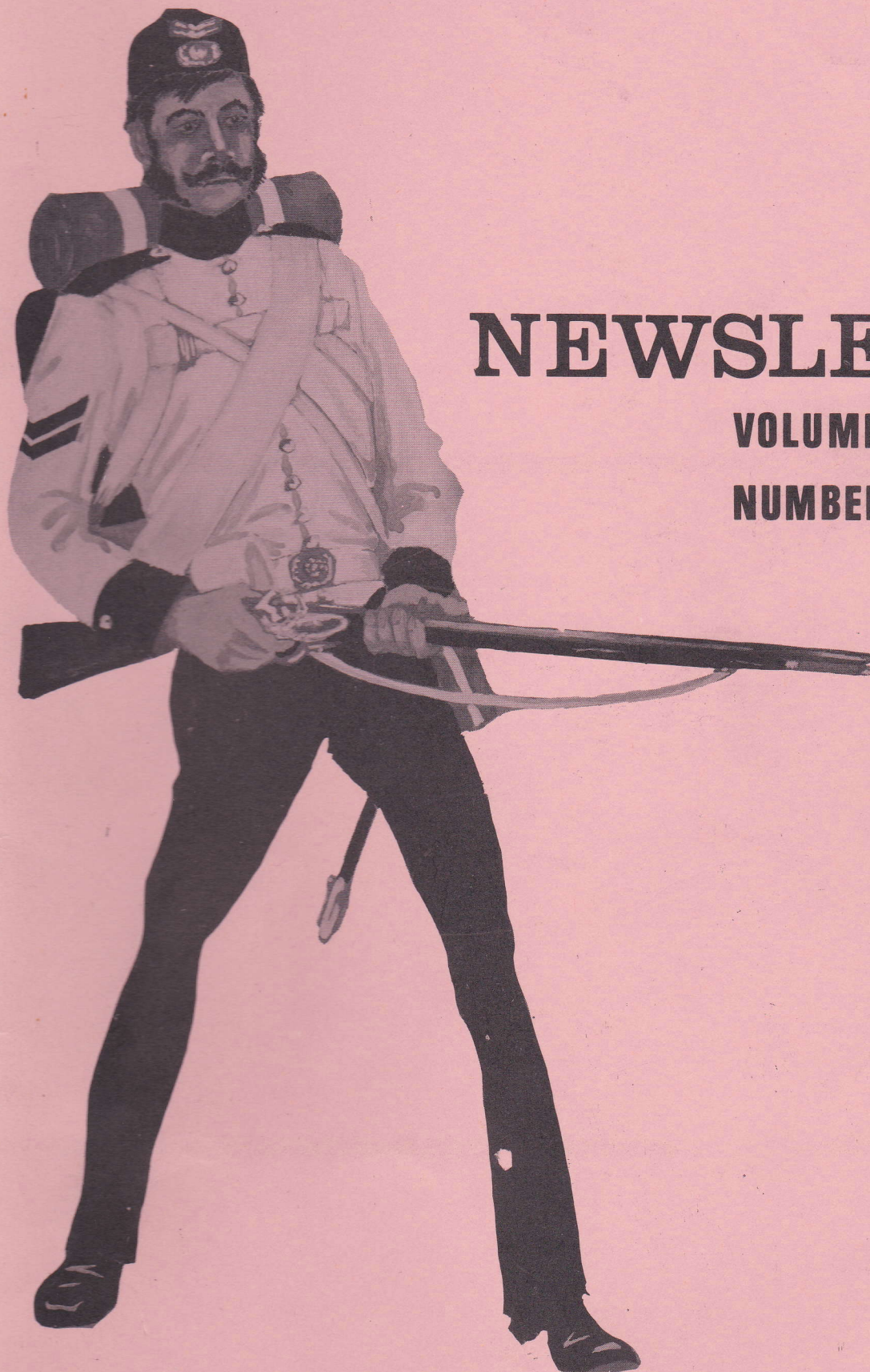


**ROYAL MARINES
HISTORICAL
SOCIETY**



NEWSLETTER

VOLUME *III*

NUMBER 3

ROYAL MARINES HISTORICAL SOCIETY

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VOLUME III NUMBER 3

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EDITOR'S NOTES

I notice that none of my predecessors have been brave enough to write an Editorial, and I am no exception to their rule. Having been forced into the editorial gap by the sudden vacation of this chair by Ian Scott-Bell, I propose to use this space in each Newsletter for cajoling members into producing articles, making editorial policy statements, drawing members attention to points of interest and generally making remarks which the Honorary Secretary might not allow in Council Notes!

I do not intend to dwell on the catastrophic departure of the last Editor, or to duplicate the remarks on this subject which have been made both in the Council Notes in the last Newsletter and in the President's correspondence before Christmas. I merely ask members to bear with me both as Editor and "production manager" of these Newsletters. I will do my utmost to maintain the standard set by the last Editor, but ask you to be patient in the event of delays because, the production of this Newsletter at a price within our subscription rates does depend on personal contact, my patience and the printer's goodwill.

Having got all that off my chest, I am taking the opportunity to tell you what I want. The Newsletter does depend on articles and other items submitted by members, and not, as some people think, ideas stored in the Editor's head.

When submitting articles, please give a list of sources used. This enables other members to go more deeply into the subject should they be particularly interested.

Please try and illustrate your articles where possible. If you have some artistic talent, a line drawing may help. If you want a photograph, drop me a line and I will see if I can help, or suggest where you might find something suitable.

Short "fillers" are always welcome. They may just complete a page enabling me to start a long article on a fresh page.

Having told you what I hope you will provide, I feel I should outline my intentions in return.

August

I hope to publish the next Newsletter about ~~the end of May~~. This will be Volume IV No 1 and, commencing with that volume, pages will be numbered consecutively throughout the volume, and not commencing at page 1 with each issue. Volume IV No 1 will only be sent to members who have paid their subscription for 1972.

Charles Stadden, who is a member of the Society, has kindly agreed to write a series of articles on the 12 paintings he produced for the Museum and which were published as prints. (He intends to describe the uniform and give his sources and authorities). I hope the first one will appear in the next Newsletter.

I propose publishing a series of articles on well known Royal Marines Directors of Music. The first, about Major J Miller MVO RMLI (Portsmouth Division RMLI) is in course of preparation and a second on Major F J Ricketts RM (Plymouth Division RM) (Kenneth Alford) has also been promised. If any member feels they can help with an article on another Director of Music, please let me know.

I would like to start a "Questions and Answers" page in each Newsletter. Members can then raise queries and I hope that other readers, who have some knowledge of the subject, will come up with the answers. This will have obvious mutual benefit to all concerned. Your queries for Volume IV No 1 are therefore requested.

My predecessor tried very hard to produce a balanced Newsletter i.e. each issue containing something dealing with uniforms, badges, bands, medals, biographies, operations etc. However this is very difficult if members interested in the respective subjects do not send in articles. Therefore, once again, I appeal for plenty of articles in order that I may publish a balanced Newsletter.

The last Newsletter was a particularly large one, in fact running to 50 pages. This was made even more noticeable by the fact that, as with previous issues, the sheets were not printed on the back. In consequence our postage costs were exorbitant - $7\frac{1}{2}$ p for UK second class mail. In future I propose to keep each Newsletter down to about 24 pages, which will be backed and therefore the size will be reduced to 12 sheets of paper.

Members who have copies of Volume I will know that it was printed on foolscap paper. It has been suggested that all these numbers of Volume I be reprinted in the present format (i.e. on A4 paper) as one issue. The price will depend on the number required but will probably be about 30p (inclusive of postage). A return slip is enclosed to enable members to let me know their views on this suggestion. Provided there is sufficient support, this reprint may be published and I hope distributed by the middle of the year.

Your Council have decided to publish an annual list of members, together with addresses and interests. A new list will be sent out with the next Newsletter. Please notify any changes now to the Honorary Assistant Secretary - H P Playford, 90 Ophir Road, North End, Portsmouth, Hants.

I would like to recommend David Young's book "Four Five", a leaflet on which was issued with the last Newsletter. David Young is a member of the Society and has written a most interesting and readable history of a Commando from its formation. Members will realise that by sending off the order form they will benefit from the privilege price.

Major General J L Moulton CB DSO CBE has completed a short history of the Corps which is to be published in the "Famous Regiments" series by Leo Cooper Ltd. This should be ready by the time this Newsletter is distributed and in which case a leaflet and order form will be enclosed. This book has a rather different approach to Corps History than other short histories in the past. Members will find much new material, different views expressed and not nearly so many of the now hackneyed quotations and clichés with which we have all become bored to the extent of tears. I do strongly recommend you to get a copy particularly as you will once again be able to take advantage of a reduction in price.

COUNCIL NOTES

Membership at the end of 1971 was 71, which included 23 new members. Thirty-one members failed to renew their subscription. These, and 1972 subscriptions are now due.

Society Tie There was a very good response to the suggested Society tie, and overwhelmingly people preferred a tie with a motif. Quotations are being obtained and members will be advised of the outcome as soon as possible.

Literary Prize In accordance with the suggestion at the last Annual General Meeting, the Council have awarded a prize of £5 for the best literary effort to W E Davey, MBE, BEM, for his article on Colour Sergeants of the Royal Marine Artillery, Newsletter Vol 2, No 2.

MHS Meetings in Liverpool A letter has been received from the Secretary of the Merseyside Branch of the Military Historical Society saying that our members will be made very welcome at their Meetings which are held on the second Tuesday of every month in Liverpool Museum at 7 pm.

The Annual General Meeting will be held on Saturday 6th May 1972 - a formal notice will be sent out in due course.

Correspondence The addresses of the Honorary Officers of the Society are given below. Members are requested to address their letters to the appropriate person thereby reducing delay in the post, as the Corps Museum only acts as a permanent address of the Society. Postage costs will be considerably reduced if members would include a stamped and addressed envelope when a reply is required.

Serving Members In order to further reduce postage charges it is proposed to mail Newsletters to the official address of serving members of the Society. If any such member particularly wishes his Newsletter posted to his private address, please notify the Honorary Assistant Secretary.

President

Colonel M Archdall CBE
North Hills
Meonstoke
By Southampton
Hants

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H P Playford
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Portsmouth
Hants

CORPS MUSEUM NOTES

BY

THE CURATOR

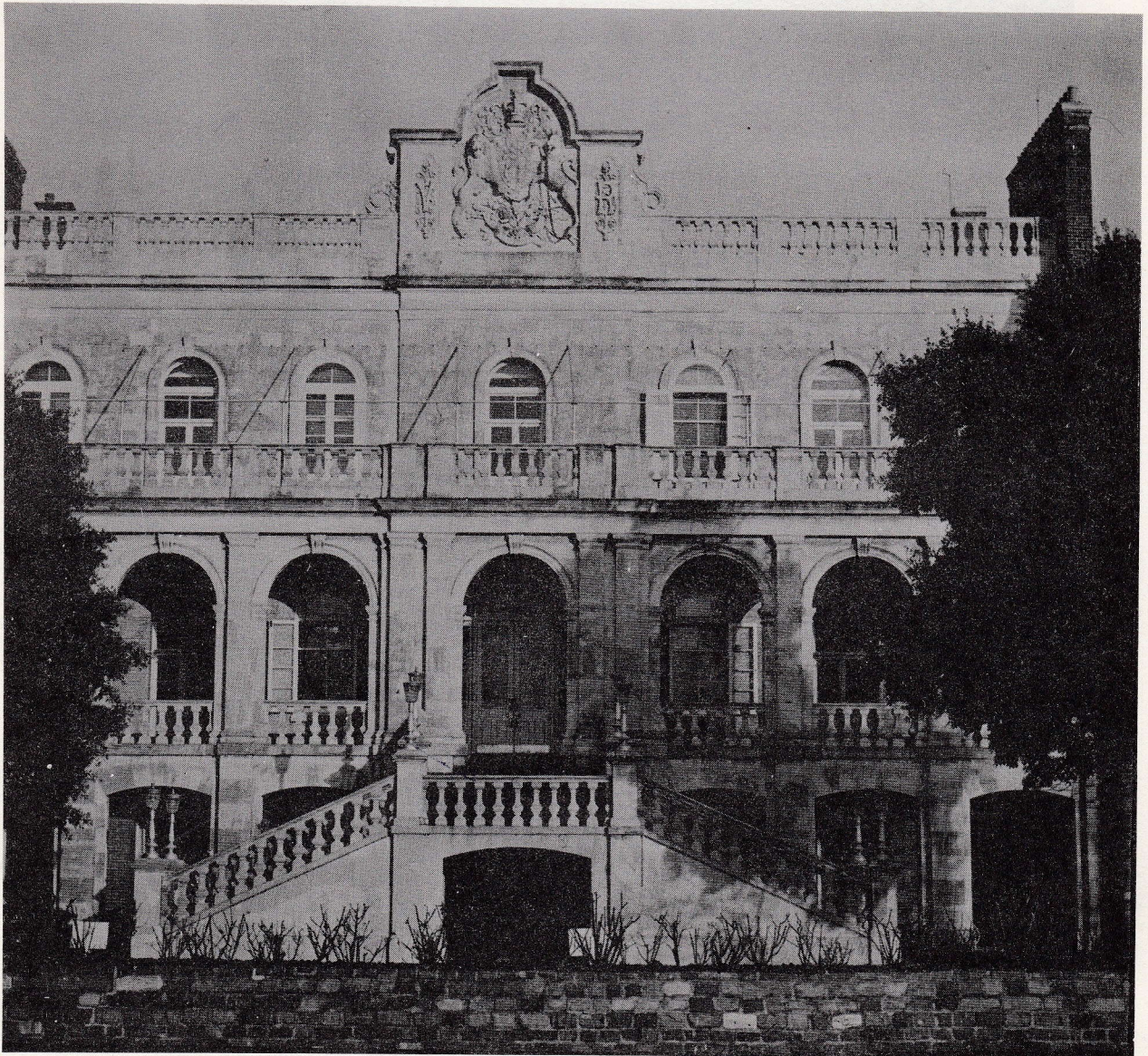
Since the announcement was made regarding the redeployment of the Corps at home and the subsequent contraction of Eastney and Deal, I have received many inquiries regarding the future of the Museum. It is of course too early to state quite positively what the ultimate answer will be since many studies have yet to be completed. However, present plans provide for the Museum to be relocated in the Officers' Mess at Eastney towards the end of 1973 or early 1974. Needless to say this will provide a superb setting for the Museum as well as preserving for posterity this wonderful Corps Mess which itself dates back to 1865.



THE PRESENT MUSEUM

The present Museum was established in 1958 in the old RMA Divisional Schools. It was officially born on the 294th birthday of the Corps and through the generosity of countless friends, it has been possible to recapture some of the great historical episodes of those 294 years and also to keep pace with the making of subsequent history. From one room in 1958, the Museum has spread its tentacles to envelop the whole of the old school building and to utilise every square inch of space in an endeavour to display the volumes of our history to the 50,000 visitors we are fortunate enough to witness every year.

The opportunity now presents itself to re-create that history in an admirable Corps historical setting and no effort will be spared to ensure that the end product is a worthy tribute to those millions of ex Royals who made it all possible. Needless to say much of the expense of the design and display planning of the "teenage" development of this sturdy child must be borne by the parent. Any contribution to the Museum Fund to help defray costs will therefore be gratefully received and faithfully applied.



THE 1973/74 LOCATION

Acquisitions in 1971

In the intervening period the Museum will continue to function as at present and any items of Corps historical interest will still be most welcome. 1971 was certainly no exception to this rule. Very many important relics were received and although space precludes a mention of every item the following are just a few examples:

- a. The binnacle lamp from the bridge of HMS VINDICTIVE recovered after the raid on Zeebrugge and a book on the blocking of Zeebrugge by Captain Carpenter VC containing the signatures of all the Zeebrugge survivors including our own VCs.
- b. The CO's flag (of the 7th RM Battalion), his desk flag and a pair of red cloth numerals as worn on battledress by the battalion.
- c. A rare RMA Colonel's tunic of the pre 1902 period with red piping along the bottom edge of the skirt and a pair of overalls with gold lace stripes.
- d. A programme of the smoking concert given by the Chatham Battalion on ss Cawdor Castle en route for Gallipoli.
- e. A manuscript eye witness account of the rescue operations by the RN/RM at Messina in January 1908.
- f. A lithograph of the Defence of Anholt 1811 by Lt Richard Turnbull RM who was present.
- g. The original oil painting of a Field Officer, Ensign and Drummer 1850 by Henry Mortens de Baubrawa (later printed as No 43 of Ackerman's "Costumes of the British Army").
- h. The medals of Lt General Sir Robert Sturges, Major General Wildman-Lushington and several gallantry awards to Royal Marines.

Souvenir Shop

The final two "Stadden" prints have now been produced and are available from the Museum price 50p unframed and £1.75 framed (unsigned). They are



a Private Sentinel
of Prince of Denmark's Maritime
Regiment of Foot 1687

and



a Private RMLI c 1865.

Copies of the Pitkin Pictorial Brochure, which is a condensed history of the Corps supported by many historical photographs, are still available price 20p plus 4p postage.

Other additions include bookmarks of 2 designs - one depicting the first Commando Carrier, Assault Ship and Unit Light Helicopter, and the other cap badges of the RMA, RMLI, RMSM and RM. These are in very fine leather with a choice of white, red, blue, green and black colours, with the motif in gold and cost 25p each. They can also be supplied mounted on a white glazed greetings card at 33p each. Leather key fobs with the Corps Crest are also now available at 15p each.

RM Replica ice drums are still available but regrettably the manufacturers have increased the price and these now sell at £4.75 each. Another thought of course is the Museum commemorative envelope with the design of 6 figures in uniform against the background of Eastney Clock Tower. With the reduction at Eastney in 1973, this will be a real collector's item at only 18p.

Our usual range of other goods is also available and a price list was sent out to all members at the end of last year.

ROYAL MARINES FORMATION SIGNS AND TITLES

BY

JOHN BAILEY

Since my previous article appeared in "Newsletter" Volume 2 No 1, and, in answer to the appeal made in that Article for any additional information concerning Royal Marines cloth insignia, a number of letters, extracts from War Artists' "on the spot notes" and verbal information have been received by the Corps Historian and myself.

By devious routes the contents, concerning RM cloth insignia, have been received from War Artists' and Military Historian's notes. In all cases these "on the spot" sketches (bearing in mind WW2 security) were produced giving only the shape or design, colour and where seen (for example "Waterloo Station May 1941" - "In the Strand August 1942" etc). The designations of some of these then unknown signs have been provided by former Royal Marines personnel who recall wearing them.

In the following article, PART I will cover the designations of insignia identified and additional insignia reported, and PART II shows Insignia recorded in War Artists' notes, which remain unidentified.

Where reference is required to the previous article it will be signified thus:
(Figure No Volume 2 No 1)

PART I

Royal Marines Battalions (circa 1940 - 1942)

Each Battalion was identified by individual 'cut out' Roman numerals (of Red cloth) worn below either the ROYAL MARINES title (Fig 1 Vol 2 No 1) or the brass RM title worn on the shoulder strap. Roman numerals I, II, III, V, VIII, IX, XV were worn by the 1st, 2nd, 3rd, 5th, 8th, 9th Bns and the 15th RM (Machine Gun) Bn respectively.

The 7th RM Bn wore an Arabic '7' (Red cloth approx 1" high). A pair of Arabic '7's worn during 1941-42 have recently been presented to the Corps Museum.

NB: In some instances (during 1942) the Roman numerals were observed being worn in conjunction with the Trident sign of the Royal Marine Division (Fig 10 Vol 2 No 1).

Mobile Naval Base Defence Organisation

A Lieutenant Colonel who served in MNBDO (II) confirmed that the Polar Bear sign on Red, Green, Yellow and Blue diagonally striped circle (Fig 16 Vol 2 No 1) was only used as a vehicle marking and not worn as an arm-badge. Units of MNBDO (II) wore geometrical shaped signs - Diamonds, Circles, Squares, Semi-circles and Triangles - coloured either Red, Green, Yellow or Blue.

The Colonel believed that in this formation:

AA Regiments wore Squares
The Coast Artillery Regiment wore Triangles
Landing and Maintenance Units wore Circles

When 2 AIR DEFENCE BRIGADE RM (from MNBDO (II)) came 'under command' of Anti-Aircraft Command their Unit insignia was removed and they adopted the Royal Artillery Arm of Service strip.



(Red/Blue felt 2" x $\frac{1}{4}$ ") only

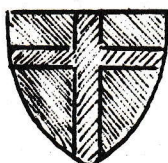
12th Searchlight Regiment Royal Marines

When the 12th S/L Regt RM were deployed from MNBDO (II) in the defence of Plymouth they wore a green diamond below the ROYAL MARINES title. Since this information has been received however, a dark green diamond (of cloth with sides of 1") has been presented to the Corps Museum. This particular diamond was worn by '0" Searchlight Battery of the Regiment. It is therefore possible that the other batteries may have worn diamonds of either Red, Yellow or Blue.

40 Royal Marines Commando

During WW2 40 RM Commando wore the Combined Operations sign (Figs 8/9 Vol 2 No 1) beneath the Commando numeral and title and NOT the RM Commando 'Dagger' sign (Fig 5 Vol 2 No 1). Other RM Commandos may also have only worn the Combined Operations sign. One of the 'Dagger' signs in my collection was worn by 47 Cdo RM. (See Editor's note at the end of PART I).

5th Royal Marines Anti-Aircraft Regiment



Wore the 21st Army Group sign only, below the normal ROYAL MARINES title

(Blue Crusader's Cross on Red Shield)

30th Assault Unit Royal Marines

A former member of the Unit has submitted a sketch of the numeral worn by the 30th Assault Unit RM. A black square (approx 1" square) on which is the numeral '30' in light blue.

EDITOR'S NOTE

Commando 'Dagger' Flash

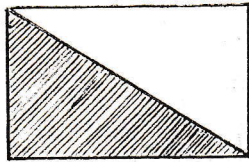
The Corps Historian states that, from replies he has had from a recent letter he wrote to the 'Globe and Laurel', it appears that the 'Dagger' flash superseded the Combined Operations flash in Commandos in about November or December 1944, ie soon after the Assault on Walcheren. This seems to coincide with the change in title from Special Service (SS) Brigades and Groups to Commando Brigades and Group. Many readers will know that this change was made to prevent the confusion in the roles of German SS Units and British Commando Units.

PART II

Insignia Recorded in 'On the Spot Notes' of War Artists

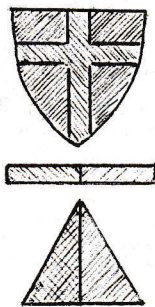
Although the following were all noted as being worn in conjunction with the title ROYAL MARINES they are as yet, unidentified

A.



White (top) and Blue oblong
Seen Waterloo Station May 1942 - Exeter 1941
(by different Artists)
Two correspondents have suggested this may
have been worn by MNBDO (II) Group Signals

B.

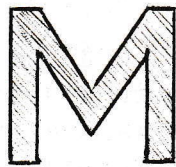


Red Cross on Blue Shield (possibly incorrect
drawing of 21 Army Group sign)

Red/Blue Arm of Service strip (Royal Artillery)

Yellow/Blue triangle
Seen Waterloo Station April 1945

C.



Red Cloth 'M'
Seen 'In the Strand' April 1941
(Editor's note - could this have been the
18th RM (Mobile) Battalion?)

D.



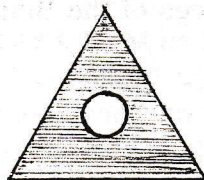
Red Cloth 'B'
Seen 'Waterloo Station' September 1941
(Editor's note - could this have been the
Beach Battalion?)

E.



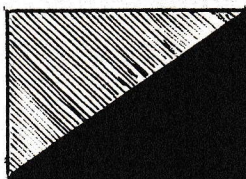
Black Cloth Diamond
Seen Waterloo Station May 1942

F.



White Spot on Green Triangle
Seen Waterloo Station November 1942
The Royal Marine wearing this sign was observed
to be also wearing a Khaki FS Cap with RM Badge
on a green patch

G.



Red (top) and Black oblong
Seen Kings Cross Station May 1942 - Edinburgh
July 1942
Between the ROYAL MARINES title and this sign
was the Trident sign of the Royal Marine Division

Colour Code

In the diagrams the following colour code has been used



RED



YELLOW



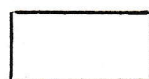
GREEN



BLUE



BLACK



WHITE

Should any reader recall wearing these signs, or have any idea of the designation of Units who wore them, such information would be greatly appreciated by myself or the Editor.

Correction to Article in 'Newsletter' Volume 2 Number 1

Figure 17

37 Signal Company Royal Marines

Arm of Service Strip White/Blue felt (2" x $\frac{1}{4}$ ")

"I incorrectly stated that the donor served in 37 Sig Coy RM in NW EUROPE - in fact 37 did not serve in that Theatre, a fact pointed out by several correspondents. The donor served in NW Europe and joined 37 Signal Company later and then served in the Far East (including Hong Kong)."

* * * * *

LETTERS

From: H. STORER, Company Fraud Squad, Criminal Investigation Branch,
Police Headquarters, Melbourne, Victoria, Australia 3000.

I am seeking the assistance, through our Newsletter, of members of the RMHS in a project that I have undertaken. I have been a serious collector of insignia etc of the various Military Police/Provost units and Police Forces of the British Empire for the past 17 years.

I would very much like to obtain badges, buttons, shoulder titles, any other insignia, photographs, uniform details and any historic data on the following units:

Royal Marines Provost Companies

Royal Marines Regimental Police Sections

Royal Marine Police

Royal Marine Police Special Reserve

Admiralty Civil Police

Admiralty Constabulary

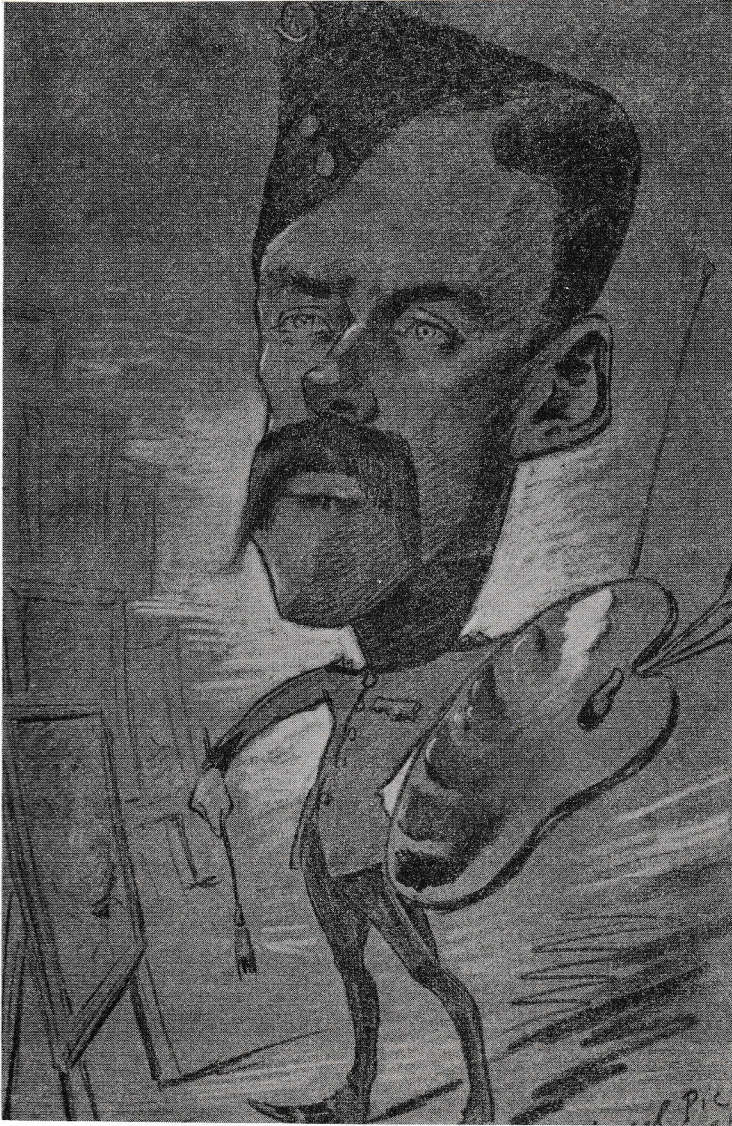
I am deeply interested in this field of research and collecting and do hope that other members will be able to assist me in serious study of this area of Royal Marine history which has perhaps been somewhat neglected in the past.

AUTOBIOGRAPHY OF A SEA SOLDIER - PART II

SERVICES IN AND BEFORE THE WAR

(By Lieut-Col W.P. DRURY)

(Contd from page 37 of
Vol III No 1)



W.P. DRURY

A Cartoon by Marcel Pic in 1894

While at the Admiralty I had a serious breakdown, which resulted in my being invalided out of the service. The exciting cause was the fool's pastime known as "burning the candle at both ends": for I was not only doing work all day (including Sundays very often) which demanded considerable concentration of mind, but was writing fiction far into the small hours of the morning. A recent bout of Mediterranean fever, followed, by a dose of British "flu", had not tended to help matters.

For the next five years I lived at Looe, where I wrote several volumes of stories, and where, during the general election of 1906 I was paid the highest compliment of my life. My political opponents burnt me in effigy on the beach, and scattered my ashes in the sea.

The Stage

But I was now beginning to work for the stage, and, finding Cornwall too far a cry from the London theatres, I moved to Sussex and wrote, among other plays, "The Flag Lieutenant". In a paper entitled "The Making of a Stage Play", which I had the honour of reading in this room last year, I described the life of a dramatist in the London theatres. It was my life for the next 6 or 7 years, and during that period I was fortunate enough to see plays of mine produced at the Haymarket, Playhouse, Comedy, Court, Globe, Alhambra and Palace Theatres. The comedy which gave me most enjoyment (if least profit) was one called "The Playwright", written round Bacon

and Shakespeare for the express purpose of pulling the legs of the critics. It was produced at the Palace with Mr Cyril Maude as "Shakespeare" and Miss Winifred Emery as Queen Elizabeth in a tantrum, and I heartily enjoyed the heated controversy in the Press as to whether I was a Baconian or a Shakespearean - especially as I didn't know myself! One critic played for safety by heading his article "Bakespeare at the Palace".



Henry Edwards in the title role of the film adapted from Drury's play

"THE FLAG LIEUTENANT"

with Dorothy Seacombe as Mrs Cameron and Fewless Llewellyn as Admiral
Sir Berkeley Wynne

Talking of the immortal poet reminds one of those great contemporaries of his, the Elizabethan seamen who founded the British Empire. No part of that Empire - save, perhaps, Plymouth and Bideford - should be more haunted by their restless spirits than the West Indies: and thither, lured by the thought and accompanied by my wife, I had voyaged a year or two earlier. I re-read "Westward Ho!" and Froude's enchanting "English Seamen of the Sixteenth Century" in the Caribbean Sea, on the bed of which Drake's bones lie: and I saw in imagination on the actual scene the little English pinnaces and the tall galleons of Spain at death grips.

Although it is jumping from the sublime to the ridiculous I cannot resist the temptation of recording the following incident. In a lonely inn at Spanish Town, Jamaica, I came across an Englishman, its solitary guest, reading a book by the light of a smoky lamp. He was doubled up with laughter; and, after a little preliminary conversation, he recommended me to buy a copy of the volume in his hand as the best cure he knew of for a fit of the blues. I thanked him for his counsel, though with the mental reservation that nothing would induce me to follow it. For the book was one of my own.

Shortly afterwards, and again accompanied by my wife I went out to India for "The Daily Mail". My work done, we made a pilgrimage to the Mutiny towns of the Punjab, visiting Agra, Delhi, Jhansi, Lucknow and other places. I do not think that we at home realise how oppressively the shadow of the Great Mutiny still lies upon Anglo-India. To us it is an episode of mid-Victorian history: to them it is a tragedy of yesterday. Everything recalls it - the troops in church with their rifles and ammunition, the very tablets on the walls with their harrowing records of whole families butchered in one day. That sinister shadow apart, I retain two especially vivid impressions of India. One is of that exquisite tomb, the Taj Mahal, as I first saw it, resting like a great bubble on the earth in the hazy distance of a sweltering noon. And the other is that of a faded wisp of bunting drooping in the orange moonlight from the flagstaff above the battered Residency at Lucknow. It is the only official Union Jack in the British Empire which is never hauled down at sunset. It has hung there, night and day alike, ever since the memorable siege of 65 years ago.

"Play for safety where the gods of India are concerned. Have nothing to do with them if you can help it". That counsel was given me - too late, alas! - by my friend Mr Rudyard Kipling, whom I went to consult in the matter of an idol (and a pack of trouble) which I had brought home from Bombay. I picked her up - she was a goddess - at the godmaker's in the bazaar, and chanced to show her to a priest in a Hindu temple. He offered to bless her - for a consideration, but I am convinced that the dirty dog put a curse on her instead. For the most persistent bad luck has dogged me ever since.

"Bobs"

Eight or nine years before the war I began, at village meetings and elsewhere, to try to persuade people that it was coming. I was regarded with the disfavour usually accorded prophets who prophesy unpleasant happenings. I was a crank, a Jingo, a scaremonger; but I was in good company, and the chief of that company was Bobs Bahadur, Lord Roberts of Kandahar.

During the year before the war I was in close personal touch with him, for by that time I had become the chief organiser of his National Service League. For some weeks I spent Easter, 1914, with him at Englemere. One incident of that visit especially lives in my memory.

After returning from church on Easterday he took us round the grounds, and showed us the many trophies of his campaigns - mainly guns - with which they were studded. "I think that is all" he said at last, then hesitated. "No," he added, a little brusquely, "there is still another: I'll show it to you". Leading us through an



FIELD MARSHALL LORD ROBERTS VC KG
KP GCB OM GCSI GCIE

National Service League

The work of reorganising the National Service League - Lord Roberts' league for advocating universal training for home defence - took me all over Great Britain. I addressed every description of audience, from the men in the Glasgow shipyards to the stage hands of the London theatres, from the jute workers in Dundee to the miners and fishermen in Cornwall. I spoke everywhere, at garden parties and drawingroom meetings, in townhalls and village institutes, from lorries and farm wagons, in the squares and parks of the big cities. It was a strenuous life. I met many interesting people of all classes, and not a few live wires - notably, the late Duke of Norfolk and the present Duke of Northumberland, both of whom were keen supporters of the League, and both of whom Lord Roberts constantly sent me to consult. My absolute conviction is that, had it not been for the strenuous opposition of a certain group of politicians, the scheme would have been accepted by the country, and we should have been saved, possibly war, certainly the expenditure of millions in creating vast armies in the course of a few panic-stricken weeks.

opening in a little screen of rhododendrons, he pointed to a lonely gun, which stood on the grass plot in the centre. "Uncover the breech", he said to me, turning aside, "and read the inscription to your wife". I obeyed, and after the first few words realised that it was the gun beside which his gallant and only son had been killed in South Africa.

I think it was almost the last time I saw the great little soldier, and I always think of him as I then saw him, turning round, the tears standing in his eyes. I count it as one of the greatest privileges of my life to have known him and worked for him; one of its greatest honours to have commanded the platoon of Royal Marines at his funeral in St Paul's. The volume on my bookshelves that I value above all others is an autograph copy of his "Forty-one Years in India", which he gave me, and in which he wrote a charming inscription.

One essential of this work, especially in the North, was quick repartee in dealing with hecklers. Here is an instance of one by another speaker.

From the steps of the Leeds Townhall one summer's evening he was emphasising to a large crowd our unreadiness for the South African War. An obvious King's-hard-bargain on the fringe of the gathering shouted: "What do you know about it? I was all through the Boer War". "Were you really now?" retorted the speaker, screwing his glass into his eye, and thoughtfully regarding the ne'er-do-well, "This is most interesting. I never realised till now why we had so many 'regrettable incidents' in that campaign".

There was no more trouble with that heckler!

The War

On the outbreak of hostilities in 1914 I rejoined my old corps at Chatham. A few days ago I received an anonymous letter - arising out of the Bodmin by-election. I gather - abusing me for loafing about Plymouth during the war instead of being in the trenches. What sort of a mongrel is it that yelps at one in the dark? Were it not for that scurrilous attack (which may reflect the opinion of others) one would be ashamed to make so obvious a statement as the following:

In 1914 I was, alas, several years past military age, and was suffering acutely from the disability which had invalided me out of the service, and for which I am still periodically surveyed by a Military Board. I explicitly placed myself at the disposal of the Admiralty for service in France, in the Fleet, or in any part of the globe where they might deem me useful. They sent me to command an anti-aircraft battery on one of the creeks in Portsmouth Harbour. I spent that first winter of the war in a cold and damp hut, and was glad to do it. It was child's play to life in a dug-out, but it was no fault of mine that I was not in the latter. I went where I was ordered to go. I volunteered for the Dardanelles, wangled the doctors, got accepted, and was on the eve of embarking, when the Admiralty changed their plans, and the order - which involved others - was cancelled. Instead I was sent as intelligence officer (my old job) to Devonport. I may mention incidentally that, the very day after I left, a Zeppelin appeared over Portsmouth, dropped a few bombs in the harbour and it gave the anti-aircraft battery considerable sport. In that buffet of fortune I see the grin of the Indian idol.

My intelligence work took me constantly on to Dartmoor, where I spent many a long winter's night, often when the moor lay deep in snow. That is what my amiable correspondent terms "loafing about Plymouth", I suppose. Let it pass. Incidentally, I got a good deal of humour out of the job. On one occasion, in quest of certain information, I visited Princetown Prison, disguised as a "Conchy". On another I was reported to the Scotland Yard Police, with whom I was working, as "a suspicious-looking foreigner, who spoke English fairly well".

After a time I was transferred - for anti-submarine work - from the staff of the Garrison Commander to that of the Naval Commander-in-Chief. I support no one but a "soldier-and sailor too" could have been equally possible for both jobs. At Admiralty House we recorded in small red wafers on a huge chart each U-boat devilry round the British Isle as the news reached us. By a study of hours and dates we were often able to guess the exact position of some particular boat, and, by

means of wireless, put the nearest destroyer on her track. But the red spots increased appallingly, till the chart - which I had the honour of showing to the late American Ambassador - suggested an epidemic of chicken-pox. We also interviewed many of the survivors, and now and then the Eddystone Lighthouse keepers. The tales of contrasting barbarity and heroism that we recorded would fill a dozen such papers as this.

So now behold me at St Germans (in that Mallaby-Deely suit, adaptable to all occasions) "presiding at the organ" - as our friend the reporter describes it - at occasional weddings and funerals: telling Munchausen tales at village entertainments and speaking on anything but agriculture at fat stock dinners; but mainly nodding by the chimney corner, musing on the past, and awaiting that millennium once promised by Mr Lloyd George (and he never breaks his promises) when I shall get something like 200 per cent on every 4d invested.

(to be continued)

THE WAGER AND HERMIONE MUTINIES - PART II

BY

TONY PERRET

(Continued from Page 12 of Vol III No 1)

Many events leading up to the HERMIONE tragedy are irrelevant to our purpose, it is sufficient only to create a picture of three years of cruelty under Captain Philip Wilkinson even before our 'anti-hero' Captain Hugh Pigot took over in 1797. Except as working parties under Marine supervision, most of these men being 'pressed' had never set foot ashore during those three years on the West Indies station.

Admiral Hugh Pigot had introduced his son Hugh to the Royal Navy as a Midshipman at the age of twelve and a half years, and sailing on his father's ship 'JUPITER' perhaps did not receive the normal sorting out process of other midshipmen, otherwise he might have turned out more tolerant. As a protege of Vice Admiral Sir Hyde Parker, Pigot junior gained rapid promotion and had his first command at the age of 24 years.

He came to the 'HERMIONE' on Friday 10 February 1797, on the death of Captain Wilkinson, when the ship's muster recorded 172 Officers and men, 6 Marines and 3 Boys. There was a vacancy for an Officer of Marines which was not filled by Lieutenant Alexander McIntosh until the following June, and evidently at least two more Marines joined at or about the same time also.

With the approval of Admiral Parker, Pigot had brought over two dozen of his favourites from HMS 'SUCCESS', who received better treatment (including shore leave privilege) than the original crew members, thus causing much ill-will onboard even before they sailed from Cape Nicolas Mole, Santo Domingo (now Haiti) for patrol duties on Wednesday 16th August.

The great Spithead and Nore mutinies were now in progress, but it is claimed that no word of this could possibly have reached the ears of men in the West Indies, other than at top level communication.

On 14 September, Midshipman David O'Brian Casey, who was a likeable lad and much respected by the crew, was up aloft unfurling sail in a storm when Captain Pigot began his process of shouting and humiliation. Ordered on deck to go on his knees to the Captain, the young lad refused and Sergeant John Plaice of the Marines was called forward to strip him for 12 lashes of the 'cat'.

Five days later the Sergeant was called upon to take on a more merciful role, that of nurse to Lieutenant McIntosh who had contracted yellow fever; and from thence on he was seen with commendable loyalty constantly beside the cot in the small cabin.

When a violent squall struck on the 20th, Pigot screamed like a madman at the men reefing the top sail, threatening to have the last man down flogged. Three youngsters fell screaming to their deaths on deck and Pigot shouted at the sullen men around him to "Throw the lubbers overboard".

Thus the scene was set, and at 11 o'clock the following night the mutiny began, with the ring leaders stealing a bucket of rum to give them courage!

Private Andrew McNeil standing sentry outside the Captain's cabin, with an hour of his watch still to go, was its first victim, being set upon by seven seamen who grabbed his musket to batter in the cabin door.

Cabin boy John Jones lying quietly in a nearby hammock saw McNeil in a pool of blood on deck and leapt out to help him to his feet, then together they staggered to the quarter-deck to raise the alarm, whilst Pigot fighting and screaming for help in his cabin was brutally hacked and left slumped over a canon.

McNeil having located Lieutenant Henry Foreshaw RN possibly felt that he had saved the situation as that officer ordered several nearby seamen below to investigate. They leapt into action immediately, but not quite as expected - the officer was hacked to pieces and eventually hurled overboard!

The horrified marine struggled back to the Captain's cabin, aided by his companion Boy Jones, but collapsed unconscious before reaching it, whereupon the cabin boy dragged him into a corner and proceeded to bandage his battered head. Thus whilst the marine slept peacefully, young Jones cringing in the darkened corner was to witness the final bloody scene that ensued.

The returning mutineers observed some movement in their Captain's mutilated body.

"Not dead yet you bugger?" screamed one, as the unfortunate Pigot tried vainly to struggle to his feet.

Recognising the voice if not the face in the dim lantern light, the Captain appealed to the seaman who, as one of his chosen men, he had brought with him to the 'HERMIONE'.

"David Forester are you against me too?".

"Yes you bugger", shouted the defiant seaman as he lunged to make the final assault with the marine's bayonet. They then lifted the butchered body and threw it unceremoniously out of the cabin window into its watery grave and his dying screams were soon lost to the wind and rain.

"Hughie's overboard - the ship is ours" shouted the delirious men rushing about, and the first Sergeant Plaice knew of the mutiny was when the terrified Lieutenant Archibald Douglas RN rushed naked into the dying Marine Officer's cabin to cower under his cot.

But the mutineers, now twenty four in number, ferreted him out and, overpowering the Sergeant sitting beside the cot, dragged their newest victim out and, having cut him to ribbons, tossed him overboard also.

Four officers were killed initially, and of the eighteen ringleaders of the mutiny it is interesting to note that eight of them were Pigot's favourites from his previous ship.

There were no Marines amongst the mutineers at this stage, and had it fizzled out now none need never have been; but an Irish seaman Lawrence Cronin, aided by liquor, tried to establish himself as leader. He stirred the men on to further violence and so, after a brief respite, another six officers were doomed to go overboard. These were men to whom the crew bore no grudge, indeed they had first promised to save their lives. However Cronin enlightened them that the remaining officers would testify against them if ever they were brought to justice. The helpless Marine Officer was speeded on his way to that eternal peace with the assistance of Private Patrick Field and his chum known only as 'Happy Tom'. At the same time another marine, John Pearce, was seen to throw his uniform overboard but the loyalty of the other six marines was never in doubt.

When the ship put into the nearby Spanish port of La Guaira (Venezuela) the authorities there at first refused to accept these six marines as prisoners of war with the few remaining officers handed over, but later they agreed to do so and although one is apparently un-named, the others include Corporal Nicholas Doran, Privates Robert Newbold and William Macey plus of course Sergeant Plaice and Private McNeil. On March 30th the Spaniards traded some of these men in an exchange of POW's held by the British and, besides four young Naval gentlemen, the Sergeant and three of his men were released. Vice-Admiral Parker had his witnesses now. All he had to do was patiently play the inevitable game of cat and mouse.

Far from being treated as heroes by the Spaniards as they expected, the mutineers found instead that they were held in contempt and even worse the food and rum which they had for so long taken for granted now suddenly had to be bought whilst jobs with which to earn the necessary capital were few and far between.

So for many it was back to the sea again in private ships, and some were even 'pressed' off these ships back into Royal Navy service, all now with assumed names of course. It is quite fantastic that one seaman, William Miller (formerly Bower), being pressed off an American ship even became Captain's bargeman in HMS MINERVA, based at Malta, and was classed as a good reliable seaman. Unfortunately for him, 'MINERVA' was sent back to Portsmouth in January 1802, and whilst ashore there on one of his Captain's missions, he was spotted by a former 'HERMIONE' crew member, brought to trial, and hanged.

The Admiralty were patient, knowing full well that many would fall into their hands eventually, and of the first two brought to trial at Admiral Harvey's HQ at Port Royal Martinique, one was hanged and the other acquitted. Sergeant Plaice, Private McNeil and Boy Jones gave evidence at this court martial and (quote) "things had been going slowly when Sergeant Plaice marched briskly in, smart in his regimentals, and the atmosphere became business-like" (unquote). No doubt the four Marines cursed themselves for proving such reliable efficient witnesses, because they were kept on out there for further trials while the naval personnel were sent home!

In ones and twos, or in small groups, mutineers were gradually being either captured or handed over by earlier shipmates, who recognised them for the 1000 dollars reward which was offered but after two years when there was a temporary lull in the proceedings, the Sergeant with Private McNeil and one other returned

to Portsmouth to set up court there onboard HMS 'GLADIATOR', leaving only Corporal Doran behind. James Perrett, the ship's butcher, was one of the first to be tried at Portsmouth, but on being acquitted he then became a prosecution witness at other trials.

In August 1801 Private John Pearce was caught aboard a ship at Malta and brought back to face Sergeant Pearce on the 'GLADIATOR'. The Sergeant had no great opinion of Pearce, having experienced trouble from him previously in HMS 'TARTAR'. A usually slothful man, he was observed to become quite cheerful after the mutiny, and on top of throwing his uniform overboard he was later seen by the Sergeant wearing the uniform of the Spanish Artillery in La Guaira. On the last day of the month Pearce hung from the yard-arm to be left there as a warning to others who may have been harbouring similar rebellious notions.

Nine years after the mutiny, the last trial took place at Plymouth, when former Boy Seaman James Hayes, now 23 years of age, was hanged. Altogether thirty three men had been brought to trial, and of these twenty four were executed, and one transported to the convict settlement in Australia. The rest, who numbered more than a hundred, remained at large, but never free - at least not until the day they died. Amongst these were Privates Patrick Field and 'Happy Tom' and the Irish ringleader Seaman Cronin.

As for the 'HERMIONE' herself, she became the Spanish 'SANTA CECILIA' for about two years with a crew numbering twice the normal, and which included some of the original members. Late in 1799 HMS 'SURPRISE' recaptured her in a daring raid against huge odds in Porto Cabello harbour, some 50 miles west of La Guaira. Marine Lieutenant De La Tour du Pin and his detachment featured prominently in this cutting out operation which is in itself a unique story. These men received their share of the prize money for the recapture of the ship, which Vice Admiral Hyde Parker then had overhauled at Port Royal, Jamaica and valued overall at £16,095 15s 9d. The Admiralty however, much pleased with the recapture, haggled over the valuation and cut it considerably. They also sent word to Hyde Parker that his re-naming of the ship to HMS 'RETALIATION' did not meet with their approval and it was to commission as the 'RETRIBUTION'. As such, she returned to Portsmouth on 20 January 1802 and arrived at Woolwich on 2nd March to be paid off. She was claimed by Trinity House for their use as a light ship and in June 1805 went to the breakers yard at Deptford.

On 22nd March just about the time the ship was being de-commissioned at Woolwich, the Captain of HMS 'BITTERN' was ashore on business in Portsmouth. His bargeman, like AB William Bower two months previously, was killing time wandering around the narrow streets of the old town. Passing through the Point Gates a firm hand clasped his shoulder and spun him round.

"Isn't your name David Forester?"

"No", replied the anxious bargeman, "it's Thomas Williams".

But former cabin boy John Jones could not forget a face; at least not the one that had taunted him that fateful night as he cringed in the corner outside the Captain's cabin with the remark "I have just launched your bloody master over-board". Found guilty of murdering both Pigot and the Lieutenant of Marines, Forester was hanged onboard the 'GLADIATOR' on April Fool's Day.

(Note: "THE BLACK SHIP" by Dudley Pope, on which this account is based, is thoroughly recommended.)

FROM NORTH AFRICA TO ANZIO - PART II

BY

HARRY PLAYFORD

(Continued from page 26 of Vol III No 1)

Operation 'Retribution'

During the 1st week of May 1943, the squadron was ordered to commence patrols off the peninsula in company with MTBs and motor launches of Coastal Forces. The object of the patrols being to prevent any Axis reinforcement by sea and to intercept any small craft which the enemy might use to evacuate troops.

Support craft, because of their shallow draft, were ideally suited to the task of searching the shallow inlets around the peninsula, although because of their heavier armament they lacked the speed of the MTBs and motor launches, by working in conjunction with these high speed craft, a close blockade of the peninsula was possible.

On 8th May 1943, Admiral Cunningham signalled the fleet to sink, burn, destroy and let nothing pass. This operation, which was code named 'Retribution', involved the small craft in patrolling close inshore, whilst cruisers and destroyers of the Mediterranean Fleet patrolled in force farther out at sea. These tasks were carried out with such good effect, that very few Axis troops escaped by sea and no mass evacuation was attempted. Finally, on 13th May 1943, General Arnim surrendered all the axis forces remaining in North Africa and the North African campaign came to an end.

Operation 'Husky'

By mid May the majority of the landing craft which had taken part in the North African landings were at Tripoli or Benghazi. The LCF squadron were at Tripoli berthed alongside a pontoon which had been built by the Royal Engineers over a sunken Italian ship. A large build up of troops and stores was taking place in the Tripoli and Benghazi area, and for several weeks troops were carrying out practice landings, mainly at night, along the Libyan coast. Late in August the LCF squadron were ordered to Bizerta, the former French Naval Base which was under American control and where the large natural harbour provided facilities for a great variety of American landing craft and supply ships.

Shortly after our arrival there, we learnt that for the coming operations we would be operating under the command of Vice Admiral H K Hewitt USN. One day, having been ordered to report, I was informed by the OCRM that for the remainder of the squadron's stay I was to be landed and temporarily attached as an Orderly to the staff of the British Naval Liaison Officer, who had offices ashore in the town of Ferryville across the bay. For some three weeks I was employed on duties which included carrying signals to and from the craft of the squadron, and in addition acting as squadron postman. I was kept pretty busy because whilst we were at Bizerta much of our mail, which had been following us from port to port, finally caught up with us.

By the end of June activity in the harbour was increasing and on my frequent boat trips across the bay I noticed that many of the supply ships and LSTs had already completed loading. It was not difficult to realise that the date set for the next operation was fast approaching.

On the morning of 5th July I rejoined LCF 12, which had completed storing and refuelling the previous day, and whilst several ships and craft were already under way our Captain cleared lower deck and briefed us for operation 'Husky'. We were to support the landing of the American 7th Army under General Patton in South Western Sicily, operating off 'Joss' beach at the Western end of the invasion area, where we were to escort LCTs landing troops of the 29th US Infantry Division. That afternoon we joined the fleet of ships and craft steaming out of the bay. Once clear the vast armada formed into two convoys, the first comprising the large attack transports and supply ships escorted by destroyers and cruisers of the US Navy and the second made up of landing craft and ships the largest of which were the LSTs.

For several hours we steamed eastwards along the coast, whilst the convoy of large transports headed farther out to sea on a different course. Off the port of Sousse additional flotillas of LCIs and LCTs joined our convoy and on the evening of 9th July, after several changes of course, we reached our rendezvous off the west of Malta, where we were joined by another American convoy which had sailed from Oran. With a heavy swell running, which made conditions unpleasant particularly for the troops embarked in the LCTs, we completed the link up of convoys and steamed towards Licata.

'H' hour was set for 2.45 am on 10th July, but long before we reached the Sicilian coast the sound of aircraft overhead gave us the first indication that the operation had commenced - paratroopers of the 82nd US Airborne Division were going in to capture key positions ahead of the seaborne assault.

It was while we were still some distance from the coast that gunflashes ahead and farther to the east indicated that the bombardment by capital ships and cruisers of the invasion beaches had commenced. We had reduced speed as we approached the coast, but as the bombardment eased we increased speed again, and the LCIs and support ships moved ahead of the convoy. The first troops ashore had encountered little opposition, and complete surprise had been achieved. We found later that because of the heavy swell the coast watch had been relaxed as the enemy had assumed that it was too rough for a landing that night.

Sandbanks or false beaches had caused problems throughout the invasion area and as dawn broke we discovered several LCAs stranded on these banks some distance from Joss beach. It was here that the versatile DUKWS were of great value transporting troops from the stranded LCAs to their allotted beach. In addition large numbers of these vehicles unloaded stores from supply ships some distance out, and carried them right inshore to points where they were required. In this way 'Joss' beach was kept clear for landing vehicles, tanks and other heavy equipment needed to support the 7th Army. At Licata the beach in some places was narrow, vineyards came down almost to the waters edge and space for landing heavy equipment was therefore limited.

Our primary task completed we anchored about a mile offshore and acted as anti-aircraft guardship, with the remainder of our squadron similarly positioned among the invasion fleet to provide protection against low flying aircraft. About 8 am on 'D' day LST 1027 steamed passed us on its way to the beach to unload and beached close to three other LSTs which had nearly completed unloading. A few minutes later the whine of aircraft engines was heard and two FW190 fighter bombers swooped low over the beach and scored a direct hit on the LST, which had only just commenced unloading. The blast of the bomb caused the largest number of casualties suffered at Joss beach, and the fire which followed the explosion destroyed a considerable quantity of stores before it could be extinguished. The planes which had approached low over the hills from the west disappeared over the hills to the east of Joss beach before any effective AA fire could be brought to bear on them. Subsequently a watchful eye was kept on the hills to prevent a repetition of these tactics.

Throughout the day we were frequently on the move escorting LCTs inshore to unload, or moving station to avoid German shells which were being fired by artillery positioned in the hills overlooking the beach. A US Navy destroyer eventually silenced these guns, and by the evening of the 10th July, the Americans had captured Licata and Gela and were advancing rapidly inland. Two US Navy LSTs fitted with a miniature flight deck and each carrying two Piper Cub Spotter planes proved useful additions to the supporting forces. In addition to carrying out recce flights for the army ashore, they directed the fire of the bombarding ships.

To keep us informed of the progress of the battle ashore, daily news sheets were issued by the headquarters ship to all ships and craft engaged in the operation. These mainly concerned the activities of General Patton's 7th Army, but we were also able to follow the progress of the British 8th Army in the eastern sector, and daily scanned the news sheets for information of 40 and 41 RM Commandos who had been in the forefront of the fighting in that sector.

On the 12th July a heavy bombardment by every cruiser and destroyer off the beaches was our first indication of a German counter-attack against the 7th Army. Enemy air activity increased, but the heavy AA barrage put up by invasion fleet each time enemy aircraft approached forced them to jettison their bombs and climb away again. With the assistance of the naval bombardment the army held firm and advanced so rapidly that by 22nd July they had moved across the island to capture Palermo in the north.

Most of the invasion fleet dispersed soon after the capture of Palermo, which was then used by American ships supplying the 7th Army. There was no further need for the LCFs at Licata as USAF fighters were now operating from airfields in Sicily, and the squadron attached to Admiral Hewitts force was ordered to Malta.

'The man who never was'

Before operation 'Husky' commenced elaborate precautions were taken to ensure that the location of the Allied landings were kept from the enemy. The planting of a body dressed in the uniform of a Royal Marines Major in the sea off the coast of Spain, where it was bound to be washed up on the coast of Southern

Spain, was one of the best known and most successful ruses. The body carried documents falsified to give the impression that the next Allied landings would take place in the Balkans. (Note)

With Sicily cleared of enemy forces and the whole of the North African coast now in Allied hands, convoys were reaching Malta unmolested for the first time in two years and the Mediterranean Fleet was again operating from Malta, but much still remained to be done to clear the streets of Valetta and the wrecks from Grand harbour. On arrival the crews of the squadron had a few days rest and shore leave while waiting for our next assignment.

During the first week in August 43 we sailed for Tripoli, where many of the landing craft which had supported the British landings in Sicily had already returned. These included LCFs 13 to 16, which, having originally trained with us in Force 'J' at Southampton, had arrived in the Med in time to take part in 'Husky'.

Whilst at Tripoli our stores were replenished and we were able to enjoy fresh fruit and vegetables daily - a big improvement on the compo rations on which we had existed for most of the time we had been in the Med. The limited storage space in support craft allowed only small quantities of fresh provisions to be embarked at each port of call.

During the last two weeks in August we carried out a period of intensive training. Large numbers of craft were employed supporting practice landings by troops which had recently arrived in the Middle East from UK. The 'Gs' carried out practice bombardments on isolated areas along the coast, while the 'Fs' and other craft on passage between Tripoli and the practice landing areas engaged drogue targets towed by Hurricanes.

(to be continued)

(Note: See "The Man who never was" by Ewen Montagu published by Evans Brothers Limited in 1953)

STAFF BANDMASTERS

(1800-1912)

BY

ALASTAIR DONALD

A friend of mine recently loaned me a book, "The Rise and Development of Military Music", by the well-known author on the subject of Military Bands, H.G. Farmer. This book was published by William Reeves of London in 1912.

At the back is a most interesting annex entitled "Staff Bandmasters (1800 to Present Time)". I have extracted all those of Royal Marines interest and they are listed below.

EARLE - Bandmaster, Royal Marines (Portsmouth), circa 184-

FROENHERDT, C.F. (18--/90). Bandmaster, Sixty-fourth Regiment, 1845; Ninety-fourth Regiment, 1845; Second Life Guards, 1856; Royal Marines (Plymouth), 1872. Inspecting bandmaster, HM Training Ships, 1874.

GREEN, BENJAMIN, MVO. Second Lieutenant (1853/--). Bandsman, Eighth Hussars, 1865. Bandmaster, Tenth Hussars, 1879; Duke of York's School, 1888; Royal Marine Artillery, 1897. Second Lieutenant, 1911.

HOBY, CHARLES, ARCM, IRAM. Educated RCM. Chief Bandmaster, Punjaub Frontier Force, 1889-90; Natal Royal Rifles; Bandmaster under London School Board. Organist, St Luke's Church, South Kensington. Bandmaster, Royal Marines (Chatham) 1907. Composer of songs etc. (Novello).

KAPPEY, J.A. (1826-1906). Bandmaster, Eighty-ninth Regiment, 1848; Royal Marines (Chatham) 1857. Composed an opera bouffe, "The Wager", cantata, "Per Mare, per Terram", musical comedy, "The Moonlight Serenade," etc. Author of "History of Wind Instrumental Bands", Editor for Boosey and Co.

KREYER. Bandmaster, Royal Marines (Portsmouth) 186-(?)-84

MILLER, GEORGE. Second Lieutenant, MVO. Mus Bac (1853/--). Bandsman, Sixteenth Regiment. Bandmaster, Sixteenth Regiment, 1874; Royal Military College, 1880; Royal Marines (Portsmouth) 1884; LRAM 1882; Mus Bac (Cambridge) 1892. Composer of "Voyage in a Troopship", etc. Is a Chevalier of the "Ordre Militaire de Notre Dame de la Conception".

NEWTON, JOHN W. (1873/--). Bandsman, Norfolk Artillery, 1886. Sergeant Trumpeter (Bandmaster) Sligo, Artillery, 1894. Bandmaster, Second Durham Light Infantry, 1904; Royal Marines (Plymouth) 1910.

ROGERS. Bandmaster Royal Marines (Chatham) 18--/1857

SMYTH, THOMAS. Bandmaster, Royal Marines (Woolwich, 1856-7; Royal Marine Artillery 1859

STRETTON, EDWARD C. (1871/--). Bandsman, Royal Artillery, 1886. Bandmaster, York and Lancashire Regiment, 1900. Director, Royal Naval School of Music 1903; Royal Artillery 1907.

THOMSON. Bandmaster, Royal Marines (Woolwich) 183-/54

WILLIAMS, ALBERT, MVO. Second Lieutenant, Mus Doc (Oxon) (1864/--). Bandsman, Sixty-first Regiment, 1877. Bandmaster, Tenth Hussars, 1888; Royal Marine Artillery, 1892; Grenadier Guards 1897. Mus Bac, 1891; Mus Doc 1906. Composer of oratorio, "Elisha", "Heloise" and other overtures. Is a member of the Order of the Crown of Prussia.

WINTERBOTTOM, FRANK (186-/--). Professor of Music, Dulwich College and conductor of musical societies. Bandmaster, Royal Marines (Plymouth), 1890-1910.

WINTERBOTTOM, HENRY. Bandmaster, Seventh and Eighteenth Regiments; Royal Marines (Woolwich) 1854-6.

WINTERBOTTOM, JOHN (circa 1817-97). Famous bassoon player. Bandmaster, Royal Marine Artillery, 1870; Artists' Rifle Volunteers, 1892.

WINTERBOTTOM, THOMAS (circa 1819-69). Bandsman, Royal Horse Guards. Bandmaster, Royal Marines (Plymouth) 1851-69.

WINTERBOTTOM, WILLIAM (circa 1820-89). Bandsman, First Life Guards. Principal trombone, Philharmonic, Opera, etc. Bandmaster, Royal Marines (Woolwich) 1857; Royal Marines (Plymouth) 1869.

WRIGHT, JOHN. Second Lieutenant (1854-1907). Bandmaster, South Lancashire Regiment, 1877; Royal Marines (Chatham) 1892.

I believe there may be a number of errors and omissions concerning the details of these bandmasters. One such is the omission in the details of WILLIAM WINTERBOTTOM that he was also Bandmaster of the 2nd Life Guards from 1872-1887.

NEW MEMBERS

The following applications for membership have been approved:

General Sir Campbell Hardy KCB, CBE, DSO
H.J. Storer
General Sir Norman Tailyour KCB, DSO
Imperial War Museum
J.M. Cahill
W. Carman
Commandant USMC

Col H. Rankin USMC
E. Morley
Cpl T.G. Simmons RM
Mrs P.M. Wheeler
Lt J. LeP. Avenell RM
R.W. Jackson
Director, National Army
Museum

DONATIONS

The Hon Treasurer gratefully acknowledges the receipt of donations from J.E. Granger; G. Ewing; E.C. Rhind; A.J. Perrett; Col E. Potts; Lieut B. Owen RN; S.G. Wood; Lt Col P.G. Davis DSC, RM; H.I. Shaw; Col M. Archdall, CBE.

