Italian commandant and staff officer were received with due ceremony on *Regent's* fore-casing. Here, it was ascertained that a British officer would have to journey ashore for a meeting with an Italian Admiral at Kotor. Browne delegated one of his officers, Lieutenant Lambert, but only on the proviso the Italian staff officer remained aboard *Regent* in exchange.

*Regent* then lay off Zelenika all the forenoon, closed up at diving stations, awaiting Lambert's return. When, however, two German aircraft appeared on the scene, Browne alerted Alexandria and Malta of his predicament. He then made his way to the bridge, joining his First Lieutenant and a Petty Officer, and it was at this moment that the two enemy aircraft commenced to bomb and machine-gun *Regent*. A related article, by George A. Brown, *A Trip to the Dalmatian Coast*, takes up the story:

'The first run of bombs lifted *Regent* sufficiently out of the water to force air out of the ballast tanks and gave Lieutenant-Commander Browne the impression the pressure hull *had* been pierced and he gave the order to the Control Room to prepare to abandon ship. A fire was hastily lit with only waste in the engine room to burn the cypher books, and the fuses of the depth charges, carried to destroy the submarine, were laid. At the same time a compartment-to-compartment inspection was carried out to determine the extent of the damage.

It was possible at the end of the third or fourth bombing run, a few minutes after the order to prepare to abandon ship had been given, [for Southwood] to report to the bridge that the submarine appeared to have suffered no structural damage. The First Lieutenant was wounded in the chest, and the Petty Officer, who had a flesh wound, were assisted down the conning tower. The captain pressed the klaxon and *Regent* disappeared into her natural element.

Nine hours had now elapsed since *Regent* first entered Topla Bay and although Lieutenant-Commander Browne had promised Lieutenant Lambert that he would wait for him as long as possible, he appreciated if he was to leave the harbour at all, it had to be at night. Remaining dived, and conning the submarine through the periscope, he navigated her out through the entrance and through the minefields to the open sea, running the gauntlet of the fire of the shore batteries mounted on the surrounding hills.

Lieutenant-Commander Browne had several flesh wounds at the back of his neck and legs, partly from splinters and partly from machine-gun fire. However, he had lost little of the toughness which had gained him his Irish International and Naval rugby caps, and he remained in the Control Room until the submarine was safely in the open sea.

By this time stock of the situation had been taken and it was found that the battery had been badly damaged. Some 60 cells were cracked which necessitated disconnecting one of the three sections to the battery and reducing the voltage in the other two. A submarine without a battery is not a submarine at all and *Regent* was fairly lame. The five-day passage back to Malta was a weary and anxious time.

The Sub. Lieutenant, who had only joined the submarine a few days before, and the Engineer Officer [Southwood] were in two watches, which together with their other duties of navigating, cyphering, nursing the battery and so on, left them little time for rest. The captain was able to keep watch for the first day or so, with the assistance of a homemade shooting stick, until the weather deteriorated and the wound in his leg made it impossible.

Fortunately, enemy surface vessels, which were usually patrolling the Otranto Straits, were not encountered as it was unlikely *Regent's* battery would have stood up to a prolonged attack and certainly not depth charges. The homeward passage was as uneventful as the outward one six days previously.

It became known afterwards that the British minister, together with about 50 Belgian, Dutch and Polish diplomats were held by the Italians in a hotel comparatively close to where *Regent* was lying, but although they were told she was there they were unable to make contact.

As soon as the Italian Admiral in Kotor heard that the Germans had bombed *Regent* he sent Lieutenant Lambert back with an Army Commandant. They put out in a small boat with a white flag but were too late for *Regent* had departed. Lieutenant Lambert was later exchanged for the Italian officer.'



## Naval Medals From the Collection of the Late Jason Pilalas



Removing to the submarine depot ship *Medway* in August 1941, and afterwards to a staff appointment in the Engineer Overseer's Department at Barrow-in-Furness, he returned to sea in the submarine *Amphion* in April 1944 and he was likewise employed at the war's end.

Post-war, Southwood received promotion to Commander (E.) in December 1948 and to Captain (E.) in December 1958, and held several senior engineering posts, among them Chief Engineer of H.M. Dockyard, Singapore and Manager of the Engineering

Department of H.M. Dockyard, Portsmouth. It was for his services in the latter post that he was awarded the C.B.E. in January 1967, just prior to being placed on the Retired List. Captain Southwood died at Newton Ferrers, Devon in March 1997.

Sold with his original C.B.E. warrant, dated 1 January 1967 (Captain, R.N.), and M.I.D. certificate (Lieutenant (E) Horace Gerald Southwood, D.S.C., R.N., H.M.S. *Regent*, 5 May 1942), together with several letters written by him in the post-war era, concerning the *Regent's* mission, and a quantity of copied reports.





## 209 x

**The outstanding Second War 'withdrawal from Crete' C.G.M. group of five awarded to Able Seaman Rodney Bridge, Royal Navy, for gallantry when the destroyer H.M.S. *Havock* came under heavy air attack on 23 May 1941, he continued to man his gun 'after having half his back shot away, and refused to be looked at'**

Conspicuous Gallantry Medal, G.V.I.R. (C/SSX.28291 R. Bridge. A.B. H.M.S. *Havoc*) officially impressed naming; 1939-45 Star; Atlantic Star; Africa Star, 1 clasp, North Africa 1942-43; War Medal 1939-45, mounted for display, *contact marks, otherwise very fine* (5)

£8,000-£10,000

C.G.M. *London Gazette* 8 January 1942: 'For outstanding gallantry, fortitude and resolution during the battle of Crete:

Able Seaman Rodney Bridge, C/SSX. 28291, H.M.S. *Havock*, who stood by his gun, though grievously wounded by an enemy bomb, and went on firing without thought for his injury.'

**Rodney Bridge** was serving as a gun layer on *Havock's* 'A' gun at the time of the above deeds. As part of Force 'E', the destroyer, and three of her consorts, had accompanied the cruisers *Orion* and *Ajax* on a patrol off Heraklion, Crete, on the night of 21-22 May 1941, entering the Aegean via the Kaso Strait. The patrol was uneventful but on returning to Alexandria on the 23rd, the force was dive-bombed for five hours.

A glimpse of Bridge's stoicism is to be found in the following account of the engagement by Derek Napper, a Midshipman who was aboard *Havock* on that fateful day:

*'Friday 23 May:*

This was the beginning of the attack. To start with, we were bombed by Ju 88s and Heinkels, with no result. It was annoying, but hardly dangerous. Then they disappeared and 6 Stukas arrived on the scene. Each destroyer was dived at in turn, sometimes by 3 aircraft together, sometimes by less. We had to be very careful with our 4.7-inch ammunition as we had exhausted a large percentage of it, but our supplies of .303 were limitless. I myself had a Bren gun, with which I tried to hit the aircraft when they got too low for our 4.7-inch to elevate to the required angle. Some of the tracer bullets seemed to be going straight into the propellers. One aircraft crashed into the sea

soon after and the pilot bailed out. Two others went away very low over the water with smoke pouring from them.

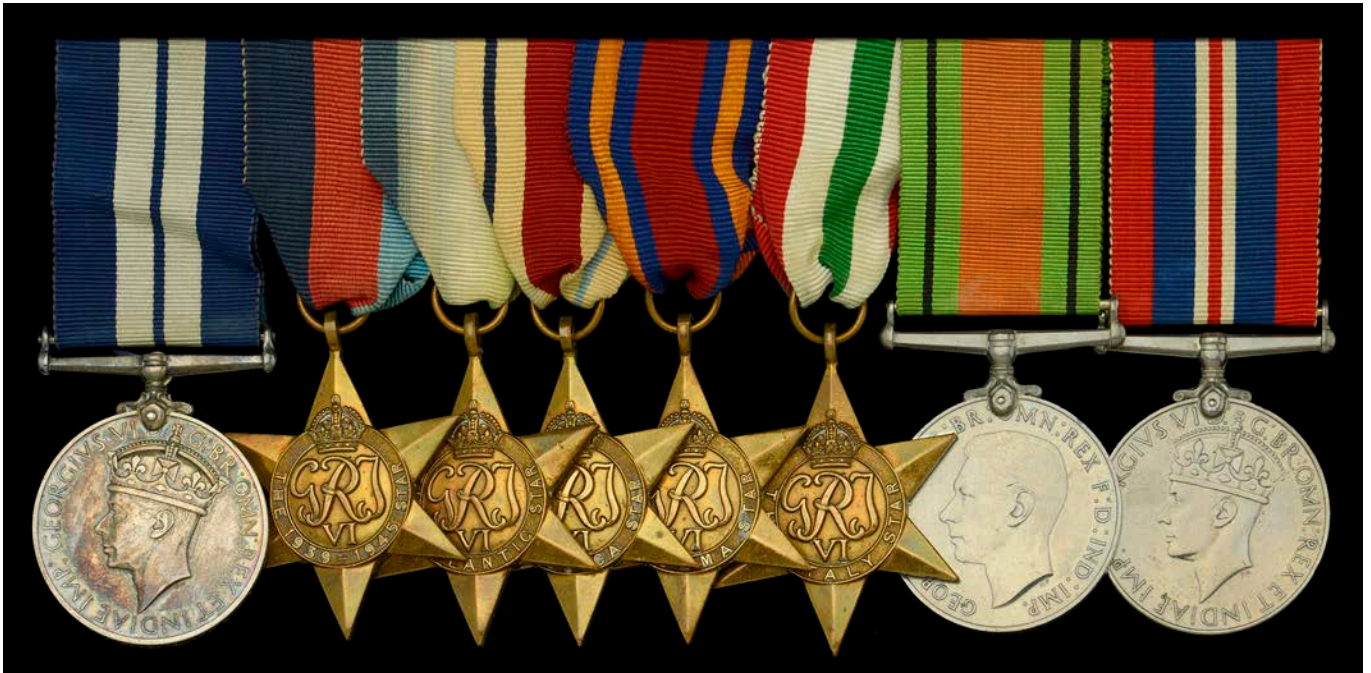
At last after 5 hours of spasmodic bombing, we had a very near miss, which flooded the boiler room and killed several people including a man on my gun who was standing just next to me and had a piece of shrapnel through the head. I had my cap blown off and sat down hard on the deck but was otherwise unhurt.

For a few moments we were stopped completely while the boiler was changed over and from then until we finally reached Alexandria, we left a trail of fuel oil behind.

In addition to the rating killed on my gun, one was badly wounded and another slightly, so that I had to take over as gun layer for the latter part of the firing. My job was fairly easy, as by this time the aircraft were diving and it was only a question of keeping the telescope on the target and not below.

The last visit we had was about 11.30 when an 88 dropped a stick close ahead. Making good 25 knots we reached Alexandria at 2000 and went alongside 46 shed to disembark the wounded. After this we shifted to alongside *Resource*, where we were given hot baths, food and beds.

Throughout the bombing the men behaved very well, especially one man on my gun [Able Seaman Rodney Bridge, subsequently awarded the C.G. M.], who went on doing his job (gun layer) after having half his back shot away, and refused to be looked at.' Happily, Bridge survived his wounds and received his C.G.M. from King George VI at an investiture held on 24 March 1942.



210 x

**The Second War 'Battle of Crete 1941' D.S.M. group of eight awarded to Leading Seaman F. M. Waite, serving aboard H.M.S. Kelly under Captain Lord Louis Mountbatten**

Distinguished Service Medal, G.V.I.R. (C/JX.142954 F. M. Waite, L. Smn. H.M.S. Kelly) impressed naming; 1939-45 Star; Atlantic Star; Africa Star; Burma Star; Italy Star; Defence and War Medals 1939-45, mounted as worn, good very fine (8) £1,400-£1,800

Provenance: Douglas-Morris Collection, Dix Noonan Webb, February 1997.

D.S.M. *London Gazette* 8 January 1942: 'For outstanding gallantry, fortitude and resolution during the Battle of Crete.' Three D.S.M.s were awarded to Kelly, including Leading Seaman F. M. Waite.

The destroyer Kelly, under the command of Captain Lord Louis Mountbatten, was badly damaged in June 1940. She was hit by a German torpedo boat in foggy weather, the torpedo exploding under the bridge and blowing a huge hole in her side which almost broke her in two. She was taken in tow but with small chance of survival as a gale sprang up shortly afterwards. For four days and nights she was at the mercy of the seas, and on some occasions had to be temporarily abandoned by her crew. During this time there were frequent attacks by enemy aircraft to be contended with, all of which were successfully beaten off. She was eventually brought safely to harbour and repaired.

On the night of 22 May 1941, in company with the destroyer Kashmir, Kelly was bombarding German positions on the island of Crete. At daybreak the next morning, they destroyed two caiques carrying troops and ammunition. This action brought upon the two destroyers the unwelcome attention of German dive-bombers and from 5.30 a.m. they were repeatedly attacked. The Kashmir was struck amidships by a 1,000-pound bomb and sank immediately. The Kelly was hit soon afterwards and sank with great rapidity, taking with her nine officers and 119 ratings. Eight officers, including Captain Lord Louis Mountbatten, and 120 ratings were picked up by the destroyer Kipling, which also saved a number of the crew of Kashmir.

**Frank Moore Waite** entered the Navy in 1934 and specialised in Gunnery. He joined the newly commissioned H.M.S. Kelly in August 1939, and as one of the most experienced gunners in the service he was made captain of Kelly's eight-man pom pom crew and witnessed her first wartime operation, conveying the Duke and Duchess of Windsor out of France.





211 x

The unique Second War 'Maritime R.A.' M.M. group of seven awarded to Gunner F. J. Carus, 6th Maritime Anti-Aircraft Battery, Royal Artillery, who, though wounded in several places, continued to engage enemy aircraft as his ship broke up and sank beneath him

Military Medal, G.V.I.R. (Gnr. F. J. Carus. R.A.); 1939-45 Star; Atlantic Star, 1 clasp France and Germany; Africa Star; Burma Star; Italy Star; War Medal 1939-45, these last six privately inscribed '3717702 Gunr. F. J. Carus, M.M., Maritime R.A.', mounted as worn, *extremely fine and unique* (7) £1,800-£2,200

Only six M.M.s were awarded for actions at sea in the Second World War, prior to Admiralty Orders in Council of July 1942 and November 1942 extending the award of the D.S.M. and D.S.C. to Army personnel. In consequence, Carus was the first and only Maritime R.A. gunner to be awarded the M.M. in the last war.

M.M. *London Gazette* 21 October 1941: 'In recognition of gallant and distinguished services in the Middle East.' The original recommendation states:

'On 25 May 1941, Gunner Carus was a member of an A.A. protection party on the tanker *Helka*. His Sergeant in charge reports as follows: "Just outside Tobruk we were attacked by 27 bombers, according to the warning issued from TOBRUK. Gunner Carus, though hit in several places, and although the ship had been blown in two pieces, continued firing his gun until he was pulled away and told to get in his boat.'

**Francis Joseph Carus** was born in Liverpool, Merseyside on 25 May 1911 and originally served in the King's Own Royal Regiment. Of subsequent events off Tobruk in the tanker *Helka* in May 1941, the following action report was submitted by Bombardier T. Russell, a fellow member of 6th Maritime A.A. Battery, R.A.:

'I was 2nd N.C.O.-in-Charge of the Troop on board the S.S. *Helka* proceeding to Tobruk from Alexandria. We were attacked by 27 Dive Bombers (German markings). We and our Escort opened fire, our Escort being H.M. Sloop *Grimsby* and an Armed Trawler the *Southern Maid*. All guns were in action and our ship received a direct hit with a bomb and split in two parts. We carried on firing to the last. The *Grimsby* had already been hit and was sinking. Owing to the flurry and excitement caused, the accuracy of our fire was indefinite although some of the planes left rather hurriedly damaged. The Officer-in-Charge

gave orders to abandon ship and men dived overboard to swim to the only lifeboat which was freed and floating away from the ship.

Gunner Carus was still firing the gun of the aft deck although badly wounded. I and an Australian Sergeant went aft and had to use physical force to get Gunner Carus away from the gun, in order that we could get him off the ship before she exploded - her cargo was bensine (sic) spirit. The total number of survivors I do not know. We were picked up by the Armed Trawler and a Roll Call was made. Gunner Cunliffe was missing - the last anyone saw of him, he was on the fore'ead part of the ship that was being taken away by the current. Gunner Gilbert was admitted to hospital at Almaza Camp, Cairo with sun-fly fever. I might add that all the Troop acted in a most efficient manner and their conduct was exemplary and no man ever thought of himself first.'

The recommendation for Carus's M.M. was endorsed by General Auchinleck, C.-in-C. Middle East and he received his award at a Buckingham Palace investiture held on 20 July 1943.

His recently released D.E.M.S. gunner's service record reveals that he also served in the tanker *Athel Monarch* (December 1941-September 1942); the steamship *Sirsa* (September-December 1942); the steamship *City of Barcelona* (December 1942-June 1943); the corrugated ship *Colyttto* (November 1943-May 1944); the Isle of Wight shore establishment *Vectis* (June-July 1944); *Sam Austral* (July 1944-December 1944), and the steamship *Obsidian* (January-May 1945). He died back in Liverpool in December 1978.

Sold with his original investiture admittance ticket and copied 'Secret' action report



## 212 x

The outstanding Second War 'Bismarck action' D.S.M. group of ten awarded to Chief Petty Officer (Airman) S. E. Parker, Royal Navy, who flew as Telegraphist Air Gunner in the Swordfish piloted by Lieutenant-Commander Eugene Esmonde, C.O. of 825 Naval Air Squadron, in the first of two celebrated Fleet Air Arm attacks launched against the mighty *Bismarck*

Distinguished Service Medal, G.V.I.R. (FAA/FX.76360 S. E. Parker. P.O. Airman. H.M.S. Victorious); Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (JX.133661 S. E. Parker. L.S. R.N.); 1939-45 Star; Air Crew Europe Star, 1 clasp, Atlantic; Africa Star; Defence and War Medals 1939-45; Korea 1950-53, 1st issue (L/FX.76360 S. E. Parker C.P.O. R.N.); UN Korea 1950-54; Naval L.S. & G.C., G.V.I.R., 1st issue (FX.76360 S. E. Parker. C.P.O. Air. H.M.S. Daedalus) ship and part of rank officially corrected on this, mounted court-style for wearing, generally good very fine (10)

£5,000-£7,000



## Naval Medals From the Collection of the Late Jason Pilalas



One of five D.S.M.s awarded to the Fleet Air Arm for the *Bismarck* action in May 1941.

D.S.M. *London Gazette* 16 September 1941: 'To men of H.M. aircraft carriers and Naval Air Stations for gallantry, daring and skill in the operations in which the German battleship *Bismarck* was destroyed.'

The original recommendation states:

'Petty Officer Parker is the Air Gunner in the Squadron Commander's aircraft. He had been at Dunkirk on the same operation as Sub. Lieutenant D. A. Berrill. A fine rating in action in the face of the enemy. His single Vickers G.O. gun gave the guns' crews of the *Bismarck* all that it could and never stopped once.'

**Stanley Edgar Parker** entered the Royal Navy as a Boy 2nd Class in 1929 and qualified as a Telegraphist Air Gunner - or 'T.A.G.' - in the Fleet Air Arm on the eve of hostilities.

Posted to No. 825 Naval Air Squadron (N.A.S.) in the following year, he first witnessed active service during Operation 'Dynamo', when 825 carried out operations against U- and E- Boats in the Calais area. The Squadron was next embarked on the carrier H.M.S. *Furious*, from which, as Lieutenant-Commander Eugene Esmonde's T.A.G., Parker participated in a strike against enemy shipping at Trondheim on 22 September 1940. But it was for their subsequent part in attacking the *Bismarck* that both men were decorated.

The attack was launched from the pitching deck of the carrier *Victorious* at 10 p.m. on 24 May 1941, when, in particularly foul weather, Esmonde, with Parker, led off his flight of nine Swordfish. A journey of 120 miles lay ahead and not a few on board the *Victorious* thought that would be the last they saw of them. *Bismarck's* gunners, of course, were fully alert, and Esmonde's striking force was met with an 'exceptionally heavy' barrage of

A.A. fire, several aircraft sustaining damage. Amidst this inferno, one eye-witness described seeing Parker 'firing his gun madly,' an observation surely supported by the words of the recommendation for his D.S.M. Moreover, one of Esmonde's pilots claimed a torpedo hit amidships, thereby fatally slowing down the *Bismarck*.

Re-forming away from the guns of their damaged and angered foe, the much-battered Striking Force made off for *Victorious*, a return fight fraught with danger as a result of the loss of radio contact. At length, however, having overrun the *Victorious* in pitch darkness and driving rain on at least one occasion, Esmonde, his gallant T.A.G., and the remaining aircrew touched down at 2 a.m. Once again the Fleet Air Arm had triumphed and Esmonde received a well-merited D.S.O. He went on to win a posthumous V.C. less than a year later, in his immensely courageous strike against the components of the 'Channel Dash'.

Meanwhile, 825 N.A.S. transferred to the *Ark Royal*, and witnessed extensive action in the Mediterranean, mainly on the Malta run, prior to the carrier's loss to a torpedo strike in November 1941.

Back home, Parker received his D.S.M. at a Buckingham Palace investiture held in May 1942 and ended the war as an instructor in Trinidad. His post-war appointments included photographic interpretation at the Royal Naval School of Photography at Ford, Sussex but he returned to sea in the carrier *Glory* at the time of the Korea War.

On finally being pensioned ashore, Parker settled at Chichester, Sussex, where he became custodian of the town's assembly rooms and mace bearer.





213 x

The First and Second War group of seven awarded to Commander R. H. D. Lane, Royal Navy, a veteran of Dunkirk who commanded the destroyer *Wryneck* in the evacuation of Greece, and was among those lost when she was sunk by enemy aircraft in April 1941 - he was last seen sliding off a raft, badly wounded and covered in oil

1914-15 Star (S. Lt. R. H. D. Lane, R.N.); British War and Victory Medals (Lieut. R. H. D. Lane, R.N.); 1939-45 Star; Africa Star; War Medal 1939-45, with M.I.D. oak leaf; Coronation 1937, mounted as worn, good very fine and better (7) £500-£700

**Robert Henry Douglas Lane**, who was appointed a Midshipman in September 1913, was serving aboard the battleship *H.M.S. Africa* on the outbreak of hostilities in August 1914. Transferring to the *Hindustan* as an Acting Sub. Lieutenant in November 1915, another ship of the 3rd Battle Squadron, he afterwards completed his wartime service in destroyers, namely the *Nonpareil* and the *Patriot*, latterly as First Lieutenant.

Remaining a regular between the wars, Lane gained advancement to Lieutenant-Commander in October 1925 and was serving as Naval Provost Marshal in Hong Kong on the renewal of hostilities. Returning to the U.K. in early 1940, he was given command of the ancient freighter *Moyle*, one of three blockships ordered to Dunkirk on the last night of the evacuation on 3-4 June 1940. Lane and his crew rammed her into the west pier and scuttled her, prior to becoming among the very last to be evacuated from the battered port. He was subsequently among those men mentioned in despatches in *The London Gazette* of 10 October 1940, for 'good services when carrying out blocking operations in enemy occupied ports.'

In July 1940, Lane was appointed to the command of the destroyer *Wryneck*, in which ship he served with distinction in the Mediterranean, and more particularly during the evacuation of Greece. Having assisted in the withdrawal of troops from Megara on 25 July 1941, and in rescuing survivors from the lighter *A.19*, Lane was ordered to take the *Wryneck* on a similar mission two nights later. On this occasion, however, 'tragedy began to pile on tragedy', for *Wryneck* and her consorts departed Navplion at too late an hour to avoid enemy attention in the first hours of daylight. And at 7 a.m. 30 enemy dive bombers commenced a devastating attack on the *Wryneck* and the *Diamond* (another destroyer), in addition to the Dutch *Slamat*, the latter vessel being laden with evacuated troops. First to be sunk was the *Slamat*, the two destroyers moving in to pick up her survivors. Soon afterwards, and now with several hundred troops aboard, the *Wryneck* and *Diamond* similarly fell victim to a succession of heavy bombing attacks:

'*Wryneck*, meanwhile, had been equally unfortunate. Taken unawares in the same way as *Diamond*, a bomb had struck the foc's'le near 'A' gun,

killing or wounding everyone at the gun, on the bridge and in the sick bay, shattering the stokers' mess deck and killing numbers of stokers and soldiers. Another fell down the engine room hatch bursting all the steam pipes, and a third bomb struck aft setting an ammunition locker on fire. With the ship moving at about 18 knots, with a heavy growing list to port, an E.R.A. managed to open the safety valves; then, with others, he got a whaler away which was practically undamaged, and released the rafts before abandoning ship ...'

But, as confirmed in *Greek Tragedy*, worse was to follow in the water:

'Where the destroyers had gone down a huge patch of dark brown oil spread like a pall over the blue water of the Gulf of Nauplia. And in it floated the torn corpses of the dead, wrecked and upturned boats, balks of timber, lifebelts, sodden loaves of bread, broken oars, rolled hammocks and shattered pieces of furniture. In it swam those who were still alive and those who were soon to die by drowning. Hundreds of men coated in oil. Men crying for help, coughing and retching to free their bursting lungs of the bitter crude oil that choked them. Men screaming in terror. Men praying to live. Men longing for death to release them from the agony of burning oil seeping into their wounds. Men clutching at chunks of wreckage that slipped from their grasp. Men of high courage, who without a thought for themselves, fought to save their wounded shipmates ... There were a number of rafts and Carley floats drifting in that growing patch of oil, and few of them carried survivors. On one of them was Commander Lane of the *Wryneck*, with two of his R.N.V.R. Sub. Lieutenants, Jackson and Griffiths, and his Midshipman, Peck. Able Seaman Taylor helped to haul them on to the raft. They were all badly wounded and coated in oil. For a little while they clung to the raft. As it rolled in the rising sea, they slipped off it, too weak to hold on any longer ...'

When at length a handful of *Wryneck's* men were eventually picked up, the senior surviving rating was asked to complete a report. He ended it thus:

'The men of the *Wryneck* wish me to add that we have lost a fine ship, fine officers and a magnificent Captain.'



214 x

The Second War D.S.M. group of five awarded to Signalman H. E. Tobin, Royal Canadian Naval Volunteer Reserve, for the sinking of U-501 south of Greenland by H.M.C.S. *Chambly* on 10 September 1941

Distinguished Service Medal, G.V.I.R. (V.8336 E. H. Tobin, Sgln. H.M.C.S. *Chambly*); 1939-45 Star; Atlantic Star; Canadian Voluntary Services Medal, with overseas clasp; War Medal, Canadian issue in silver, with small M.I.D. oak leaf, *good very fine and very rare* (5) £3,000-£4,000

During the Second World War 114 members of the Royal Canadian Navy were awarded the D.S.M., in addition to two Second Award Bars.

D.S.M. *London Gazette* 3 March 1942: 'For bravery and enterprise in action against enemy submarines.'

M.I.D. *London Gazette* 23 March 1942.

**Hugh Eugene Tobin** was decorated for his services in the corvette H.M.C.S. *Chambly* in the course of North Atlantic convoy SC. 42 in September 1941, namely a slow convoy of merchantmen from Nova Scotia to Liverpool. It was attacked over an extended period, 16 ships being sunk and four damaged, and as those losses mounted, a call went out to reinforce the convoy's naval escort. *The Far Distant Ships*, by Joseph Schull, takes up the story:

'The order for reinforcements had gone out from the Admiralty, and by nightfall the corvettes *Chambly* and *Moose Jaw* were approaching. The two ships had been carrying out a training cruise south of Greenland, and the opportunity to put their training into practice arrived with unusual promptness.

As they came in from ahead of the convoy, *Chambly's* lookouts sighted two white rockets well down on the horizon. They were the signal indicating that a ship had been torpedoed. *Chambly* increased speed and made for the position from which the rockets had come. *Moose Jaw* was beside her on her starboard beam.

Seventeen minutes after sighting the first rockets two more were seen. One minute later *Chambly* got a submarine contact on her asdic. She followed the echo for two minutes, then let go her depth charges. Just as she was preparing to fire a second pattern the U-boat surfaced about four hundred yards off *Moose Jaw's* port bow and proceeded to run across her course. *Moose Jaw* opened fire, and was bearing down rapidly on the U-boat when the German stopped his engines, abandoning any attempt to escape.

*Moose Jaw* ran up alongside to find most of the Nazi crew on deck with their hands up. As the corvette closed, the U-boat captain leaped from his own deck to the deck of the corvette, not even wetting his feet in the

process. *Moose Jaw* sheered off to prevent any further boarding; and as she did do the U-boat got under way again and attempted to cross her bow. The corvette promptly rammed. Some of the Nazi crew made for their forward gun; but a round or two from *Moose Jaw's* gun discouraged the attempt.

By now *Chambly* had come alongside to put a boarding party onto the U-boat. Lieutenant Edward T. Simmons, the officer in command of the party, ordered eleven Germans on the deck to go below. They refused, even at pistol point, which made it obvious the submarine had been scuttled; but the boarding party made a brave attempt at salvage. They went down through the conning tower to the interior to discover that all instruments had been smashed; continued a little further to find the lighting system out of action. Then from beneath them came a warning rush of water and they turned back, but not quite soon enough.

If the boat could have been saved, or even some of its secret equipment recovered, it would have been a valuable prize of war. The risk of investigation was justified; but it was not to be made without cost. With a sudden lurch, the craft began to settle. Most of the boarding party scrambled to safety before it went down, but Stoker William I. Brown was sucked into the swirl and drowned. When the effort to rescue Brown was seen to be hopeless, *Chambly* and *Moose Jaw* picked up all eleven of the U-boat's crew from the water and rejoined the other escorts of the convoy.'

*The Far Distant Ships*, by Joseph Schull, adds:

'The U-boat captain was a rarity in the German submarine service. He proclaimed that he had given himself up in order to insist that *Moose Jaw* rescue his men, but the explanation did not go down well either with friend or foe. When later he offered his hand to his chief quartermaster, it was refused.'







215 x

The unique and poignant Second War bomb and mine disposal G.C., D.S.C. group of ten awarded to Lieutenant-Commander W. E. Hiscock, Royal Navy

In his capacity as Controlled Mining Officer at H.M.S. *St. Angelo*, Malta, he dealt with no fewer than 125 'incidents' at the height of the island's siege, among them an 'Italian torpedo machine' and other unknown types of ordnance: in dismantling the former, which contained a 650lb. high explosive charge fitted with four firing devices and a time fuse, the clock mechanism whirred into action, but Hiscock calmly neutralised the device nonetheless

Tragically, he and his wife were killed in a bombing raid on Valetta in February 1942, just a few days after the announcement of his award of the G.C.

George Cross (Lieut. (Acting Lieut. Commander) William Ewart Hiscock, D.S.C. R.N. 3rd February 1942); Distinguished Service Cross, G.V.I.R., the reverse hallmarked London 1940 and officially dated '1941'; 1914-15 Star (Act. Gnr. W. E. Hiscock, R.N.); British War and Victory Medals, with M.I.D. oak leaf (Gnr. W. E. Hiscock, R.N.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Jubilee Medal 1935, mounted court-style for display, *good very fine and better* (10) £80,000-£120,000



G.C. *London Gazette* 3 February 1942:

'For great gallantry and undaunted devotion to duty.' The original recommendation states:

'Lieutenant (Act. Lt.-Commander) Hiscock was in charge of the salvage, rendering safe and stripping of an Italian Torpedo Machine, which was recovered from 15 feet of water off St. George's Bay, Malta. The operation of salvaging itself was one of great danger as, apart from the possibility of booby-trapping, no information was available as to the technical mechanism of the explosive head, whilst its behaviour when parted from the body was a matter of complete uncertainty. Rendering safe and stripping of the explosive head after salvage had been carried out personally by Hiscock, helped by Le Bargy [Petty Officer C., awarded the D.S.M., and later still the G.M.]. During the course of the operation the clock mechanism started and it was only cool determination and skill in the face of extreme danger which allowed of a successful conclusion. The machine contained a 650 lb charge of high explosive, fitted with four firing devices, including impact and hydrostatic types.'

Further notes appear in the Honours & Awards File ADM 516/41:

'Total of all incidents - 125. Two specifically detailed:

1. While dismantling a one-man submarine recovered off Malta and rendering it safe, a special spanner (made in the Dockyard) slipped and started the clock mechanism. The lighter was then alongside N.A.D. but he tackled the mechanism again and succeeded in stopping the clock and withdrawing the detonator.

2. A new type German mine was recently encountered and rendered safe, regardless of the danger of its detonating on the rocks, he had what can only be described as an "all in wrestling match" when it washed to and fro in the heavy scend.'

His calm tackling of these highly dangerous jobs without fuss and with unfailing cheerfulness is, I consider, the highest form of courage and worthy of a very high award.'

D.S.C. *London Gazette* 14 January 1941: 'For courage, enterprise and devotion to duty in contact with the enemy.'

**William Ewart Hiscock** was born in Dorchester, Dorset on 13 January 1886 and joined the Royal Navy as a Boy 2nd Class in July 1901. Subsequently appointed an Acting Gunner, R.N., in August 1914, his wartime appointments included H.M. Ships *Kale*, from November 1914, *Medea*, from June 1915 and *Tribune*, from June 1918, and he was mentioned in despatches for 'services in action with enemy submarines' (*London Gazette* 20 September 1918, refers).

In August 1924, he was appointed a Commissioned Gunner, and, following further seagoing appointments, he joined the Admiralty's Torpedo and Mining Department in late 1931. Advanced to Lieutenant in March 1934, he was placed on the Retired List in January 1936.

Recalled shortly before the renewal of hostilities, Hiscock was posted to the Malta base *St. Angelo*, where he was appointed Officer in Charge of Controlled Minefields and Parties, and it was in this capacity that he dealt with no less than 125 devices in 1940-42. Awarded the D.S.C. in January 1941, for his 'courage, enterprise and devotion to duty in contact with the enemy,' he was also advanced to Acting Lieutenant-Commander.

As alluded to in the recommendation for his subsequent award of the George Cross (G.C.), Hiscock's gallant work extended to all manner of ordnance. A case in point would be the parachute mine that fell in the gardens of Lady Bernard's Nursing Home in the Villa Portelli. The patients were quickly evacuated to the Blue Sisters Hospital and Hiscock, after gently lowering the mine to the ground - its parachute had got caught up on a wall and a tree - defused it.

Tragically, as confirmed by his service record, he and his wife, Alice, were killed in an air raid on 15th February 1942, just 12 days after his G.C. was gazetted. A local newspaper report stated that their home in the married quarters in St. George's Barracks, St. Julian's, just north of Valetta, received a direct hit. They were buried in Capuccini Naval Cemetery.

Hiscock's G.C. was presented to one of his daughters by King George VI at Buckingham Palace on 23 June 1942.



## 216 x

The Second War 'Fall of Singapore' D.S.M. group of six awarded to Stoker P. A. H. Dunne, Royal Navy, for a motor launch versus Japanese destroyer action of "Li Wo" proportions: few escaped the resultant carnage inflicted by several point-blank hits on H.M.M.L. 311's hull and upper deck and those that did had to endure over four years as a P.O.W. of the Japanese, the wounded Dunne amongst them

Distinguished Service Medal, G.V.I.R. (Sto. P. A. H. Dunne, P/KX 132616); 1939-45 Star; Atlantic Star; Pacific Star; Defence and War Medals 1939-45, mounted as worn, minor contact marks, *good very fine or better* (6)  
*£4,000-£5,000*

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 19 February 1946: 'For great gallantry, although wounded, in keeping the engine room services of H.M.M.L. 311 in action after an attack by a Japanese destroyer on 15 February 1942.'

The original recommendation states:

'During the engagement between H.M.M.L. 311 and a heavy Japanese destroyer on 15 February 1942, when the remainder of the Engine Room personnel had been killed, and heavy damage sustained in the Engine Room, the above rating continued to keep the Engine Room services in action, under the most trying conditions. Throughout the engagement, being himself wounded in the leg, Stoker Dunne worked in close proximity to blazing petrol tanks, and in additional danger from pans of live Lewis gun ammunition bursting into flames, some of which penetrated the Engine Room. He remained carrying out E.R. duties until the order to abandon ship was received.'

**Percy Albert Holmes Dunne**, a native of Whitley Bay, Northumberland, who was born in November 1921, was recommended for his immediate D.S.M. by Commander V. C. F. Clarke, D.S.C.\*, R.N., in October 1945, when the latter, the senior surviving officer from H.M.M.L. 331, submitted his official report of the action to Their Lordships:

'I have the honour to submit the following report of the passage of H.M.M.L. 311 from Singapore to Banka Straits and her sinking there by enemy action. This report is forwarded by me, as Senior Naval Officer on board, in the absence of her Commanding Officer, Lieutenant E. J. H. Christmas, R.A.N.V.R., whose subsequent fate is unknown.

I embarked on H.M.M.L. 311 on the afternoon of 13 February 1942, as a passenger. Orders were later received from R.A.M.Y., through Commander Alexander, R.N., to embark about 55 Army personnel after dark, then proceed to Batavia via the Duriian Straits ... At daylight on the 15th, we sighted what appeared to be a warship from 2 to 3 miles distant, almost dead ahead, in the swept channel, at a fine inclination, stern towards us and to all appearances almost stopped. We maintained our course, being under the impression that this was probably a Dutch destroyer. When about a mile away the destroyer altered course to port and was immediately recognised by its distinctive stem as a Japanese destroyer of a large type. At Lieutenant Christmas' request, I took command of the ship and increased to 18 knots, maintaining my course, to close within effective range.

The enemy opened fire and, with the first salvo, scored two hits, one of which penetrated the forecastle deck, laying out the gun's crew, putting the gun out of action and killing the helmsman. Lieutenant Christmas took the wheel, and I increased speed to approximately 20 knots, and made a four-point alteration of course

to starboard to open 'A' arcs for the Lewis guns, now within extreme range. This brought me on a course roughly parallel and opposite to the enemy enclosing the Sumatra shore, which, in the almost certain event of being sunk, should enable the crew and the troops to swim to the mainland. On my enquiring, after the alteration, why the 3-pounder was not firing, I was informed it was out of action. By constant zig-zagging further direct hits were avoided for a short time, during which the light guns continued to engage the enemy.

The enemy, however, having circled round astern of me, was closing and soon shrapnel and direct hits began to take their toll both above and below decks. The petrol tanks were on fire, blazing amidships, and there was a fire on the messdecks. The engine room casing was blown up and two out of three E.R. personnel had been killed, whilst the third, a Stoker [Dunne], was wounded in the leg. The port engine was put out of action. The E.R. services as a whole, however, were maintained throughout the action. Finally, Lieutenant Christmas at the helm reported the steering broken down with the rudder jammed to starboard. We began circling at a range of about 1000 yards. Further offensive or defensive action being impossible, with all guns out of action and the ship ablaze amidships, I stopped engines and ordered 'abandon ship'.

Casualties were heavy. I estimate that barely 20 men, including wounded, took to the water. The Japanese destroyer lay off and, although the White Ensign remained flying, ceased fire but made no attempt to pick up survivors. I advised men to make for the mainland shore but a number are believed to have made for the middle of the Strait in the hope of being picked up. The action lasted about ten minutes. The captain of the *Mata Hari* (Lieutenant Carson), who witnessed the action, states that the Japanese ship fired 14 six-gun salvos. There were four, or possibly five, direct hits, and, in addition to the damage from these, most regrettable carnage was caused on the closely stowed upper deck by bursts from several "shorts". The ship sank not long after being abandoned, burning furiously.'

Other than Dunne, no other officer or rating appears to have been decorated for the action, Clark's D.S.C. and Bar having stemmed from acts of gallantry in the Second Battle of Narvik and during earlier air attacks off Singapore; sadly the fate of Lieutenant E. J. H. Christmas, R.A.N.V.R., was never fully established, and he is assumed to have died on 15 February 1942.

Sold with the recipient's original Buckingham Palace returning P.O.W.'s message, dated September 1945, together with a quantity of related research, including copied recommendation, Japanese POW card, and a copy of Commander Victor Clark's memoirs, *Triumph and Disaster*, in which he describes the demise of H.M.M.L. 311 in detail.





217 x

The First and Second War campaign group of nine awarded to Brigadier Ivan Simson, Royal Engineers, Chief Engineer and Director-General Civil Defence at the time of the fall of Singapore in February 1942, and subsequently a Japanese prisoner of war

1914 Star, with clasp (Lieut. I. Simson. R.E.); British War and Victory Medals (Major I. Simson.); India General Service 1908-35, 1 clasp, Burma 1930-32 (Major I. Simson. R.E.); 1939-45 Star; Pacific Star; War Medal 1939-45, with M.I.D. oak leaf; Jubilee 1935; Coronation 1937, mounted as worn, nearly very fine or better (9) £1,400-£1,800

M.I.D. London Gazette 1 August 1946.

**Ivan Simson** was born in India in 1890 and educated at Eastbourne College and the R.M.A. Woolwich. He was commissioned into the Royal Engineers in July 1910. On the outbreak of war he went to France with the 8th (Railway) Company R.E. In June 1915, was put in charge of a detachment loading mine earth at Noeux les Mines, near Lens, using rail mounted steam shovels - the first time that such equipment had been used by the Royal Engineers. A very considerable output was achieved, the mine earth being used as ballast in new railway construction. He later became



O.C. 279th (Railway Construction) Company R.E., raised in France from tradesmen in Infantry Battalions for work in the 1st Army area under the Chief Railway Construction Engineer. At various times he volunteered for other jobs and spent short periods with several Field Companies and Tunnelling Companies, and was wounded during the course of the war.

From 1919 to 1924 he served as Staff Captain in the War Office. In 1929 he was posted to India where he became Garrison Engineer at Jhansi, and later A.C.R.E. (Works), Calcutta. From 1932 to 1933 he was C.R.E. Burma Independent District, A.H.Q., Maymyo, Burma. On returning to the U.K. he held various posts including Assistant Director Engineering at the War Office and later the Ministry of Supply. For the first five months of 1941 he was Deputy Chief Engineer (Operations) at H.Q. Scottish Command, charged with the construction of airfields and defences against sea borne and parachute attack. On promotion to Brigadier later that year he was selected to become Chief Engineer Malaya Command, and was sent out with verbal instructions, never confirmed in writing, to install the most modern type of defences throughout Malaya and Singapore Island.

In his book *Too Little Too Late*, written after the war, Simson described the frustrating struggle to build up defences before and during the ten week offensive that led to the surrender of Singapore on 15 February 1942, and how, at the last minute, he was appointed Director-General Civil Defence, Malaya, with no resources to carry out any form of defence. He felt particularly bitter towards General Percival, G.O.C. Malaya, who persistently refused permission for the necessary arrangement for defence to be put in place, stating baldly that "I believe defences like those you are suggesting would be bad for the morale of the troops and civilians."

Simson was taken prisoner at the fall of Singapore and remained captive for the duration of the war. He retired in July 1946 but was re-employed until 1951 under the Foreign Office in the Control Commission, Germany. He died on 4 February 1971.



## 218 x

**The very rare 'Great War 1917' D.S.M. and 'Second Battle of Sirte 1942' Second Award Bar group of ten awarded to Petty Officer Fred Smith, Royal Navy**

Distinguished Service Medal, G.V.R. (J.28911 F. Smith. A.B. H.M.S. Laburnam 1917) with Second Award Bar; 1914-15 Star (J.28911 F. Smith, Ord. R.N.); British War and Victory Medals (J.28911 F. Smith. A.B. R.N.); 1939-45 Star; Atlantic Star, 1 clasp, France and Germany; Africa Star, 1 clasp North Africa 1942-43; Italy Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R., 2nd issue with fixed suspension (J.28911 F. Smith. L.S. H.M.S. Queen Elizabeth) mounted as worn, *the first four considerably polished and worn, therefore fine, otherwise about very fine or better* (10) £3,000-£4,000

D.S.M. *London Gazette* 6 April 1918: 'For services in vessels of the Royal Navy employed on patrol and escort duty during the period 1st January to 31st December 1917.'

D.S.M. Second Award Bar *London Gazette* 8 September 1942: 'For gallantry, skill and seamanship in H.M. Ships ...*Dulverton*... in a brilliant action against strong enemy forces, which were driven off and severely damaged. This action resulted in the safe passage to Malta of an important convoy.' Awarded for Admiral Vian's brilliant victory over Italian naval forces on 22 March 1942, in what came to be known as the Second Battle of Sirte.

One of only three instances of a man winning a Bar in the Second World War to the D.S.M. from the Great War. One other man was gazetted with a second D.S.M. by mistake instead of a bar, thus making only four such double awards embracing both wars.

**Fred Smith** was born at Yeovil, Somerset, on 28 October 1897, and joined the Royal Navy as a Boy 2nd Class on 8 December 1913, an errand boy by trade. He was advanced to Ordinary Seaman in July 1915 and to Able Seaman in October 1916, joining H.M.S. *Laburnam* on the Irish station at Queenstown and remained in this ship until October 1918. He received his L.S. & G.C. medal in February 1931 whilst serving in H.M.S. *Queen Elizabeth* which he had joined in February 1929. He was appointed acting Petty Officer in November 1932 and confirmed as Petty Officer (Pensioner) in November 1933. Demobilised in October 1938, he was recalled in December 1939 and served aboard the escort destroyer *Pytchley* from October 1940 until damaged by a mine in June 1941. He joined the escort destroyer *Dulverton* in September 1941 and thereafter took part in escorting convoys to Freetown and Durban before moving to the Mediterranean in early 1942 where he took part in convoys to Malta and the Second Battle of Sirte. He was advanced to Chief Petty Officer (Temporary) in October 1943, and released from the service on 11 September 1945.

Sold with copied record of service and other research.





## 219 x

The important 'Royal Yacht' M.V.O., Great War 'Coastal Motor Boats' D.S.C., Anglo-Persian Naval Mission 1920, and Second War Posthumous M.I.D. group of thirteen awarded to Captain R. F. J. Onslow, Royal Navy, who gained his posthumous mention for gallant services as Captain of the aircraft carrier H.M.S. *Hermes* when she was bombed and sunk by Japanese aircraft in April 1942

The Royal Victorian Order, M.V.O., Member's 4th Class breast badge, silver-gilt, gold and enamels, the reverse officially numbered '1389'; Distinguished Service Cross, G.V.R., hallmarked London 1918; 1914-15 Star (S. Lt. R. F. J. Onslow, R.N.); British War and Victory Medals (Lieut. R. F. J. Onslow, R.N.); Naval General Service 1915-62, 1 clasp, Iraq 1919-1920 (Lieut. R. F. J. Onslow, R.N.); Coronation 1937; **Russia, Empire**, Order of St Stanislas, breast badge with swords, silver-gilt and enamels, of continental manufacture, badly chipped, these last eight mounted as worn; together with 1939-45 Star, Atlantic Star; Africa Star; Burma Star, War Medal, with M.I.D. oak leaf, good very fine or better, the N.G.S. rare (13)

£6,000-£8,000



M.V.O. 4th Class *London Gazette* 1 January 1938: Commander of H.M. Yacht Victoria and Albert (dated 29 July 1937).

D.S.C. *London Gazette* 20 September 1918: 'For services in the Auxiliary Patrol, Minesweeping and Coastal Motor Boats, between the 1st January and 30th June, 1918.'

The recommendation states: 'For consistent good service in C.M.B.s on the Belgian Coast over a period of months. He was in command of a C.M.B. in the operation on the 4 February, 1918, when mines were laid in the Ostend approaches, which subsequently sank enemy Torpedo Boat A10.'

Russian Order of St Stanislaus: C.W. 10241 of 1920. 'Granted permission to accept and wear ribbon of the Russian Order of St Stanislaus 3rd Class with swords.'

M.I.D. (Posthumous) *London Gazette* 10 November 1942: 'For great bravery when H.M.S. *Hermes* was sunk by Japanese aircraft.'

The Admiralty letter forwarding the M.I.D. certificate to his widow in November 1942 states: 'I am commanded by my Lord Commissioners of the Admiralty to send you the enclosed Certificate of a Mention in Despatches, awarded by the King to your husband, Captain Richard Francis John Onslow, M.V.O., D.S.C., R.N., for distinguished service in the action in which he lost his life. H.M.S. HERMES was bombed and sunk by Japanese aircraft in April, 1942. Captain Onslow handled and fought his ship with the utmost determination to the last in the face of an overwhelming attack.'

#### *The life and loss of the Hermes*

On 9 April 1942 H.M.S. *Hermes*, the Royal Navy's first purpose-built aircraft carrier, was steaming north up the east coast of Ceylon returning to Trincomalee in company with the Australian destroyer H.M.A.S. *Vampire* when the two ships were spotted by a reconnaissance aircraft from the Japanese ship *Haruna*. Within an hour Admiral Nagumo launched a force of some 85 dive bombers against *Hermes* and *Vampire* which at the time were without any air cover; 15 minutes after the attack started both ships had been hit many times and sank. A total of 306 (307 according to some sources) officers, ratings and Royal Marines of *Hermes*'s crew of some 600 lost their lives, including the ship's commander, Captain R. F. J. Onslow, M.V.O., D.S.C., though the ship went down less than five miles off the coast.

*Hermes* was the ninth ship of the Royal Navy to carry the name. She was built by Armstrong-Whitworth on Tyneside and was launched in September 1919, nine months after she was laid down. She completed her trials in 1923. *Hermes* was a small ship by modern standards, with a normal displacement of 10,950 tons (12,900

fully loaded) and a length of just under 600 feet. Her speed was 25 knots and she was built to carry 15 to 20 aircraft. Her complement was 551 to 664 excluding aircrew and her armament six 5.5-inch guns, four 4-inch guns and nine 2-pdr anti-aircraft guns.

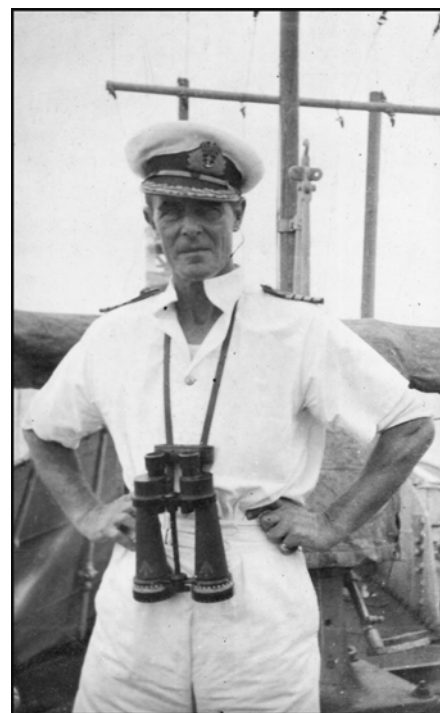
*Hermes* spent most of the period from 1925-35 on the China Station, based at Hong Kong. She returned to home waters in 1933 for a long refit at Devonport and on 1 November 1934, she was re-commissioned for service again on the China Station. She was placed in the Reserve Fleet at Devonport in 1937 and later was used as a training ship for the Fleet Air Arm in 1938-39.

When war was declared in September 1939 *Hermes* was immediately put into service on Atlantic patrols searching for U-boats. She was also involved, together with ships of the French fleet, in searching for the German pocket battleship *Admiral Graf Spee*. In late October *Hermes* and her accompanying French destroyers captured the German supply ship *Santa Fe* which her crew attempted to scuttle by opening the sea cocks before taking to their boats. *Hermes* returned to port at Dakar, Senegal, with her prize following at reduced speed. After a refit at Plymouth in early 1940 *Hermes* returned to the Dakar station and was for a period transferred from there to the east coast of Africa where she captured several Italian ships, including the *Leonardo Da Vinci*, which were leaving the port of Mogadishu with valuables. Captain Richard Onslow took over the command of *Hermes* from Captain Fitzroy E. P. Hutton on 25 May 1940.

When France fell in June 1940 the governor of Senegal declared that the colony was pro the French Vichy government and *Hermes* was ordered to leave Dakar at only a few hours' notice and take up a position to blockade the port since former allies were now regarded as enemies. The French battleship *Richelieu*, one of the most modern and powerful warships in the world, had sailed into Dakar a few days earlier and there was some on-board speculation that she might follow and try to sink *Hermes*.

Captain Onslow was appointed acting rear admiral for the period 7 to 11 July 1940, making *Hermes* the temporary flagship of the small British squadron now on patrol off Dakar. On 3 July a British fleet had carried out a pre-emptive attack on units of the French navy at Mers-el-Kebir in Algeria, and four days later *Hermes* issued an ultimatum to the French admiral at Dakar. When no reply was received by the specified deadline, a plan to attack *Richelieu* inside Dakar harbour with depth charges was put into action.

Shortly before midnight *Hermes*'s 25-foot motor boat, which had been painted black,



loaded with four depth charges and manned by a volunteer crew of ten men, slipped away from *Hermes*, passed over the harbour boom and with some difficulty in the dark found their target. The depth charges were dropped under *Richelieu*'s stern where, despite being triggered, they failed to explode. The motor boat, pursued by a French vessel which became caught up in the boom nets, eventually returned safely to *Hermes*. Shortly before dawn on 8 July six Swordfish aircraft from *Hermes* launched an attack and one of their torpedoes is thought to have detonated the depth charges, making a 60ft hole in *Richelieu* that resulted in some flooding and caused her stern to sink to the bottom; she was pumped out after a few days and made seaworthy for emergency service. In the *London Gazette* of 6 September 1940 the following awards for 'bravery and skill in operations off Dakar' were announced to men who crewed the motor boat:

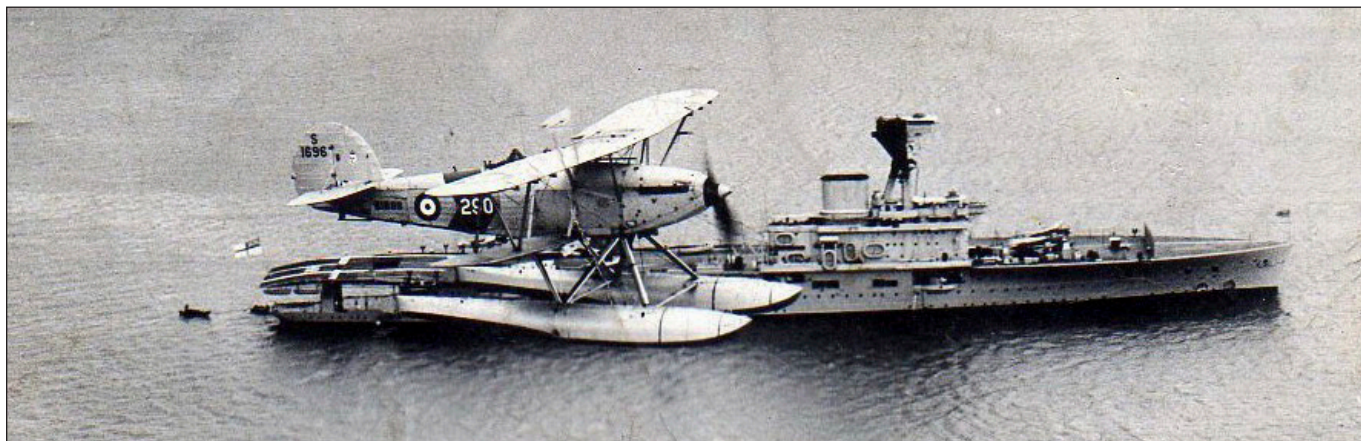
Distinguished Service Order to Lieutenant Commander Robert H. Bristowe; Distinguished Service Cross to Commissioned Gunner Frederick W. Grant;

Distinguished Service Medals to E.R.A. 2nd Class Cyril Ford and Acting Leading Seaman Patrick J. Kearns;

Mentions in Despatches to leading Telegraphist Ronald E. Tuffnell, Able Seaman Albert Cookson and Able Seaman John Quinn.

Two days after the attack on the *Richelieu*, in the early hours of the morning during a tropical storm, *Hermes* inadvertently crossed the path of a convoy and collided almost head on with

## Naval Medals From the Collection of the Late Jason Pilalas



the armed merchant cruiser *Corfu*, sustaining extensive damage to her bows but fortunately mostly above the waterline. Temporary repairs were carried out at Freetown in Sierra Leone, West Africa and she was then able to proceed to Simonstown for a new bow to be fabricated and welded in place.

After three months of repairs and refitting in South Africa, *Hermes* continued her patrols in the South Atlantic searching for German commerce raiders, including the pocket battleship *Admiral Scheer* which was not located. In 1941 she was transferred to the Indian Ocean to look for Vichy French blockade runners in and out of Madagascar and in February helped to blockade the port of Kismayu in Italian Somaliland. From April until mid-June *Hermes* was deployed to the Persian Gulf to support British operations in Basra following pro-German unrest in Iraq, a task which the 20-year-old ship's crew found very uncomfortable in the heat of the Gulf. Later in the year she escorted the battleship *Prince of Wales* and battlecruiser *Repulse* from Mombasa to the Seychelles, en route to join Force 'Z' at Singapore, but engine problems forced *Hermes* to return to South Africa for repairs and a refit.

On completion of her refit *Hermes* was assigned to the Eastern Fleet when it was formed at Ceylon and on 19 February 1942, she received the Swordfish of 814 Squadron and rendezvoused with the destroyer H.M.A.S. *Vampire* to carry out an anti-submarine patrol. In mid-March the two ships were assigned to Force 'B' of the Eastern Fleet based at Trincomalee, part of the defences of Ceylon against Japanese Admiral Nagumo's carrier fleet. Intelligence had indicated that the Japanese would attack Ceylon on 1 April, but when no attack materialised, Admiral Somerville withdrew his fleet to Addu Atoll, in the Maldiv Islands, to refuel and sent *Hermes* and *Vampire* to Trincomalee to prepare for the planned Allied invasion of Madagascar. The aircraft of 814 Squadron were disembarked.

Two days later the Japanese fleet was sighted

steaming towards Ceylon, but by then the British fleet was too far away to intercept it. On 5 April the Japanese attacked Colombo using their carrier-based fighter bombers; 19 of the 42 aircraft defending Colombo were shot down by the escorting Japanese fighters. *Hermes* and *Vampire* were ordered on 8 April to leave Trincomalee for safety and sail south down the coast, *Hermes* now without her aircraft.

The expected attack on Trincomalee by more than 100 aircraft from Nagumo's fleet began at 7am on 9 April and resulted in extensive damage to the airfield and dockyard. Aircraft were destroyed on the ground and 11 of the 23 defending fighters were shot down. At 8.55 am a reconnaissance aeroplane from *Haruna* sighted *Hermes* and *Vampire* and reported their position to the Japanese fleet. The signal was intercepted at Colombo and the two ships were ordered to reverse course and return to Trincomalee from where air cover could be provided. At 9.45 am Admiral Nagumo launched his force of 85 dive bombers which found their targets off Batticaloa and sank both in short order. Some 40 bombs hit *Hermes* in the space of ten minutes. The guns of the ships managed to shoot down four enemy aircraft between them, but the token force of British fighters arrived on the scene too late. The hospital ship *Vita* which was fortuitously in the vicinity picked up most of the survivors. One survivor who was on the bridge with Captain Onslow after the 'abandon ship' command had been broadcast recalls offering him a lifebelt which was refused and then saw him go down the ladder towards his cabin; the captain was not seen again.

The *London Gazette* of 10 November 1942 carried the announcement of Mentions in Despatches (Posthumous) 'for great bravery when H.M.S. *Hermes* was sunk by Japanese aircraft' to Captain Onslow and Able Seaman George Page.

In August 1982, forty years after the loss of *Hermes*, a team of divers, guided by local

fishermen and assisted by the gunboat *Balawatha* of the Sri Lankan Navy, located and positively identified the wreck of the carrier. The Admiralty chart current at the time showed the ship to be resting about nine miles offshore in some 60 fathoms of water, just on the edge of the continental shelf of the east coast of Sri Lanka. As a result of the dive the correct position was found to be 4.24 miles from the coastline and about 5 miles away from the charted position at a depth to the sea bottom of 180 feet (30 fathoms). The ship rolled over on to her port side as she sank and the wreck is now lying upturned with the flight deck almost horizontal, the slightly higher side being held up by the remains of the starboard side superstructure.

**Richard Francis John Onslow** was born on 29 March 1896, at Woolston, Hampshire, the eldest son of the Rev. M. R. S. Onslow, M.A., Royal Navy chaplain and his wife Fanny Harriet Onslow (née Graham). He joined the navy's training establishment on 15 January 1909, a couple of months before his thirteenth birthday, first at the Royal Naval College at Osborne and afterwards at Dartmouth.

On 15 September 1913 he was appointed midshipman and posted to the brand new battle cruiser H.M.S. *Queen Mary* within two weeks of her being commissioned. The *Queen Mary* was attached to the 1st Battle Cruiser Squadron under Rear Admiral David Beatty; in June 1914 the squadron paid a visit to Russia. Promoted to acting sub lieutenant on 15 September 1915, Onslow next saw service in the destroyer *Zulu* attached to the Dover Patrol for the first two years of the First World War until a mine removed her stern in October 1916.

A posting to the submarine depot ship H.M.S. *Thames*, based at Sheerness, for 'special service' in April 1916 was followed by his next step to sub lieutenant on 15 May and four months later he was appointed to command Coastal Motor Boat (CMB) No 12. He was promoted acting lieutenant on 15 September 1917, and



## Naval Medals From the Collection of the Late Jason Pilalas

lieutenant two months later and continued in command of coastal motor boats until the end of the war, receiving generally excellent reports on his ability and potential from his superior officers.

A Court of Enquiry in April 1918 into an accident involving *CMB 31B* in the River Thames that resulted in the death by drowning of two men concluded that blame was attributable to Lieutenant Onslow in that 'he did not get a clear understanding with C.O. as to who was in command of the CMB and in that he cornered at so high a rate of speed in narrow waters, where traffic was to be expected.' He was cautioned to be more careful in future. This setback did not, however, stand in the way of his being awarded the Distinguished Service Cross for services in CMBs with the Auxiliary Patrol at Dover.

On 28 January 1919, he was posted to H.M.S. *Theseus*, at that time the depot ship for the Caspian and Black Sea, for command of CMBs. In November 1918 the anti-Bolshevik authorities in Azerbaijan made it known that they would welcome the return of British forces which had been withdrawn two months earlier and the Royal Navy's Caspian Naval Force under Commodore Norris returned to Baku to assist and train local forces in support of the White Russians and to deter the Bolsheviks from moving south down the Caspian. In March 1919 the Centro-Caspian Flotilla, nominally under the White Russian commander-in-chief, was forcibly disbanded and its gunboats immobilised and disarmed when it was found to be in contact with the Bolsheviks.

Some of the armed merchant ships were incorporated into the Royal Navy flotilla which continued to grow until the middle of the year when it peaked at 47 RN officers and more than 1,000 ratings. It had 12 CMBs, brought by rail for use in the shallow water of the north Caspian. The flotilla did a lot of patrolling and carried out some successful attacks on Bolshevik naval forces in May. After the Paris Peace Conference responsibility for the area was transferred to the White Russians, the flotilla's ships were handed over in stages and, on 2 September 1919, the Royal Navy's Caspian flotilla ceased to exist. Lieutenant Onslow's service record is annotated 'sent home' in September 1919 from H.M.S. *Caesar*, which the previous month had become the depot ship in the Black Sea for British naval forces operating against the Bolsheviks. The Russians awarded him the Order of St Stanislaus 3rd Class with Swords, which, according to his service record, he was granted permission to accept and wear, while the card index at TNA notes that he was granted unofficial permission, that the award was for the Mediterranean and its disposal was on 13 July 1920.

On 16 February 1920, he was posted to

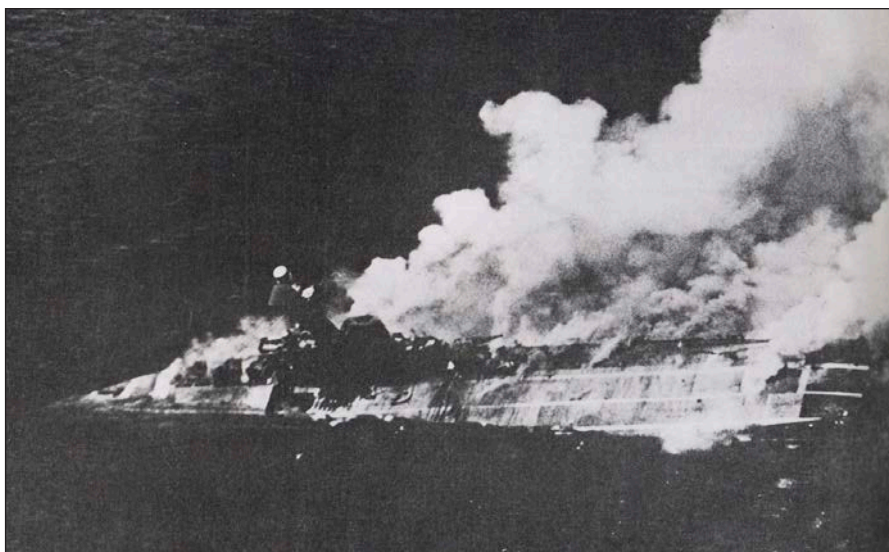
H.M.S. *President* 'for service with Commodore Norris outside [the] Admiralty' as a member of the Anglo-Persian Naval Mission. His service record notes that in July he was lent by the Naval Mission to Teheran to the General Officer Commanding, Mesopotamia for service on river patrol boats and on 21 September that G.H.Q. Baghdad no longer required his services. He returned to England in the P&O Line's S.S. *Naldera*, arriving at Tilbury on 20 November 1920. This secondment earned him the Naval General Service Medal 1909-62 with the scarce clasp 'IRAQ 1919-1920' – there were, according to the medal roll only 129 awards, of which nine were to officers, for service on river craft operating within Iraq between 17 July and 17 September 1920. It is interesting to note that had Lieutenant Onslow stayed with the Naval Mission under Commodore D. T. Norris, C.B., C.M.G., the purpose of which was to consolidate the British position in Persia by helping with the development of the Persian navy and mercantile marine on the Caspian Sea, he would instead have earned the very rare clasp 'N. W. PERSIA 1920' of which only four were awarded. The qualification dates for that clasp were 10 August to 31 December 1920, though the mission appears to have been withdrawn in early December.

After his return from Baghdad he was posted to the navy's gas school at H.M.S. *Excellent* for two years and then from 2 January 1923 until 3 January 1925 he was in the battleship *Resolution*. There then followed a two-year appointment to *Britannia* Royal Naval College at Dartmouth during which he was promoted lieutenant commander on 15 November 1925. Onslow's next ship was H.M.S. *Hood* of the Atlantic Fleet and in which he stayed for 30 months until he was posted to the light cruiser *Colombo* on the America and West Indies Station until January 1930.

He was advanced to commander on 30 June 1931, and two months later his senior officer's report assessed him as generally exceptional with marked powers of leadership and unafraid of responsibility; he was recommended for the Staff College course, reinforcing earlier assessments that marked him as a man who should do well in higher ranks. After attending the staff course at Greenwich in 1933 he returned to *Britannia* RNC for two years until December 1935. He was then appointed on 7 February 1936 to command the Royal Yacht *Victoria and Albert* until 8 February 1938. On 20 May 1937, *Victoria and Albert* took part in the Coronation review of the fleet and Commander Onslow received the Coronation Medal 1937. This period also saw his appointment to the Royal Victorian Order, Member of the 4th Class, announced in the 1938 New Year honours (but dated 29 July 1937), and his advancement to captain on 31 December 1937.

Captain Onslow's first seagoing appointment in command of a capital ship was on 18 August 1938, to the anti-aircraft cruiser H.M.S. *Coventry*. He was her commander when she was with the Home Fleet and was damaged on 1 January 1940 in a German air attack on the Shetland Islands. He left the *Coventry* on 22 April 1940 and, as mentioned above, was placed in command of H.M.S. *Hermes* on 25 May 1940. He was just a few days past his forty-sixth birthday when *Hermes* was sunk.

Sold with original M.I.D. Certificate to 'Captain Richard Francis John Onslow, M.V.O., D.S.C., R.N., H.M.S. *Hermes*', dated 10 November 1942, with accompanying Admiralty letter, dated 14th November 1942, as quoted above.







220 x

The exceptional Second War Arctic convoy 'QP. 10' B.E.M. group of five awarded to Galley Boy C. E. Slaughter, Merchant Navy, who was 'aged about 15 years' at the time of his gallantry aboard the stricken merchantman *Harpalion* British Empire Medal (Civil) G.V.I.R., first issue (Charles Edward Slaughter); 1939- 45 Star; Atlantic Star; Defence and War Medals 1939-45, mounted court-style, good very fine (5) £500-£700

B.E.M. *London Gazette* 18 August 1942, in a joint citation with Steward J. F. Whyte and Fireman E. Ulke:

'During heavy enemy air attacks, Slaughter, Whyte and Ulke displayed bravery and initiative as volunteers in maintaining steam after the ship had received damage below and when the conditions in the stokehold were both difficult and dangerous. It was largely due to their efforts that the vessel was brought safely to port.'

In point of fact, their vessel, the freighter *S.S. Harpalion*, had to be sunk by gunfire from H.M.S. *Fury*, after sustaining fatal damage inflicted by Ju. 88s when convoy QP. 10 came under attack on 13 April 1942.

**Charles Edward Slaughter** was, according to his captain's action report, 'about 15 years' of age and 'the first of the crew to volunteer' to undertake perilous work in the stricken *Harpalion's* stokehold.

Arctic convoy QP. 10 departed Murmansk on 10 April 1942, a convoy of sixteen merchantmen bound for Iceland with a naval escort comprising the cruiser H.M.S. *Liverpool* and seven destroyers, in addition to a minesweeper and two anti-submarine trawlers. From the moment it departed, the convoy came under relentless attack, not least from Ju. 88s of III/K.G. 30.

*Harpalion's* D.E.M.S. gunners had already downed an enemy aircraft on the 11th but, as her captain's report explains, the attacks on the 13th proved overwhelming:

'We were all standing by the guns ready for an attack, and at 0607 the bombing attack commenced. About 8 bombs were dropped within 20-50 yards of my ship during this first attack,

but no damage was done. We were firing with all our guns throughout the attack. The second attack began at 0703 and was made by 2 aircraft during which 4 bombs were dropped close to my counter and about 20 yards from the ship. These bombs had delayed action fuses and did not explode for some little time after hitting the water. When they did explode a column of water about 40 feet was thrown into the air.

At 0842 2 aircraft made a third attack on my ship, one approaching from the bow and the other from the stern and 8 bombs in sticks of 4 were dropped by each aircraft on my port bow about 50 yards away.

At 0940 a fourth attack was made. One aircraft flew in very close to my stern at a height of about 200 feet and dropped 4 bombs right under my counter some 10-20 feet from the stern. After this attack I found the vessel would not answer the bridge steering gear, so I ordered the after-hand gear to be put into operation, but I found that the quadrant moved but the rudder did not. I ordered an inspection to be made and it was found that the quadrant was broken away from the rudder and that the rudder post had been badly shattered. The engines were still working but the vessel was steaming away from the convoy as the ship was not under control ...'

At length, the order to abandon ship was given, but even then, the two boats that got away from the *Harpalion* were attacked by machine-gun fire from the Ju. 88s.

Sold with copied research including Convoy reports.



221 x

The rare Second War Polish Cross of Valour group of eight awarded to Leading Telegraphist G. A. Rouse, Royal Navy, attached Polish Navy, who was decorated for his bravery aboard the Polish destroyer *Kujawiak* in the famous Malta convoy 'Operation Harpoon'

1939-45 Star; Atlantic Star; Africa Star; Pacific Star; Defence and War Medals 1939-45, with M.I.D. oakleaf; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (J. 112785 G. A. Rouse. Ldg. Tel. H.M.S. Pembroke); Polish Cross of Valour 1939-45, mounted as worn, good very fine (8) £800-£1,000

Fewer than 50 Polish Crosses of Valour were awarded to Officers and ratings of the Royal Navy in the Second World War.

M.I.D. *London Gazette* 22 September 1942. The recommendation states:

'On 16 June 1942, when the O.R.P. *Kujawiak* struck a mine and sunk, this leading hand remained at his post in the W./T. office and transmitted two W./T. signals as ordered by the bridge. He continued transmitting although the ship was listing fast and electricity had failed. He finally finished the signal as the battery power failed, then with Coder C. Foulds he disposed of the C.Ps and S.Ps as ordered.'

Polish Cross of Valour *London Gazette* 22 December 1942. The recommendation states:

'During all operations of the O.R.P. *Kujawiak*, but especially in the operations against overwhelming Italian surface units around Pantelaria and during the sinking of the *Kujawiak* close to Malta, he showed personal bravery and good naval qualities. Until ordered to abandon ship, he broadcast and received radio signals using the reserve transmitter. After the order to abandon ship he took an active part in destroying the codes. He has earned the greatest recognition.'

An accompanying wartime newspaper cutting gives further details regarding the fate of the O.R.P. *Kujawiak*:

'Within sight of her destination, and adding more laurels to her already proud career, the Polish destroyer *Kujawiak* sank recently while on convoy work in the Mediterranean. Last winter while on night patrol off France she sank two enemy ships, says the Polish Minister of Information, chronicling today her exploits of

the last few months. Later while escorting a convoy she shot down two Junkers and drove off others, enabling the convoy to reach port without loss. Shortly after 41 decorations had been presented to Officers and men by General Sikorski, the *Kujawiak* began what proved her last voyage. While in a strong convoy in the Mediterranean an attack was made from the air. The *Kujawiak* shot down two airplanes. Another attack was made by Junkers 88s. One of these was a probable for the destroyer. In a further attack by 50 airplanes, one of two were credited to the Polish vessel as disabled. Another airplane fell victim to her during the last raid, and she damaged a sixth with her machine-guns. Next day the convoy engaged Axis cruisers and destroyers. The *Kujawiak* took an unusually active part and the enemy was driven off. When the port of destination was in sight there was an explosion [as a result of hitting a mine]. Water and oil flooded the watertight compartments and the *Kujawiak* listed strongly to port. Efforts failed to save the ship and the order came to abandon her. The Captain, while recovering possessions from his cabin, was trapped but two sailors went to his rescue. Less than a minute after he had jumped into the water the ship went down.'

In addition to his service in the *Kujawiak*, Rouse served in the P.C. 74 between August 1939 and March 1940; H.M.S. *Heather* from October 1940 until December 1941; the *Isle of Sark* from August 1942 until March 1944; the *Fervent* from May to October 1944, and, following very brief service in the cruiser *Dido*, in *McNab VII*; accompanying original application for campaign awards refers.

Sold with original Mention in Despatches certificate and Polish Cross of Valour notification letter signed by General Sikorski, among other documentation.





## 222 x

The Second War submariner's D.S.M. group of five awarded to Chief Petty Officer G. H. Wilkes, Royal Navy, who served as Coxswain to Commander J. W. 'Tubby' Linton, V.C. in the *Turbulent* and was among those lost when she was mined off Sardinia in March 1943

Distinguished Service Medal, G.V.I.R. (JX.125656 G. H. Wilkes, C.P.O.); Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (JX.125656 G. H. Wilkes. P.O. R.N.); 1939-45 Star; Africa Star, 1 clasp, North Africa 1942-43; War Medal 1939-45, mounted for display, extremely fine (5) **£2,800-£3,400**

D.S.M. *London Gazette* 15 September 1942. The original recommendation states:



## Naval Medals From the Collection of the Late Jason Pilalas



'As Coxswain this rating has shown outstanding ability and devotion to duty. His efficient working of the after hydroplanes has greatly assisted in making attacks. His organisation of the ship's company has been excellent.'

**George Harold Wilkes** was born in Birmingham, Warwickshire on 6 October 1909 and entered the Royal Navy as a Boy 2nd Class in January 1926.

Having then volunteered for submarines in December 1932, he was serving as a Petty Officer in the *Odin* on the outbreak of hostilities in September 1939, but he had come ashore to *Medway* by the time of her loss in June 1940. It was, however, his next submarine that would lead to his appointment as Coxswain to Commander J. W. 'Tubby' Linton, R.N., for, in August 1941, he joined the recently launched *Turbulent*, then undertaking her sea trials under Linton.

*Turbulent* departed for the Mediterranean in February and between then and her loss off the coast of La Maddalena, Sardinia in March 1943, she was estimated to have sunk 'some 100,000' tons of enemy shipping, in addition to taking out three trains by gunfire. In the words of the citation for Linton's posthumous V.C., 'In the last year he has spent two hundred and fifty-four days at sea, submerged for nearly half that time, and his ship was hunted thirteen times and had two hundred and fifty depth charges aimed at her.' It was, by any standards, an unsurpassed record of gallantry and achievement, and a record well-known to Wilkes.

*Turbulent's* first list of awards was announced on 15 September 1942, when Linton received the D.S.O., two of his officers the D.S.C. and Wilkes and seven others the D.S.M., amongst whom Linton placed Wilkes first in his order of precedence for an award. At that stage she had completed four war patrols and her successes included the sinking of a U-boat, a destroyer, four supply ships, two auxiliaries and six armed schooners. She had also seriously damaged three other schooners 'in an exceptionally keen series of attacks.'

Wilkes and his shipmates would undertake five further war patrols before *Turbulent's* loss, including special forces' operations and, it is said, her 'Jolly Roger' had no space left to represent future outings and successes.

The award of Linton's posthumous V.C. was announced in May 1943, the citation referring to his 'many and brilliant successes'. One of them occurred in *Turbulent's* fourth war patrol:

'On one occasion, for instance, in H.M.S. *Turbulent*, he sighted a convoy of two merchantmen and two destroyers in mist and moonlight. He worked round ahead of the convoy and dived to attack it as it passed through the moon's rays. On bringing his sights to bear he found himself right ahead of a destroyer. Yet he held his course till the destroyer was almost on top of him, and, when his sights came on the convoy, he fired. His great courage and determination were rewarded. He sank one merchantman and one destroyer outright and set the other merchantman on fire so that she blew up.'

In his role as Coxswain, we may be sure Wilkes played a crucial role throughout. Having no known grave, he is commemorated on the Chatham Naval Memorial. His service record shows additional entitlement to a R.N. L.S. & G.C. Medal.

Sold with Admiralty condolence slip in the name of 'George H. Wilkes'; (damaged) D.S.M. case of issue, and O.H.M.S. card forwarding box for his campaign medals, addressed to 'Mrs. F. Hudson' in Belfast



## 223 x

The Second War D.S.M. group of six awarded to Able Seaman G. E. Sharratt, Royal Navy, who, having been decorated for his part in the boarding of the Italian submarine *Perla* in July 1942, went on to witness the destruction of three U-Boats in the frigate *Affleck*, and win the Royal Humane Society's Medal for saving many lives on the occasion of the loss of the frigate *Gould* in 1944

Distinguished Service Medal, G.V.I.R. (JX. 159716 G. E. Sharratt, A.B.); 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Humane Society, small bronze medal (successful) (L./Seaman George E. Sharrett, R.N., 29th Feby. to 1st March 1944) complete with riband brooch for wearing, the first five mounted for display, *minor edge bruises to the first and last, generally good very fine* (6) £2,000-£2,600

*Provenance:* R. C. Witte Collection, Dix Noonan Webb, December 2007.

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D.S.M. *London Gazette* 17 November 1942: 'For daring, skill and devotion to duty in action against enemy submarines while serving in H.M.S. *Hyacinth*.' The recommendation states:

'Able Seaman George Ernest Sharratt, P/JX.159716.

For courage and devotion to duty in following his superior officer Sub Lieutenant Rowley RNVR, into the submarine, and compelling the prisoners to go below. For remaining there until the submarine was handed over to the shore authorities; he constantly refused relief under very trying conditions.)

Royal Humane Society bronze medal, case No. 58,165. For the rescue of many survivors from H.M.S. *Gould* on 29th February 1st March 1944. 'The sea was heavy. Ship rolled rapidly and savagely, rescue ship drifting beam on to wind to any flotsam. *Affleck* proceeded to pick up survivors. Despite the fact that both ear drums had been burst, Lieutenant Grant went over the side on a rope and succeeded in saving many lives. Leading Seaman Sharrett (sic) also went over the side, and for two hours was in the water, regardless of the danger of being dragged under bilge keels. He saved many lives.'

The Flower-class corvette *Hyacinth* captured the Italian submarine *Perla* on 9 July 1942, after the latter had made a failed torpedo attack. Swiftly delivering three accurate depth-charge patterns in retaliation, the corvette forced the enemy submarine to the surface and, following some accurate gunnery work, sent a boarding party over in her whaler, among the latter was Able Seaman Sharratt, who, with Lieutenant Rowley, was the first to spring on to the *Perla's* casing. After the fleeing Italians had been forced back into the conning tower, and down below, it largely fell to Sharratt to keep them under control, as the submarine was towed to Haifa. Meanwhile, as a result of the quick work of the boarding party, confidential books and documents were recovered for the perusal of Naval Intelligence. *Hyacinth's* captain was awarded the D.S.O., two of his officers D.S.Cs, and Sharratt and four other ratings D.S.Ms - and the *Perla* was commissioned into service in the 1st Submarine Flotilla.

As it transpired, Sharratt was to be present at the demise of at least three more enemy submarines when serving in the frigate *Affleck*, Commander C. Gwinner, D.S.O., D.S.C., the first of them, the *U-91*, on 22 February 1944 - her commander, Walter Hungershausen, and 15 others, were taken prisoner; the second, the *U-358*, on 1 March 1944 - there were no survivors; and the third, the *U-392*, on 16 March 1944 - once again there were no survivors.

Of these "kills", the most remarkable was the destruction of the *U-358*, following a running engagement and pursuit that lasted for 39 hours - the longest such episode recorded in the entire War. And it was towards the end of this memorable duel with Gwinner's First Escort Group that the enemy commander, his U-Boat now *in extremis*, got off an acoustic torpedo which mortally damaged the frigate *Gould* which went down with seven officers and 116 ratings.

So far as the *U-358* was concerned, she fell to the concentrated fire of three frigates, but chiefly that of the *Affleck*, her back being broken before she rolled over and sank.





## 224 x

**The outstanding Second War North Russian Convoy 'PQ 17' D.S.O. and Lloyd's Bravery Medal group of eight awarded to Captain Augustus Banning, Merchant Navy, Master of the Rescue Ship *Rathlin* which, during the course of the War, escorted 60 convoys and rescued over 600 survivors**

Distinguished Service Order, G.V.I.R., silver-gilt and enamel, reverse officially dated 1942, with integral top riband bar; British War and Victory Medals (Lieut. A. Banning. R.N.R.); Mercantile Marine War Medal (Augustus Banning); 1939-45 Star; Atlantic Star; War Medal 1939-45; Lloyd's War Medal for Bravery at Sea (Captain Augustus Banning, S.S. "Rathlin" 27th June 1942) mounted for wear, extremely fine (8)

£3,600-£4,400

D.S.O. *London Gazette* 29 September 1942: 'For services during North Russian Convoy PQ17 in July 1942.' Lloyd's Medal for Bravery at Sea *Lloyd's List & Shipping Gazette* 31 August 1943:

'Captain Augustus Banning, Master, R.S. *Rathlin*, and Captain Owen Charles Morris, Master, R.S. *Zamalek*. These two vessels were in a North Russian convoy. Throughout numerous attacks by enemy aircraft with bombs and torpedoes the fortitude, courage and seamanship of these Masters were of the highest order, and it was due to them that both ships were brought safely through. The guns were used to such good purpose that three of the enemy were destroyed, and between them the two ships rescued over 200 survivors from other vessels.'

In the opening years of the 1939-45 war thousands of merchant seamen lost their lives through enemy action. Hospital ships could not accompany convoys as such ships had to be lighted at night, and would have betrayed the convoy positions. The solution was Rescue Ships, Merchant Navy vessels of about 1,500 gross tons, mostly from coastal trade. Their low freeboard enabled them to get men more easily over the side. They could steam at 11 or 12 knots and so work astern of a convoy and regain station afterwards.

These small ships were commanded and manned by Merchant Navy personnel; each carried a naval medical officer and a sickberth attendant, and was fitted with a hospital and operating theatre. The life-saving equipment included rescue boats, Carley

floats, float nets, scrambling nets, booms grab hooks and hoists. Twenty-nine Rescue Ships were commissioned during the war. Nothing deterred them from their hazardous duty; U-boat packs, enemy aircraft and surface ships, or the worst gales, ice and snow storms of the North Atlantic and the 'Murmansk Run'. Six of them were lost or sunk. They escorted 757 convoys and rescued 4,194. Of the many awards to the brave men of the Rescue Ships, there were only two D.S.O.'s - those awarded to Captains Banning and Morris, both for the infamous North Russian convoy PQ17.

It was to convoy PQ17, a designation that was to become world famous, that the first Rescue Ships were allocated. They were the *Rathlin* (Capt. A. Banning), *Zaafaran* (Capt. C. K. McGowan), and *Zamalek* (Capt. O. C. Morris), and the inclusion of three such ships in one convoy was evidence of the Admiralty's concern for the safety of the personnel of the 35 merchant ships which it was intended should sail in it.

**Augustus Banning**, born at Lockerbie, Dumfriesshire, was a Lowlander, and being of medium build and height was known to his friends as 'Wee Banning'. Besides being a fine seaman, he was an authority on the life and works of Robert Burns. He had been for many years with the Clyde Shipping Company, and had gained his Extra Master's Certificate. He was in command of the company's ship *Beachy* when she was bombed and sunk on 11th January 1941. He was rescued by a trawler, and could only be given first-aid for a broken leg, so he suffered thereafter from a limp.

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On 1st July the convoy was sighted by a German reconnaissance aircraft and over the next two days the convoy was subjected to sporadic, but unsuccessful, attacks. On the 4th July a lone Heinkel torpedo bomber dived out of the clouds and torpedoed the U.S. ship *Christopher Newport*. The *Zamalek* was quickly on the scene and rescued 47 members of her crew of fifty, three men being killed when the torpedoes hit. All day long aircraft circled the convoy, keeping the defenders on the alert, and in the evening they struck. Doctor Wilkins was standing on the deck of the *Rathlin* at the time. 'At about 1800 hours the circling German planes were suddenly joined by between thirty and forty Heinkel torpedo bombers which approached at tremendous speed a few feet above the sea on the starboard quarter. All our guns went into action and a terrific barrage was put up by the convoy, which forced the aircraft to turn to port, but did not prevent them from firing their torpedoes into the heart of the convoy. The leader pressed home the attack in a very gallant manner, passing straight down the lines of the convoy and being shot down in flames. Two torpedoes passed ahead of us, one actually under our bows, and three astern.'

Despite the determined way in which the attack was delivered, only three ships were hit. These were the British *Navarino*, the American *William Hooper*, and the Russian tanker *Azerbaijan*. The *Zaafaran* picked up thirty survivors from the *Navarino*, while the *Rathlin* recovered forty-four from the *William Hooper* and nineteen from the *Navarino*. Eleven more of the *William Hooper's* crew were rescued by the *Zamalek*. Without the presence of the Rescue Ships there can be no doubt that all of these men would have perished in the freezing Arctic seas.

It was late that evening, just as the three Rescue Ships were rejoining the convoy on completion of their work, when a signal was received from the Admiralty ordering the convoy to scatter. The receipt of the order came as a terrible shock to the morale of the crews of the merchantmen, and especially to those in the Rescue Ships loaded with survivors. They saw the cruisers and destroyer section of their escort disappearing at high speed over the western horizon without being aware of the reasons which had prompted such drastic action. Chief among these, it later transpired, was the presence in the area of the German battleship *Turpitz*.

Without their Royal Navy escort the convoy had no option but to scatter and throw themselves at the mercy of marauding U-boats, as well as attacks from the surface and the air. Thus, PQ17 which on the evening of 4th July had been a coherent body of ships steaming eastward in orderly array, became thirty independent vessels engaged in what was to prove a hopeless and costly *saue qui peut*. In accordance with the instructions laid down for such an emergency, the *Rathlin* headed north towards the ice-barrier at her best speed, while the other ships of the convoy followed the divergent courses laid down for them, before resuming the course which would take them to Archangel.

On the 6th July *Rathlin* encountered the United States freighter *Bellingham*, and the two proceeded in company, many times having to alter course to avoid running into ice. The following day the two ships encountered large formations of ice barring their path to the southward, and they were obliged to take a course which inevitably took them back into the danger area. All day long distress signals from ships and boats' radio sets were intercepted, many from vessels sunk several hundred miles from the nearest land. It was not long before the *Rathlin* and her big escort were sighted by a patrolling Focke-Wolf Condor, and it attempted to bomb them. 'The pilot must have felt sure he could deal with us himself' wrote Captain Banning. 'I was glad he didn't call out the dive bombers, for they were only some twenty minutes' flight away. He flew into the attack himself. The *Rathlin* opened fire, well and truly aimed, setting the plane on fire and it crashed into the water, a blazing mass.'



Later the two ships proceeded, and the following day they made a landfall at Syvatoi Noss on the Murmansk Coast, whence they were escorted by a Russian gunboat through the Gourlo and into the White Sea. They reached Archangel safely on the 9th July but it was not until 24th July, after Commodore Dowding had returned from a further search of the Novaya Zemlyan coast bringing in six more ships, that it was possible definitely to assess the losses suffered by Convoy PQ17. They amounted to twenty-three merchant ships sunk, and the Rescue Ship *Zaafaran*, and were the most severe suffered by any mercantile convoy during the war. Only eleven ships made Archangel.

On the return convoy, designated QP14, consisting of fifteen ships, mostly survivors from PQ17, the two Rescue Ships *Rathlin* and *Zamalek* had no less busy a time. The losses of this convoy amounted to the destroyer H.M.S. *Somali*, the minesweeper *Leda*, the R.F.A. tanker *Gray Ranger*, the British ship *Ocean Voice*, and the American ships *Silver Sword* and *Bellingham*. When *Rathlin* reached the Clyde on the afternoon of 27th September after an absence of over three months, she had on board two hundred and eighty-one survivors.

Both Captain Banning and Captain Morris were awarded the Distinguished Service Order, the only two such awards to the Rescue Ship service in the entire war. In addition they received Lloyd's Medals, and several other officers and men of the Rescue Ships received decorations and awards. In the course of the war *Rathlin* accompanied no less than 60 convoys and rescued a total of 634 survivors, the highest total number of survivors for any Rescue Ship. Whilst Captain Banning served in Rescue Ships throughout the war, he was not always commanding the *Rathlin*. In November 1943, he took over the newly converted Rescue Ship *Eddystone* and again came to prominence during Convoy ON225 in March 1944, when he rescued sixty-one survivors from the American ship *Joel R. Poinsett*, which signalled that she was breaking up after the convoy became scattered in bad weather, and had dropped some ninety miles astern of the convoy. On this occasion the *Eddystone* received the thanks of the United States War Shipping Administration for her work.



Naval Medals From the Collection of the Late Jason Pilalas



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## Naval Medals From the Collection of the Late Jason Pilalas



The group is accompanied by a selection of related documentation and artifacts, comprising:

- (i) Warrant for the D.S.O., dated 29 September 1942.
- (ii) Forwarding letter from Lloyd's of London, together with their '10th List of Awards' giving citation.
- (iii) Captain Banning's Merchant Navy uniform, comprising tunic with medal ribbons, trousers, and peaked cap, together with his WWI R.N.R. bullion cap badge.
- (iv) Naval Officer's Telescope by *Heath & Co., London*, used by Captain Banning but previously the property of, and named to, *W. H. Wykeham- Musgrave, R.N. (Retired Lt.-Commander)*.
- (v) Sextant, in gun metal with brass fittings and accessories, by *Whyte Thomson & Co., Glasgow & S. Shields*, in its mahogany case.
- (vi) Captain Banning's personal hand-written notebook diaries covering the period September 1941 to June 1945, together with a quantity of various nautical notebooks and publications.
- (vii) Various letters of congratulation, other related correspondence, several photographs and a number of news cuttings.
- (viii) Cases and boxes of issue for all awards and medals.
- (ix) '*P.Q.17*' by Godfrey Winn, and '*The Rescue Ships*' by Vice-Admiral B. B. Schofield & Lt.-Commander L. F. Martin, this signed by the authors.



## 225 x

**The Second War North Russian Convoy 'PQ 17' D.S.M. group of eleven awarded to Chief Mechanician S. J. Hughes, H.M.S. *Dianella*, previously taken prisoner at Antwerp 1914**

Distinguished Service Medal, G.V.I.R. (C/K.21108 Chief Mechanician S. J. Hughes) impressed naming; 1914 Star, with clasp (K.21108 S. Hughes, Sto. 1Cl. Benbow Battn. R.N.D.); British War and Victory Medals (K.21108 S. J. Hughes, Sto. 2, R.N.); 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45, these last five privately named (S. J. Hughes Warrant Mechanician R. N.); Jubilee 1935, named; Royal Navy L.S. & G.C., G.V.R., Admiral's bust, 2nd issue (K.21108 S. J. Hughes, Mech., H.M.S. Cumberland) mounted as worn, *the Great War medals good fine, otherwise good very fine* (11) £1,800-£2,200

*Provenance:* Douglas-Morris Collection, Dix Noonan Webb, February 1997.

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 26 January 1943: 'For Bravery and Resolution in H.M. Ships while taking a convoy to North Russia in the face of relentless attacks by enemy aircraft and submarines.'

The following recommendation was extracted from Admiralty records:

'Samuel James Hughes, Chief Mechanician, H.M.S. *Dianella*. For efficient performance of his duties in full charge of the engines throughout an arduous period in North Russia from July to September 1942 and particularly as part of the escort of PQ.17 and for fine example shown when carrying 61 survivors in the ship for 8 days, and his sound bearing during repeated air attacks.'

PQ 17, consisting of 36 merchant ships, left Reykjavik on 27 July 1942, bound for North Russia and carrying arms and supplies at a critical phase of the War in Russia. The importance attributed to this convoy may be judged by the size of the close escort which comprised: the Destroyers *Keppel*, *Offa*, *Fury*, *Leamington*, *Ledbury* and *Wilton*; Corvettes *Lotus*, *Poppy*, *Dianella* and *La Malouine*; Minesweepers *Brittomart*, *Halcyon* and *Salamander*; Trawlers *Lord Austin*, *Ayrshire*, *Northern Gem* and *Lord Middleton*; AA Ships *Palomares* and *Pozarica*; and the Submarines P614 and P615. The close covering force consisted of the Cruisers *London*, *Norfolk*, *Tuscaloosa* (USA) and *Wichita* (USA), and Destroyers *Somali*, *Rowan* and *Wainwright*. The distant covering force consisted of the Battleships *Duke of York* and *Washington*, the Aircraft Carrier *Victorious*, the Cruisers *Cumberland* and *Nigeria*, and 14 Destroyers. The total number of major and minor war ships involved in the escort and support groups was greater than the vessels they were to protect. Yet, with such protection, the Convoy suffered losses of nearly 70%. On 30 June the German Force I put to sea comprising the Battleships *Tirpitz*, the Cruiser *Admiral Hipper*, and the Destroyers *Karl Galster*, *Friedrich Ihn*, *Hans Lody*, *Theodor Riedel* and the Torpedo Boats T7 and T15. On 3 July, Force II put to sea comprising the pocket battleships *Lutzow* and *Admiral Scheer* and the Destroyers Z24, Z27, Z28, Z29, Z30 and *Richard Beitzen*, the intention being to join up with Force I.

Relentless air attacks by bombers flying from German airbases in northern Norway, coupled with incendiary attacks by submarines operating in Wolf packs, began to take a heavy toll on the merchant ships with losses increasing daily. On 4 July the First Sea Lord Admiral Pound, expecting a German surface attack in superior strength on the close support group, ordered the cruisers and escort destroyers to turn back to the west and instructed the convoy to scatter. Between 4 and 6 July, 18 freighters were sunk by surface ships, submarines and land-based aircraft. On 7 July three further ships were torpedoed by submarines. On 10

July three ships were bombed and sunk by aircraft. Only when the surviving ships of the convoy began to straggle onto Archangel did it become apparent that the convoy had suffered catastrophic losses. Nine ships of 56,611 tons were sunk by U-Boats; eight ships of 40,376 tons were sunk by the Luftwaffe; and eight ships which were damaged during air attacks were finished off by U-Boats. A total of 24 ships totalling 143,977 tons were lost, along with 3,350 military vehicles, 430 tanks, 210 aircraft and 99,316 tons of war supplies.

**Samuel James Hughes** was born in Poplar, London, on 5 June 1894. After earning his living as a porter in a jam factory, he joined the Royal Navy as a Stoker 2nd Class at H.M.S. *Pembroke*, Chatham, on 24 October 1913. He was drafted to the Royal Naval Division on 17 September 1914 joining the *Benbow* Battalion and was subsequently sent to Antwerp, where he was captured and interned as a Prisoner of War at H.M.S. *Timbertown*, Gronigen, Holland, for the remainder of the War.

He had been advanced to Stoker 1st class on 23 October 1914, and to Acting Leading Stoker on 5 February 1921. Whilst serving aboard H.M.S. *Cyclops* (1923-26) he was made a Stoker Petty Officer on 15 December 1923, and after passing the Mechanician's Course (1924-26) was rated Mechanician aboard H.M.S. *Benbow* on 21 November 1927. He subsequently served at sea aboard *Cumberland* (1927-29), *Valiant* (1930-32), *Kent* (1932-34) - where he was advanced to Acting Chief Mechanician 2nd Class in March 1933 - and *Suffolk*, prior to being pensioned on 23 October 1935. During 1933 when serving aboard *Kent*, he served part of his time as chauffeur Mechanic to the Commander in Chief, China Station. He was awarded the King's Jubilee Medal on 26 June 1935.

Recalled for service in the Second World War on 27 August 1939, he served aboard *Lucifer* (1939-40) and *Ferret* (for *Dianella*) (December 1940 to 18 October 1942), when he was promoted to Temporary Acting Warrant Mechanician, a rank and original seniority date which was confirmed on 15 December 1942. He was released from the service on 26 September 1945. The Corvette H.M.S. *Dianella* formed part of the escort for Convoy PQ 17. When the convoy scattered and the destroyers of the escort were withdrawn on 4 July 1942, the corvettes, trawlers and rescue ships continued to North Russia and did excellent work in rounding up and taking charge of the scattered ships.

He received his D.S.M. at an investiture at Buckingham Palace on Tuesday 16 February 1943.

Sold with original parchment Certificate of Service, certificate for Jubilee Medal, Investiture ticket, numerous naval forms and papers and a quantity of photographs including several of Hughes.





226 x

**A Second War Malta convoys D.S.M. and Daily Herald Industrial Order of Merit pair awarded to Carpenter N. W. Owen, Merchant Navy, decorated for his gallant part in ‘Operation Pedestal’, which he completed aboard the tanker S.S. Ohio after the loss of his own ship, the Deucalion; he went on to win the “Worker’s V. C.” for his courage as a deep-sea diver for British Railways during a diving incident off Holyhead in 1952, in which he had to cut off one of his own fingers to save his life**

Distinguished Service Medal, G.V.I.R. (N. W. Owen, Cptr.) in its case of issue; The Daily Herald Order of Industrial Heroism, the reverse officially inscribed, ‘Norman W. Owen, 22nd September 1952’, in its fitted case of issue, *extremely fine and rare* (2) £3,000-£4,000

Provenance: Ron Penhall Collection, Dix Noonan Webb, September 2006.

D.S.M. *London Gazette* 26 January 1943: ‘For distinguished services during the passage to Malta of an important convoy.’ The original recommendation states:

‘The Carpenter, N. W. Owen, continued to sound the ship and make reports, carrying out his many duties in the face of all attacks. This man never ceased doing what was required of him and was perfectly cool and efficient throughout.’

Daily Herald Order of Industrial Merit (Case No. 235):

‘In July 1951, Norman Owen, D.S.M., a British Railways’ deep-sea diver, was working on the removal of old pile stumps of a former pier at Holyhead, when a rope sling 27 feet beneath the surface was found to have twisted. Diver Owen went down to straighten it.

While he was working on the wire, a block and pulley dropped a few inches and trapped two fingers on his right hand. The block moved and tore off one of the fingers. He was unable to control the air valve in his diving helmet with his left hand and knew that he could not stay under water much longer. Diver Owen was held 27 feet below the surface with a terrible decision to make.

He took his knife from its sheath - and cut off the trapped finger. Then he gave the signal to haul up. But the tale of Owen’s courage

does not end there. When he was brought to the surface, he maintained his attitude of calm and after his diving suit had been removed, telling his mates to keep cool, he walked unaided 200 yards to the hospital.’

**Norman Warden Owen** joined the Merchant Navy as a Carpenter in 1938 and was homeward bound in the Blue Funnel Line’s M.V. *Deucalion* on the outbreak of hostilities. Having survived bomb damage during a raid on Liverpool docks in 1940, the *Deucalion* was ordered to the Malta run, in which capacity she participated in “Operation Substance” before her epic part in “Pedestal” - nor was the former trip uneventful for, having withstood aircraft and U-boat attacks, she was damaged by a mine.

**The M.V. Deucalion and “Operation Pedestal”**

The importance of the “Pedestal” operation needs no introduction here, but it is worth recalling the bare facts: of the 14 merchantmen that set out, nine were sunk, including *Deucalion*, and three damaged, while the Senior Service lost an aircraft carrier, two cruisers and one destroyer, as well as having another half a dozen ships damaged. For the likes of Norman Owen, aboard *Deucalion*, the moment of truth arrived on Wednesday 12 August

## Naval Medals From the Collection of the Late Jason Pilalas

1942, when his ship was sunk after two separate enemy aircraft attacks; the first, in which she was hit by bombs, much reduced her speed, and the second, delivered by an enemy torpedo bomber, finished her off. Richard Woodman describes both attacks in his definitive history, *Malta Convoy*:

'Leading the port column as a convoy guide, *Deucalion* was soon in trouble. At 13.00 a stick of bombs fell about her. One hit the starboard after well deck, abreast the mainmast, pierced the ship and did not explode; the second struck the port gunwhale of No. 1 Lifeboat slung outboard on the bridge deck, scraped the side and exploded as it hit the water; and the third burst against the ship's starboard bow at the after end of No. 1 hatch. Despite *Deucalion's* massive scantlings, 'it seemed as if the ship almost went on her beam ends with the explosion and she seemed to start to settle rapidly and was evidently badly damaged'. The electric power failed, and with the operation of the ship hampered Captain Ramsay Brown stopped the faltering engines, then ordered the chief officer and carpenter [Owen] to sound the bells and had the lifeboats lowered to the embarkation deck ... The bomb explosions along the starboard side of *Deucalion* had destroyed No. 1 Lifeboat, but the crew mustering at their boat stations began to lower the other boats as ordered. Unfortunately, at this juncture 'some greasers and assistant stewards took it upon themselves to lower Nos 3 and 6 Lifeboats and pulled away from the ship', a circumstance which infuriated the preoccupied Brown. They were men who had been drawn from the Merchant Navy pool and put aboard *Deucalion* as replacements for her normal Chinese crew of 'Holt's men'. Reporting afterwards, Brown was scathing about these 'weak reeds', fulminating that he 'could never have imagined that any Britishers could have shown up in such poor colours.'

Once the damage had been located and assessed, and the 'weak reeds' re-embarked, Brown was of the opinion that his command was not in immediate danger, and consequently signalled a naval escort, the destroyer H.M.S. *Bramham*, that he should be able to proceed at around 10 knots. *Bramham*, thereafter, stayed in close proximity, which was just as well. Woodman continues:

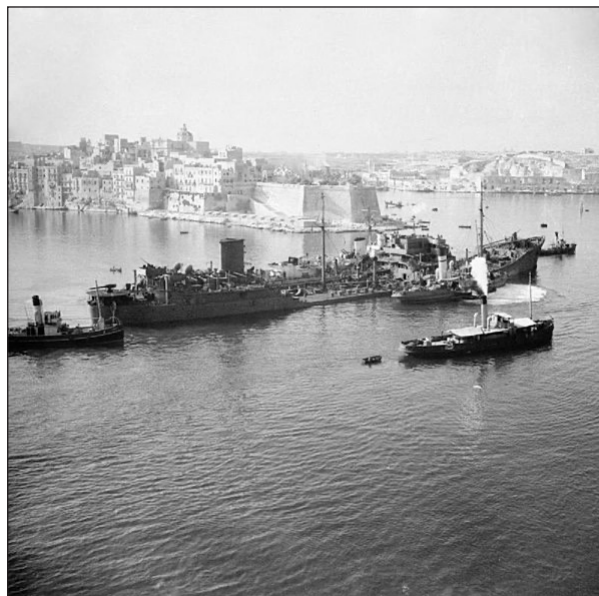
'Having passed Galita, course was altered at 19.40 to pass north of Cani Rocks, some fifteen miles further east. At 21.20, 'after sunset when the light was very bad', with the coast to the south now in shadow, two torpedo-bombers came in low with their engines shut off, one on the port quarter, the other on the starboard bow. Engaged by *Deucalion's* guns, 'The first plane flew along the port side without attacking, then flew off, whilst the second bomber sail-planed to within half a mile of the starboard bow, opened up engines and flew about 50 feet high parallel with the ship not more than 200 yards away. All guns that could bear opened fire and ... [scored] several hits. Nevertheless, as the plane drew level with the bridge ... an object [left] it, evidently fired by an explosive charge, and travel[led] horizontally towards the ship'. This struck *Deucalion* aft and 'a tremendous fire broke out at once' as the aviation spirit and kerosene in No. 6 'Tween-deck exploded. A sheet of flame shot skywards, 'twice the height of the mast', and the whole after end of the ship became a 'raging inferno'. 'The chances of extinguishing it were hopeless from the outset', a crew member afterwards remarked. Brown ordered the ship abandoned as Baines approached in *Bramham*. The boats were hurriedly lowered, and a fall of No. 3 slipped on the slaghorn; one end of the

boat dropped, spilling those in her into the warm sea, to struggle across the water towards the looming destroyer ... By 22.00 all the survivors were aboard *Bramham*, where Baines, seeing what he took to be lights of Vichy French vessels approaching, was anxious to get away.'

At 22.40 the *Deucalion* blew up, a sight no doubt witnessed from a suitable distance by Owen, now aboard the *Bramham*. But he was not, in fact, destined to end "Pedestal" in the same ship, for, as verified in the official reports submitted by the Masters of the *Deucalion* and the tanker *Ohio*, a number of men from the former vessel volunteered to board and assist the latter, among them Owen, who helped to operate the tow wires which were attached to the escorting destroyers that brought the stricken tanker into Valetta on 15 August 1942 - in the final 60 hours of her epic voyage she had received no less than seven direct hits and 20 near-misses. Her Master, Captain D. W. Mason, of course, was famously awarded the G.C., 'In recognition of the gallantry displayed by him and his crew, as a result of which the major part of the *Ohio's* valuable cargo, so vital to the defences of Malta, reached its destination'. Owen received an equally well-deserved D.S.M., which he received at a Buckingham Palace investiture held on 28 November 1944, while other members of the *Deucalion's* crew amassed a tally of two D.S.Cs, two O.B.Es, four more D.S.Ms, an Albert Medal, five "mentions" and three Lloyd's Bravery Medals.

Nor was this Owen's only experience of attending an investiture for, as related above, he went on to win the "Worker's V.C." for gallantry as a diver off Holyhead, which award he received at a local ceremony held at the County Hotel, on 22 September 1952. He died in March 1994.

Sold with copied research.



The gallant "Ohio" being guided into Valetta harbour



227 x

The unique First and Second War double D.S.M. and B.E.M. group of four awarded to Boatswain James Moar, Merchant Navy

Distinguished Service Medal, G.V.R. (L.1538 J. Moar, Sea. R.N.R. Mediterranean 16 Feb. 1917); Distinguished Service Medal, G.V.I.R. (J. Moar, Bosn. B.E.M.) impressed naming; British Empire Medal (Civil) G.V.I.R., 1st issue (James Moar); Norway, War Medal, Haakon VII (J. Moar 1942) *nearly extremely fine* (4)

£4,000-£5,000



## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 12 May 1917: 'In recognition of zeal and devotion to duty shown in carrying on the trade of the country during the war.' The recommendation states:

'SS *Buranda* Burdick & Cook, London. Attack by submarine 16 February 1917. The master states that the conduct of the two gunners was most brave and plucky, for without them and their gun we should not have been able to save the ship, and calls attention to their exposed position to the enemy's fire.'

Second D.S.M. *London Gazette* 6 August 1943: 'For coolness, courage and devotion to duty under relentless attacks by the enemy while on passage to North Russia.' For services aboard the S.S. *Empire Snow* during North Russian convoy PQ18 in September 1942.

B.E.M. *London Gazette* 12 June 1941 (Birthday Honours). For services in the Norwegian M.V. *John Bakke* during Operation 'Rubble', a voyage from Sweden to the U.K. in January 1941, which broke the German blockade.

**James Moar** was born in Shetland on 20 June 1898. He won his first D.S.M. for services during a thrilling encounter on 16 February 1917, when the S.S. *Buranda* was attacked off the coast of Spain by a submarine as long as herself. The enemy opened fire at a distance of more than 3 miles, which was just outside the range of the gun on the steamer, much to the chagrin of Captain F. J. Lane, her commander. Acting as the situation dictated, he altered course to bring the submarine astern and ran for it at top speed. The *Buranda* kept firing on the U-boat, which prudently kept her distance. The Germans at last found the mark, their first hit cut through the main deck and shattered a deck beam, making a hole about eighteen inches square and smashing various water pipes and steam pipes about six feet from the bridge. The following shell hit the lower bridge next to the chart house and exploded in a cabin. It not only wrecked the mess room pantry and steward's room, but it started a fire which nearly choked Captain Lane on the upper bridge as well as the man at the wheel.

The third shell hit the ship just on the water line and made a hole nearly a yard square, which let the sea into Number 4 hold. At once the ship heeled and began to settle. A master of lesser calibre might have thought the time was come to surrender the ship, but the thought did not enter Captain Lane's head. His one

concern was to cheat the enemy of their quarry. Continuing his fight at top speed, he managed to get out of range after being under fire for fifty minutes, and the German commander, who seemed afraid to punch home his attack, let her go.

Moar's B.E.M., announced in the Birthday Honours list for 1941, was awarded for his part in Operation 'Rubble', when he was Boatswain of the M.V. *John Bakke*. After more than six months preparation directed by Mr George Binney, who was attached to the British Legation at Stockholm for the purpose, five Norwegian-owned merchant ships sailed from Brofjord, near Gothenburg, on 23 January 1941. They carried between them 25,000 tons of special steel and steel products and, with crews consisting mainly of British Merchant Navy personnel who had been cut off in Sweden earlier in the war, or Norwegians seeking to join the Allies. All five vessels successfully broke through the German blockade and arrived safely in British waters. The brilliant success of this operation caused another to be attempted the following winter but with disastrous results, only two of the ten ships reaching U.K. ports.

Moar won his second D.S.M. for his services in S.S. *Empire Snow* in convoy PQ18. This convoy consisted of 40 merchant ships, 2 oilers, 2 anti-aircraft ships and a rescue ship. The Royal Navy escort comprised 34 warships headed by H.M.S. *Scylla*. The convoy came under relentless air and U-boat attack from 12th to 18th September 1942, resulting in the loss of 13 merchant ships sunk and many badly damaged. Awards to the *Empire Snow* for PQ18 included two D.S.C.'s and four D.S.M.'s. Moar should of course have received a Bar to the D.S.M., but clearly the authorities were unaware of his previous award and Moar himself would seem to have said nothing about it either. These are the only known awards of separate D.S.M.'s where a Bar should have been awarded, although a similar case is known of two Military Medals.

Moar's last ship was the S.S. *Cape Breton* which he joined at Hull on 11 May 1944. According to his Board of Trade record of service Moar was reported missing at the port of Reggio on 10 October 1944: 'Came on board drunk and went ashore again, not seen since. Now 5 days, police fail to discover traces. Possible fell in dock.'



## 228 x

The emotive Great War M.C. group of five awarded to Lieutenant-Colonel F. P. R. Nichols, Royal Army Service Corps, who died after nearly three weeks adrift in a lifeboat from the Cunard White Star Line's *Laconia*, which ship, when torpedoed and sunk in shark-infested waters in the South Atlantic in September 1942, had 1800 Italian P.O.Ws aboard: upon learning of this, the U-Boat commander commenced rescue operations, but his admirable endeavours, and those of other U-Boats that joined the scene, were quickly curtailed by an unfortunate attack delivered by Allied aircraft - and the consequent transmittal of Admiral Donitz's notorious "Laconia Order"

Military Cross, G.V.R.; 1914 Star, with clasp (2. Lieut: F. P. R. Nichols. A.S.C.); British War and Victory Medals (Capt. F. P. R. Nichols.; Khedive's Sudan 1910-21, 2nd issue, 1 clasp, Garjak Nuer, unnamed as issued, mounted as worn, very fine (5) £1,600-£2,000

M.C. *London Gazette* 1 January 1917.

**Francis Peter Ross Nichols** was born in October 1892 and was commissioned into the Army Service Corps in February 1912. As a young officer he served with the B.E.F. out in France and Belgium between August 1914 and March 1915, and again between March 1916 and November 1918, gaining advancement to Captain in September 1917. After the War, between April 1919 and January 1925, Nichols was attached to the Egyptian Army, and was present in the Garjak Nuer operations of 1920. He was also attached, between January 1925 and April 1929, to the Sudan Defence Force. And by the renewal of hostilities he had risen to the rank of Lieutenant-Colonel.

For exactly what reasons Nichols found himself aboard the *Laconia* in September 1942 remains unknown, but the 49-year old Colonel would have joined her at either Suez or the Cape, from which ports she continued her homeward bound voyage with some 2700 people aboard. A few of these passengers no doubt constituted the reason behind her wartime role as an Admiralty-requisitioned troopship, Nichols among them, but 1800 of them were actually Italian P.O.Ws, under a 160-strong Polish guard.

On 12 September 1942, in a position about 500 miles south of Cape Palmas, Liberia, the *Laconia* was torpedoed and sunk

by the *U-156*, commanded by Kapitain Werner Hartenstein. Shortly after the liner capsized, the crew of the now surfaced U-Boat were amazed to hear Italian voices yelling amongst the survivors struggling in the water, and on speaking to some of them, Werner Hartenstein immediately began rescue operations, alerting at the same time nearby U-Boats to come to his assistance. Also by radio he contacted his seniors in Germany, asking for instructions and, more courageously, sent out an uncoded message inviting any nearby ships to assist, allied or otherwise, promising not to attack them on the basis his U-Boat, too, was left unmolested. And amazingly, to begin with at least, Berlin replied in the affirmative, although Hitler personally intervened to threaten Admiral Raeder in the event of any U-Boats being lost to enemy action as a result of the rescue operation. Over the next few days, Hartenstein's 'rescue package' achieved commendable results, and by 16 September, *U-156* had picked up around 400 survivors, half of which she towed astern in lifeboats, while other enemy U-Boats, the *U-506* and the *U-507*, and the Italian *Cappellini*, had arrived on the scene and acted with similar compassion.

Tragically, on 16 September, an American Liberator bomber, operating out of Ascension Island, attacked the gathered U-Boats and *Cappellini*, forcing Hartenstein and his fellow captains to cut their tows with the lifeboats and submerge.

## Naval Medals From the Collection of the Late Jason Pilalas

Mercifully, some neutral (Vichy) French warships arrived on the scene soon afterwards from Dakar, and in total, including those still aboard the U-Boats, some several hundred men, women and children were saved. But two lifeboats remained undiscovered, their occupants having to endure a living nightmare, adrift without adequate sustenance, under a burning sun, with sharks for company, for several weeks.

One of those lifeboats became the final refuge of Nichols, who valiantly battled on for nearly three weeks before finally succumbing to the elements. Thanks to the account of a survivor from the same boat, Doris Hawkins, a moving picture emerges of the Colonel's last days, and how he displayed no small degree of leadership and courage under the most appalling circumstances. For there can be little, if any, doubt that he is the Army Officer referred to in her account, given the combination of his rank and date of death, specifically recorded by the Commonwealth War Graves Commission as 30 September, and not the actual date of the *Laconia's* loss.

To begin with, assisted by *Laconia's* young surgeon, Dr. Purslow, he assumed responsibility of the the daily rations and water supply for the 68 unfortunates crammed into the 30 foot lifeboat, which had a leak which necessitated pumping day and night. Those rations comprised in the morning of 'four or five Horlicks tablets and three pieces of chocolate' (and no water), and in the evening of 'two ship's biscuits, one teaspoonful of pemmican and two ounces of water'. Inevitably, extra space soon became available in the lifeboat, and those who were committed to the deep probably encouraged the sharks that followed it with 'uncanny knowledge'. Miss Hawkins, who was

a trained nurse, felt completely helpless as a result of the total lack of medical supplies, a dreadful variety of painful infections and other illnesses being brought on by starvation, lack of water and constant exposure to the elements. Morale, too, began to falter, as each day and night passed, Hawkins recording how the Colonel did his best to raise hopes on the 27th, after everyone fell silent when a three-funnelled vessel passed them by from a distance of about four miles in the morning:

'That was a silent day. Towards evening, as the Colonel was about to help serve the rations, he spoke to us all: "listen, everyone," he said, "We have had a big disappointment today, but there's always tomorrow. The fact we have seen a ship means that we are near a shipping route, and perhaps our luck will turn now. Don't lose hope because of what happened this morning." '

By this stage, with no water left, deaths were common place among the dwindling survivors, and although Hawkins makes no specific reference to the Colonel's passing, it seems likely that she was responsible for recording his date of demise as the 30 September. As stated, and most unusually, that is the date cited by the Commonwealth War Graves Commission, whose archives even have a reference to the Colonel having been in a lifeboat. Hawkins and a few others lived to reach Liberia on 8 October 1942, the former stating in the final chapter of her subsequent and moving story: "We who survived will remember some whose patience, tact and courage was an inspiration." Undoubtedly among those in her thoughts was the gallant Colonel, who is commemorated on the Brookwood Memorial in Surrey and who left a widow, Evelyn Aubre Nichols.

### Note

Following his enforced departure from the scene of rescue on 16 September, Kapitain Hartenstein remained in contact with Berlin, in a vain attempt to complete his worthy task. In the event, he, and his fellow U-Boat commanders, received Donitz's famous "Laconia Order", a diktat that mercilessly rewrote the conduct of sea warfare (and cost the Grand Admiral dearly at Nuremberg):

1. Every attempt to save survivors of sunken ships, also the picking up of swimming men and putting them on board lifeboats, the setting right of upturned lifeboats, and the handing over of food and water have been discontinued. These rescues contradict the primary demands of warfare, especially the destruction of enemy ships and their crews.
2. The orders concerning the bringing in of skippers and chief engineers stay in effect.
3. Survivors are only to be rescued if their statements are of importance regarding their ship.
4. Stay hard. Don't forget that the enemy doesn't take any regard for women and children when bombarding German towns.

Sold with a copy of *The Sinking of the Laconia, A Tragedy in the Battle of the Atlantic*, by Frederick Grossmith, the definitive, and well illustrated account of this extraordinary incident, together with an Army Service Corps officer's bi-metal cap badge.





## 229 x

The Second War Pacific operations D.S.M. awarded to Petty Officer Steward E. Barton, Royal Navy, who was decorated for tending wounded members of his gun crew aboard H.M.N.Z.S. *Moa* although himself severely wounded; several of his shipmates were subsequently decorated by the Americans and the *Moa* won a Presidential Unit Citation; hours earlier he had won a "mention" for a spectacular two hour action against a Japanese submarine but was subsequently among those lost on Russian convoy JW. 59 in August 1944, when his ship was torpedoed

Distinguished Service Medal, G.V.I.R. (SR. 69524 E. Barton, L. Std.) extremely fine

£3,000-£3,600

D.S.M. *London Gazette* 7 September 1943:

'For courage and devotion in tending wounded members of his gun's crew, when he himself was severely wounded, during a successful action between H.M.N.Z.S. *Moa* and four Japanese barges.'

The original recommendation states:

'For courage and devotion to duty in the presence of the enemy in successfully treating other wounded ratings, when he himself was severely wounded, until he collapsed, when the vessel in which he was serving was engaged by four Japanese barges on 30 January 1943. A shell had exploded setting fire to a cordite charge at the gun which he was serving at the time, causing heavy casualties to the gun's crew including himself. Two barges were sunk as a result of this action.'

Mention in despatches *London Gazette* 1 June 1943:

'For bravery and skill in action against enemy submarines while serving in H.M. Ships *Bicester*, *Wheatland* and *Lamerton*, and H.M.N.Z. Ships *Kiwi* and *Moa*.'

**Ernest Barton** won his D.S.M. and "mention" for gallant deeds in H.M.N.Z.S. *Moa*, deeds that were enacted within a few hours of each other on 29-30 January 1943.

The first of these actions, fought on the night of the 29th, was a spectacular two hour long running fight with the Japanese

submarine *I-1* off Kamimbo Bay at the north-west end of the Guadalcanal. The *Moa*, like her consort *Kiwi*, also a ship of the 25th Minesweeping Flotilla, was barely equipped to confront such a superior opponent, the *I-1* measuring 96 metres in length with a 2035-ton surface displacement - making her twice the length of her opponents and more than three times the size; added to which she had a surface speed of 18 knots - nearly six faster than the minesweepers - and a 125mm. main gun which fired a shell twice the weight of those available to H.M.N.Z. Ships.

Yet the New Zealanders remained undeterred, both ships working up to full speed to go into the attack, *Kiwi* leading with *Moa* in support. Forced to the surface by a succession of accurately dropped depth-charges, *I-1* endeavoured to beat a retreat to Guadalcanal, using the cover of darkness against the high land of the island, all the while engaging her opponents with her main 125mm. gun, three shells from which came 'too near the *Moa* for comfort'. Indeed even having been rammed three times by *Kiwi* - and severely damaged - the enemy submarine still showed signs of fierce resistance, but *Moa* finally got into position for the kill:

'The *Moa* took up the chase with a will, opening up on the submarine which was retreating at about 12 knots and which had managed to put out the fire on her after casing. From the time the *Moa* took over the leading role, the action turned into

## Naval Medals From the Collection of the Late Jason Pilalas

a chase, with the *I-1* relying on her six- pounder to reply to the *Moa's* 100mm. shells. The Japanese altered course often to try to dodge the New Zealand ship's fire, and for her part the *Moa* kept manoeuvring to stop the submarine's stern gun being brought to bear. Star shells and searchlights were used to keep the *I-1* illuminated and several of the *Moa's* shells were seen to find their target. Finally, at 11.20 p.m., the *I-1* ran aground on a submerged reef and was held fast. The *Moa* stood off, waiting for dawn, when she found the battered fore part of the submarine sticking about 12 to 15 metres out of the water at an angle of 45 degrees. And the action was not quite over. One Japanese was shot off the wreck by machine-gun fire and a wounded officer rescued from the sea before enemy artillery from ashore made it wise for the *Moa* to move off ...' (*The Navy in New Zealand*, by Grant Howard, refers).

For his part in this remarkable action, almost certainly manning a gun, Barton was mentioned in despatches, and his skipper, Lieutenant- Commander (afterwards Vice-Admiral Sir) Peter Phipps, R.N.Z.N.V.R., was awarded a Bar to his D.S.C. and the American Navy Cross, one of several U.S. honours to be bestowed on the New Zealanders - the *Moa* won a Presidential Unit Citation. And the Americans certainly had good reason to be grateful, for, unbeknown to the "Kiwis", as it remained a secret for nearly 40 years, 'a treasure trove' of valuable secret documents was subsequently recovered from the wreck of the *I-1*, the loss of which sent reverberations around Tokyo (and supplied a dramatic windfall to Allied Intelligence in Hawaii):

'More than 200,000 secret documents, widely distributed across the Pacific [by the Japanese], had been compromised and had to be replaced. It was months before the mess was cleaned up, and many of the compromising items had to remain in service for some time ... by the time the red- covered, five-digit code book and the additive tables retrieved from *I-1* reached FRUPac [of the American Naval Intelligence], the code had been changed, but to Dyer and Wright that code was as precious as a moon rock to an astronomer ...' (*Double-Edged Secrets, U.S. Naval*

*Intelligence Operations in the Pacific during World War II*, by W. J. Holmes, refers).

Literally hours after this ferocious clash, in the early morning of the 30 January 1943, a lookout in the *Moa* spotted the dark shapes of four Japanese landing barges. *Moa* closed the range and during the ensuing "firefight" a shell from one of the Japanese barges set fire to a cordite charge at the mounting of Barton's gun, causing serious casualties, himself included - as stated above, it was for his gallant actions on this occasion that Barton won his D.S.M. Nor did the Japanese escape without loss, two of their barges being sunk.

Following his commission in the *Moa*, and on recovering from his wounds, Barton joined the sloop *Kite*, formerly of legendary U-Boat "killer" Captain F.nV. Walker's No. 2 Escort Group, and was lost in her on 21 August 1944, when she was torpedoed by the *U-344*, while acting as an escort to Russian convoy JW. 59. A Dictionary of Disasters at Sea states:

'The sloop *Kite*, Lieutenant-Commander A. N. G. Campbell, was a unit of a force under command of Vice-Admiral F. H. G. Dalrymple-Hamilton, C.B., in the aircraft carrier *Vindex*, which was escorting a large convoy to Russia. On 21 August 1944, the convoy was attacked by a strong force of submarines, several of which had previously been sighted by aircraft from *Vindex* and *Striker*. An attack was made on the enemy formation from the air and depth charges from Swordfish aircraft sank one submarine. Later destroyers and frigates accounted for others, but during these operations *Kite* was torpedoed and sunk with a loss of ten officers, including Lieutenant-Commander Campbell, and 207 ratings.'

The *U-344* was sunk by a Swordfish aircraft on the following day. Sold with an M.I.D. oak leaf and American Presidential Unit Citation riband, together with copied research.





230 x

The important Great War Naval intelligence K.C.M.G., C.B. group of five awarded to Admiral Sir Guy Gaunt, Royal Navy

The multi-talented Gaunt excelled in his wartime role as Naval Attaché in Washington D.C., his counter-espionage work costing the Germans dearly, not least his role in the notorious 'Zimmermann Telegram' affair

He had earlier won rapid promotion to Commander for his gallant exploits in Samoa at the turn of the century, when amidst civil unrest he defended the British Consulate and raised 'Gaunt's Brigade' of irregulars: it's a remarkable story, immaculately recounted in the pages of his autobiography, *The Yield of the Years*

The Most Distinguished Order of St. Michael and St. George, K.C.M.G. Knight Commander's neck badge and breast star, silver-gilt and enamels, *some minor enamel chips*; The Most Honourable Order of the Bath, C.B. (Civil) Companion's breast badge, silver-gilt, hallmarked London 1915; British War and Victory Medals (Capt. G. R. A. Gaunt. R.N.); United States of America, Navy Distinguished Service Medal, gilt and enamel, the last four mounted as worn, *generally good very fine* (6)

£2,400-£2,800



K.C.M.G. *London Gazette* 20 September 1918:

'To be an Ordinary Member of the Second Class, or Knight Commander, of the said Most Distinguished Order: Captain Guy Reginald Archer Gaunt, R.N., C.B., C.M.G., late Naval Attaché to His Majesty's Embassy at Washington.'

C.B. *London Gazette* 3 June 1918:

'To be Additional Members of the Civil Division of the Third Class or Companions of the said Most Honourable Order: Captain Guy Reginald Archer Gaunt, C.M.G., R.N.'

U.S.A. Distinguished Service Medal (Navy) *London Gazette* 29 April 1919.

**Guy Reginald Archer Gaunt** was born at Ballarat West, Victoria, Australia on 25 May 1869, and was educated at Melbourne Grammar School. It was intended he studied for the Law, but he pleaded with his father for a career at sea and was duly enrolled at H.M.S. *Worcester*, the training ship for officers of the merchant service. Having then served in clippers and obtained his Second Mate's ticket, in addition to gaining an appointment as a Midshipman in the Royal Naval Reserve, he transferred, with the assistance of his brother, to the Royal Navy as a Lieutenant in October 1895.

#### *Gaunt's Brigade*

Gaunt joined the three-masted sloop *Swift* in the Philippines in 1897, where he witnessed shocking scenes and executions, before removing to the *Porpoise*, also bound for the South Seas. And it was in this capacity that he came to play a memorable role in ongoing strife in Samoa, where local rebels, with German backing, were a threat to American and British interests. Apart from attending the British Consulate at Apia during a rebel attack, he raised and commanded 'Gaunt's Brigade' of irregulars in subsequent operations. His autobiography describes in detail not a few encounters of the close kind, one such case being an attack on a rebel chief's village at Malea:

'I was last out of the village, with an enormous great Chief right on top of me, luckily as it turned out, for he masked the fire of the

men who were potting at us. Just as he was towering above me ready to kill, I slewed around. He fired from his hip and missed me clean. I fired low, determined not to miss him, and being a rotten shot killed him stone dead on the spot. In a fraction of a second I was in the undergrowth, and without the slightest desire to win any medals legged it for the beach ...'

In due course, with a lull in operations, 'Gaunt's Brigade' was disbanded, but he was presented with a sword by loyal Samoans who credited him with having saved the life of their King. Their Lordships of the Admiralty were equally impressed, for he was mentioned in despatches and promoted to Commander for 'special services' in June 1901.

*Naval Intelligence: spooks, sleuths and that telegram*

A posting on the China Station at the time of the Russo-Japanese War ensued, as did his promotion to Captain in June 1907, but it was a summons to the Admiralty in the summer of 1914 that changed his life forever. He was invited by the First Sea Lord to take up the post of Naval Attaché in Washington D.C., and so, in May 1914, he departed for the United States. It was, Gaunt later explained, 'work which was to bring me some of the most astounding adventures that ever befell any man in the Great War.'

As it happened, one of his first ports of call on arrival was the German Embassy, where he was introduced to the ambassador, Count von Bernstorff, and his two attachés, Captain Franz von Papen and Captain Karl Boy-Ed. All three would shortly be at odds with Gaunt, for the war was but weeks way. When the storm broke, one of his first missions was to try and prevent the departure of German liners from New York for use as raiders. That effort led to an early encounter with Franklin Roosevelt and represents the opening chapter of his genuinely fascinating wartime career, a clandestine sojourn described grippingly in the pages of *The Yield of Your Years*: from German agents and 'sleuths' trailing his every move to all the machinations one might expect of counter-espionage operations.

Caught up in the *Lusitania* story – his men are believed to have apprehended German agents who boarded the liner before her

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departure from New York on her final voyage in 1915 – and likewise in the loss of the *Hampshire* and *Kitchener* in 1916 – when he received intelligence of an Irish nationalist plot – Gaunt was rarely out of the picture. He was created C.M.G in the latter year.

One of his most important tasks was to counteract the effects of German propaganda in North America, and, in that respect, he gained prominence for his many successes. That prominence – particularly in Intelligence circles – was further enhanced by his subsequent appointment as a Commodore 1st Class and Liaison Officer to the United States of America.

Moving about the highest echelons of power Gaunt played a pivotal role in the 'Zimmermann Telegram' affair. Working closely with his London boss 'Blinker' Hall in Room 40 at the Admiralty, he helped persuade the President and his advisors that the intercepted telegram was genuine. The telegram, sent in January 1917 from Arthur Zimmermann, the German Secretary of State for Foreign Affairs, to his Mexican counterpart, was indeed genuine and its contents devastating for Germany: because, in the event of the Americans entering the war, it contained an offer of military support for Mexico to invade the southern states of the U.S.A. The British interception and decryption of the telegram was an intelligence triumph, and, in April 1917, the Americans finally entered the war.

Another great coup was orchestrating with Room 40 the eventual arrest of Captain Franz von Rintelen, a veteran field agent of the German Imperial Navy's intelligence wing. Operating covertly in the then neutral United States, he had financed and encouraged strikes by anti-war labour unions, attempted a hostile takeover of the Du Pont organisation, and fire-bombed munitions ships and armaments factories.

Appointed C.B. in June, and K.C.M.G. in September 1918, Gaunt was advanced to Rear-Admiral in the following month. Then in February 1919, his service record was endorsed with a statement of gratitude from the Secretary of the United States Navy. It read:

'The U.S. Navy Department desires to convey to the Admiralty its thanks and sincere appreciation of the services rendered by Rear-Admiral Gaunt during his tour of duty in Washington. The high professional ability and attainments of this officer were of the greatest value to the officers of the Navy Department in the many propositions that arose out of the war.'

Two months later, he was gazetted for the award of the American Distinguished Service Medal (Navy), and he was subsequently advanced on the Retired List to Vice-Admiral in July 1924 and to Admiral in February 1928.

Gaunt, who was elected to the House of Commons as a Tory M.P. for a Yorkshire seat in 1922, had to stand down on account of marital issues in 1926. Known to the public therefore as 'the Admiral with a roving eye', he nonetheless remained much respected within Naval intelligence circles. Some sources suggest he may even have been consulted by Ian Fleming, when the next great storm broke.

The Admiral died in Woking, Surrey in May 1953.

007

'James Bond aficionados have spent years arguing about who might have been the model for Ian Fleming's fictitious secret agent, yet there is an obvious candidate who never seems to be mentioned. This man was handsome, debonair, brilliantly effective, knew everybody who could make a difference, was ruthless, an expert shot, spoke several languages, served as an officer in the Royal Navy and at the time of his intelligence activities held the substantive rank of Commander, just like the fictitious Bond. His other qualification for the part he proved later in life when he was cited in a notorious divorce case that resulted in the failure of his own marriage, after which he married a woman nearly thirty years his junior with whom he had two daughters. The name is Gaunt, Guy Gaunt ...'

The 'Will Turner Novels' website, refers.



## 231 x

**The rare Second War Italy operations M.M. group of four awarded to Marine F. P. Tyman, No. 40 R.M. Commando, who made two escape attempts on being taken P.O.W. in January 1944**

Military Medal, G.V.I.R. (CH.X.113132 F. P. Tyman. Mne. R.M.); 1939-45 Star; Italy Star; War Medal 1939-45, mounted as worn, edge bruising to the first, otherwise nearly very fine or better (4) £3,000-£4,000

M.M. *London Gazette* 8 February 1944: 'For courage, determination and resource in silencing a German mortar position single handed in an operation in Italy.'

The original recommendation states:

'Mne. Tyman was sent forward by himself to try and locate a German L.M.G. position which was causing trouble to the main position. He worked his way forward about 3/4 of a mile in front of our forward position and located a mortar position by the cemetery above Pizzo, which was firing. He threw a grenade into the Bty. and withdrew. Later one German was found dead. This action of Mne. Tyman caused the mortar to discontinue firing. The L.M.G. had moved and could not be located. On his way back he saw an Italian section moving forward and he shot two with his sniper's rifle. Throughout this patrol he displayed great initiative besides skill and determination, gathering valuable information.'

**Frederick Philip Tyman** was born in the Wayland district of Norfolk on 1 January 1923 and enlisted in the Royal Marines in January 1934.

His M.M.-winning exploits were enacted under the auspices of Operation 'Ferdy', when 40 R.M. Commando and two Troops from No. 3 Commando made an amphibious dawn landing at Vibo Valentia, on the southern tip of Italy, on 7 September 1943. The following day, the commandos advanced on the town of Pizzo, where Tyman knocked out a German mortar position and dispatched two Italian soldiers.

Following the action at Pizzo, he would have shared in 40 Commando's daring patrols on the Garigliano front, up until his capture at Castello Forta on 20 January 1944. He ended the war at Marlag Milag Nord Camp, Westimke/Westertime.

However, his P.O.W. debrief reveals that he made two escape attempts in the interim, the first of them from Campo 78 at Sulmona, during an air raid on nearby Pescara, and a second attempt in Rome, from a train, with two Airborne companions. He was recaptured on both occasions, once by Italian fascists and secondly by German patrol as he approached Allied lines.

Tyman died in October 2005.





## 232 x

The impressive Second War K.B.E., inter-War C.B., Gallipoli operations D.S.O. group of thirteen awarded to Vice-Admiral Sir George Swabey, Royal Navy

Having served ashore with distinction in Gallipoli as a Naval Observation Officer, he rose to senior rank, serving as a Commodore of Convoys 1940-41 and as Flag Officer in Charge at Portland 1942-44: during the latter posting he successfully oversaw the embarkation of an entire U.S. Army Division bound for the Normandy beaches

The Most Excellent Order of the British Empire, K.B.E. (Military) Knight Commander's 2nd type set of insignia, comprising neck badge, silver-gilt and enamels and breast star, silver, with silver-gilt and enamel centre, in its Garrard & Co., London case of issue; The Most Honourable Order of The Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamels, in its Garrard & Co., London case of issue; Distinguished Service Order, G.V.R., silver-gilt and enamels, with integral top riband bar; 1914-15 Star (Commr. G. T. C. P. Swabey, R.N.); British War and Victory Medals, with M.I.D. oak leaves (Capt. G. T. C. P. Swabey, R.N.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Coronation 1902, silver; **France, 3rd Republic**, Legion of Honour, Chevalier's breast badge, silver, silver-gilt and enamels; **United States of America**, Legion of Merit, Commander's neck badge, gilt and enamels, the suspension loop numbered '263', in its case of issue, mounted court-style as worn where applicable, one or two slightly bent arm points on the French piece, *otherwise generally good very fine* (14) £3,600-£4,400

## Naval Medals From the Collection of the Late Jason Pilalas

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

C.B. *London Gazette* 3 June 1930.

D.S.O. *London Gazette* 14 March 1916:

'He rendered very valuable assistance to the Army as Naval Observation Officer. Strongly recommended by General Sir Francis Davies and General Sir William Birdwood.'

Legion of Honour *London Gazette* 23 March 1917.

U.S.A. Legion of Merit *London Gazette* 28 May 1946.

**George Thomas Carlisle Parker Swabey** was born in Bedfordshire on 22 January 1881 and entered the Royal Navy as a Cadet in *Britannia*

in January 1895. Appointed a Midshipman in January 1897, he subsequently gained seagoing experience in H.M. Ships *Cambrian* and *Venus* in the Mediterranean and in the *Crescent* on the America and West Indies Stations. In 1903 he joined the gunnery establishment *Excellent* and was afterwards Gunnery Lieutenant in the *Revenge* and the *Irresistible*, and First and Gunnery Lieutenant of the *Zealandia*, in which latter ship he was advanced to Commander in 1913.

Soon after the outbreak of hostilities in 1914, Swabey joined the flagship *Lord Nelson*, and in her sailed for the Dardanelles. He was subsequently appointed a Naval Observation Officer to the Land Forces employed in that theatre of war and was specifically awarded his D.S.O. 'for services in action during the Gallipoli operations April 1915 to January 1916', which period also witnessed him being mentioned in despatches by General Sir Charles Munro (*London Gazette* 12 July 1916). From 1916-17 he served as Executive Officer of the *Lord Nelson* in the Eastern Mediterranean and in June 1918 he was advanced to Captain.

Between the Wars Swabey held several senior appointments, including those of Deputy Director of Naval Ordnance 1921-23; Captain of the Royal Naval College, Greenwich 1924-26 and Commodore Commanding the New Zealand Station 1926-29, when he was the first member of the R.N. to serve on the Royal New Zealand Naval Board. Advanced to Rear-Admiral in the latter year, he was also appointed an A.D.C. to the King and created a C.B.

Having been advanced to Vice-Admiral on the Retired List in 1935, Swabey was recalled in September 1939, when he became one of that gallant band of retired Flag Officers to assume the duties of a Commodore of Convoys, in which capacity he served from 1940-41; one newspaper obituary states that 'after two years' service on the high seas, Swabey's ship was sunk from under him and he was exposed for several days in an open boat.'

Then in 1942 he hoisted his Flag as Vice-Admiral in Charge at Portland, where he was entrusted with the preparation for, and execution of, the launching of one of two U.S. Army Divisions to assault the Normandy beaches in June 1944. He was subsequently presented with an official Admiralty Letter of Praise for his part in 'Operation Neptune', and the American Legion of Merit 'for distinguished service during the planning and execution of the invasion of Normandy' (Admiralty letter



of notification, refers). An idea of the scale of his responsibilities in this period maybe be found in the inscription left by the Americans on a local commemoration stone:

'The major part of the American Assault Force which landed on the shores of France on D-Day 6 June 1944, was launched from Portland harbour. From 6 June 1944 to 7 May 1945, 418,585 troops and 144,093 vehicles embarked from this harbour.'

Swabey was afterwards appointed Naval Officer in Charge at Leith, in which capacity he was awarded the K.B.E., the insignia for which he received at an investiture held on 28 January 1947. The Admiral, 'a truly good man, kindly and modest, who feared God and honoured the King', retired to Chichester and died there in February 1952.

Sold with Buckingham Palace letter and invitation to attend Investiture on 28 January 1947; Bisley 'Whitehead Challenge Cup' medal, silver-gilt and enamels, hallmarked Birmingham 1905, with gilt enamelled ribbon bar '1905' over wreath, and top suspension brooch, silver-gilt and enamel 'NAVY' surmounted by Naval crown, unnamed in *B. Nines, Goldsmith, Hythe* case of issue; together with studio portrait in uniform wearing medals and copied research





## 233 x

The Second War G.M. group of four awarded to Able Seaman M. H. Woods, Royal Navy, who served as a diver in 'P' Party 1571 during many weeks of extremely hazardous mine clearance operations in the 'liberated ports'

George Medal, G.V.I.R., 1st issue (A.B. Maurice H. Woods, P/JX. 519951 R.N.); 1939-45 Star; France and Germany Star; War Medal 1939-45, *light contact marks, otherwise good very fine* (4) *£3,000-£4,000*

*Provenance:* Sotheby's, December 1990; Ron Penhall Collection, Dix Noonan Webb, September 2006.



## Naval Medals From the Collection of the Late Jason Pilalas

G.M. *London Gazette* 15 May 1945:

'For exceptional gallantry, skill and great devotion to duty, often in close proximity to the enemy, during mine-searching and clearance operations in the ports of Normandy and of the Low countries.'

The original recommendation states:

'For gallantry and devotion to duty during mine-searching and clearance operations in the liberated ports of Cherbourg, Dieppe, Le Havre, Rouen and Antwerp. And particularly for carrying out the removal of very dangerous mines from the quayside at Rouen where the risk of accident was higher than usual.'

For the record, it would also be appropriate to include the following covering statement submitted to the Admiralty's Honours and Awards Committee:

'The time factor was always pressing and, consequently, large risks were run continuously, and willingly, so that clearance should be quick. Much diving of arduous and dangerous kinds has always been involved, first to discover mines, booby traps and other devices left by the enemy, and then to render them safe. That the ports were cleared with such speed and that supplies to the Army were, at no point in the swift advance from Normandy, in serious danger of outrunning supply until the fight had ranged far inland, is to the credit of the 'P' Parties and their sustained courage.'

**Maurice Henry Woods** was born in Birmingham in January 1925 and joined the Royal Navy as an Ordinary Seaman in June 1943. Having then completed a divers' course, he was posted to the appropriately titled bomb and mine clearance unit *Firework* in April 1944, and thence to *Odyssey*, at which establishments he completed his training for 'P' Party 1571, commanded by Lieutenant-Commander J. L. Harries, G.M., R.C.N.V.R., in readiness for the coming operations off Normandy. Ron Penhall takes up the story in his associated article published in *N.H.C. & R.A. Review* (Autumn, 2002):

'Very early in July 1944, Woods 'struck pay dirt'. Alongside the Quai Hornet was a large flooded drydock which the Germans had deliberately jammed and in consequence the U.S. authorities were unable to pump it dry. Woods, now a very experienced diver, was 'first up to bat' to solve the problem. As the 'P' Parties experience increased they had abandoned life lines attached to the diver and were using a buoyant rubber float tied to the diver to mark his position below. Woods position was closely monitored by his mates on the surface, a series of jerks on the line keeping them informed of what was going on down below. Suddenly the rubber float stopped moving. They gave one jerk which meant 'Are you O.K.?' No reply. Twice more they gave single jerks and now presumed Woods had blacked out and were therefore astonished some minutes later when he popped up some yards away. Woods explained to them that he was sure he had found their first mine and to make sure it would not get lost, he had with his practical determination, cast off his float line and attached it to the mine. The contraption was later identified as a K-type mine known to the mine sweeping service as a "Katy". It consisted of an explosive charge set in a concrete block surmounted by a tripod of steel tubing. A greenish coloured snag line floated just below the surface. Vessels passing overhead would foul the line with their propellers and trigger the mine. Lieutenant-Commander Harries dived on the mine, rendered it safe and it was brought ashore.'

As stated in the above recommendation, however, Woods displayed further acts of bravery in the clearance of other ports, and by way of illustrating the scale of the task facing the 'P' Parties, the following statistics from the Cherbourg operation are quoted from Ron Penhall's article:

'On 14 August 1944, the port of Cherbourg was officially declared free of mines and obstacles and safe to receive ships. During the six weeks that 'P' Parties 1570 and 1571 had spent clearing the docks, they had searched 1,708,150 square feet of seabed. To achieve this feat they had

spent 299 hours and 46 minutes underwater, a tremendous effort for such a small body of men. The following is a non-exhaustive list of mines and other ordances recovered and rendered safe by Woods' 'P' Party 1571:

1 C-type mine rendered safe underwater. 4 K-type mines rendered safe underwater.

Rendered safe - large numbers of C and E-type mines found in the dock area and in railway trucks.

Rendered safe - large numbers of unexploded bombs, shells, gas cylinders, mortar bombs and grenades, dumped in the dock area. Recovered and rendered safe - large quantities of munitions, including rifles and guns that had been dumped in the various docks.

On 20 July 1944 Winston Churchill visited Cherbourg and was taken round the harbour to see the extent of the devastation caused by the retreating enemy. In the course of his tour of the docks he noticed 'P' Party members hard at work in their quiet, unspectacular way. Writing of this tour of Cherbourg in volume six of his *History of the Second World War*, Churchill did not forget his brief encounter with the "human minesweepers". He wrote: 'A handful of devoted British divers were hard at work day and night clearing the mines and other underwater obstacles. They richly deserved the warm tributes paid to them by their American comrades.'

Woods received the G.M. at a Buckingham Palace investiture held on 4 November 1945. He was demobilised in November 1946, but enrolled in the Royal Fleet Reserve as an Able Seaman in late 1948, on the strength of which service he served until March 1957.

Sold with the recipient's original Certificate of service, 'Gunnery History Sheet' and H.M.S. *Vernon* Certificate of proficiency for diving to depths of 120 feet, together with a copy of *Open The Ports - The Exciting Story of Human Minesweepers*, by Grosvenor and Bates.





## 234 x

The impressive Second War Mosquito pilot's immediate D.F.M. group of five awarded to Warrant Officer L.C. Doughty, Royal Air Force, who attacked a U-Boat passing through the harbour boom at Lorient at '30 or 40 feet', amidst very intense flak: 'To pursue the enemy to the very gates of his own harbour with a single aircraft is a most courageous act'

Distinguished Flying Medal, G.V.I.R. (935786 F./Sgt. L. C. Doughty, R.A.F.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, with M.I.D. oakleaf, mounted as worn, extremely fine (5) £2,400-£2,800

D.F.M. *London Gazette* 25 August 1944. The recommendation for an immediate award states:

'Flight Sergeant Doughty has done excellent work throughout his present tour of operations. On 23 June 1944, he was Captain of an aircraft detailed to carry out an A./S. sweep before first light. While proceeding to patrol he became separated from the formation in darkness and continued to the anticipated position of the U-Boat alone, flying along the French coast to Lorient.

He reached the entrance to Lorient harbour at first light and encountered intense flak from the shore batteries. At the same time he observed a fully surfaced U-Boat escorted by four surface vessels. Having attempted to contact the other aircraft by R./T. without success he decided to attack alone and approached the enemy force for the second time as it was passing through the harbour boom.

Very intense flak was encountered from the ships and the shore batteries but Flight Sergeant Doughty pressed home his attack with complete disregard for his own safety, scoring numerous cannon strikes on the U-Boat and releasing two depth charges. Unfortunately, owing to the poor light and the heavy opposition, results could not be observed.

In making this attack Flight Sergeant Doughty displayed the highest standard of gallantry and devotion to duty. The immediate award to this airman of the Distinguished Flying Medal is most strongly recommended.'

M.I.D. *London Gazette* 1 January 1946.

Leslie Cook Doughty commenced his operational tour with No. 248 Squadron, then a Beaufighter unit based at Predannack, in August 1943, being posted in from an O.T.U. at R.A.F. Catfoss. Carrying out his first operational sortie on the 21st of the month, he assumed the position of Captain of Aircraft on his fourth outing in late October. In the following month, he paired up with Sergeant R. Grime, who would become his Navigator and Observer when No. 248 converted to Mosquitos, and flew another five sorties, an outing on Christmas Eve leading to a contact with a flotilla of 10 enemy destroyers, all of which responded with heavy and light flak. In March 1944, following one or two more operational sweeps, the Squadron moved to Portreath and took delivery of Mosquitos, Doughty flying on five more sorties that month, on one of which, on the 16th, as part of a formation of three Mosquitos, he engaged an enemy trawler, bursts of fire being sent through her rigging. And on the 20th another trawler was shot up by Doughty and five other Mosquitos.

About this time, Doughty had a far more hair-raising experience, for while engaged on a navigation exercise off the west coast of Ireland, he came face to face with an Albatross, an incident recorded in Sharp's and Bowyer's *Mosquito*:

'The giant bird attempted to swoop beneath his port wing as he lowered this to avoid collision. Although the bird collided with the wing leading edge, damaged the spar and No. 3 fuel tank, the Mosquito flew home to roost.'

Doughty completed nine more (Albatross and other incident free) missions in April and May 1944, prior to his D.F.M.-winning



## Naval Medals From the Collection of the Late Jason Pilalas

exploits on 23 June, an action which he later described in *Dark Sky, Deep Water, First Hand Reflections on the Anti-U-Boat War in World War Two*, by Norman Franks:

'No. 19 Group, so we are told at our briefing on the morning of 23 June 1944, had received news by radio via the French Underground movement, of a U-Boat believed to be damaged, and making its way back to its base in Lorient, due to arrive in the early morning. My Observer, Ron Grimes (who sadly died in May 1991) and myself were one of a flight of six Mosquito aircraft, each armed with two depth charges and the usual four cannon and four machine guns, ordered to fly a controlled search for this reported submarine.

The briefing was as follows: We were to make a pre-dawn take-off on our navigation lights and formate on our leader at about 250 feet. When in formation the leader and the rest of us would switch off the navigation lights then switch over to our formation lights. These were small pin-prick lights set into the wings of our aircraft near the tip, which allow one to safely maintain a formation but are themselves not visible from the ground.

We were then to proceed to Lorient harbour, by which time day-break would be underway. Should the sub not be found at Lorient we were to turn seaward and sweep into Biscay to continue the search.

However, in pitch black conditions, with no moon, we successfully formed and all switched off our nav lights. To our horror the leader failed to switch his formation lights on so no one could see where he was. Flight Lieutenant Dobson, the No. 2 in command, then repeatedly called the leader asking him to flash his nav lights and switch on his formation lights, but with no success.

In view of the utter confusion and not wanting to risk a collision with one of our own aircraft, I pulled away and asked Ron to prepare a course for Lorient in case we never met up again. While he was doing this Dobson was constantly calling the flight leader but to no avail. After about ten minutes the R./T. went completely quiet and we had no further contact with the rest of the formation, so I set off under Ron's guidance for Lorient in the hope of meeting up with the rest of the aircraft there.

Ron and I were now flying at about 50 feet above the waves and about a mile or so from the French coast on our way to the area off Lorient. Surface details very gradually began taking shape and more discernible as dawn slowly broke. I asked Ron for an update on our position and he pointed to a headland in the distance and said when we fly round that we shall be on the approaches to our target area. True enough, as we rounded the headland there was the Ile de Groix to our right and Lorient on our left - and approaching fast. Our next surprise was flying straight over a U-Boat, presumably the very boat we were seeking.

I immediately climbed to 1,200 feet, all the time trying to contact the rest of the flight on the R./T. but all to no avail; we were on our own. We decided to attack, seeing it was only about 400-500 yards from the harbour mouth. I opened the bomb doors, armed the two depth charges as I went into a long shallow dive, and opened up with both cannon and machine guns. At about 50 yards from the sub and about 30 or 40 feet up, I released the depth charges.

We were now subjected to intense flak, both from the harbour and its surrounds, as well as from batteries on the Ile de Groix, and from which we sustained slight damage to three exhaust stub outlets on one of the engines. However, we were soon out of

range at about 325 knots, took violent evasive action, and lost no time in heading away and setting course back to base.'

Their victim was the *U-155*, which, with two men killed and several wounded, limped into Lorient. Such was the damage she sustained that effectively she played no further active part in the War, eventually being surrendered in Denmark in May 1945. Her Captain, Johannes Rudolph, later recounted to Norman Franks how the *U-155* had been damaged in an attack by British destroyers off Freetown, and without a schnorkel had to sail on the surface at night to re-charge her batteries. It was in this condition that she met Doughty's Mosquito just outside Lorient on the 23 June 1944. Rudolf continues:

'When the plane was at a distance of 300 metres, I gave the order to fire at will, and to the 'Zentrale': both engines full speed. At the same time the plane fired from all guns at our conning tower, and dropped its bombs in our wake. We suffered two dead in the conning tower and three badly wounded at the 2cm. guns. Now, fifty years later, I learn that we also damaged the plane.

At the entrance of our submarine pen we were greeted by music. I ordered an ambulance and asked for the music to be stopped. After docking I handed over the boat to our Flotilla Commander, Korvettenkapitan Kuknke in front of the crew lined up on our deck.'

And, as also recounted by Norman Franks, the old adversaries met again over 50 years later, Doughty stating:

'The postscript to this story came 51 years later. I attended a reunion of the U-Boat crew and met its commander and surviving crew members. A small aeroplane was chartered and my wife, son, myself and two friends plus the pilot, were welcomed and treated like Royalty, not just by the U-Boat commander, Johannes Rudolph and his wife but by the whole crew, and the townspeople of Ottenhaffen, where special events were laid on in our honour.

Apparently, my observer and I had been lucky to escape further damage as the commander told me there were over 100 anti-aircraft guns situated on the harbour mouth alone. He told me that *U-155* had been damaged by our attack and that the war in Europe was happily over before it could be repaired satisfactorily in order to put to sea again on a war cruise.'

The excitement of the 23rd was followed by four more sorties at the end of the same month, including successive run-ins against enemy convoys on the 29th and 30th, Doughty getting a near miss on a tanker on the former date.

He was advanced from Flight Sergeant to Warrant Officer in July, in which month he participated in a further eight sorties, including an anti-shipping patrol off the Isle de Groix, Belle Isle, Concarneau and Benodet on the 3rd, in which three enemy vessels were sighted and 'heavy and accurate flak experienced' from nearby shore batteries.

Doughty was finally posted away from the operational scene in early August 1944, on the eve of No. 248 joining the famous Banff Wing. He had been on active service for exactly one year, in which time he completed nearly 50 sorties.

Sold with named card box of issue for D.F.M. and for campaign medals addressed to the recipient at "Oak Mount", Norton Street, Heckmondwike, Yorks; together with copied Operational Record Book extracts for 248 Squadron and other research.





## 235 x

**The unusual Second War B.E.M. and Presidential Gold Lifesaving Medal pair awarded to Leading Fireman W. H. A. Crouch, Merchant Navy, the former for bravery under enemy fire during a rescue incident in the Channel in June 1944, some 25 years after receiving his American decoration**

British Empire Medal, G.V.I.R., 1st issue, Civil (William H. A. Crouch); American Presidential Gold Lifesaving Medal, the reverse officially engraved, 'To W. Crouch, Seaman, of the British Tug Lady Crundall, in recognition of his heroic services in effecting the rescue at sea, on January 31, 1919, of the master and crew of the American Steamship Piave', *nearly extremely fine or better* (2) £1,400-£1,800

B.E.M. *London Gazette* 24 October 1944: 'When a ship was hit and set on fire by enemy shell fire between Dover and Folkestone, the tug was placed alongside whilst shells were still falling nearby. She immediately helped to fight the fires which were extinguished by the time the ship was berthed in Dover ... Crouch showed courage and skill. He was responsible for the efficient working of the pumps and helped to put out the fire in the ship while she was still under enemy attack.'

**William Hector Alexander Crouch** was serving as a Leading Fireman aboard the rescue tug *Lady Duncannon* at the time of the above incident involving the S.S. *Empire Lough* which was lost through enemy shellfire in the Straits of Dover on 24th June 1944. Fellow crew member George Crake also received a B.E.M. and their skipper, Lieutenant G. W. Holman, R.N.R., the M.B.E.

Crouch was born in Dover in March 1903 and served in the Mercantile Marine in the Great War, receiving the Mercantile Marine War Medal and British War Medal. He was latterly employed as a greaser for assorted ferries of the British Transport Commission, and died in December 1961, after recently completing an assignment in Dover.



## 236 x

The posthumously gazetted Second War Coastal Command D.F.M. group of five awarded to Flight Sergeant W. R. Hoyle, Royal Air Force Volunteer Reserve, who was killed in action in a Liberator of No. 206 Squadron off Norway in September 1944

Distinguished Flying Medal, G.V.I.R. (1481202. F/Sgt. W. R. Hoyle. R.A.F.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, mounted as worn, *nearly extremely fine* (5)

£1,400-£1,800

## Naval Medals From the Collection of the Late Jason Pilalas



D.F.M. *London Gazette* 3 November 1944:

'As navigator, Flight Sergeant Hoyle has completed very many sorties and has invariably displayed a high degree of devotion to duty. In spite of a most trying experience in which he was injured this airman's keenness remained unabated. After his recovery he soon resumed operational flying. Some months ago he was mid-upper gunner of an aircraft which engaged a U-boat. In the run-in much anti-aircraft fire was faced but Flight Sergeant Hoyle delivered most effective bursts of fire and completely silenced the submarine's guns. He set a "ne example of skill and determination.'

The original recommendation states:

'On 19 September 1944, Flight Sergeant Hoyle, who was a Navigator in this crew, was relieving an Air Gunner in a mid-upper turret in an aircraft, Liberator BZ. 9804 ("S" / 206) which made an attack on a partially submerged U-Boat in position 62°20' North, 02°30' East at approximately 1910 hours. At a range of two miles, the U-Boat's guns were completely silenced. His actions in the mid-upper turret clearly illustrates the great value of this turret in a daylight attack on a U-Boat. On 20 July 1944, Flight Sergeant Hoyle was involved in an aircraft crash in which eight members of his crew were killed. He himself was badly injured, was in hospital and on

sick leave until 5 September. On 12 September, he re-commenced operations. In spite of a very harrowing experience and personal injuries, he was shown exceptional keenness and devotion to duty. His offensive spirit is of the highest order and he is an example and inspiration to all. I very strongly recommend that he be awarded an immediate Distinguished Flying Medal.'

Covering remarks by Station Commander:

'Flight Sergeant Hoyle has shown outstanding courage and devotion to duty. He is a strong, determined character and a very real asset to his squadron. I most strongly recommend that he be awarded an immediate Distinguished Flying Medal.'

**William Royston Hoyle** was born at Bramley, Yorkshire in January 1921 and, following his enlistment in the Royal Air Force Volunteer Reserve, undertook training in Canada. Having then qualified as a Navigator and Air Gunner in April 1943, and attended an O.T.U. at Nassau in the Bahamas, he returned to the U.K.

Posted to No. 206 Squadron, a Liberator unit of Coastal Command, operating out of R.A.F. Leuchars, he subsequently flew many sorties and was a popular member of the squadron. Tragically, several of his crew were killed when their Liberator crashed on take-off from Leuchars on 20 July 1944, Hoyle being fortunate to be thrown clear. He nonetheless sustained injuries to his head and legs.

Returning to the squadron on 5 September 1944, he was quickly back in action, his D.F.M.-winning exploits being enacted on the 19th, when his aircraft made three separate depth-charge attacks on a U-boat, north-east of the Shetlands. Modern day research has revealed the target of his accuracy gunnery was the *U-858*, which suffered damage but survived; an oil slick and dinghies spotted by the Hoyle's pilot 20 minutes after the attack were in fact from the scuttled *U-867*.

Sadly, just a little over a week later, on the 28th, Hoyle's Liberator EV885 failed to return from an anti-U-boat patrol off the Norwegian coast. The last signal received from the aircraft placed it some 25 miles west of Verhaug, and enemy aircraft were known to be operating in that vicinity.

The son of the late Smith Wheatley Hoyle, and Fanny Kate Hoyle, who later re-married, he has no known grave and is commemorated on the Runnymede Memorial. His mother received his D.F.M. from the King at Buckingham Place on 29 October 1946.

Sold with an impressive archive of original documentation and photographs, the former mainly comprising poignant correspondence in respect of his death in action, from 'the telegram' received by his mother to letters from his squadron C.O., but also his Air Ministry condolence slip and Buckingham Palace condolence message; the photographs mainly housed in two extensive wartime albums, as compiled by the recipient in Canada and elsewhere.





237 x

The 'Okinawa operations' D.S.M. group of six awarded to Acting Leading Seaman D. I. J. Moyses, who as a Bofors gunner displayed 'great courage and presence of mind' aboard the aircraft carrier *Illustrious* during 'a suicide attack by a Japanese aircraft which missed his position by only a few feet': the enemy pilot's eyeballs were afterwards found on the flight-deck, and booted overboard by a "Kiwi" from the F.A.A.

Distinguished Service Medal, G.V.I.R. (A./Temp. L.S. D. I. J. Moyses, DJ/X. 245806); 1939-45 Star; Atlantic Star; Burma Star, 1 clasp, Pacific; Italy Star; War Medal 1939-45, mounted as worn, some edge bruising but generally good very fine (6) £3,000-£4,000

D.S.M. *London Gazette* 23 October 1945: 'For gallantry, skill and great devotion to duty whilst serving in H.M. Ships *Formidable*, *Victorious*, *Indefatigable*, *Illustrious* and *Indomitable* during the operations performed in collaboration with the United States Pacific Fleet in the capture of Okinawa and the Nansei Shoto area, over a period from 26 March 1945 to 20 April 1945.'

The recommendation states: 'As Captain of No. 2 Bofors during a suicide attack by a Japanese aircraft which missed his gun position by only a few feet, he showed great courage and presence of mind in jumping into the layer's seat and firing the gun when the layer was absent from his position, scoring several hits on the enemy and thereby materially assisting in the enemy's destruction clear of the ship.'

In what was code-named "Operation Iceberg", a series of air strikes against Okinawa and surrounding targets between March and May 1945, five British aircraft carriers, as part of Task Force 57, worked alongside the American Pacific Fleet. The British assignment was to neutralise, and keep neutralised, the enemy airfields of the Sakishima group. On several occasions the carriers were subjected to Japanese suicide attacks, or as the enemy preferred to term it "Divine Wind", but they remained on station and mounted numerous F.A.A. strikes which accounted for 100 enemy aircraft.

Of the action in which Moyses, a Devonshire man, won his D.S.M.,

on 6 April 1945, Kenneth Poolman records in his history *Illustrious*: 'Five days later it was the turn of *Illustrious*. The gunners saw him coming, diving towards the forward part of the ship. Perhaps he was following the usual Tokko practice of aiming for the forward lift. Whatever he had in mind the Bofors gunners changed it for him, knocking him about so much that he exploded over the side.

But he left some souvenirs behind. The starboard wing of the suicider had actually crashed into the bridge about nine feet away from Captain Lambe, and pieces of plane and pilot were scattered over the flight deck.

Bob Ellison bent down rather dazedly and picked up two eyeballs and a piece of skull. He was looking stupidly at them when Don Hadman, a wild Kiwi from 1833, dashed up and grabbed the piece of skull from his hand.

"That's my mascot from now on!" he yelled.

Then he booted the eyeballs over the side, for Don had never heard of Emperor Meiji and cared even less for the immeasurable blessings of the Imperial Goddess. Even so, he very soon helped yet another acolyte towards deification and "everlasting honours in the temple", for Don was carrying his mascot when he took off and stopped the breath of the next Divine Wind to appear over the Fleet.'



## 238 x

The Second War submariner's D.S.M. awarded to Leading Stoker W. E. Edwards, Royal Navy, who was present at some memorable actions and incidents, including the occasion Lieutenant Roberts and Petty Officer Gould gained V.Cs for dealing with two unexploded bombs in the casing of *Thrasher* in February 1942, and the *Trenchant's* spectacular 8-torpedo strike against the Japanese heavy cruiser *Ashigara* in July 1945, the largest warship ever sunk by a British submarine

Distinguished Service Medal, G.VI.R. (A/Temp. Ldg. Sto. W. E. Edwards. C/KX.75603) in case of issue, extremely fine

£2,000-£2,400

## Naval Medals From the Collection of the Late Jason Pilalas

D.S.M. *London Gazette* 23 October 1945:

'For gallantry, skill and devotion to duty whilst serving in H.M. Submarine *Trenchant* in Far Eastern waters. Her operations in six patrols were successfully carried out in the face of opposition in shallow and difficult waters. During the last of these a Japanese heavy cruiser was sunk under exceptionally hazardous conditions.'

The original recommendation states:

'Leading Stoker Edwards is the oldest man in H.M. S./M. *Trenchant* (40 years) and carries out his duties in a very efficient manner. His war service includes six patrols in H.M. S./M. *Trenchant* in the Far East; two patrols in H.M. S./M. *Thrasher* in Home Waters and twelve patrols in H.M. S./M. *Thrasher* in the Mediterranean.'

**William Edwin Edwards** was born at Gillingham, Kent on 8 August 1907 and entered the Royal Navy as a Stoker 2nd Class in January 1926. Two years later he volunteered for services in submarines and remained employed as such until coming ashore in January 1938, when he joined the Royal Fleet Reserve. Recalled in the summer of 1939, Edwards attended a refresher course in H. 28 in the 5th Submarine Flotilla at Gosport, prior to removing to the river-class submarine *Clyde* in January 1940. On 13 May 1940, in Scandinavian waters, *Clyde* encountered the German auxiliary cruiser *Widder* on the surface and a lengthy exchange of gunfire ensued, but without any telling results.

Having then attended another refresher course in the *Oberon*, Edwards commenced his first proper operational tour in the *Thrasher*, from March 1941 to October 1943. And an action-packed tour it proved to be, his 12 war patrols witnessing the destruction of some 20,000 tons of enemy shipping.

However, likely most memorable of all was the occasion that *Thrasher* came under attack after sinking an enemy supply ship north of Crete on 16 February 1942. Relentless attack, as it transpired, for she endured three hours of depth charging and bombing before daring to surface that night. And it was then that two unexploded bombs were discovered, lodged in *Thrasher's* gun casing. Lieutenant Peter Roberts and Petty Officer Tommy Gould, volunteered to remove the bombs. The first UXB was quickly dealt with and lowered over the side, but the second had penetrated further into the deck casing. So Roberts and Gould had to enter the confined space, just two feet high, and lying flat, wriggle their way to the UXB, past deck supports, battery ventilators and drop bollards. Gould then lay on his back, clutching the 150lb bomb, whilst Roberts dragged him out by his shoulders, a distance of 20 feet. As Gould recalled:

'It was then a matter of the two of us, lying horizontally, pushing and pulling the bomb back through the casing. It was pitch black and the bomb was making this horrible ticking noise while the submarine was being buffeted by the waves.'

Throughout their 50-minute ordeal, *Thrasher* was surfaced, stationary and close inshore to enemy territory. Had she been forced to crash dive, Roberts and Gould would have perished. They were both awarded the Victoria Cross.

In October 1943, *Thrasher's* crew transferred to the *Trenchant*, taking with them their C.O., Lieutenant-Commander 'Baldy' Hezlet, afterwards Vice-Admiral Sir Arthur Hezlet, K.B.E., C.B., D.S.O., D.S.C. And thanks to his wartime memoirs, H.M.S. *Trenchant* at War - *From Chatham to the Banka Strait*, the entirety of Edwards' operational tour in the Far East is described in detail.

*Trenchant* carried out a total of seven war patrols between July 1944 and July 1945, in which period she achieved some notable 'kills', among them the German *U-589* with three torpedoes off Penang on 23 September 1944, and a Japanese minesweeper in the Java Sea on 25 May 1945; she picked up 17 survivors from *U-589*, including her captain.

But the biggest 'kill' of all, indeed the largest warship ever sunk by a British submarine, was the heavy cruiser *Ashigara*, taken out by a full bow salvo of eight torpedoes off Muntok Island in the Banka Strait on 8 June 1945. Trapped between the Sumatran shore and a shoal, *Ashigara* was unable to comb the full complement of 'fish', and five of them found their mark. She sank at 1239 hours, with a loss of over 100 of her crew and around 1200 embarked troops. The remainder, including her captain, Rear-Admiral Miura, and 400 troops were rescued by the enemy destroyer *Kamikaze*.

Regular submarine patrols aside, *Trenchant* also undertook special operations, most notably the raid on Phuket harbour on the night of 27-28 October 1944, when she conveyed a pair of chariots '*Tiny*' and '*Slasher*' and their two-man crews to the target area. The *Sumatra Maru* having been sunk, and the *Volpi* damaged, *Trenchant* recovered the charioteers amidst much celebration. All four were decorated, as was the long-served Edwards, who finally came ashore in August 1945, when he was released 'Class A'.

Sold with the original named Buckingham Place enclosure letter for his D.S.M.





239 x

**The rare post-War Bomb and Mine Clearance B.E.M. group of seven awarded to Leading Seaman W. G. Reynolds, Royal Navy, Mediterranean Fleet Clearance Diving Team**

British Empire Medal, (Military) G.V.I.R., 1st issue (D/KX.90842 W. G. Reynolds L.S., R.N.); 1939-45 Star; Atlantic Star, 1 clasp, France and Germany; Africa Star; Italy Star; War Medal 1939-45; Naval General Service 1915-62, 2 clasps, Minesweeping 1945-51, B. & M. Clearance Mediterranean (D/KX.90842 W. G. Reynolds. B.E.M., L.S.M., R.N.) *good very fine and better, the last clasp extremely rare (7)* £3,000-£4,000

B.E.M. *London Gazette* 1 January 1949; 'In recognition of Operational Minesweeping service since the end of the War.' Seedies roll confirms William George Reynolds was serving aboard H.M.S. *Sylvia* while clearing mines in the Mediterranean.

Approximately 60 'B. & M. Clearance Mediterranean' clasps issued to men of the Fleet Clearance Diving Team and men of the seaman branch employed in the removal of recovered bombs and mines. The clasp was awarded for six months' consecutive work in the disposal of bombs and mines during the period of 1 January 1953 to 31 December 1960. The majority of the work centred around Malta and, in particular, the main harbour of Valletta where large quantities of bombs were recovered from a number of merchant vessels that had been sunk by air attack during the Second War, such as the motor vessels *Talbot* and *Pampas*.

A replacement B.E.M. G.V.I.R 2nd issue is known to have been issued to this recipient.



## 240 x

**The Second War and post-War bomb and mine clearance operations O.B.E. group of six awarded to Lieutenant-Commander F. G. Gregory, Royal Naval Volunteer Reserve, who dealt with over 40 UXBs within the Port of London authority**

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast badge; 1939-45 Star; Atlantic Star, 1 clasp, France and Germany; Defence and War Medals 1939-45; Naval General Service 1915-62, 1 clasp, Bomb & Mine Clearance 1945-53, E.I.I.R., 1st issue (Lt. Cdr. F. G. Gregory. O.B.E. R.N.V.R.) mounted for display, *extremely fine* (6) £2,400-£2,800

*Provenance:* Alan Hall Collection, June 2000.

Approximately 145 Naval General Service Medals, or clasps, were issued for six months' consecutive work in bomb and mine disposal duties in different parts of the world. The Medal was issued with three obverse types, viz. G.V.I.R., 2nd issue, and E.I.I.R., 1st and 2nd issues.

O.B.E. *London Gazette* 13 October 1944: 'For gallantry devotion to duty.' The original recommendation states:

'During the last three years, Lieutenant-Commander F. G. Gregory, R.N.V.R., has been the officer attached to the Port of London for Bomb Disposal duties. During that period he, assisted by Lieutenant R. G. Peacock, R.N.V.R., has disposed of over 40 enemy bombs, including several of 1,000 kg. weight. Many of the operations have involved lengthy and hazardous pit sinking in order that recovery might be affected, and the bombs, by reason of their age and partially corroded condition, had, at all times, to be regarded as being dangerous condition.'

Information held in ADM 1/30159 reveals a number of devices dealt with by Gregory in the period leading up to August 1944, most of them UXBs discovered around St. Katherine, Millwall, Surrey Commercial, Royal Victoria and the West Indies Docks. But he dealt with devices elsewhere, at Barnes, Beckton gas works and, in January 1944, at Hammersmith Bridge, where the bomb had come to a rest 20 feet below the tow path: 'In spite if an enormous ingress of water, the bomb was successfully recovered and removed for disposal.'

**Frank Gordon Gregory** joined the Sussex Division of the Royal Naval

Volunteer Reserve in January 1937 and was commissioned as a Sub-Lieutenant on graduating from the Hove training establishment *King Alfred* shortly after the outbreak of war. Having then served in small craft in home waters, including the armed yachts *Aarla* and *Amalfi*, he volunteered in November 1941 for duty outside the Admiralty in the Department of the Director of Unexploded Bomb Disposal.

Gregory remained likewise employed until December 1945, an unusually long tour of duty for bomb and mine disposal operations, a tour rewarded by his promotion to Lieutenant-Commander in July 1943 and the O.B.E. in October 1944. He received the latter distinction from the King at Buckingham Palace in October 1945, following his services as 'a Bomb Safety Officer for Rendering Mines Safe' in port clearance duties with Naval Party 1137 in Germany in the period April-September 1945.

Gregory transferred to the London Division of the R.N.V.R. on being demobilised at the end of 1945 and, having been granted a special extension from the Admiral Commanding Reserves, remained actively employed until 1961, when aged 60. In that period, he attended assorted refresher courses, including a month-long attachment from Vernon to the Headquarters of the R.E. Bomb Disposal Unit U.K. in 1953. And, as cited by accompanying research, 'he was on a number of occasions called upon by military and police authorities to render safe unexploded bombs and land mines that were unearthed during site clearance and building work in and around London.'





241 x

The Yangtze incident group of six awarded to Leading Seaman T. S. Mullins, Royal Navy, who was 'blown clean off' the gun platform of X-Gun aboard H.M.S. *Amethyst* but immediately 'jumped back on' to continue the fight

1939-45 Star; Atlantic Star; Pacific Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Yangtze 1949 (D/JX129448 T. Mullins. Ldg. Smn. R.N.); Royal Navy L.S. & G.C., G.V.I.R., 1st issue (JX. 129448 T. S. Mullins. A.L.S. H.M.S. Drake) mounted as worn, *good very fine* (6)  
 £3,000-£4,000

**Thomas Stanislaus Mullins** was born in Queenstown in November 1911, and entered the Royal Navy as a Boy 2nd Class in September 1924. Gaining advancement to Ordinary Seaman in September 1929 and to Able Seaman in May 1931, he served throughout the Second World War; his ship appointments including the Battleships *Rodney* and *Duke of York*. Further advanced to Acting Leading Seaman in late 1942, and awarded his L.S. and G.C. Medal in October 1944, Mullins joined the Ship's Company of the Frigate *Amethyst* in March 1948. An experienced Rating, he was appointed to the command of X-Gun, his subsequent services in the Yangtze Incident earning him a Commendation for 'courage and devotion to duty' from the Naval C.-in-C. (Special Order of the Day 22 December 1949 refers). Very probably this distinction stemmed from his bravery on 20 April 1949 during the initial Communist bombardment, as recorded by Lawrence Earl in his book *Yangtze Incident*:

'Shells were thudding into the ship all the time. There seemed to be a great deal of disorganized running to and fro on the decks and passage ways ... X-Gun, firing independently, had got away 30 rounds. Boy Dennis Roberts, a Plymouth lad, had taken cover underneath the Bofors gun on the port side, just behind the funnel. He was looking aft when he saw the bright yellow flash of a hit on the X-Gun flare. Leading Seaman Mullins was blown clean off the gun-platform and on to the deck by the blast. Astonishingly, he was unhurt. He jumped back on to the gun. Several Ratings were handing out ammunition to supply the gun. The automatic hoist wasn't working. Roberts later reported: "I saw the shell burst directly on X-Gun then, and splinters flew around like hail". That second hit on the gun killed Ordinary Seaman Dennis Griffiths and Ordinary Seaman Battams, X-Gun's trainer. Splinters wounded Albert Rimmington, Amos Davies and Gwilyn Stevens. One of the men was killed where he sat, his hands frozen to the training-handle. He appeared to still be on the job. "Train around!" Mullins yelled at him. "Train around!" Then he saw that the man was dead. There was a cloud of black smoke shrouding X-Gun and it was out of action for good'.

Sold with contemporary Post Card photograph captioned '*Amethyst* after action', Dockyard Pass 'on the occasion of the return to Devonport of H.M.S. *Amethyst* from China on 1st November 1949', and copied record of service including 'Special Order of the Day' mentioned above; together with related mounted group of six miniature medals.





242 x

The post-War 1951 Malaya operations M.M. pair awarded to Marine R. G. Hodgkiss, 45 Commando, Royal Marines, who stormed a bandit camp, shot dead a sentry and rushed a Bren gun position: 'his spirited action took the bandits by surprise and they took to their heels, leaving two dead behind them ...'

Military Medal, G.VI.R., 2nd issue (R.M.8740 Marine. R. G. Hodgkiss. R.M.); Naval General Service 1915-62, 1 clasp, Malaya, G.VI.R. (RM.8740 R. G. Hodgkiss Mne RM) mounted as worn, *light contact marks, otherwise good very fine* (2) £3,000-£3,600

M.M. *London Gazette* 20 July 1951: 'For outstanding courage and leadership in operations in Malaya.'

The original recommendation states:

'On 13 February 1951, Marine R. C. Hodgkiss was the leading scout of a small patrol in the Bikam Forest, south of Tapah.

The patrol was following a fresh track, when they sighted a camp occupied by some bandits. Signalling to the remainder of the patrol to remain hidden where they were, Hodgkiss stalked the sentry and shot him dead.

With the opening of fire the patrol rushed into the camp where they immediately came under heavy automatic fire. The Iban tracker was wounded and the patrol was pinned in the open. Marine Hodgkiss's immediate reactions were to throw a couple of smoke grenades and under cover of these rush towards the enemy Bren, firing as he went. His spirited action took the bandits by surprise and they took to their heels leaving two dead behind them. Marine Hodgkiss pressed on in pursuit until the enemy were lost in the thick undergrowth.

Throughout this brief encounter Marine Hodgkiss showed a determination to come to grips with the enemy with no thought for himself, and it was by his determined aggressive example that what might have proved to be an inconclusive encounter was in fact a resounding success.'

**Richard George Hodgkiss** received his M.M. at a Buckingham Palace investiture held on 3 March 1953.



## 243 x

**The outstanding post-War 1951 Malaya operations D.C.M. group of eight awarded to Acting Sergeant W. E. Carruthers, 42 Commando, Royal Marines, a Sub-Section Leader who personally accounted for several terrorists**

Distinguished Conduct Medal, G.V.I.R. 2nd issue (Ch. X. 3315 A./Sjt. W. E. Carruthers.); 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; War Medal 1939-45; Naval General Service 1915-62, 2 clasps, Palestine 1945-48, Malaya (Ch./X. 3315 W. E. Carruthers. A/Sgt. R.M.); Coronation 1953, mounted for display, *contact marks, therefore nearly very fine or better* (8) £8,000-£12,000

D.C.M. *London Gazette* 19 October 1951. The original recommendation states:

**'William Ernest Carruthers**, Sergeant, 42 Commando Royal Marines.

This Acting Sergeant has, over a period of eleven and a half months, shown the highest qualities of leadership, courage and initiative. He has been on operations continuously and has always shown a most magnificent example to all ranks. His Sub-Section, as a result, has had a series of major successes and have been responsible for killing four, capturing three and wounding three bandits in the last six months.

In November 1950, Sergeant Carruthers' Sub-Section was involved in a night action against heavily armed and well organised bandits in the Tyrone Estate, near Batu Gajah. Sergeant Carruthers was personally responsible for rallying his Sub-Section against superior numbers and himself wounded and captured a well-known bandit.

In April 1951, in the Bota Forest, his Sub-Section was heavily attacked by a strong party of bandits. Sergeant Carruthers rapidly organised an attack by his outnumbered Sub-Section in order to stabilise the situation. In close quarters fighting and with utter disregard for his own safety, he killed a bandit who was on the point of shooting in the back a member of the Sub-Section. By this action Sergeant Carruthers certainly saved the life of a comrade. By further efforts he was able to rally his men and drive off the enemy whom he then pursued.

On 8 May 1951, he led a patrol of five Marines to an occupied bandit camp on Harewood Estate, himself stalking and shooting the sentry and then leading the attack on the defended camp.

At all times his devotion to duty and his example have been an inspiration to the men he leads so well.

His conduct over a long period has been of a quality far above what may be normally expected of an Acting Sergeant.'

Sold with copied research including recommendation and citation for D.C.M. and Coronation medal roll.





244 x

The post-War G.M. awarded to Lieutenant-Commander Albert Edward Burton, Royal Navy, for gallantry in attempting to rescue a wounded man buried under debris from an explosion at a building containing ammunition at Marsa, Malta, in July 1954

George Medal, E.II.R., 1st issue (Lieut.-Comdr. Albert E. Burton, R.N.) in its Royal Mint case of issue, nearly extremely fine £3,000-£4,000

G.M. *London Gazette* 21 December 1954: 'Lieutenant-Commander Albert Edward Burton, R.N., H.M.S. *Barova*.

At 1100 on 24th July, 1954, a large explosion occurred in a building containing ammunition at Marsa Coal Wharf, Malta. Although the building was burning fiercely Lieutenant-Commander Burton and a civilian Assistant Salvage Officer immediately went to the aid of a badly injured man who was buried in the debris.

Throughout the time they were working, the fire raged and there were signs that a further explosion might take place. Lieutenant-Commander Burton and the Salvage Officer nevertheless remained until they had successfully freed the injured man and removed him from the danger area.

Lieutenant-Commander Burton's bravery and determination and his complete disregard of his own safety in his efforts to save the injured man, who later died of his injuries, were in the best traditions of the Royal Navy.'







## 245 x

The poignant post-War Stanhope Gold Medal group of six awarded to Petty Officer (Upper Yardman Air) I. L. Beale, Royal Navy, for saving the life of his observer after their Firefly aircraft crashed into the sea off Land's End in January 1955; tragically, he was killed in another aircraft accident in the following year, when a Skyraider of H.M.S. Eagle crashed into the Mediterranean on 24 November 1956

Defence and War Medals 1939-45; Korea 1950-53, 1st issue (C/JX.646145 I. L. Beale P.O. R.N.); U.N. Korea 1950-54; Royal Humane Society, Stanhope Gold Medal, 2nd type, 9-carat gold, hallmarked Birmingham 1955 (P.O. (Upper Yardman Air) Ivor Laurence Beale, R.N. 24th Jany. 1955); Royal Humane Society, small silver medal (successful), (P.O. (Upper Yardman Air) Ivor Laurence Beale, R.N. 24th Jany. 1955) mounted for wearing, *good very fine* (6)

£2,400-£2,800

## Naval Medals From the Collection of the Late Jason Pilalas

**Ivor Laurence Beale's** gallant deeds are recorded in the following terms in Royal Humane Society records (Case No. 63945 - Voted to be the Stanhope Gold Medallist for 1955):

'Saved Midshipman (Air) Richard William Mile Shepherd (21), Royal Naval Volunteer Reserve. In the sea 20 miles N.W. of Land's End.

On the night of 24 January 1955, at 7.00 p.m., a Firefly Mk. 7 aircraft of No. 796 Squadron, attached to the Naval Observer and Air Signal School,

R.N.A.S. Culdrose, crashed in the sea 20 miles N.W. of Land's End. The weather was overcast with a force of 4 (11-16 m.p.h.). The wind was S./S. W., moderate sea and swell. The pilot is missing, believed killed, and salvor and saved were in the rear cockpit.

On crashing the aircraft turned over and sank. Both rear cockpit occupants released themselves from the aircraft under water but Shepherd's dinghy snagged and he had to leave it in the aircraft. Beale escaped with his dinghy and on coming to the surface, spent about 2 minutes releasing his parachute and making sure his dinghy was secure. Then realising that Shepherd was in the water 50 feet away, without a dinghy, Beale swam to him and then opened his own dinghy. Seeing that Shepherd was wounded in the head and only partially conscious, Beale pushed him into the dinghy (designed for one man capacity) and then climbed in himself over Shepherd's legs. Beale's action in rescuing Shepherd and getting him into the dinghy is most praiseworthy in view of the fact that Beale himself had a badly contused arm and a fractured rib, sustained in the crash (Report of Captain W. W. R. Bentick, R.N. Air Station, Culdrose).

Subsequently in the dinghy Beale attempted to revive Shepherd with his own warmth as Shepherd's immersion suit had been torn in escaping from the aircraft and was full of water, and, when Shepherd had revived, they took it in turns to keep each other warm, Beale having broken the seal on his immersion suit in rescuing Shepherd and so also being wet through.

The following statement was made in reply to the Society's questionnaire: Beale in delaying getting in his own dinghy in his

injured condition, by going to rescue Shepherd, and in sharing his own one man dinghy with Shepherd, considerably decreased his own chances of survival or rescue.'

After three hours of exposure the two men were picked up by the British Tanker *Scottish Eagle*. The Master of the *Scottish Eagle* reported: Referring back to the incident on the night of 24th inst. I would like the attention of proper authority drawn to the great bravery shown by U. Y. Beale in saving the life of Midshipman Shepherd. When these two men had fought their way out of the aircraft it was submerged to a depth of about 20 feet and both of them were injured and badly shocked.

Beale's dinghy, which was the only one to inflate, was, after all, only a one man dinghy and how he managed to get a helpless semi-conscious man into it, in the sea and swell then running, is almost beyond understanding. He could only have managed this by jeopardising his own life. During all the time they were in the water and alongside the ship, during the recovery from the water and during removal from the lifeboat to the hospital, Beale's only thought was: For God's sake mind my legs.

A doctor was transferred from H.M.S. *Triumph* to the *Scottish Eagle*. He treated the survivors for their injuries, shock and exposure. The *Scottish Eagle* was diverted to Falmouth where the survivors were landed at 5.30 a.m. on 25 January and transferred to the Sick Bay, R.N.A.S. Culdrose.'

Beale and Shepherd were spotted by a Shackleton aircraft from R.A.F. St. Eval at 2200 hours, and its crew guided the *Crested Eagle* to their position; the pilot of the Firefly perished.

Tragically, Beale was killed in another aircraft accident in the following year, when a Skyraider of H.M.S. *Eagle* crashed into the Mediterranean on 24 November 1956.

Sold with gold and silver ribbon buckles for the Stanhope Gold Medal and R.H.S. silver medal; damaged case of issue for the Stanhope medal; Royal Life Saving Society, bronze medal (I. L. Beale, July 1942), an unnamed gilt metal swimming medal, and embroidered Naval airman's badge.



## 246 x

The Suez crisis Fleet Air Arm D.S.C. group of seven awarded to Captain R. L. Eveleigh, Royal Navy, who had earlier been mentioned in despatches for his bravery in Barracuda operations off the Norwegian coast, including a memorable strike on the *Tirpitz* in April 1944

Distinguished Service Cross, E.I.I.R., reverse officially dated '1957'; 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Naval General Service 1915-62, 1 clasp, Near East (Lt. Cdr. R. L. Eveleigh, R.N.); Campaign Service 1962-2007, 1 clasp, Malay Peninsula (Captain R. L. Eveleigh, R.N.), mounted court-style as worn, *good very fine* (7)

£6,000-£8,000

Provenance: Spink, May 1998.



## Naval Medals From the Collection of the Late Jason Pilalas

D.S.C. *London Gazette* 13 June 1957: 'In recognition of gallant and distinguished services in operations in the Near East, October to December 1956.'

M.I.D. *London Gazette* 25 July 1944: 'For 'bravery, leadership, skill and devotion to duty during successful strikes at enemy shipping off the coast of Norway.'

**Royston Leonard Eveleigh** was commissioned as a Temporary Acting Sub. Lieutenant (A.) in the Royal Naval Volunteer Reserve on qualifying as a Fleet Air Arm Observer in April 1943, when he was posted to No. 830 Naval Air Squadron (N.A.S.) at Lee-on-Solent.

### *Operation 'Tungsten'*

Eveleigh subsequently teamed-up with Lieutenant Robinson as his pilot and Petty Officer Lock as his T.A.G. and the three airmen honed their skills in the squadron's Fairey Barracuda IIs over the coming months, especially after joining the carrier *Furious* in late 1943, and they flew their first anti- shipping strike off Norway in February 1944.

Meanwhile, plans were afoot for Operation 'Tungsten', a major Fleet Air Arm strike against the *Tirpitz* in her Norwegian lair. The plans had been hastened by 'Ultra' intelligence reports that revealed the German battleship had been repaired after the epic midget submarine attack of September 1943, and that she was now preparing for new sea trials. *Tirpitz*, a 'Fleet in Being', remained therefore a serious threat, and when Admiral Fraser received another 'Ultra' report suggesting she would put to sea on the 3 April 1944, just as he was escorting the Russian-bound convoy JW. 58, events moved quickly. In fact, the planned Fleet Air Arm strike was immediately brought forward to the 3rd.

The attack was to comprise two strikes, an hour apart, with 21 Barracudas in each from the carriers *Furious* and *Victorious*. Ten would each carry a 1600lb. armour-piercing 'cookie' bomb, 20 would carry three 500lb. semi-armour piercing bombs and the remainder 600lb. bombs for underwater blast effect. In addition, 40 Corsair, Hellcat and Wildcat fighters from the auxiliary carriers *Emperor*, *Pursuer* and *Searcher* would deal with any fighters and, if not engaged, then strafe *Tirpitz*.

Eveleigh, with Robinson and Lock, flew in the first wave in Barracuda 5F, armed with one of the 1600lb. 'cookie' bombs. *Menace – The Life and Death of the Tirpitz*, by Ludovic Kennedy, takes up the story:

'At 4.30 a.m. the first strike of Barracudas and 50 Corsairs, Hellcats and Wildcats took off and headed South, flying at sea-level to avoid enemy radar. Twenty-five miles from the coast they climbed to 8,000 feet to clear the mountains ... By 5.15 a.m. they were only 20 miles from their target. They passed over a high mountain, "and there," said Sub. Lieutenant Eveleigh, "at the head of the fjord just where intelligence told us she would be, lay the *Tirpitz*, looking as large as life and very forbidding." No enemy fighters having appeared, the commander of the British fighter wing radioed, "Out lights!" This was the signal for them to assume their secondary role of strafing the *Tirpitz* with machine-gun fire, destroying the radar and flak control and killing all those in exposed positions on the deck.'

The Barracudas then swept in low, determined to achieve some telling hits, Eveleigh recording in his flying log book that they dropped their 'cookie' through a barrage of medium flak before making 'an individual getaway' and returning to *Furious*. The attack launched by the first wave had lasted just minutes and



*Attack on the "Turpitz"*

only one Barracuda had been lost. Ludovic Kennedy continues:

'By 5.31 a.m. the upper decks of the *Tirpitz* were a shambles, with more than 100 dead and 200 wounded ... at least 14 bombs had caused serious damage; destruction of the flak control and bridge telegraphs; fires in the aircraft hangar, wardroom, gunroom, and mess decks and storeroom; buckling of the keel plates and causing underwater flooding.'

And all this before the arrival of the second wave which inflicted further damage and casualties.

As it happened, the *Tirpitz* mission was the first of several sorties flown by Eveleigh off Norway, including a strike on enemy shipping off the Lofoten Islands on 26 April 1944, when intense light flak downed a Barracuda and four fighters, and another anti-shipping strike on 1 June 1944, when intense flak caused further loss. Finally, on 17 July 1944, he participated in the Fleet Air Arm's second attack on the *Tirpitz*, his flying log book noting: 'Not too good – target obscured by smoke – bags of flak – 1 Barracuda and 1 Corsair lost.'

Eveleigh was subsequently among those mentioned in despatches. And he ended the war as an instructor in 786 N.A.S. back in the U.K.

### *Operation 'Musketeer'*

Post-war, he obtained a regular commission in the R.N., qualified as a pilot and was advanced to Lieutenant-Commander in October 1952. And it was in this rank that he took command of 802 N.A.S. in early 1956, then working up in Sea Hawks at Lossiemouth, in preparation for a commission in the *Ark Royal*. Instead, however, the Suez crisis intervened and Eveleigh and 802 N.A.S. were called away to the Western Mediterranean to join the carrier *Albion*. He later told the author Brian Cull, in *Wings over Suez*:

'The general feeling in the Fleet, culled from radio and press, was that we were going to confront the Israelis who were seen to be aggressing as they pushed towards Egypt. We were very surprised to find that the opposite was the case! Most of my age group has seen active service in World War Two but the realisation that the Egyptians had MiGs made for a certain amount of apprehension.'

On 24 October 1956, a week before the controversial decision to neutralize the Egyptian Air Force was put into effect, Eveleigh became the victim of a rash Admiralty order intended to

## Naval Medals From the Collection of the Late Jason Pilalas



decrease the turnaround time between sorties by removing from all Sea Hawks the metal retaining straps over the main fuel tank filler cap. Having objected unsuccessfully, and aware that an accident involving the procedure had already occurred, he insisted on being the first off *Albion* after the straps had been removed. It was a night take-off, according to *Wings over Suez*: 'As I accelerated down the catapult a glaring light ... lit up the deck. I pushed 'white knuckled' on the lever but the power still fell away and I realised that the light came from the aircraft and that I was on fire. I crashed into the sea ahead of the carrier, which swerved to avoid colliding with the burning and sinking Sea Hawk.'

Very lucky indeed to escape his aircraft unscathed, Eveleigh was picked up half an hour later. Thereafter, the straps were refitted. In November 1956, he flew in excess of 20 operational sorties against Egyptian air bases and other military targets, commencing with a pre-dawn strike on the main Egyptian Air Force (E.A.F.) base at Almaza on the 1st. As Eveleigh would later explain in *Wings over Suez*, no one really knew how the E.A.F. would react to such attacks. As it transpired, its aircrew had been ordered not to intervene:

'We were surprised by a flight of MiGs which climbed away from Almaza towards us. And as we were only straight-winged compared with their swept-wing high performance, I can still recall the feeling of my squadron closing up on me on sighting them. We were apprehensive to say the least but they swept straight past and did not attempt to mix it.'

On his second sortie of the 1st, he flew a photo-reconnaissance mission to Cairo International Airport, where there were reports of someone having attacked a civil airliner, which, as he put it, 'were not in the target brief!' Then on his third and final sortie of the day, he shot up an obliging line of trainers at the E.A.F. pilot training school at Bilbeis: '2 A/C on fire – 1 damaged.'

Back in action on the 2nd, Eveleigh claimed a MiG and Vampire damaged on the ground at Almaza, but this time was greeted by flak that shook up his Sea Hawk. He then went 'flak busting' on the 4th, and next day hit a 'cab rank' and reported leaving six vehicles in flames. That same day he led 802's Sea Hawks in support of the Paras as they landed on Gamil airfield, and at their request 'took out' mortars firing from a cemetery on the airfield's perimeter.

Another duty which befell 802 N.A.S. was to carry out interceptions of intruders approaching the fleet, more often than not aircraft from the U.S. Sixth Fleet, coming to look at what was going on. Eveleigh recalled:

'Knowing the Egyptians had MiGs, we had to intercept all incoming fighters and, until identified, U.S. swept wing fighters appeared a threat. The wing destroyer of their fleet even got inside the screen of our own fleet, occasioning an exchange of signals which probably cannot be repeated. Our Wing C.O. asked the American which side he was on. On receiving a rather negative reply, our Wing C.O. made back in plain language, "Then why don't you f—k off!" '

Eveleigh was awarded the D.S.C. and attended a Buckingham Palace investiture on his return to the U.K. in November 1957. And he was advanced to Commander on graduating from the R.N. Staff College in the following year.

### Post-Suez

Having then enjoyed his first seagoing command in the frigate *Loch Ruthven* in 1958-60, he was successively Special Assistant to the Chief of Allied Staff to the C.-in-C. Allied Forces Mediterranean in 1960-62, and Deputy to Captain (Air), Staff of Flag Officer (Home) in 1962-64.

Subsequently advanced to Captain, he commanded the *Hartland Point* in 1964-66 and the *Leander* in 1965-67, when he witnessed further active service, including run-ins with Indonesian frogmen in the Johore Strait and M.T.Bs in the Malacca Strait.

An Assistant Director of Naval Plans (N.A.T.O.) in 1967-69, Eveleigh's final appointment before retirement was as C.O. of the Royal Naval Air Station *Goldcrest*.

Sold with a complete run of the recipient's original Flying Log Books, comprising R.N. Observer's and Air Gunner's Flying Log Book, covering the period January 1942 to March 1944; R.A.F. (Form 1757) Navigator's, Air Bomber's and Air Gunner's Flying Log Book, covering the period April 1944 to February 1945, with numerous operational entries, including the *Tirpitz* attack; and a privately bound flying log book, incorporating four further official logs covering the periods April 1947 to July 1948; July 1948 to December 1951; January 1952 to March 1956, and April 1956 to December 1970, this last with his Suez 'Musketeer' sorties and post career civilian entries up to 1997; together with copies of *Menace*, *The Life and Death of the Tirpitz*, by Ludovic Kennedy and *Wings over Suez* by Brian Cull, in which the recipient is mentioned and quoted many times.

247 x

The rare Fleet Air Arm pilot's O.B.E. pair awarded to Lieutenant-Commander A. H. G. Murray, Royal Navy, who was credited with destroying two Egyptian MiG-15 jets and damaging two other enemy aircraft in strikes on Almaza airfield in his Sea Venom during the Suez Crisis of 1956: his Squadron Commander described Almaza as 'seeming to have more 30mm. flak than all the rest put together'

Subsequently awarded the O.B.E. for his part in top secret work at Boscombe Down in the mid-60s - flying Sea Vixens and Lightnings as part of the Red Top missile programme - he departed the Navy to take up employment as an inventor and then as a salvage master and it was in the latter capacity that he died fighting a fire aboard a merchantman off Singapore in September 1981

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast badge; Naval General Service 1915-62, 2 clasps, Malaya, E.I.I.R., Near East (Lieut. (P) A. H. G. Murray. R.N.) mounted for display, good very fine (2) £2,000-£2,400

O.B.E. *London Gazette* 1 January 1965.

**Alistair Hugh Garnet Murray** was born in British Columbia in November 1930, the second son of one of Canada's most famous and distinguished military men, Admiral Leonard Warren Murray, C.B., C.B.E.; his step-mother was the daughter of a Russian Prince.

Alistair entered the Royal Navy as a cadet at Dartmouth, aged 13 years, and joined his first ship, H.M.S. *Devonshire*, in January 1948. He then served aboard *King George V* and *Superb* before joining the Fleet Air Arm. His flying training was undertaken with the U.S. Navy in Pensacola. He then undertook conversion training back in the U.K., during the course of which he experienced a serious accident when his Hawker Sea Fury swung off the runway, on landing, and hit some Squadron buildings resulting in four people being injured, including himself.

Having recovered from his injuries, and now converted, Murray joined 811 Squadron aboard the carrier *Warrior*. With them he participated in two bombing raids on Communist positions in the jungle in Johore Baru, Malaya, flying a Sea Fury. The Squadron dropped a total of fifty-six 500lb bombs on the enemy camps. For this service he was awarded the Naval General Service Medal with clasp 'Malaya'. Back onboard the *Warrior*, Murray had another severe accident when he crashed his aircraft into the safety barrier on landing, resulting in considerable damage to his Sea Fury.

In 1955 he converted to jet aircraft, in which period he crash-landed a Sea Vampire resulting in heavy damage (the repaired aircraft now resides in a museum in Scotland). Having converted to jets, Murray was posted to 893 Squadron aboard the carrier *Eagle*, flying Sea Venoms. It was with this capacity that Murray was to serve during the Suez Crisis in 1956. On the second day of "Operation Musketeer", on 2 November, Murray, with the other five Sea Venoms from 803 Squadron, attacked the heavily defended Egyptian airfield at Almaza, on the outskirts of Cairo. The Squadron made two attacks, under considerable anti-aircraft fire, in which Murray destroyed a MiG-15 and damaged a Meteor on the ground. The Squadron Commander's aircraft was badly damaged by flak during the raid and Murray escorted it back to *Eagle*. Flying Officer Olding, an R.A.F. Observer attached to the Squadron, was severely wounded, eventually losing his leg, an action for which he was awarded the D.S.C.

The next day Murray's Log indicates that he strafed Gamil Bridge for over an hour. On 5 November, during a dawn-strike on Almaza, Murray destroyed his second MiG-15 and damaged another. Almaza was described by the Squadron Commander as 'seeming to have more 30mm. flak than all the rest (airfields) put together.' On the day of the sea landings - on 6 November - Murray flew along the beaches giving cover; that evening, he and the Squadron raided Almaza again in a series of rocket attacks.

The remainder of "Operation Musketeer" consisted of a series of routine flights and combat air patrols, although Murray managed to crash into the dreaded 'barrier' again, during a night-time landing on 25 November. Murray's Log ends on 26 December when he landed his aircraft in Malta. His confirmed 'bag' for the Suez campaign was two MiG-15's destroyed, one damaged and a Meteor damaged.

After Suez, Murray attended several courses and had a stint flying with 894 Squadron aboard the *Eagle*. In 1959 he was the Gunnery Officer aboard the *Cavalier*. In 1960 he was flying Hunters, Vampires and Venoms. Then, later that year, he was posted to Boscombe Down to undertake secret work on the Red Top missile and other tasks with the Sea Vixen and Lightning aircraft; this lasted for four years. For this important service he was awarded the O.B.E.

In 1965 Murray was posted to the *Victorious* as Gunnery Officer. In 1966 he was posted back to Boscombe Down, now working on the Martel missile. He left the Royal Navy in 1970 to set-up a firm called Planesail, exploiting designs that he had invented in the development of future sailing vessels, a concept well ahead of its time.

In 1975 he moved to Singapore to become a Salvage Master with SELCO Salvage Ltd. Over the next six years Murray salvaged dozens of large vessels in distress at sea including the *Oceanic Grandeur* which was on fire - two crew were killed but 37 lives were saved; the *Pacific Charger*, which grounded in New Zealand; the *Choyu Maru*, which broke in half and the *Pablo Everett*, a cargo ship on fire. It was aboard the latter ship, on 3 September 1981, that Murray was killed. The vessel, laden with general cargo, caught fire off Singapore and was towed into the harbour. Murray, wearing breathing apparatus, entered the burning ship to locate the seat of the fire. Sadly, in the smoke-filled hold, he fell to his death.

Sold with an extensive and well-presented research file containing a complete history of Murray's career, with details from his flying records, including copies of his Suez Log Book and all of his annual reports - giving every posting, course attended and attachment - and many pictures of the actual aircraft that he was known to have flown, including those during Suez.







## 248 x

The rare post-War Operation 'Musketeer' D.S.M. group of seven awarded to Leading Seaman T. Dyer, Royal Navy

In a quite unique episode of the Suez crisis, the cruiser H.M.S. *Newfoundland* sank the Egyptian frigate *Domiat* in a ferocious engagement, both ships sustaining casualties: high on the list of subsequent recommendations was Leading Seaman Dyer, who commanded a Bofors gun and 'did good work in hosing down *Domiat's* deck with 40mm.'

Distinguished Service Medal, E.II.R., 1st issue (L.S. T. Dyer, P/JX 163578); 1939-45 Star; Africa Star; Burma Star; Italy Star; War Medal 1939-45; Naval General Service 1915-62, one clasp, Near East (P/JX.163578 T. Dyer D.S.M. L. Smn. R.N.) mounted as worn, good very fine (7) £7,000-£9,000

One of just two D.S.Ms awarded for the Suez operations.

D.S.M. *London Gazette* 13 June 1957:

'In recognition of gallant and distinguished services in the operations in the Near East. October to December 1956.'

On the evening of 31 October 1956, the Fiji-class cruiser H.M.S. *Newfoundland* was patrolling in the Red Sea, south of Suez, when she encountered a darkened ship, later identified as the Egyptian frigate *Domiat*. Closing to 1,500 yards, *Newfoundland* came parallel to the then unidentified ship and asked it to heave-to. Instead, however, it extinguished its running lights and trained its guns on the *Newfoundland*, thereby prompting the latter's captain to give the order to open fire. A ferocious firefight ensued, the enemy frigate's 4-inch guns causing damage and six casualties aboard the *Newfoundland*. But *Domiat's* armament was no match for the British cruiser and, much shot about, she capsized with a loss of six officers and 50 ratings. *Newfoundland* and her consort, the destroyer *Diana*, rescued 69 Egyptians, who were later dropped off at Djibouti.

A glimpse of Leading Seaman Thomas Dyer in action is to be found in an account written by one of *Newfoundland's* Midshipmen. He takes up the story as the cruiser fired her first broadside:

'WOOMFAH! The whole ship shook as I had never felt her shake before. We were firing on the beam with the guns almost horizontal. Away went a nine-gun, full charge, full-calibre cruiser broadside of 130-pound High Effect shell, smack into the bridge structure of the Egyptian frigate *Domiat*, about 1400 yards away ... Our next broadside smashed into *Domiat's* bows and ignited her paint shop so that her bows glowed cherry red in the dark night. *Diana*, astern, had seen *Domiat* turn and got in seventeen rounds of 4.5-inch from her A and B. As we closed the range the 4-inch and Bofors joined in and the Captain of one of the port Bofors later received a D.S.M. for his good work hosing *Domiat's* deck down with 40mm. Y turret was able to join in again later. After five minutes or so, at 0130, and after 51 rounds of 6-inch in nine broadsides, we checked fire because the *Domiat* was visibly sinking. She capsized and sank five minutes later. We picked up two Egyptian officers out of the water, and *Diana* recovered 67 other survivors, but then we decided that hanging about in the area might be silly because of the M.T.B. threat, so asked a nearby South African merchantman - what must they have thought about all the pyrotechnics? - to see if they could find any more people in the ocean. She was one of a large number of merchant ships getting out of the Gulf of Suez just as quick as they could ...'

Sold with a replacement group of seven medals, as listed above except the D.S.M. which is 2nd type and the N.G.S. which is marked 'Replacement'.





249 x

**The post-War 'Cyprus operations' M.B.E. group of five awarded to Lieutenant-Commander L. A. d'E. Lloyd, Royal Navy, late Royal Naval Volunteer Reserve**

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast badge; 1939-45 Star; France and Germany Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Cyprus (Lt. Cdr. L. A. D'E. Lloyd. R.N.) mounted court-style for display, *good very fine* (5)

£800-£1,000

*Provenance:* Alan Hall Collection, June 2000.

M.B.E. *London Gazette* 31 December 1957: 'For distinguished service in operations in Cyprus during the period 1 July to 31 December 1957.'

**Lawrence Aylmer D'Estampes Lloyd** was appointed a Midshipman in the Royal Naval Volunteer Reserve in April 1943, when he joined Combined Operations Headquarters under Vice-Admiral Lord Louis Mountbatten. And he was likewise employed when advanced to Sub. Lieutenant in July 1943 and to Lieutenant in January 1944; the inclusion of his two campaign stars suggests he was at one stage detached for operational service.

Granted a permanent commission as a Lieutenant in the Royal Navy in January 1946, he enjoyed several seagoing appointments over the following decade, among them the Antarctic Patrol Ship *Protector* in 1949-50. After being advanced to Lieutenant-Commander in January 1954, he joined *Aphrodite* in May 1956, the Cyprus base of the Flag Officer Middle East.

The advent of the Cyprus emergency in the previous year had prompted the rapid arrival of supporting arms, military and naval, and *Aphrodite's* staff were given responsibility for three specific areas of the island: Central – Nicosia, South – Episkopi and East – Famagusta; at the height of the troubles Episkopi had a Local Command Centre, looking after two destroyers and five other vessels. As one member of staff later recalled:

'With the advent of the Commandos, the Amphibious Warfare Squadron and half a dozen Coastal Minesweepers, in addition to our Patrol Boats, our traffic level has shot up into the clouds. In September alone we handled 951 encrypted signals with a total of 70,033 groups and 1,019 unclassified signals.'

It was likely for his work under just such operational pressure that Lloyd was awarded his M.B.E., which insignia he received at Buckingham Palace on 21 March 1958. He joined the staff of the C.-in-C. Nore in the same month but was placed on the Retired List on account of ill-health in March 1961. He died in February 1976.





## 250 x

The quite superb B.E.M. group of nine awarded to Master at Arms C. B. Brennan, Royal Navy, whose active service spanned the Korea War through to the Falklands War - via Suez and the Malay Peninsula

British Empire Medal, (Military) E.I.I.R. (M.A.A. Cecil B. Brennan, M816593F); Korea 1950-53 (L/SFX. 816593 C. B. Brennan E.M. (Air 1) R.N.); U.N. Korea 1950-54; Naval General Service Medal 1915-62, 1 clasp, Near East (P/MX. 816593 C. B. Brennan L.P.M., R.N.); General Service Medal 1962-2007, 1 clasp, Malay Peninsula (MX. 816593 C. B. Brennan. M.A.A., R.N.); South Atlantic 1982, with rosette (MAA C B Brennan BEM M816593F HMS Endurance); Jubilee 1977; Royal Navy L.S. & G.C., E.I.I.R., with additional award Bar (MX. 816593 C. B. Brennan. R.P.O., H.M.S. Osprey); Royal Navy Meritorious Service Medal, E.I.I.R. (MAA C B Brennan BEM M816593F HMS Dryad) note spelling of surname on the last, mounted as worn, good very fine or better and undoubtedly unique (9) £4,000-£5,000

B.E.M. *London Gazette* 31 December 1977.

**Cecil Barry Brennan** first saw active service in the Korea War, most likely aboard one of several aircraft carriers employed in that conflict, but in exactly what capacity he was employed during the Suez crisis and off the Malay Peninsula in the mid-1960's remains unknown. He had, meanwhile, in September 1962, been awarded the Royal Navy L.S. & G.C., while serving at *Osprey*, the A.S. School at Pentland.

In terms of adding further ribands to his already impressive array of awards, 1977 proved a busy year, witnessing as it did the gazetting of Brennan's B.E.M. (listed under M.O.D. Navy Department), the award of his Jubilee Medal (official records confirm) and of his Royal Navy Meritorious Service Medal, the latter being one of the first of the "new issues" (see *O.M.R.S. Journal*, Spring 1980). Extraordinary it is then to relate that yet another campaign award was to follow, namely his South Atlantic 1982 for services as Master at Arms aboard H.M.S. *Endurance*.

As the 'sole regular bearer of the White Ensign south of the Equator', the *Endurance* represented the only visible trace of British interests in the Falkland Islands being taken seriously, so when news was received that she was to be withdrawn and scrapped, her C.O., Captain N. Barker, took up the offensive with Whitehall. Fortuitously for British interests, he won a reprieve, and, as a consequence, his ship and his crew were able to play a crucial part in the capture of South Georgia and at the retaking of the outlying dependency of South Thule - and in associated S.B.S. operations.

Barker, 'who had a swashbuckling disregard of rules and regulations which was bound to annoy bureaucrats', paid a heavy price for his intuitive and determined intervention into the world of diplomacy and politics, any promise of flag rank being effectively curtailed before the War even started. Equally upsetting was the fact that his C.B.E. was not announced until the October following the main Falklands Honours List, but by then his respect for such accolades had clearly dwindled. As he later remarked, on hearing that a formal Falklands inquiry was to be established, "Most of those who might be found culpable [for the invasion having taken place] have been knighted, promoted or decorated - or all three."

The full story of the *Endurance's* significant role in the South Atlantic campaign is related in his memoirs *Beyond Endurance: An Epic of Whitehall and the South Atlantic*, but also see Roger Perkins' definitive history *Operation Paraquat*.





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**VAT can only be removed from the hammer price, if goods are exported by Noonans or a pre-approved commercial shipper as per above.**

**All lots will be subject to VAT on the buyers' premium regardless of whether the lot is exported.**

**5. Artist's Resale Rights (Droit de Suite)**

Lots marked ARR in the catalogue indicate lots that may be subject to this royalty payment.

The royalty will be charged to the buyer on the 'hammer price' and is in addition to the buyers' premium. Royalties are charged on a sliding percentage scale as shown below but do not apply to lots where the hammer price is less than 1000 pounds sterling. All royalty charges are paid in full to The Design and Artists Copyright Society (DACS).

Portion of the hammer price	Royalties
From 0 to £50,000	4%
From £50,000.01 to £200,000	3%
From £200,000.01 to £350,000	1%
From £350,000.01 to £500,000	0.5%
Exceeding £500,000	0.25%

VAT does not apply to the Artist's Resale Rights.

**6 Payment**

When a lot is sold the buyer shall:

- (a) confirm to Noonans his or her name and address and, if so requested, give proof of identity; and
- (b) pay to Noonans the 'total amount due' in pounds sterling within five working days of the end of the sale (unless credit terms have been agreed with Noonans before the auction). Please note that we will not accept cash payments in excess of £5,000 (five thousand pounds) in settlement for purchases made at any one auction.

**7 Noonans** 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'.

**8** Any payments by a buyer to Noonans may be applied by Noonans towards any sums owing from that buyer to Noonans on any account whatever, without regard to any directions of the buyer, his or her agent, whether expressed or implied.

**9 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 Noonans of the 'total amount due' in pounds sterling.

**10 (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 Noonans 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 Noonans staff is undertaken solely as a courtesy to clients and, in the case of fragile articles, will be undertaken only at Noonans' discretion. In no event will Noonans 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.

**11 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 Noonans 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 Noonans to destinations outside the UK, unless specifically instructed otherwise by the consignee.

**12 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, Noonans 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 Noonans 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 Noonans' 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 Noonans' possession for any purpose.

**13 Liability of Noonans 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 Noonans under this Condition, none of the seller, Noonans, 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 Noonans, 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 Noonans 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 Noonans 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 Noonans in respect of the lot sold.

## CONDITIONS MAINLY CONCERNING SELLERS AND CONSIGNORS

### 14 Warranty of title and availability

The seller warrants to Noonans 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 Noonans, 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.

### 15 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 Noonans. Noonans 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.

### 16 Authority to deduct commission and expenses

The seller authorises Noonans to deduct commission at the 'stated rate' and 'expenses' from the 'hammer price' and acknowledges Noonans' right to retain the premium payable by the buyer.

### 17 Rescission of sale

If before Noonans remit the 'sale proceeds' to the seller, the buyer makes a claim to rescind the sale that is appropriate and Noonans is of the opinion that the claim is justified, Noonans is authorised to rescind the sale and refund to the buyer any amount paid to Noonans in respect of the lot.

### 18 Payment of sale proceeds

Noonans shall remit the 'sale proceeds' to the seller 35 days after the auction, but if by that date Noonans has not received the 'total amount due' from the buyer then Noonans 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 Noonans and the buyer, Noonans shall remit to the seller the sale proceeds 35 days after the auction unless otherwise agreed by the seller.

19 If the buyer fails to pay to Noonans the 'total amount due' within 35 days after the auction, Noonans will endeavour to notify the seller and take the seller's instructions as to the appropriate course of action and, so far as in Noonans' opinion is practicable, will assist the seller to recover the

'total amount due' from the buyer. If circumstances do not permit Noonans to take instructions from the seller, the seller authorises Noonans 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 Noonans 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.

20 If, notwithstanding that, the buyer fails to pay to Noonans the 'total amount due' within 35 days after the auction and Noonans remits the 'sale proceeds' to the seller, the ownership of the lot shall pass to Noonans.

### 21 Charges for withdrawn lots

Where a seller cancels instructions for sale, Noonans reserve the right to charge a fee of 15% of Noonans' 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.

### 22 Rights to photographs and illustrations

The seller gives Noonans 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).

### 23 Unsold lots

Where any lot fails to sell, Noonans shall notify the seller accordingly. The seller shall make arrangements either to re-offer the lot for sale or to collect the lot.

24 Noonans 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

25 Noonans 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.

26 Any representation or statement by Noonans, 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 Noonans nor its servants or agents are responsible for the correctness of such opinions.

27 Whilst the interests of prospective buyers are best served by attendance at the auction, Noonans will, if so instructed, execute bids on their behalf. Neither Noonans nor its servants or agents are responsible for any neglect or default in doing so or for failing to do so.

28 Noonans shall have the right, at its discretion, to refuse admission to its premises or attendance at its auctions by any person.

29 Noonans 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.

30 (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) Noonans 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.

31 Any notice by Noonans to a seller, consignor, prospective bidder or buyer may be given by first class mail, airmail or email and if so given shall be deemed to have been duly received by the addressee within 48 hours.

32 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. Noonans 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.

### 33 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 Noonans by the seller in whatever capacity and howsoever arising;

(f) 'stated rate' means Noonans' published rates of commission for the time and any Value Added Tax thereon;

(g) 'expenses' in relation to the sale of any lot means Noonans charges and expenses for insurance, illustrations, special advertising, certification, remedials, 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.

### 34 Vendors' commission of sales

A commission of 15% is payable by the vendor on the hammer price on lots sold.

Insurance is charged at 1.5% of the hammer price.

### 35 VAT

Commission, illustrations, insurance and expenses are subject to VAT if the seller is resident in the UK.



AT NOONANS OUR EXPERTISE EXTENDS BEYOND THE KNOWLEDGE WITHIN OUR SPECIALIST DEPARTMENTS TO INCLUDE ALL ASPECTS OF OUR AUCTION HOUSE, FROM OUR PHOTOGRAPHY STUDIO TO OUR ADVANCED PROPRIETARY ONLINE BIDDING SYSTEM.

We're a close-knit team of experts with deep knowledge across our specialist subjects: banknotes, coins, detectorist finds, historical & art medals, jewellery, medals & militaria, tokens and watches. Focusing on these fascinating items, we share this expertise with an international community of sellers and buyers.

Each sale item that passes through our Mayfair auction house is appraised by an expert recognised as a leading authority in a particular field of interest, ranging from ancient coins and military medals to jewellery and vintage watches. This depth of knowledge across all departments sets us apart from other generalist auctioneers.

#### SELL WITH US

Respected worldwide for the breadth and depth of our specialist expertise, we can connect you to a broad, deep pool of potential buyers. Over the years, we've brought together an international community of people who share our particular passion. As recognised experts, with a vast store of freely available in-house knowledge and experience, we've earned the trust of buyers across the globe.

Our fees are transparent. Unlike many other auction houses, we don't charge for collecting your lots, photography or marketing and there's no minimum lot charge.

Not surprisingly, our position as a trusted authority, with deep global reach, often leads to the achievement of higher than expected prices at auction.

#### Free valuation

If you're interested in selling your items and you'd like a free auction valuation, without obligation, our specialists will be happy to help. You can submit online or bring your sale item to a valuation day at our Mayfair auction house or at a regional venue. Alternatively, request a home visit.

#### BUY WITH US

We're here for you, whether you're an experienced collector with a depth of knowledge or an occasional buyer attracted to a particular piece of jewellery or vintage watch.

Be assured that the item in question has been accurately described and photographed, detailing all available information, from its provenance to its current condition. Be certain that our price estimate is fair and sensible.

Delve deep into our website and you'll discover a vast store of helpful background data, including prices achieved for similar items at previous auctions. Informed and empowered, study our detailed online catalogue, then place your bid in complete confidence.

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