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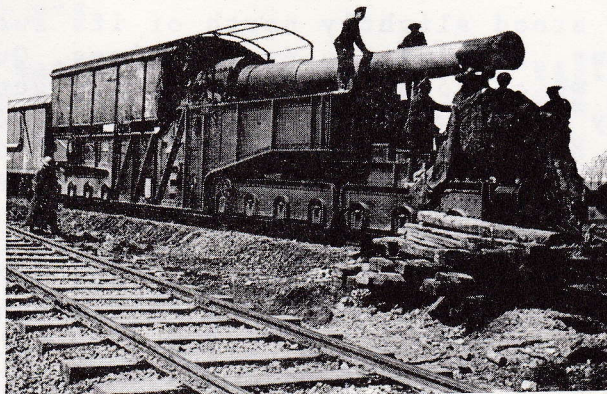
AUTUMN 1986

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The Editor wishes to express the appreciation of the RMHS to those publications from which articles or extracts are here reprinted. Contributed material is the sole responsibility of the author concerned, whilst every effort is made to ensure that all information is correct. The sketches on pages 45 and 46 are taken from the book 'Portsmouth In The Past' by William Gates, first published by Portsmouth & Sunderland Newspapers Ltd in 1926. 'The Dutch in the Medway' painting is from the National Maritime Museum collection; all other illustrations are from 'Britain's Sea Soldiers' and Corps Archives.

Vickers 12-in Siege Gun—World War 1
Reproduced by permission of the Imperial War Museum



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LANDGUARD FORT By Tony Perrett

The Marines of the Admiral's Regiment (as then termed) had been just 2 years and 8 months in existence when this first major test of their abilities happened, as 6 Companies of them were stationed at this fort guarding the entrance to Harwich port in the mouth of the Orwell and Stour rivers of East Anglia. In fact, the name Landguard is a corruption of the original name of Langer given to the common on which it was built, on the peninsular just south of Felixstowe. Without the fort there would probably have been no Felixstowe, as for centuries there had been only a few fishing houses on these crumbling cliffs where earlier the Romans had established a 'midway station' between Langer and Bawdsey Points (River Deben to the north) and the Bigods later built a castle which long since washed into the sea with so much of this coastline.

'Langer' is taken from the Anglo-Saxon words 'Lang-gana', meaning 'long gore' (a gore being a promontory or triangular piece of land with a pointed end) which aptly describes it, and as 'Langestuna' it warranted mention in the Domesday Book. It is thought that long ago Langer Point was an island and claimed as part of Essex, whereas it is certainly (now) in Suffolk; yet in more recent times its postal address was given as Essex, because of its transmission through the military port of Harwich under which Landguard formed a part.



Before the first fort was built a Mr Camden wrote... 'the shore is very well defended by a vast ridge called Langeston, which for about two miles, lies all along the sea, not without great danger and terror to mariners. Tis, however, of use to fishermen for drying of their fish, and does of a manner fence the spacious harbour of Orwell.' Although the first fort was commenced in 1626, earthworks in the

shape of Bulwarks already existed around 1540-45 which were reconstructed in 1588 due to the Armada scare, and it was in this first fort that the Marine Governor, Major Nathaniel Darell and his men repelled the Dutch in 1667 following their successful attacks previously on Sheerness and Chatham.

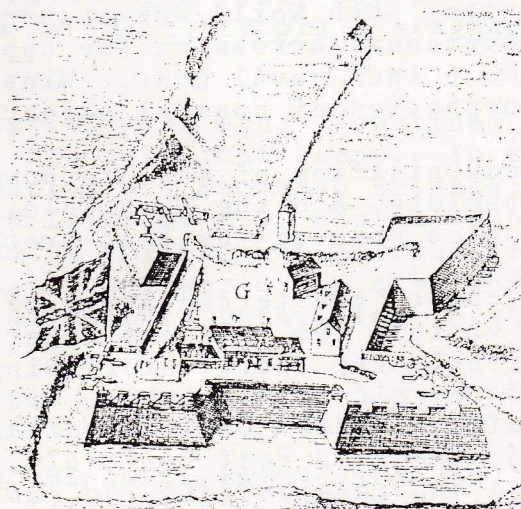
This original fort stood slightly north of its successor, and consisted of four bastions, bearing the names, Kings, Queens, Warwick's and Holland's; each of which mounted 15 very large guns. It was described in Taylor's History of Harwich as '...a handsome square fortification consisting of four Bastions, viz. at each corner one, mounted with divers guns, those towards the sea being the largest: the entrance into it was over a draw-bridge, thro' a gate, over which was their magazine, fronting the gate was a handsome brick building, in which the Governor, when he was there, resided: Adjoining to the south end of which was a neat chapel in which the Chaplain read prayers twice a week, and preached a sermon on the Sunday. On each side of the parade was a double row of brick barracks, each containing eight, those on the right hand being for the habitation of the Deputy Governor, Master Gunner, and the Quarter Gunner; and those on the left for a Sutling House, and the rest for a lodging for the garrison; between this last and the gate was the Guard Room, for those on duty.'



The Dutch in the Medway, 9-28 June 1667

(A 'Sutler' being a person who followed an army, selling provisions, liquors etc to the troops.) The chapel mentioned was consecrated by the Bishop of Norwich on 7 September 1628, and it was here that the body of the Earl of Sandwich, lost with the ROYAL JAMES at the Battle of Sole Bay (nearby) in 1672 rested after landing at the fort, before being moved to Westminster Abbey for internment.

The first inhabitants of the fort were not very happy with their new 'home' which was the subject of continuous complaints as to lack of pay, provisions, and poor conditions generally in the fort. The army garrison of 12 Officers and 100 men was increased by a company of Grenadier Guards, living solely on rye bread and the poorest sort of Suffolk cheese. "If we have not a very speedy relief both officers and soldiers must quit the fort and cast ourselves at His Majesty's feet to receive sentence of life or death, the last of which will be far more welcome to us than to perish one after another by the worst of deaths, hunger" quoted one. This plea, obviously ignored, led to a mutiny in 1628, when 6 of the chief offenders drew lots as to which one should accept the allotted death penalty; however the unknown man selected was sent from constable to constable for jailing at Melton, but Nicholas Bettes in whose charge he lay the night at Trimley St Mary, took pity on him and let him go...it is not recorded what happened to Constable Bettes subsequently!



17th century Landguard Fort

Between 1705-11 the garrison ceased to be of regular soldiers and took in Invalid Companies from out pensioners of Chelsea Hospital until 1804 when they were followed by Militia.

A new larger fort was built in 1716 on an adjacent site, in red brick (Queen Anne style) and existed until 1871 when it was again rebuilt and completed in 1875, becoming one of the 23 saluting

stations in Great Britain, from which the Union Jack was flown daily. On Langer Common there used to flourish a great variety of wild flowers, and it is said that when the Suffolk Artillery Militia were formed in 1853, the regimental badge was the sea-thistle found there.

These forts had a distinguished list of Governors from 1628 until 1833 when in times of peace the post was not necessarily held by a soldier; the office of Lieutenant-Governor was instituted in 1687 and abolished in 1854. Of these, one of the most notable was Captain Philip Thicknesse (1753-66), whose nickname 'Lieutenant-Governor Gall-stone' suited his description as a very nasty piece of work. He was imprisoned for libel against Lord Orwell, whom he presented with a wooden gun as a sign of cowardice, escaped and was later caught to complete his sentence; whilst his acting locum, Captain Marsh, was court-martialed and found guilty of 'Indiscretion' for holding a dance in the chapel....*'to the disgrace of religion, the corruption of the troops, and the great offence of the whole neighbourhood.'*

The fort produced its own currency prior to the Marines occupation, when halfpenny and farthing tokens were issued; the former obverse bearing LANDGVARD with a lion rampant, and the obverse POYNT FORTE. 1667 O.B. and a cross pattee. (OB or 'obolus' being the latin for half-penny and is very rare on tokens.) The farthing was similar, omitting the OB.

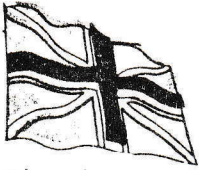
Between 1871-75, Col George Tomline of Orwell Park, as Lord of the Manor of Walton-cum-Trimley, claimed the foreshore and common rights, levying 6 pence per ton on all goods crossing the foreshore into the fort (rising to 2s. 6d per ton) and also cut off the fresh water supply which had been in existence for 250 years. The Minister of War, Cardwell, paid the toll, but his successor, Garthorne-Hardy refused to, resulting in an article 'Civil War in England' appearing in the Ipswich Journal of the 5 December 1874!

During both World Wars Landguard was heavily fortified, (as was Dovercourt across on the opposite headland), and included in WW2 two 6 inch naval guns. Winston Churchill visited the site on his inspection of coastal defences.

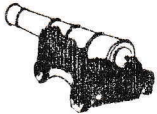
Modernisation of warfare however rendered these old fortifications obsolete, and the last soldiers left on Monday 24 June in 1957 as bugles sounded the last 'retreat'.

Close to the tercentenary of the Marines' heroic stand at Landguard I visited the fort and experienced both elation and depression; firstly the thrill of finding a weatherbeaten wooden board in part of the old fort on which was written, *'This battery is named Darell's Battery, after Captain Nathaniel Darell of Calehill, Kent, Governor of Landguard Fort 1667-1670. A Dutch force attacked this fort by sea and land on July 2nd 1667 and were entirely defeated by its garrison under Darell.'* (He was in fact a Captain of Marines in July 1665, and was promoted to Major on 15 February 1668). The overall scene of desolation covering this vast site of varying defences of past centuries, much of which was being eroded to make way for the new container shipping port of Felixstowe when I made a return visit in 1876, evoked the feeling of depression.

Of interest is a small account in the Portsmouth Evening News of 30 October 1898, as follows: *'A gentleman, about 50 years of age, of stout build and with hair turning grey, was arrested at Landguard*



Charles Stadden's painting of the Marines in action at Landguard Fort showing the match-lock musket used.



Fort, Harwich this morning, on suspicion of being a Russian Spy. It was stated that he had been heard conversing in Russian with another man and later engaged in conversation in English with a sentry, asking where his gunpowder was kept in wet weather.'

It might be assumed that Captain Darell received a severe wound to his right arm during this battle, for in a letter written to his 'honoured friend, Joseph Williamson Esq.,' (Secretary to Lord Arlington) mentioning the Harwich action, he excuses the delay

in writing due to 'my arme not as much at libertie as I could wish'.

When as a Major he also wrote, on 28 May 1672 (at the Battle of the Solebay) 'Roger Vaughan lies dead on board the KATHERINE' he referred to a fellow officer (Captain) of Marines who on being taken below decks, severely wounded, was assumed to be the person horrifyingly eaten alive by some ravenous hogs left unattended in the hold. (Britain's Sea Soldiers Pt 1 Page 31).

In Britain's Sea Soldiers Col Field gives this account of the battle:

We have, however, an account of the repulse of the Dutch attack on Landguard Fort, near Harwich, which was commanded by Captain Darell, of the Admiral's regiment. This was in 1667, when Admiral De Ruyter, having withdrawn from the Medway, appeared off the Suffolk coast.

An attack on Harwich had been looked for for some time, and besides the Suffolk trained bands and some detachments of cavalry which were encamped in the neighbourhood, the town and Landguard Fort, commanding the entrance to the harbour, had been garrisoned by six companies commanded by Colonel Legge, Sir Chichester Wrey, Sir Charles Lyttelton, and Captain Edward Roscarrock, while the fort was occupied by Captain Darell and Captain Cartwright with their companies.

The entrance to the harbour was to be blocked by "seven colliers and a ship of 20 guns, all disguised as Men-of-War, with Jack, Ensign and pendant," which were moored between Landguard Fort and Harwich, "with holes cut, ready to be sunk in case of the enemy's approach."

On July 2nd the Dutch Fleet appeared off Landguard, and its ships took up their positions to bombard it from all sides at once. Some of them were placed exactly to windward, so that the smoke of their guns swept along the beach and so covered the landing of their troops from the sight of the Marines in the fort. Captain Silas Taylor - the Keeper of the King's store at Harwich - saw the whole attack from the Dovercourt Cliffs, and the next day despatched the following account of it to Whitehall:-

"It was judged that the eight Dutch ships who sent such clouds of smoke upon the Fort out of the Rolling Grounds (the part of the sea just south of Landguard Point) were merely for that purpose. That

they landed about Flistow (i.e. Felixstowe) Cliffs above 2,000 men, I have reason to believe from my own guess. The Suffolk forces came to them in inclosures (viz. close order) about 4 of the clock, or 5. They spared about 400 or 500, relieved from the Main Body (that stood near the place they landed, with a strong body of pikes, which I plainly saw), to assault the forces above the hill, and with them 2 or 3 drakes, (small cannon firing shot of about 3 lbs weight) with which they maintained the lanes and hedges; so that the Earl of Suffolk got his ground of them in a manner but by inches, because his horse were excluded from the service.

"In the mean, a party of 300 or 400 or more, ran along the beach, in the smoke that the ships from the Rolling Ground had made up to Landguard Fort, with scaling ladders painted (planted), of about 20 feet long or more, hand granadoes, etc. They came briskly up, with their cutlasses drawn upon their arms, and their muskets, and came up close to the Fort, whose reception to them, when discovered, was as brisk. This assault, with a continued playing of small shot, lasted about half an hour, and they were repulsed. They had got under the sand banks, which our Galliot hoy and the *Lennox* (a privateer commanded by Captain Thomas Holmes) and the *Truelove* (a sixth-rate 16-gun frigate, with a crew of 75 men. Commanded by Captain Langley) played upon from the water, and waited their motion, and they discerned them at this assault about 5 of the clock in the afternoon, dragging off their dead. About an hour after they tried again, but were presently discouraged, and in great disorder ran away, leaving some of their ladders, their hand grenadoes, and a case of very handsome pistols, and as the ships saw them within the fort in the Salt Road, they bestowed upon them a bullet welcome.

"About 9 of the clock all was silent, and they, drawn to their body about Filstow Cliff (their boats being on ground, which caused them to stand their ground the longer), and being pressed on by the Earl of Suffolk had as much to do to keep themselves from disorder, especially could the horse but have come at them at that began (sic) in the woods above the cliff, about 11 of the clock at night, and lasted till about 2 in the morning; at what time, the water floating their boats, they got off to their ships, who about 6 this morning, were all under sail, and now out of sight, by reason they are shut from us by Filstow Cliff, being in Ouseley Bay; but yet, now and then, I think I hear some of their guns."

Writing again the day following, Captain Silas Taylor adds:-

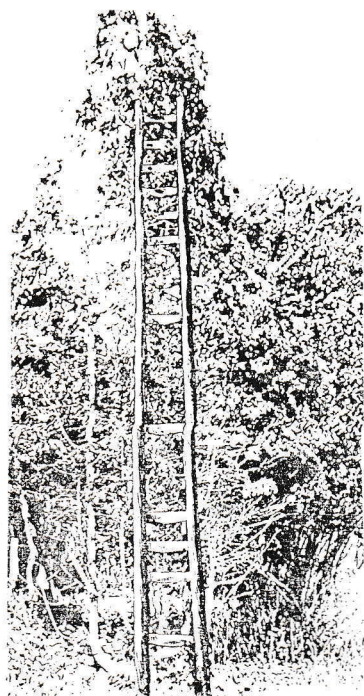
"I have only this to add to Tuesday's account: that Captain Darell, Governor of the Fort of Landguard, was wounded by a musket shot in the shoulder, but not dangerously. That towards the evening, there was sent over a strong party of several hundreds of men hence to the other side of the water, under the command of Major Legg (of the Admiral's regiment) who were very welcome to the Earl of Suffolk, but the enemy were drawn off before they could come to them. Several boats laden with dead men were seen by several to put off from the shore."

The *London Gazette* of July 1st-4th that year gives the following account of the attack on Landguard:-

"At daybreak on the following day (July 2nd) they weighed, and having proceeded to the northward for some time, tacked and again stood to the south, passing the Ness towards Harwich at about 7 a.m.

"About 1 o'clock their Fleet, consisting of 47 sail with their

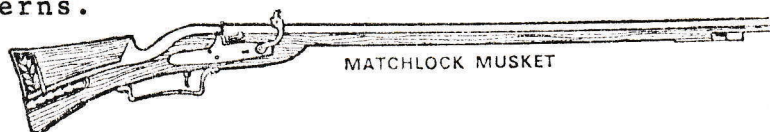
Attenders, stood within half cannon shot of the shore towards Filstow Cliffe, but out of reach of Landguard Fort, leaving 5 of their number at the Sledway; and then, manning out their boats, landed about 3,000 men at the cliff with a great stand of pikes. Near 2,000 of them marched up and made two assaults upon Landguard Fort, where they were stoutly entertained, and after three quarters of an hour's dispute in the first assault, and about a quarter of an hour's only in the second, they were forced to retire in such haste, that they left their ladders all behind them, scarcely being able to carry off their dead which is judged to be about 150 at the least. In this day's service we lost only 3 or 4 men, and as many hurt, with Captain Darell, who has received a wound in the shoulder."



One of these ladders was - in 1900- in the possession of Mr Darrell-Blount, of Calehill, Kent, and bore the following inscription:-

"This Scaling Ladder forms part of a trophy of Major Darrell, who, during the Second Dutch War of the time of Charles II., A.D. 1667, in a Sally from Landguard Fort, drove off the Dutch under Admiral De Ruyter."

Though as we have already said, we cannot expect to find much information about the special doings of the regiment in the naval battles with the Dutch, yet here and there we pick up a crumb which witnesses that they fully "pulled their pound." For instance, Captain Silas Taylor, writing of the Battle of Solebay in 1672 says: "Those marines of whom I soe oft have wrote to you behaved themselves stoutly." The regiment lost no less than four of its captains in this action, besides three subalterns.



It is interesting to note that the Marine Officer's name is spelt variously as DARELL, DARRELL, and even DORRELL; but I believe the correct one is the former, since that is the one appearing on the letters and on the Landguard plaque. (Editor)

- oOo -

ERRATUM - In the previous issue (Vol XI Number 1) on page 7 in line 2 please delete 1930 and insert 1830.

FROM "THE DERBY MERCURY" FRIDAY AUGUST 29/FRIDAY SEPT 5 1746

We hear that his Majesty was pleased last week to appoint a General Court Martial at the Horse Guards to try Brigadier-General John Jeffreys, Colonel of a Regiment of Marines for procuring false Musters, and making a false return of the strength of his Regiment to the Right Hon Henry Fox Esq. Secretary at War; when he was adjudg'd guilty of the facts alleg'd against him, and is thereby Cashired from his Majesty's service, and Sir Andrew Agnew is appointed Colonel of the said Regiment.

A TWO YEAR CRUISE IN THE MEDITERRANEAN

(12 JUNE 1848 - 13 SEPTEMBER 1850)

By Private John Hopkins - 26th Company Royal Marines
(Portsmouth Division)

PART 2 (1849)

There is yet another thing I would just mention before leaving Malta, that is her fortifications. They are immense, particularly at the entrance to the harbour; guns are pointing at you in all directions. They have also seven years' provisions stowed away underground for the whole island.



We sailed out of Malta Harbour on a beautiful July morning, and made for the Archipeligo, and in a few days we went into Corfu, the capital of the Ionian Islands. We let go our anchors about 10 o'clock on the Saturday night, and before 4 o'clock the next morning the signal was made for sea, to proceed with all speed to Cephalonia, another of the Ionian Islands, it was said to quench a riot amongst the natives. So each marine was served out with 30 rounds of ball cartridge and we were ordered to pad our big coats and put inside a clean shirt, a towel, a pair of clean stockings, our haversacks to carry provisions in, and our water bottles were all got ready, expecting landing and having to encamp.

There were three Steamers, each with a 3-decker in tow, but when we arrived all was quiet so we waited till the remainder of the Fleet joined us, then the Admiral made a signal to land all the marines and field piece parties. So we all landed and we marched through the town and went through a field day and fired 20 rounds of blank cartridge away, then we marched down to the landing place where our boats were all waiting to take us on board. The next day we weighed anchor and soon lost sight of Cephalonia, which seemed a very mountainous place. In a few days we found ourselves in the harbour of Corfu again, where we remained for a short time.

The buildings in Corfu appear to be the same as in Malta, but we were never allowed to go on shore on leave. We were landed once to drill while we lay here, and a messmate of mine died and we got leave to bury him ashore, so I landed twice but I never had a chance to see much of the town, and on the last day of September we set sail again

with the intention, it was said, of going to Athens. On the first night we were overtaken by a storm. The HOWE (our ship) lost her fore yard-arm and we had to replace it with a new one, so we lost sight of the Fleet and did not come up with them till next day when they were anchored in the harbour of Zante. We had a very fine view of Zante; it seemed to us a high and sunny isle, the town stretching along the sea shore, overhung on every side by lofty cliffs. The next day we made sail and were soon out of sight of Zante, and the breeze being favourable, we made the land of Greece before night came on.

Early the next morning, sailing in line of battle order, we passed close to the Bay of Naverina where was fought the celebrated sea-fight between the English and Turks, in which the fleet of the latter was utterly destroyed and the freedom of Greece established.

Sailing under a favourable breeze, we quickly weathered the southern point of Greece and passed between the island of Serico, formerly the famous Island of Venus. The wind proving contrary, after some tacking about we at last entered the Bay of Sabainis. It was evening and the sun setting on the land of Corinth and of Athens; the masses of mountains looked like clouds heaped one on top of the other and glistening in the sun. We did not stop long here, on account of certain news of a warlike nature which was received from Turkey, but sailed again and continued our course for the Dardanelles, making our way against contrary winds as best we could. We at last entered the Doro Passage which is formed by a large island, in ancient times called Euben, and the mainland of Albania. We were at last forced to be towed through its northern point by the Dragon Steamer, weathering several islands against a contrary breeze, and we dropped anchor in Beseika Bay.

Beseika Bay is a wide and open roadstead formed by the mainland of Asiatic Turkey and the islands of the Archipeligo. Close by are the Plains of Troy, so famous in ancient times, and while we lay here the Admiral made a signal to land all the marines. We landed and had a field day on the plains of Troy. At a distance we could see the low sloping hills of Asia and where was supposed to be Mount Ida.

The quarrel between Russia and Turkey growing more warm, we weighed anchor and made sail up the Passage of the Dardanelles, about 40 miles, when we anchored between two Turkish forts. Our ship was the last to arrive there, on account of the PRINCE REGENT 92 guns, running straight into us before we could get under weigh.

The breadth of the Dardanelles seemed no more than 2 or 3 miles, a very strong current always running into the Mediterranean. The banks on both sides did not rise so high, the hills rising gradually and sloping, the same as they are in the fertile parts of Great Britain. Stopping there for some time, we were at last forced to weigh anchor, the strain on our cables being so great on account of the current running so strong, and we again came back into Beseika Bay.

While lying here this time, a Court Martial was held on board our ship, she being second-in-command. The prisoner was a Second Master belonging to one of the steamers. and the crime was Insolence and disobedience of orders. Against this the prisoner pleaded the tyranny of the captain and great provocations he had received, the captain telling him he was no more use than a second-class boy, and using other abusive language towards him. There were twelve post Captains sitting on the Court Martial, taking their places according to their seniority. It was an Open Court held in our captain's cabin, the officers being

on one side and the ship's company on the other. The prisoner sat at the bottom of the table, a drawn sword being held over him by the Master at Arms. The trial lasted three days. Directly after all the witnesses had been examined, the court was cleared, and re-opened soon after, when the prisoner was found Guilty of the charges against him, and sentenced to be dismissed the Service and sent to England to be imprisoned for six months.

The weather began to be very cold, colder by far than it is in England at this time of year, this being the beginning of December. The coldness here depends a great deal on the wind; when it blows north or north-east it brings with it the climate of Russia, while the south wind brings the mild temperature of Africa. Lying in Beseika Bay till about the middle of December, the signal was again made to prepare for sea, and we very soon lost sight of the Plains of Troy and made our way down the Mediterranean, the wind being light and against us. When we came to the Passage between Mytelene and the mainland, each steamer took two line of battle ships in tow. The weather just then was beautiful and the water quite smooth, so that the Mediterranean looked more like an inland lake than a large sea. Being towed up by the steamers, we were again anchored in Moskenesa Bay before nightfall. This is a circular bay full of small islands which protect its mouth from the sea. These, together with Mytelene at a distance in the form of a breakwater, make it a secure resting place for a fleet.

It was not so cold here as in Beseika Bay, the wind blowing generally from the south-west. We Christmassed in this Bay, but the Christmas dinner here was not like the one we had in Naples. We got a little extra fresh meat brought from ashore, but nothing very particular. We had to carry out our regular round of duty the same as other days.

Lying here at anchor till the beginning of January, we again set sail with the intention, it was said, of going to Athens. During our stay at Moskenesa the weather became very rainy, scarcely an hour passed without the rain pouring down in torrents, while the mountains at a distance were white with snow. For a short time before we left Moskenesa we began to be visited by the inhabitants of the town a short distance from where we were anchored, chiefly Greeks, with a "turban gentleman" now and again. The Turk we could distinguish from the Greek by his wearing a turban.

The day we sailed, and the day before, a great many came on board; they were scattered here and there in groups, talking as fast as their Greek tongues would allow them. They were all dressed after the fashion of the country, except a few who had on the European costume. The Turks seemed as though they did not like visiting - I suppose they did not like to be so near the Christian Dogs. We had a good many on board when the order was given "All hands to their stations" to raise the anchor and make sail. The whole ship's company, with one rush, made their way on deck to their stations and elsewhere, upsetting their visitors very unceremoniously, who looked on affrightened and astonished at the rush of a thousand men up a few hatchways. They did not well know what to make of it, till the Master at Arms came round ordering them over the ship's side, where they were quickly hurried, to tell their friends and acquaintances the wonders of a British Man of War.

Next morning, about 8 o'clock, we got the ships unmoored and got on the way under sail. We sailed out of the harbour, the steamers like faithful attendants plying here and there around the line of battle ships. Not liking the wind, the signal was made to tow,

which they did, bringing us out of the passage between Mytelene and the other islands of the Archipeligo which blocked up our sea room and prevented the wind from getting at us except in puffs. The weather was mild, the sea almost unruffled while the island of Mytelene, rising in hills on our right, with towns and castles glistening along the sea shore, and the corresponding mountains and bays and creeks on the left, forming a scene like some fairy land. Having got into the open sea, the steamers cast us off, the whole of the fleet making their way under sail, and the next morning we came within sight of the Doro Passage, through the greater part of which (during the night) we were towed by the steamers allotted to each ship. The next day we were coasting along the eastern coast of Athens, and we gradually neared the Bay of Salamis towards evening, and here we again let go our anchors.

This bay is formed by the Island of Salamis stretching along the mouth of the bay, there being only a very narrow passage on either side. While we lay here a dispute arose between the two Governments, that of Greece and our English government, about the King of the former not paying some money they owed to England. So we put a blockade on Athens, allowing nothing to go in or come out, and all the steamers of the fleet were sent on expeditions every day, taking whatever Greek vessels they could meet with, whether they belonged to the government or to the merchants. Some of our steamers would come in sometimes with as many as 6 or 7 in tow altogether. The weather here was very changeable, one day as warm as in July in England, and the next snowing and blowing and piercing cold. The country around looked barren and full of hills and rocks. The city of Athens is about 5 or 6 miles inland from Salamis. We could clearly see Mars Hill, where it is said St Paul preached to the Athenians.

During our stay at this place a very melancholy accident occurred. A boat with all her crew, consisting of 17 men, 15 seamen, a lieutenant and a midshipman from H.M. Ship GANGES was going on shore for water. They were overtaken by one of those storms that so frequently occur in this part of the world, the wind driving before it snow and ice. The boat was upset, only six out of the whole crew surviving. Five seamen and the lieutenant swam shore on to a small rock, and were there frozen to death. The six who survived were found heaped up together on another island, with only a little life remaining, quite insensible. It is yet uncertain whether they will recover or not, for they were terribly frost-bitten. The bodies of the remainder were never found while we were there, but the bodies of those found on the rock were all taken and buried in one grave.

At this time another Court Martial was held on board our ship. The prosecutor was a Second Master and the prisoner a Lieutenant. The accuser stated that the prisoner nearly strangled him and otherwise insulted him in a gross and violent manner. This Court Martial was held similar to the other, and it only lasted one day. The prisoner was found guilty of the crimes laid to his charge, and he was sentenced to be sent from his ship and to be placed at the bottom of the list of lieutenants. It was said that the prisoner's father was a General, and he stated in his defence that he himself, in an attack on his ship, repelled seven times the number of his own men on two occasions. He seemed to be quite a young man.

On the 26th April, all the Greek vessels that we had held prisoner most of the winter were set free, the boats belonging to the Fleet towing most of them out of the harbour. We were all very much rejoiced to see them going out, and no doubt they were equally pleased. All on board our ship are talking of "Home sweet Home",

even the band is playing almost every night that we are Homeward Bound. In the beginning of May we weighed Anchor, the whole of the Fleet, and we soon lost sight of Salamis, and on the second day we were anchored again in Corfu. This time I took more notice of the place than I had before, as I expected this would be the last time I might ever have the chance of seeing it.

It is a large wide harbour, surrounded on all sides by the mountains of Corfu. The town seemed large and well built, and very strongly fortified; it is the capital of the Ionian Islands. They once belonged to Greece, but now they are in the hands of England. While we lay here this time, the Admiral made a signal to land all the marines and field piece parties, and we landed one day about the middle of the forenoon, a beautiful summer's day. At the request of the Governor we were marched on to the Grand Esplanade and went through the usual evolutions of a field day, and spectators of every rank were there in thousands. The next day we again set sail and made the best of our way down to Malta, where we arrived about the middle of the month. We had had no leave from leaving Malta to coming back again, but the best news we heard on arriving in Malta was that our orders had come out for England, our ship and the VENGEANCE, so each ship gave 48 hours leave, to half the ship's company at a time.

When all had had leave, we set to and prepared our ship for her voyage home. We got in provisions and water, and went through some slight repairs, and on the 1st June the boatswain piped All Hands up Anchors for England. This was very heartily responded to, and in a very short time we were under weigh, both us and the VENGEANCE, sailing out of the harbour very steadily.

It appeared as if all the inhabitants of the island were watching us out, such shouting and waving of handkerchiefs as far as they could see us. But Malta soon began to fade away in the distance, and we made for the coast of Spain, keeping together, and on the 17th June we came in sight of Gibraltar and I wished all the way down that we might call in this time, and so we did.

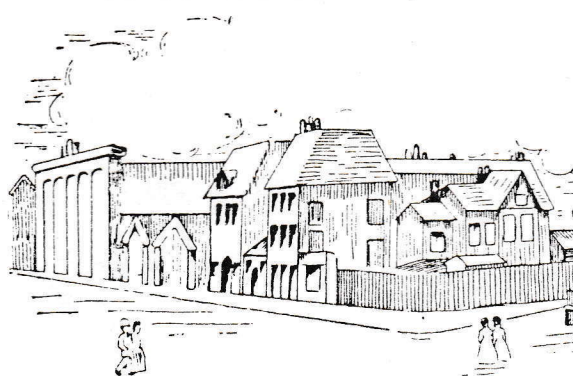
There the great Rock lies before us like a huge lion, the town lying at the foot of it. On the African side is Tangiers and Centa. The next day the VENGEANCE left us; it was said there were orders to detain us and we began to be afraid we should have to return to Malta. In a few days time they began to give us leave, so in due course my turn came to go on shore in Gibraltar. We were towed from our ship in one of our boats, and we were to come on board again the same night. In the town, I noticed most of the ladies wore the Spanish mantilla or lace veil hanging from the comb at the back of the head, and looking very graceful indeed. Some had their foreheads bound tightly over with white cloth, giving them a corpse-like appearance, and as to the men, there were the Spanish Muelteers, their mules covered with little bells, and they themselves with the red sash round the waist looking very characteristic. Then there were the Moors, magnificently dressed, some of them. One I noticed with yellow slippers with no heels, white stockings, crimson trousers down to the knee, a beautiful rich gilded sash round his waist and a many-coloured turban round his head - quite a picture.

There were some soldiers there, and I knew there were some from Bradford that I was personally acquainted with, belonging to the 56th Regiment. So when we had looked around a few hours and had some refreshment, we made for the Barracks. I saw two or three that I had known from childhood, and one of them went out with us. We had been

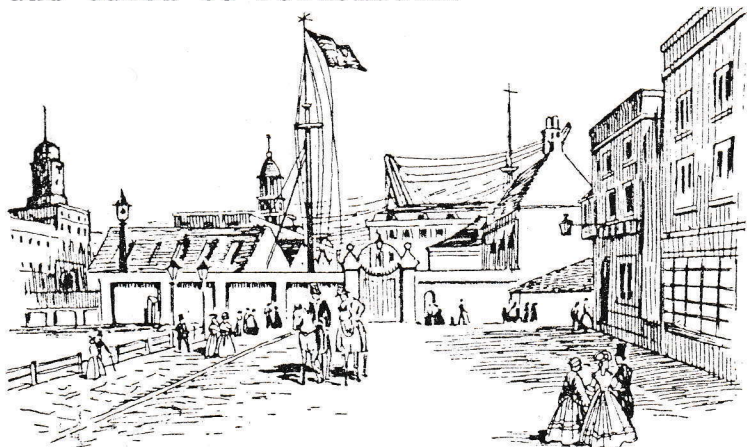
told that if we did not get out of the town before sunset we could not get out at all, for all the bridges are drawn up and all the gates made fast. I was in company with two or three Bradfordians, and the time passed away until the sunset guns fired, and we were a long way from our ship. We knew there would be no chance of getting on board that night, and the soldiers told us it would be very difficult to get lodgings, because the marines and sailors are generally very rough fellows, and very few respectable people would provide them with lodgings. They said they would try and get us inside the Barracks with them, so we went with them to their quarters. We passed the sentinel at the gate unnoticed, but as soon as we got inside we were ordered out again, and we went back into the town, but nobody would let us in. So we sat down in the street, and very soon a policeman came and said we must go with him and we were glad of that, for we should be under cover and that was as much as we wanted. He took us to the Main Guard and gave us in Charge, and we were kept in the guard room as prisoners till morning and then we were liberated and returned to our ship.

We remained in Gibraltar for 14 days, then to our great joy and delight we started again for dear old England, where we arrived in the fore part of July.

We came up the English Channel round the Isle of Wight to Spit Head, and stood out for Portsmouth Harbour, then we went on to Sheerness where we commenced stripping the ship, and on the 18th July we left her. The marines were all despatched to their respective Divisions; we were taken in an old tug boat up to Woolwich and the Woolwich and Chatham men left us there. Then we from Portsmouth and Plymouth were marched to the railway station and taken to Portsmouth.



Portsmouth Railway Station & Dockyard Gate (c 1850)



Glad enough was I to tread the soil of my dear old country again. We remained in Barracks a week before we got our money, then I got a furlough made out for six weeks and started my journey home to Leeds. I stopped in Leeds but a short time, and made my way home, where I knew I had been looked for for many a day, for I had father and mother, brothers and sisters, relations and friends ready to receive me. So on the same night (Saturday) instead of the gilded domes I saw the tall chimneys of Dear Old Bradford, and if ever there could be a moment in my life in which I could be reconciled to the black clouds of smoke they poured out for the sake of those who dwell around them, it was then. I have roamed then among the orange groves of that fair though rocky island in the East, I have sailed over the blue beautiful waters of that Italian sea, mirroring in its divine depths beauties such as the poet's song can never describe and the brush of the painter can never sektch; I have stood entranced with admiration and wonder before those vine-clad hills, I have swept my eye over the scene of which the Italian should see and then die, I have trodden the streets of the city paved with the lava from the burning mountain by

its side, I have walked through some of the churches over the marble floors. But it is to come back to our own sea-girt and may be mist-veiled Island Home to bless God that I was born within her shores, to feel that there is no other land like it in the world. One cannot help but exclaim "England with all thy faults I love thee still".

CLARENCE BARRACKS

The barracks, in which the Portsmouth Division were quartered before their removal to Gosport in 1848, occupied the greater portion of the site of what in olden time was known as Fourhouse Green. The Barracks were demolished in the eighties of the last century, and a fine range of new buildings erected on the site for the Royal Artillery. The Barracks were entered under an arch opposite the East end of Barrack Street.

I remained at home until my furlough was expired, then I returned to my headquarters at Portsmouth with my mind fully made up to leave the Service, as I thought I could find a better market for my labour. I had had a trip to sea, something I had longed for from my infancy. So I put in a claim for my discharge the day after I got into Barracks, and in a fortnight's time £20 was called for and my discharge came down from London. I arrived safely home again on the 13th day of September 1850, having served 2 years, nine months and three days; out of that time I was two years, one month and twenty days afloat.



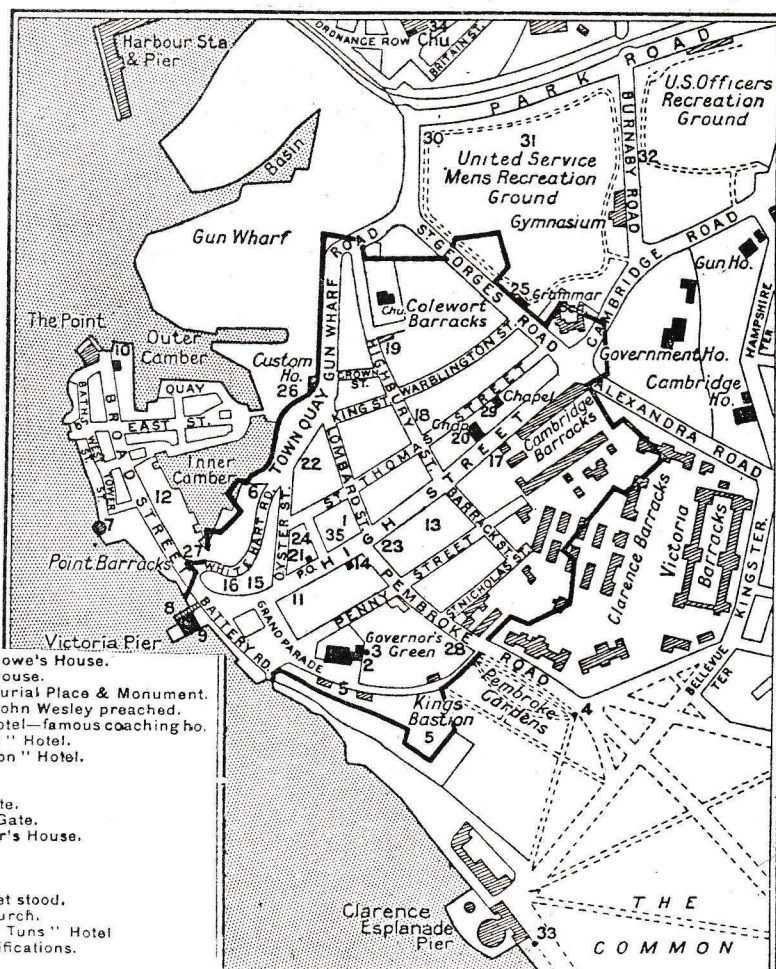
PLAN OF OLD PORTSMOUTH.

The length of St. Thomas's Street is a quarter of a mile.

REFERENCE.

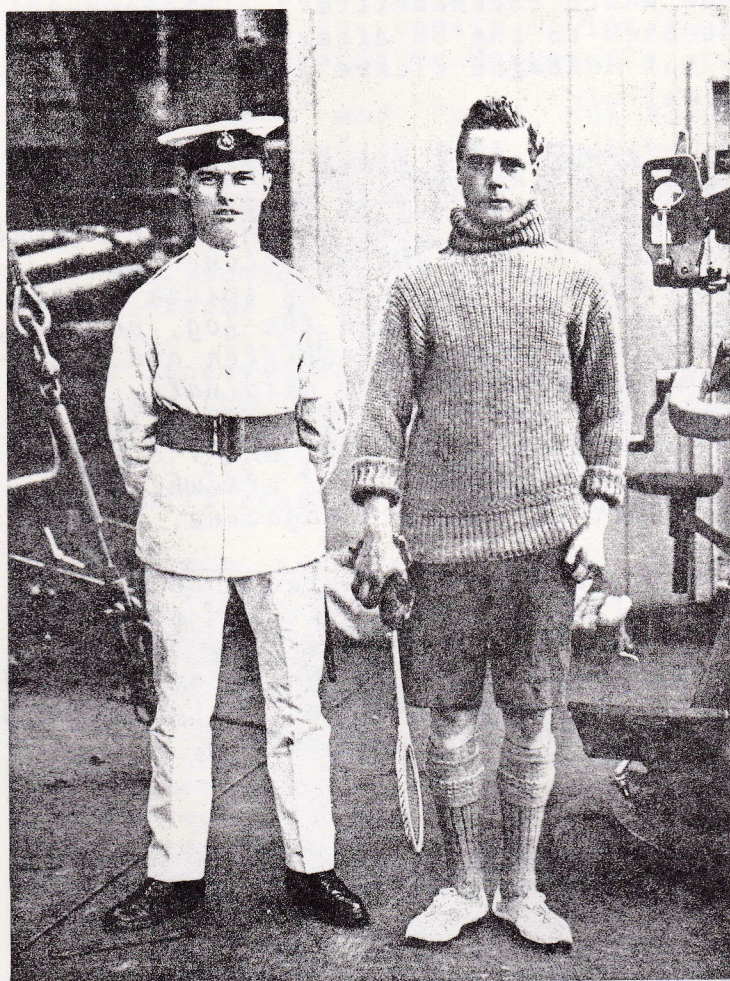
- | | |
|---|--|
| 1 Church of St. Thomas a Becket. | 18 Admiral Lord Howe's House. |
| 2 Garrison Church, old Domus Dei. | 19 John Pound's House. |
| 3 Old Mortar on Governor's Green. | 20 John Pound's Burial Place & Monument. |
| 4 "Royal George" Gun. | 21 Chapel where John Wesley preached. |
| 5 Old Fortifications remaining. | 22 Old "Globe" Hotel—famous coaching ho. |
| 6 Old Fortifications remaining. | 23 Site of "Crown" Hotel. |
| 7 The Round Tower. | 24 Site of "Red Lion" Hotel. |
| 8 The Sally Port. | 25 Landport Gate. |
| 9 Old Semaphore Tower. | 26 The Quay Gate. |
| 10 "Star & Garter" Hotel. | 27 King James' Gate. |
| 11 Old "Fountain" Hotel (now Soldiers Institute). | 28 King William's Gate. |
| 12 Old "Blue Posts" Inn. | 29 Admiral Palisser's House. |
| 13 The "George" Hotel. | 30 Kings Mill. |
| 14 The Museum. | 31 Mill Pond. |
| 15 Admiral Anson's House. | 32 Mill Dam. |
| 16 House where George Meredith was born. | 33 Where the Gibbet stood. |
| 17 House where the Duke of Buckingham was assassinated. | 34 St. George's Church. |
| | 35 Site of "Three Tuns" Hotel |

— Line of Fortifications.



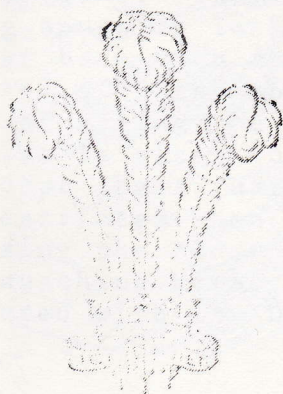
HRH THE DUKE OF WINDSOR

The controversial life of the Duke of Windsor ended with his death in 1972 (aged 78), but only now perhaps, with the death of his wife this year, will the sad saga end. For 327 days he reigned, uncrowned, as King Edward VIII before abdicating on 10 December 1936 in favour of his brother King George VI who was crowned in Westminster Abbey on 12 May 1937...the very day that he should have ascended the throne.



Here are two photographs taken of Prince Edward Albert Christian George Andrew Patrick David when, as Prince of Wales, he toured onboard HMS RENOWN (1919-20) in happier days, a decade before meeting Mrs Wallis Simpson, his future bride.

HMS RENOWN sailed from Portsmouth on 5 August 1919, visiting Newfoundland, and Canada where the Prince toured every province, spending a fortnight in the USA (mainly New York and Washington), returning to Portsmouth on 1 December that year. His second tour, extended over a period of seven months, started again from Portsmouth on 16 March 1920 and covered the West Indies, Panama, Hawaii, New Zealand and Australia before arriving back home on 11 October. Here he poses with his Royal Marine Orderlies.



WHEN THE MARINES MANNED THE GUNS

By David G Collyer

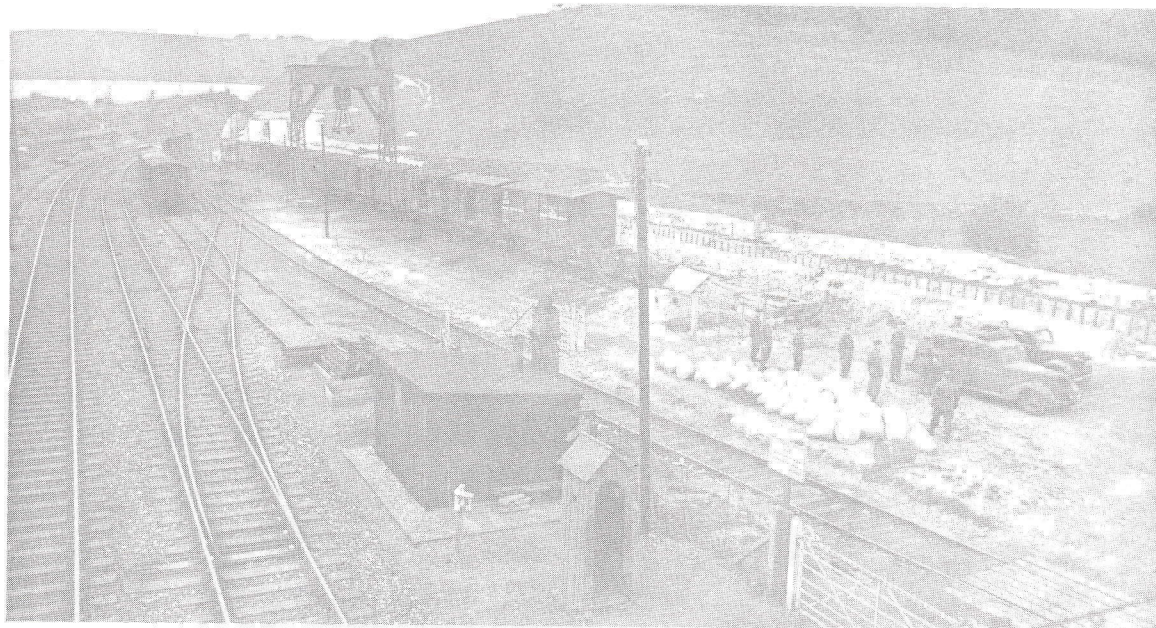
PART 2 - THE RAILWAY GUNS

As soon as Winston Churchill had instituted the installation of the two 14 in long range guns at St Margaret's at Cliffe in June 1940, he turned his attention to seeing what other long range artillery was available to back up the bombardment of the French coast.

Vickers-Armstrongs had built the mountings for the 14 in Mk III and VI railway guns in 1918, three of which 'Scenesifter', 'Piecemaker' and 'Gladiator' had been brought back to the UK after service in France. Two were discovered by Col Montague Cleeve at Chilwell, Notts in November 1939, as he recalls:-

"I noticed some very rusty railway lines and I asked where they led. So off we went to look, and after quite a long walk we found ourselves approaching an enormous transport shed into which three tracks led...I shall never forget the sight. A skylight ran along the centre of the roof from which hung such a thickness of spider's webs that we seemed to be peering through a fog, through the fog, however, I spotted two buffers...In this same shed was Scenesifter and Piecemaker, but all the 14 in barrels which were on them originally had gone and were never found. There were also some 9.2 in Mk XIII mountings with barrels, also a number of 12 in Mk III and V's. In all, I think, seventeen. And a few others were found elsewhere."
(*'After the Battle' Magazine, No 35*)

Although the pieces had been removed, it was considered that the mountings could be adapted to carry 13.5 in pieces with an elevation of 39°, but the range with their 14000 lbs shells was only 36,000 yards. Two alternatives were possible, supercharging as for the 14 in static guns 'Winnie' and 'Pooh', or the development of a lighter shell to increase range to 40,000 yards with 400 lbs of cordite.



Lydden Sidings (Nr Dover)

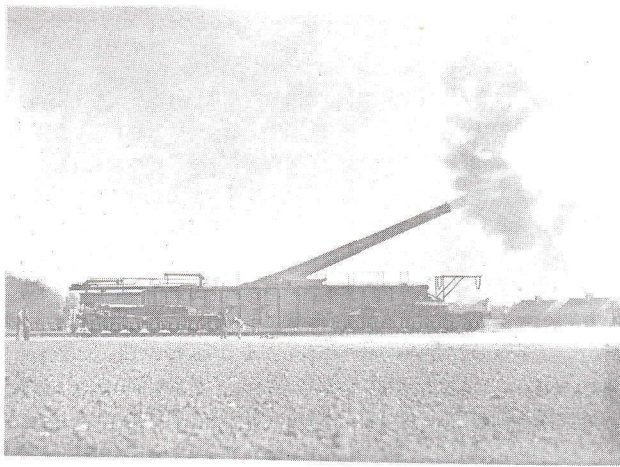
A further problem was transportation of the complete guns, as in WW I the piece had travelled separate from the mounting, but the Southern Railway and LNER agreed that the whole assembly could travel over bridges en route to the firing spurs 'dead slow'. The first sites for the 13.5 in guns were at Lydden, and Guston tunnels on the Dover to Deal line, the old colliery sidings at Stone Hall, Lydden were to be used as a 'Gun Park' for maintenance and repair, and extra sidings were laid to accommodate them. The guns would be hidden in the tunnels, together with their ammunition wagons, with a siding for storage of ammunition wagons, while the old Pearson railway from Martin Mill Station which had been removed in 1937 after an abortive scheme to convert it into an electric tramway, was restored and extended towards St Margaret's at Cliffe.

As with 'Winnie' and 'Pooh', the Royal Marine Siege Regiment was allocated the 13.5 in guns, much to the chagrin of the Royal Artillery, and detachments of Royal Marines were sent to the School of Heavy Artillery (R) at Catterick on 5th August 1940 for training. The three guns were to be employed in the same role as the static guns, but with the added advantage of being able to retire into their tunnels, exchange pieces at the Gun Park and to move independently to any position required. It was also considered they could be used as 'bait' to attract enemy aircraft, thus allowing the RAF opportunity to engage them over the coastal strip to the fighters advantage. 'B' Troop of the RM Siege Regiment, based at Portal House, St Margaret's was allocated the 13.5 in guns, with a Royal Engineer detachment based at Martin Mill station to man the four diesel locos used to move the guns.

On 8th August the first 13.5 in gun 'Sceneshifter' left the Elswick Ordnance Works, and rejoined the colours on 20th September, the mounting having been last used during the bombardment of Amiens in August 1918, the two other guns being held in reserve. At St Margaret's at Cliffe, a stable siding had been built near Townsend Farm with stores for ammunition alongside the track, as had been built at the cutting near the Swingate Inn on the Dover-Deal road. Single line working on the tracks between Lydden Gun Park and Walmer spur was started, drivers of ordinary trains being given 'tokens' which they handed over after passing the single track line to prevent trains in both directions entering the same section from opposite directions.

By September 1940 work had been completed on two firing spurs on top of the cliffs; and later another was laid down near the Swingate RDF (Radar) station, laid to a curve to enable the guns to cover an arc of fire as they could not traverse on their mountings like the smaller railway guns. They were also fitted with Westinghouse brakes at the firing spurs to lock wheels on the mountings to prevent them running too far back down the track from the recoil. The Air Ministry queried the siting of the spurs so near to the RDF station as they feared the shock of firing the guns would upset their delicate instruments, but as suitable sites for firing spurs were limited, the Air Ministry had to accept the situation. Later in the war, use of the firing spurs was restricted when special operations were to be carried out by the RAF using the radar at Swingate to guide bombing operations on the V-1 launching sites in the Pas de Calais, and the 'spoof' operations connected with the D-Day landings.





'Scenesifter' fires a round

October for working-up prior to entering service, but when it undertook a practice shoot from the firing spur on 10th December the enemy guns opened up and one shell landed within two yards of the gun. An axle and one of the bogies was badly damaged, as well as a length of track, and the damaged parts were rushed to the Southern Railway Works at Ashford for emergency repairs.

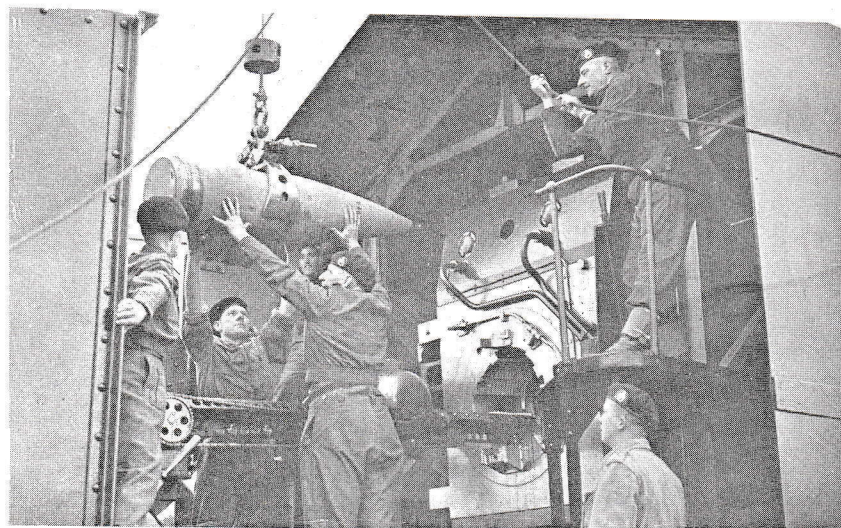
Three weeks after its arrival, 'Scenesifter' carried out a practice shoot to reseat the reworked mechanism, under the command of Capt N D Charrington RM, Commander of 'B' Battery of the RM Siege Regt: No 4 Troop of 'B' Battery manned 'Scenesifter', and when 'Piecemaker' joined the regiment on 27th November, it was manned by No 3 Troop. 'Piecemaker' had arrived at Lydden, where the Battery HQ was situated in

As well as their prime task of counter-bombardment work, the 13.5 in guns would have played an important role in the event of an enemy invasion. The guns would have remained in the Dover area as long as possible, before pulling back inland to undertake alternative tasks in the Super Heavy Regiment's fire plan. An aircraft from No 1 Coast Artillery Co-Operation Unit, RAF would have acted as a spotter for the guns which were to bombard the major road junctions between Ramsgate and Folkestone, Dover Harbour, Betteshanger Colliery near Deal, The Royal Marines Barracks at Walmer and Sandown Castle, as well as the invasion beaches. Practice moves were undertaken to sites at Bekesbourne, Lydden and Ashford with the full gun train which consisted of gun, ammunition and cordite wagons, fitters van, galley wagon, dining coach and break van, while ammunition dumps were established at Lydden tunnel, Ashford Ordnance sidings, Canterbury South station and Hothfield cutting.

On 9th January, Lt Col H D Fellows MC, Commander of the RM Siege Regt suggested that the 13.5 in guns would be of assistance to No 12 Corps in their role of defending the coast between Ramsgate and Dungeness. By 27th February 1941 No 3 Troop with 'Piecemaker' were at Ashford Ordnance Sidings, attached to No 3 Super Heavy Regt RA, and 'Scenesifter' was at Canterbury South station attached to No 2 Regt, which also included the larger 18 in Howitzer 'Boche Buster' based at Bishopsbourne. On 8th May the third 13.5 in gun 'Gladiator' arrived at Lydden, and two days later the other two guns joined 'Winnie' and 'Pooh' in bombarding invasion craft in Calais Harbour. A Boulton Paul Defiant aircraft was used as a spotter, protected by fighters because of the numbers of enemy aircraft in the Pas de Calais area, but the Radio Telephony used for communications in the aircraft was faulty, so the Defiant was recalled. The back-up aircraft, a Bristol Blenheim, was shot down before communications had been established. The new light weight shells arrived in April and 'Piecemaker' and 'Scenesifter' were moved back to Lydden, but although they were calibrated with the new shells, these were kept in reserve until a suitable situation arose to justify their being used.

'Gladiator' was manned by No 5 Troop RM Siege Regt, and attached to 5th Super Battery which had their guns based on the East Kent Light Railway line at Shepherdswell as part of No 2 Super Heavy Regt from

21st May 1941 together with 'Scenesifter'. In July Brig W Swinerton MC took over as Corps Commander Coast Artillery, and there was a further relocation of the three 13.5 in guns. 'Piecemaker' was sent to Hothfield Cutting to the north of Ashford (covering beaches in Folkestone-Dungeness area); 'Scenesifter' returned to Canterbury,

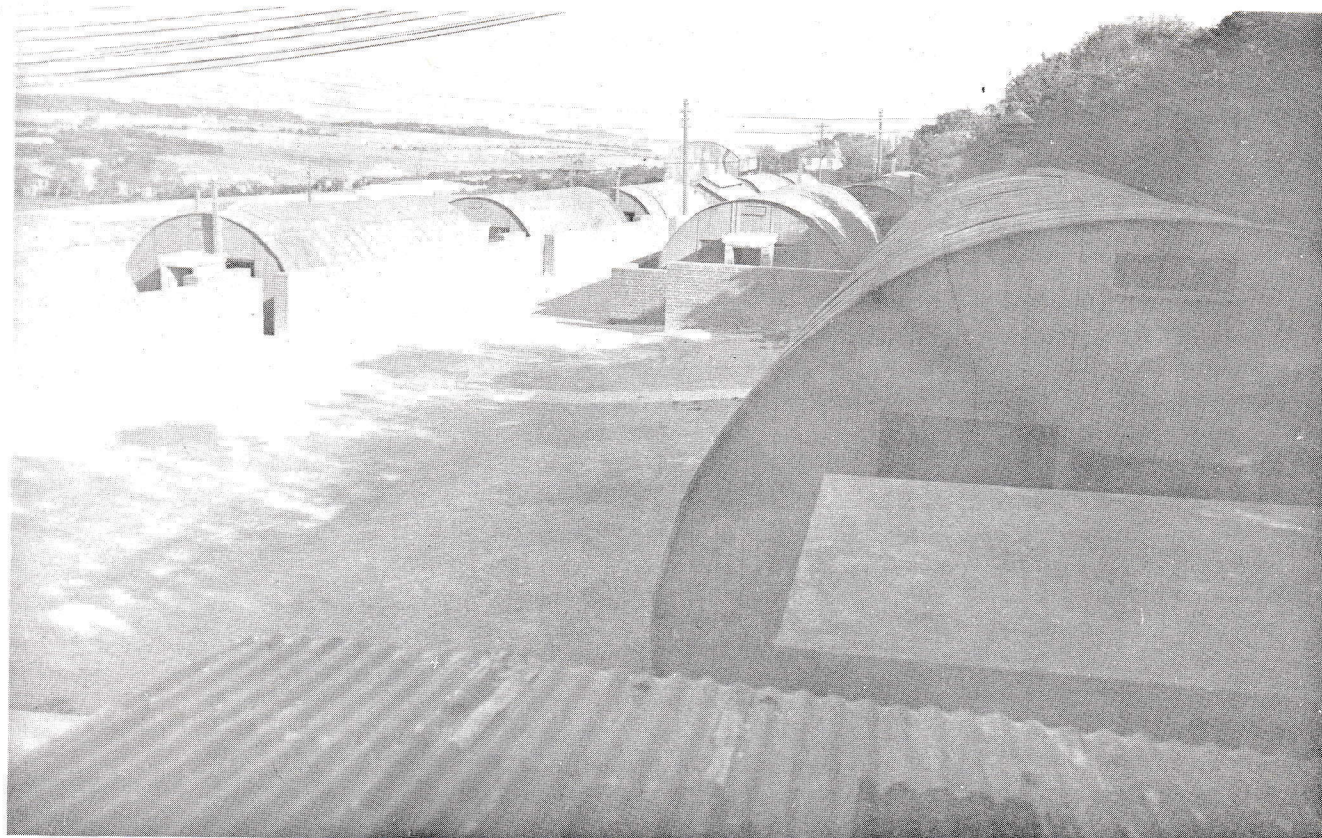


Shell Loading

but to the East Station (covering beaches from Walmer to Pegwell Bay) and 'Gladiator' was relocated to the Kearsney loop line to the north of Dover to cover Pegwell Bay-Folkestone.

An attempted Corps shoot on 6th November 1941, using both land based and rail guns to bombard the Advanced Landing Ground at St Ingelvert was terminated after the aircraft flown by the CO of No 26 Army Co-Operation Sqd RAF as observer was attacked and had to return after receiving a cannon shell in the petrol tank of the Tomahawk. A second Corps shoot was cancelled, and the following month 'Scenesifter' took up another position on the Faversham-Canterbury line at Selling to enable it to cover a wider arc of coastline.

During the 'Channel Dash' by the German Battleships 'Scharnhorst', 'Gneisenau' and 'Prinz Eugen' on 12th February 1942, orders were given for one of the 13.5 in guns to be moved from its position to Martin Mill station (probably 'Gladiator' from Kearsney) but in the event it was not used to bombard the ships and their escort. By now the 'anti-invasion' role of the RM Siege Battery guns was becoming less important, and in June the Commander of 540th Coast Regt RA proposed that the Royal Marines could be used for beach defence to enable his infantry detachment to be withdrawn for training. This proposal was turned down as higher authority considered that the role of the Royal Marine guns was still important and that they should retain their role, but in May 1943 preparations were being made for the invasion of Europe and the RM Siege Regt command passed from 12 Corps to the Royal Artillery, SE Command at Reigate. The last time the Prime Minister was able to visit his beloved naval manned guns was on 17th July when he accompanied some VIPs to the railway and static artillery in East Kent.



The camp site nissen huts accommodate the 14" battery personnel

On 17th November 1943 the Royal Marines finally relinquished their railway guns to No 3 Super Heavy Regt RA, 'Piecemaker' being re-allocated to the 7th Super Heavy Battery based at Elham station on the Elham Valley line, while 'Scenesifter' was withdrawn to be converted to a 18 in Howitzer as a companion to 'Boche Buster'. It was proposed that a Super Heavy Siege Train be assembled for the Normandy landings, and spare pieces for the 13.5 in guns were re-allocated from the Admiralty, but a few months later this order was cancelled and the 13.5 in guns put into reserve. By 17th March 1944 work on converting 'Scenesifter' had not been completed, and when it was realised that the railway guns would be of doubtful value in mobile warfare and the problems of transporting the guns by sea to France, it was decided to re-equip the No 3 Super Heavy Regt with tractor-drawn 240mm Howitzers and 8 in road guns.

So the 13.5 in guns remained in England until after the war, when they were taken to Woolwich and stored until cut up early in 1961, leaving nothing of the railway mounted Super Heavy artillery. The sites of the firing spurs at St Margaret's have been swallowed up by a holiday camp, although some magazines at Townsend Farm stable sidings remain, and others at Swingate cutting were buried when the cutting was filled in in the 1960s, but some portions still remain above the surface. At Lydden the ammunition stores can still be seen at some distance from the Stone Hall Colliery sidings, and a small part of the East Kent Light Railway track at Shepherdswell still serves the nearby Tilmanstone Colliery. The Kearsney loop line was lifted some years ago, and although the Ashford Ordnance sidings still exist, the Elham Valley line has long disappeared and Canterbury South Station been demolished and built over. It is still possible to trace the route of the Peasons railway track and its extension on top of the cliffs across the land at Bere Farms, and the cuttings at Hothfield, the Guston tunnel and Canterbury East station still remain.

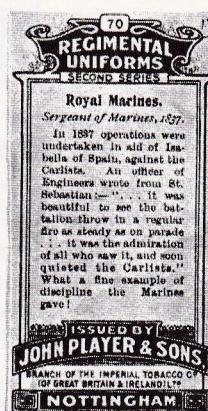
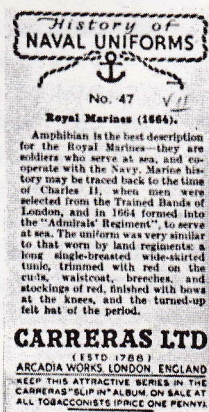
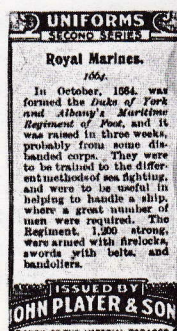
Although the Super Heavy Railway guns could have contributed to the defence of East Kent in the event of an invasion in 1940, one comment made sums up their employment in Kent: "They went off 'half-cock' and were not used to their full potential".

Acknowledgements

Mr H A Baker, Col M S Cleeve, 'Big Guns in the Field' unpublished MS, The Royal Artillery Commemoration Book, 'After the Battle' Magazine Issues No 29 & 35, Mr H H Sneller, Mr John Gaunt.

(We gratefully acknowledge that the text for this two-part report on the RM Siege Regiment has been reprinted by kind permission of the author, and editor of the monthly magazine 'BYGONE KENT', published by Meresborough Books, 7 Station Road, RAINHAM, Kent. ME8 7RS. Copies of these, containing the original articles, with different illustrations, (Vol 3 Nos 9 & 11) may be purchased at £1.15 each by post. Editor).

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These four samples of Cigarette cards issued by Carreras Ltd and John Player & Sons depict the uniforms of the periods covered by the articles on pages 34 and 40 of this edition.

SBS: THE HISTORY THAT CAN BE TOLD

By Lieutenant Colonel Peter Davis DSC RM (RMHS)

It was inevitable that the Falkland Campaign should lead to books being written about the supposedly more glamorous and exciting units of the Services. The Special Air Service (SAS) had had a good box-office for years. The transformation of their wartime role into one which made them the elite of post-war anti-terrorist campaigners, has earned them fame throughout the world.

To the mild surprise of the public, the press has introduced another special unit and one that had not previously obtained the headlines. The unit is the Special Boat Squadron and their work is just as exciting as that of the SAS whilst their members additionally have the genealogy of being both Royal Marines and Commandos as well as Special Boat Squadron (SBS).

No fewer than four books have been published since mid-1983 with "SBS" or "Special Boat Squadron" in their titles, (see list below). To the disappointment of their authors - and they all make special comment on this - the Ministry of Defence has quite rightly discouraged publication of accounts about the method and types of SBS operations that have taken place from Borneo (1962) and the Falkland Campaign (1982), up to this day. The nature of their military and amphibious techniques must remain untold. Barrie Pitt emphasises the anonymity of the members of the SBS by printing a photograph, taken at a recent reunion, when each of the two hundred present has a paper bag over his head!

Knowing that today's techniques and expertise must still remain untold, it has **been** an interesting exercise to read the four books and to be reminded of the stories each author has to tell.

More than forty years have elapsed since the initials SBS were used for the first time so it is appropriate that the history of their operations should be told and this is what James Ladd has achieved in his "SBS The Invisible Raiders".

The book starts with an original diagrammatic representation of the chronological history of the SBS and the units that existed in World War II. This diagram gives a superb chapter heading and an easy-to-follow sequence that shows how the SBS of today was evolved. One wishes that the author had followed this pattern. As it is, the uninitiated reader may not understand the significance of the units and the abbreviations used even though James Ladd has continued his practice of producing elaborate and informative appendices. It was probably his successful attempt to have his book published well before the others that prevented the correction of numerous small errors.

The transformation of wartime training into the more vigorous and yet "fun exercises" today are well related and Ladd incorporates many human episodes and anecdotes to make his book good reading material. He includes stories from Malaya, Korea, Borneo, Europe and Northern Ireland and does not leave much doubt in the mind of the reader about the operational techniques that could be used.

Like Ladd, Philip Warner puts "SBS" in the title of his book and it sports the Royal Marines' cap-badge on the cover although to read this work one has to have a versatile and elastic appreciation of history. It is not until Chapter 10, of a book with only twelve chapters, that

one reads about the exploits of the SBS in 1940 and the formation of the Royal Marine Boom Detachment (of Cockleshell Heroes fame) in 1942. In Chapter 7 there is a paragraph in reference to RMBPD's activities in the Greek Islands, but clearly Warner has not researched the title nor the role of the unit adequately as he gives it the wrong name and refers to Appendix II when it is Appendix I which describes the unit. One is forced to believe that Mr Warner, military historian and author of "The SAS", used much of his previously published works when writing this book and be it noted that he has been let down badly by his proof readers. As early as page 12 there is mention of a completely misplaced Island of Pantellaria. The inaccuracies or typing errors concerning the introduction of Royal Marines into minor landing craft and SBS - which are both written as 1948 when they refer to 1943 and 1950 - will cause problems for the student of history, or indeed, to the average reader. Sadly these are not the only errors.

"SBS in World War II" by G B Courtney sets out to tell the story of the formation and operations of the original Special Boat Squadron... "we were in no way connected with the Special Boat Squadron of the SAS formed in September 1942, nor with the Special Boat Squadron of the Royal Marines, established after the war"...



The author, brother of Roger Courtney, founder of the SBS, provides a well researched book. He tells an interesting story as a memorial to his eldest brother recording the history of the Special Boat Sections and, as he hoped, provides a book of useful reference to students of the Special Operations of World War II. There is thus no reason to comment adversely on his intentionally partisan remarks about the Special Boat Squadron of the SAS, with their vigorous methods of operations and higher casualties or on the remarks about the Royal Marines who were to take over the control of all amphibious raiding units in the Far East. The remarks are what one would expect

from a leading operator who served in the original SBS; he is one of those to whom the SBS of today owe so much.

Perhaps one quote will show how different a Section was to a Squadron in the days of 1943-1944. "Metaphorically speaking SAS liked to burst in gallantly through the front door, while SBS preferred to slip in at the back through the bathroom window..." Perhaps that is why the SBS of the Royal Marines chose as their motto "Not by Strength by Guile". Apart from many actual reports of the early SBS operations there are interesting descriptions of submarine operations and comments on a variety of submersible craft.

Barrie Pitt, as an established military historian, has provided the story of the Special Boat Squadron of the SAS (that 'Gruff' Courtney takes pains to disown) and tells it in a way that is easy to follow. His numerous maps make the operations graphic and real to the reader who does not have to take each one in isolation. He shows how every raid was bound up with the overall military situation at the time and how each was part of "theatre operations". In "Special Boat Squadron" the reader gets to know the leading actors and serves with them, rather than only read about them as in the other books.

Pitt only tells part of the story - the Mediterranean part - and like Courtney is as loyal to the SAS as Courtney is to the SB Section. The readers of all these books will find it difficult to discern between the SB Section and the SB Squadron where only initial letters are used. Did the Royal Marines change the name of their parent organisation from Special Boat Company to Special Boat Squadron so as to speak the same language as the SAS (whose sub-units are Squadrons)? Or was it to confuse and mislead everyone by using the initials SBS which could refer either to a Section or the Squadron? The command and control of the Private Armies receives little attention in all these books, save that the authors record with pride the names of the father figures who formed or led these units during World War II.

The first Theatre command was Raiding Forces Middle East (1943) as quoted in Appendix II of Ladd's "SBS The Invisible Raiders" but in his Chapter 7 James Ladd has a major heading "The Small Operations Group" in which he says that SOG was formally established on 12 June 1944 under the Headquarters of Mountbatten's South East Asia Command (SEAC). It was commanded by Colonel H T T Tollemache with Lt Col H G Hasler, of Cockleshell Heroes fame, as his chief instructor and co-ordinator of operations. This is recorded too, with some dismay, by Courtney.

In his much earlier book "The Watery Maze", 1961, Bernard Fergusson wrote "...Those who had most to do with Raiding are agreed on certain principles which were never firmly established during war. Raiders should be taken from a special force...under one Commander..."

Until we are told the whole story of the Falkland campaign we shall never know whether Fergusson's understanding of command and control was put into effect in the South Atlantic. Nor will we ever know the complete story of operational and training casualties since World War II.

I would hazard a guess that since the end of 1945 the total number of casualties of SBS trained ranks, in training exercises or operations - whilst serving in SBS or SB Squadron - does not exceed 20. The figure could well be much less. My estimate takes into account operational deployments from Korea, Suez, Borneo, Aden, Northern Ireland and Falklands ranging to areas less well known but of no less

significance. This figure includes too the four who were lost when HM Submarine Affray failed to surface in 1951. The skills were learnt from those who swam, parachuted, canoed or recce'd during the war. They too served in SBS around the World.

In order to obtain a full history of the SBS, up to the present day, there may well have to be a diet of Ladd, Courtney and Pitt. Warner could act as a follow-up for those who like to compare SBS with SAS. Indeed I would like to combine the overall background, photographs and appendices given by Ladd and add to them the personalised stories and nominal lists of Courtney. Then I would bring the style and continuity of Pitt, with his maps and chronological details into an ideal book which, of course, should have the price of Warner's. There would then be a record for the historian as well as for the reader of military stories. It would be an excellent book too, for the recruit of the future whether he be Prince or Commoner.

However we do not live in an ideal world and so for the story of the SBS (whether Section or Squadron) here are four books that cannot be taken in isolation, one without the other, just as the original activities of the Private Armies and Navies of SBS - COPP - SRU - RMBPD and RM det 385 cannot now be taken in isolation. They have all joined together to form SBS...(SB Section or SB Squadron?)

SBS: The Invisible Raiders - The History of the Special Boat Squadron from World War Two to the present by James D Ladd (Arms and Armour Press, London NW3) 1983. 235mm x 150mm, 238pp, 16 illustrations, 13pp index. hardcover. £10.95.

The Story of the SBS in the Mediterranean by Barrie Pitt (Century Publishing Co Ltd, London W1). 1983. 223mm x 137mm. 212pp, 16 illustrations, 4pp index. Hardcover. £8.95.

The SBS - Special Boat Squadron by Philip Warner (Sphere Books Ltd, London WC1). 1983. 176mm x 106mm. 150pp, 5pp index. Paperback. £1.50.

SBS In World War Two - The Story of the Original Special Boat Section of the Army Commandos by G B Courtney (Robert Hale Ltd, London EC1). 1983. 223mm x 140mm, 242pp, 12 illustrations, 6pp index. Hardcover. £9.95.

FOOTNOTE

The author of "SBS": The History that can be told" Lieutenant Colonel Peter G Davis, has a wide knowledge of amphibious raiding and special boat work. His military career nearly spans the history of the first forty years of the SBS, and whilst it is not usually the Journal's practice to publish details of an author's career, this fact and the contribution Colonel Davis has made to his profession leads to an exception.

In early 1944 he commanded assault landing craft in the Adriatic, landing soldiers, Royal Marine Commandos and partisans on the Yugoslav mainland and islands. He was awarded the DSC for his Adriatic operations.

Between 1945 and 1947, he served in RM Boom Patrol Detachment (RMBPD) in Devon. In turn this unit was incorporated (1947-1950) with returning personnel from Small Operations Group (SOG) set up in South East Asia Command. This new unit was called the Small Raids Wing of the Amphibious School RM at Portsmouth.

In 1950-51 he served in the RN Rhine Flotilla where initially the

only other RM Officer was the Staff Officer Operations, Lt Col N H Tailyour DSO (later the Commandant General Royal Marines, General Sir Norman Tailyour). Together the two men formulated the size, structure and equipment of an operational unit, and Lieutenant Peter Davis' proposal that the unit be called "Special Boat Section Royal Marines" was accepted.

Doing it, followed naming it: he commanded both 2 and 3 SBS in Germany and in Autumn 1951 returned home to command ISBS in the first major exercise SBS had with the Army in the UK. In 1952 he formed No 6 SBS in 3 Cdo Bde in the Mediterranean. The roles of the new SBS RM were to include those not only of the SBS of World War II but also those of Combined Operations Pilotage Parties (COPP) Sea Reconnaissance Unit (SRU) RM Detachment 385 (from SOG in the Far East) and, of course, his own unit RMBPD.

For the whole of 1955 and 1956 Captain Davis was the Training Officer for the Special Boat Company and exercised with Norwegians and French. In 1959-1961 Major Davis commanded the Special Boat Company (later called Squadron): he was the first to participate in exchange duties with the US Navy Underwater Demolition Teams and the US Marine Force Reconnaissance Company in the Caribbean and in USA. This was followed by the US Marine Staff Course 1961-1962. Service in 40 Cdo in Borneo followed and in some operations against the Indonesians he had 6 SBS within his command.

His opposite number in the Force Reconnaissance Company in 1960 was Captain Paul Kelly (now Commanding General US Marine Corps) with whom he undertook a two-man Anglo/US free-fall parachute descent in 1960. It is also interesting to note that from April 1984 both the Royal Marines (Lieutenant General M C L Wilkins) and the US Marines, are commanded by officers with SBS training and command experience.

(This article was first published in Volume 114 No 3 (July 1984) of Army Quarterly and Defence Journal, published from 1 West Street, Tavistock PL19 8DS, Devon, and is reproduced with their permission. Other recent articles of particular interest to Royal Marines and Special Forces include "No Picnic" by T D Bridge (April 1985), SAS: the Portrait" by General Sir Frank Kitson (July 1985). "Army and RM Commandos in World War II" by Colonel N Vaux DSO RM (January 1986), "The Kola" by Major General Edward Fursdon CB MBE C.Litt (April 1986) Editor)

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FROM "THE DERBY MERCURY" FRIDAY OCTOBER 19/FRIDAY OCT 26 1750

Yesterday morning died at his lodgings at Chelsea, after a few days illness, James Goddard Esq. a Gentleman possessed of a very Considerable Fortune in Hampshire, and in the last war was a Captain of a Company in Colonel Frazier's Regiment of Marines a Gentleman of very good character.

FROM "THE DERBY MERCURY" FRIDAY MAY 2/MAY 9 1755

His Majesty has been pleased to appoint William Biggs. Gent who served volunteer in the late war, and published the Military History of Europe, a Lieutenant in one of the Independent Companies of Marines.

FROM "THE DERBY MERCURY" FRIDAY JANUARY 14/JANUARY 21 1757

Upon the resignation of Mr Adair, the Lords of the Admiralty have appointed George Campbell Esq. Paymaster, of the Marines a place of £1000 per Annum.

CORPS MUSEUM PRESS NOTICES

FAMOUS ROYAL MARINE IS BROUGHT ALIVE

Sergeant Major Bertie Leaman, one of the most famous drill instructors in the history of the Royal Marines, has been brought alive at the Royal Marines Museum. He stands as a Talking Head in the entrance hall of the Museum ready to brief visitors on their tour. Never one to mince his words, his style and delivery leaves no excuse for any visitor to 'get lost or otherwise bumble around like a dozy recruit'.

This new Talking Head, the first in Portsmouth, has been installed by Pilgrim Communications of London to improve the Museum service to visitors and keep it up to date with the latest technology. It was officially opened by Major General Julian Thompson, of the Falklands fame, at 1200 on Monday 3 February 1986. Sergeant Major Leaman's voice is played by Roger Hume currently appearing in Blithe Spirit at the Vaudeville Theatre in London.

FALKLAND LANDING CRAFT FOR ROYAL MARINES MUSEUM

A ten ton landing craft measuring forty five feet was delivered to Royal Marines Eastney at 10 am on Friday 9 May 86 and then craned into a position on the lawns in front of the Royal Marines Museum. Officially known as a Landing Craft Vehicle Personnel, she has been gifted to the Museum by the Ministry of Defence after twenty five years service with the Royal Navy. Manned throughout this time by Royal Marines, she has been used to ferry troops and vehicles ashore from the Navy's amphibious ships often in hazardous conditions.

Throughout her service she has operated in most parts of the world including Borneo, during Indonesian Confrontation, and in the massive relief operation following the Bangladesh Cyclone Disaster. More recently, she was carried to the South Atlantic in HMS FEARLESS, and used extensively in San Carlos Water, surviving incessant Argentinian air attack and small arms fire.

She lies at Eastney in her Falklands colours on a specially constructed bed where she is open to the public. Her bow door is lowered so that visitors to the Museum can enter her well and inspect her troop carrying compartment. Next year a viewing platform will be constructed around her stern to provide public access to her control section.

WORLD WAR II DUKW COMES TO EASTNEY

A World War II DUKW measuring 30 feet and weighing 5 tons was brought by road transporter to Royal Marines Eastney at 8.30 am on Wednesday 21 May. The Duplex Universal Karrier Wheeled (or DUKW for short) was originally built during early 1944 by Sparkmans and Stevens of America specifically for D Day where it was used extensively by US and British Forces to transfer troops from the waiting ships to the beaches ashore. The development and construction of the D Day fleet was carried out in a staggering 54 days. Equipped with propeller and wheels, it is an amazingly versatile vehicle being able to swim and travel across country at great speed.

This particular DUKW is one of the originals and is still in service at the Amphibious Trials and Training Unit at Instow, Devon, being brought to Eastney specifically for the Royal Marines Eastney Tattoo which took place on 28 and 29 June 86 when it formed part of the static display.

It has joined the recently acquired Landing Craft as part of the Royal Marines Museum Outdoor Exhibition on public display.

SUEZ - NOVEMBER 1956

Thirty years ago in November this country, and much of the world, was divided over the controversial issue of the British and French invasion of the Suez Canal shortly after its nationalisation by Gamil Abdul Nasser, the new Egyptian leader. There was however no disputing the success of the combined sea and airbourne assaults by the Royal Marines and Parachute Regiments in the first such outstanding operation of its kind. The bodies of 9 officers and other ranks who were killed in the action at Port Said on 6 November were returned to England by air on 14 December for re-interment. The coffins were transported to the RN Hospital at Haslar (Gosport) accompanied by an armed escort, under arrangements made by the OC RMB Eastney.

At 1500 on Monday 17 December the following were buried at the RN Cemetery, Clayhall, Gosport, with full military honours:-

Lieutenant E A Ufton RM, Lieutenant P W McCarthy RM and Marine Lorin Dudhill - RM/15070 of 40 Commando RM

Sergeant D H A Dennis - PLY/X4536, Marine B J Price - RM/11202 and Marine B J Short - RM/11158 of 42 Commando RM

The three others, Mne David Howard - RM/14285 (42 Cdo); Mne J Fudge - RMV/202128 (40 Cdo) and Mne C E Goodfellow - RM/131833 (45 Cdo) had funerals arranged privately by their next-of-kin, with the Corps being represented on each occasion.

For some inexplicable reason the headstones of those buried at Haslar bear the RN Anchor instead of the customary Corps badge.

Lt Col Norman Tailyour the CO of 45 Cdo and his signaller Mne Michael J Fowler (RM14245) were the victims of their own side, when a Fleet Air Arm Wyvern aircraft accidentally straffed them with cannon fire; Mne Fowler later died from his wounds, bringing the total RM deaths to 10.

Also, two of the army personnel killed in action were attached to 42 Cdo; these were Sgt B Kizlo (RAC) and Cpl G Crawford (Somerset Light Infantry). 49 Royal Marines were wounded casualties.

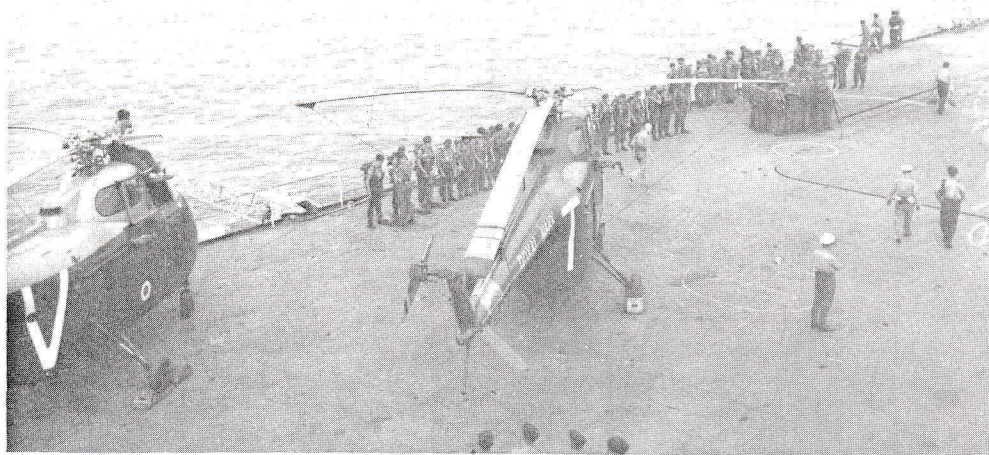
The Brigade strength of 2800 was spread amongst 20 ships of the AW Squadron, and two aircraft carriers (HMS OCEAN and THESEUS) bore 45 Cdo.

On 13 June 1956 the following Awards were announced:-

DSO	- Brigadier R W Madoc OBE ADC, Commander of 3 Cdo Bde Lt Col D G Tweed MBE, Commander of 40 Cdo.
OBE	- Maj B I S Gourlay MBE MC.
Bar to MC	- Maj D L St M Aldridge MBE MC.
MC	- Maj A P Willasey-Wilsey MBE; Captain M A H Marston; and Lt S L Syrad.
DCM	- Cpl D E Mant
MM	- QMS GD Buttery; Cpl M E Mead; Mne J W Crossland and Mne C K Davidson.

Another 19 Officers and men were mentioned in despatches.

During the summer months of 1956, Colonel Abdul Nasser, who had succeeded General Neguib as head of the Military Junta Government, dissolved the Suez Canal Company overnight and nationalised the control and proceeds of the waterway. Britain and France, in reply,



45 Cdo RM preparing for action

froze all their Egyptian assets, the canal pilots, most of whom were European, decided to return home rather than serve another master. Nasser advertised for canal pilots, to replace the sorely-needed losses and recruited many from his own country. Levantine-Greeks and Egyptians alike, as well as from those countries who allowed volunteers for the task.

With the increase of Russian influence in the Arab States and the influx of arms to the other nations of the Arab bloc, British influence waned in proportion: General Glubb Pasha, who had built the Jordanian Army into the finest armed force in the Middle East, was relieved of his post, British businessmen were arrested in Cairo on spying charges and the situation generally deteriorated with the increase of border incidents along the Eastern and Southern borders of Israel and the dangerous Gaza strip.

As an answer to this border warfare and the accumulation of vast quantities of guns, tanks and munitions by the Egyptian forces in the Negev, Israel, in the latter days of October this year, called up her Reserves and crossed the frontiers dealing the agitators a staggering defeat.

The British and French action of sending into the area a combined assault force, divided the country into two political camps. In the forefront of the attack was the Royal Marine 3rd Commando Brigade: 45 Commando, commanded by Lt Colonel N H Tailyour DSO, who was one of the first casualties in the attack, landing entirely by helicopter in the first Helicopter Assault in British, if not world history; and 40th and 42nd Commandos with Brigade Headquarters assaulting in the traditional way, 'Per Mare'.

THE ASSAULT ON PORT SAID

The Brigade, led by Brigadier R W Madoc OBE ADC, consisted of 45 Commando, led by Lieutenant Colonel N H Tailyour DSO, which landed from HM aircraft carriers Ocean and Theseus entirely by helicopter relays, while 40 Commando, under the command of Lieutenant Colonel D G Tweed MBE, and 42 Commando, with Lieutenant Colonel P L Norcock OBE in command, landed from the sea.

On 7th November, the "Daily Sketch" reporter Peter Stewart wrote:

British Marine Commandos landed on the low, raking beaches near Port Said at dawn today and moved quickly into the last battle of the

invasion - with tanks. Under heavy fire they struck inland from a point near port installations and linked up with the paratroops.

There was no hint of a cease-fire this afternoon as they fought a fierce battle on a golf course against Nasser's Russian-type tanks. Reinforcements poured in as they fought, many of them landed by ship-to-shore helicopters, the first operational landings ever by helicopter.

When last night's surrender talks fell through, Allied Headquarters in Cyprus flashed the signal: "Go in".

The green beret men of the British Marine Commandos, the toughest fighting men in the world, led the way. They are led by Brigadier Rex Madoc, who is 49, and has spent the last ten years in tough assault course training.

His men are hard-bitten specialists as cliff climbers, parachutists, frogmen and canoeists. As their landing craft came in and the ramps thudded down on the sandy beaches, they raced inland to link up with the paratroops.

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Following the initial assault, the "Daily Mail" reported on the following day, 8th November:

We came in over the Allied invasion fleet. There were scores of ships scattered around in the rough, blue sea, like iron filings at random on a blue-and-white tablecloth. There were dozens of great grey warships, from battleships to little frigates which fussed about between lines of troopships.

Port Said lay ahead. There were three main areas of fire, marked by grey and brown. There was dense black smoke where the Shell oil refineries were burning.

We flew directly over an area near the seafront, perhaps an acre in size. Scarcely two bricks were on top of each other here. Somewhere, between the three main areas of the fires which burned unchecked, Marine Commandos were battling against Egyptians.

They came ashore at 0445 GMT, after the Navy and the RAF aircraft had put down carefully selective barrage. They landed against a little initial opposition in the fishing harbour and dock region.

RAF Hunters provided top cover, but the Egyptians were so stunned it was scarcely needed. The Commandos quickly cleaned up the dock area and pushed on as far as the edge of the golf course. But in the centre of the town and in the native quarters the Egyptians resisted.

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The first reports from the men who had seen action on the fighting and been wounded appeared in the Press on the 11th.

The events which led up to 3 Commando Brigade's capture of Port Said will be well known to anyone who reads national newspapers. Their withdrawal from Internal Security duties in Cyprus, the work-up period at Malta, and the arrival in the Mediterranean of 42 Commando, bringing the Brigade up to its full complement, all this could be read into the scraps of news which were released from time to time to the Press.

On 30th October, 40, 42 Commandos and Headquarters embarked and sailed from Malta in the Amphibious Warfare Squadron. 45 Commando sailed in the faster Ocean and Theseus three days later, overhauled and met up with the AW Squadron convoy in the Assault Area in the morning of Tuesday, 6th November.

At dawn on Monday, 5th November, 3rd Battalion Parachute Regiment had landed on the right, where they had a hard fight before clearing Gamil Airfield. At the same time, two battalions of French Airborne troops landed south of Port Fouad, attacked the town on the east bank of the Canal from the south, and after brief resistance captured it; the Egyptian defenders withdrawing into Port Said, where the main stand was obviously to be made. The position then at dawn on 6th November was, on the right, one battalion of British paratroops in occupation of Gamil Airfield and the country up to the outskirts of Arab town Port Said. On the left, two French battalions holding Fort Fouad, and in the centre the town of Port Said in which the Egyptians had three, as yet uncommitted, battalions, the armed police of the town, and the mob which had been armed and let loose on a roving mission of destruction.

The defenders had evacuated the population from the main centre of the town and the dock area, and established a large number of strong points barricaded in buildings. The remaining military, police and armed bands were loosed in "penny-packets" to act independently and harass any British troops who landed. A few good modern tanks were also available to stiffen up the defence, mainly on the southern outskirts and Golf Course area of the town. There were also some mortars and Czech and Russian LAA and A/Tank guns.

Anyone who has indulged in the general free-for-all called street fighting will appreciate that the Commando Brigade, which was to attack Port Said from seaward, had a fairly stiff task by any account. In the event, thanks to good fire support, which was, however, limited in calibre and depth of the target in order to avoid unnecessary loss of life, the actual landings met with little resistance. In the built-up area, however, the Egyptians clung tenaciously to their strong points, and the process of establishing a beachhead and clearing the dock area called for considerable dash and determination on the part of all three units of the Brigade.

At dawn, 40 and 42 Commandos landed on the sea front, shot in by destroyers from virtually point-blank range. 45 Commando came in in helicopters on the left of the bridgehead a little later, the whole of this unit getting ashore in 91 minutes from the Carriers, which were 10 miles out to sea.

When the bridgehead was secure, 6th Royal Tank Regiment landed on the left, and the breakout southwards began; 42 on the right and 40 on the left along the Canal edge.

42 Commando managed to run the gauntlet down one of the main streets of the town in LVTs supported by tanks, and were soon attacking the barracks near the Golf Course, where they had some sharp fighting. After a slower advance, 40 Commando bumped the core of the defence holed-up in the houses near the Canal Company's Headquarters and Port Police Station and had some really stiff resistance to overcome before reaching their objectives.

45 Commando on the right had the unenviable task of sealing off the approaches from Arab Town.

At six o'clock in the evening, the Brigade heard on the BBC news that a cease-fire had been ordered for midnight; and this was later confirmed from Headquarters in HMS MEON. By this time all objectives had been secured. The 6th RTR, less one troop, with 2nd Parachute Battalion, which had landed on the beaches in rear of the Commando Brigade, struck south and had reached El Cap, a Canal station 15 miles south on the causeway bank of the Canal.

Sporadic firing from roving bands who hadn't got the buzz followed for a time and then petered out. After a short pause came looting - slowly at first, then with mounting eagerness.

Anyone who knows the Egyptian's casual attitude to other people's possessions will appreciate the sort of scenes that followed, remembering that the town centre was empty and that the mob were armed. No British troops had yet entered the Arab quarter, where, incidentally, the Governor went to ground early on.

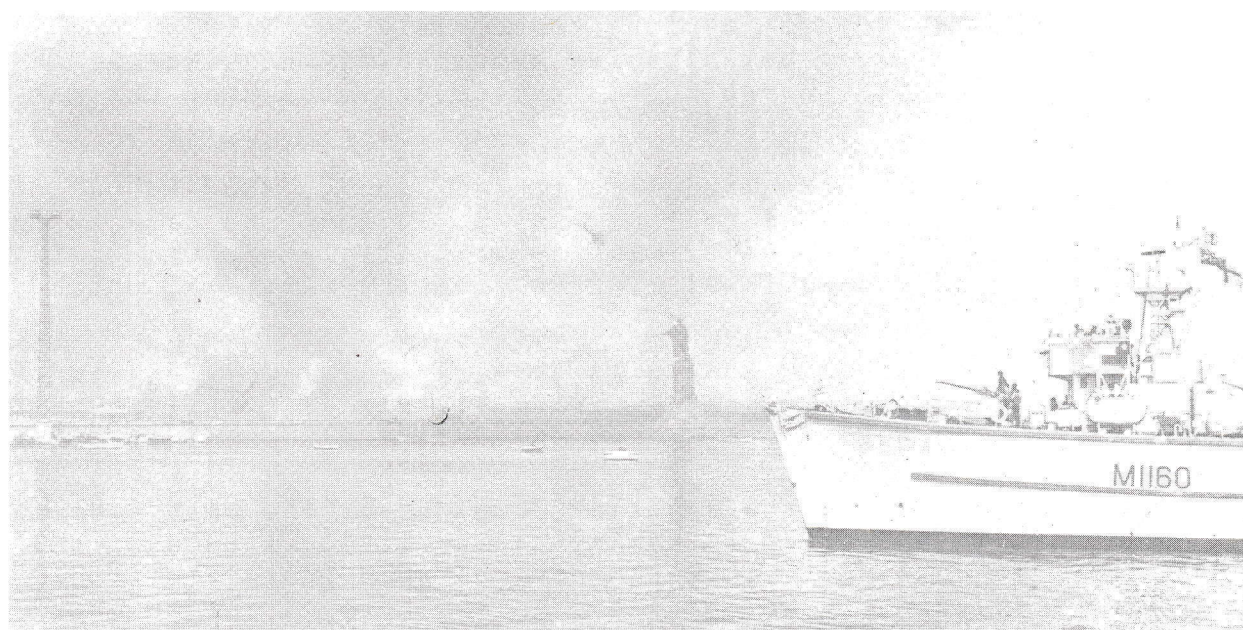
There remained an extremely unpleasant task, disarming and controlling the mob.

And a little snippet of life in Port Said after the cease-fire:-

A struggling mob of about 500 Egyptians fought over sacks of flour looted from an Egyptian Army depot. British Commandos, rifles at the ready, dispersed the stone-throwing mob.

Later in the month, both the 16th Independent Parachute Brigade and 3 Commando Brigade were withdrawn from Port Said, replaced by the 19th and 29th Brigades, pending the arrival of the United Nations Police Force.

(Footnote: By an unfortunate coincidence, this 30th anniversary of the Suez action brings also the death of Maj Gen R W Madoc CB DSO OBE who was OCRM of 3 Cdo Bde at that time. He was a member of the RMHS and his obituary appeared in the August NEWSLETTER and 'GLOBE & LAUREL')



45 Cdo RM helicopter assault at Port Said

(A fuller report on this episode may be obtained from the 'Globe & Laurel' Journal of Dec 1956 (pp238-244) and Feb 1957 (pp21-32)- Editor)

