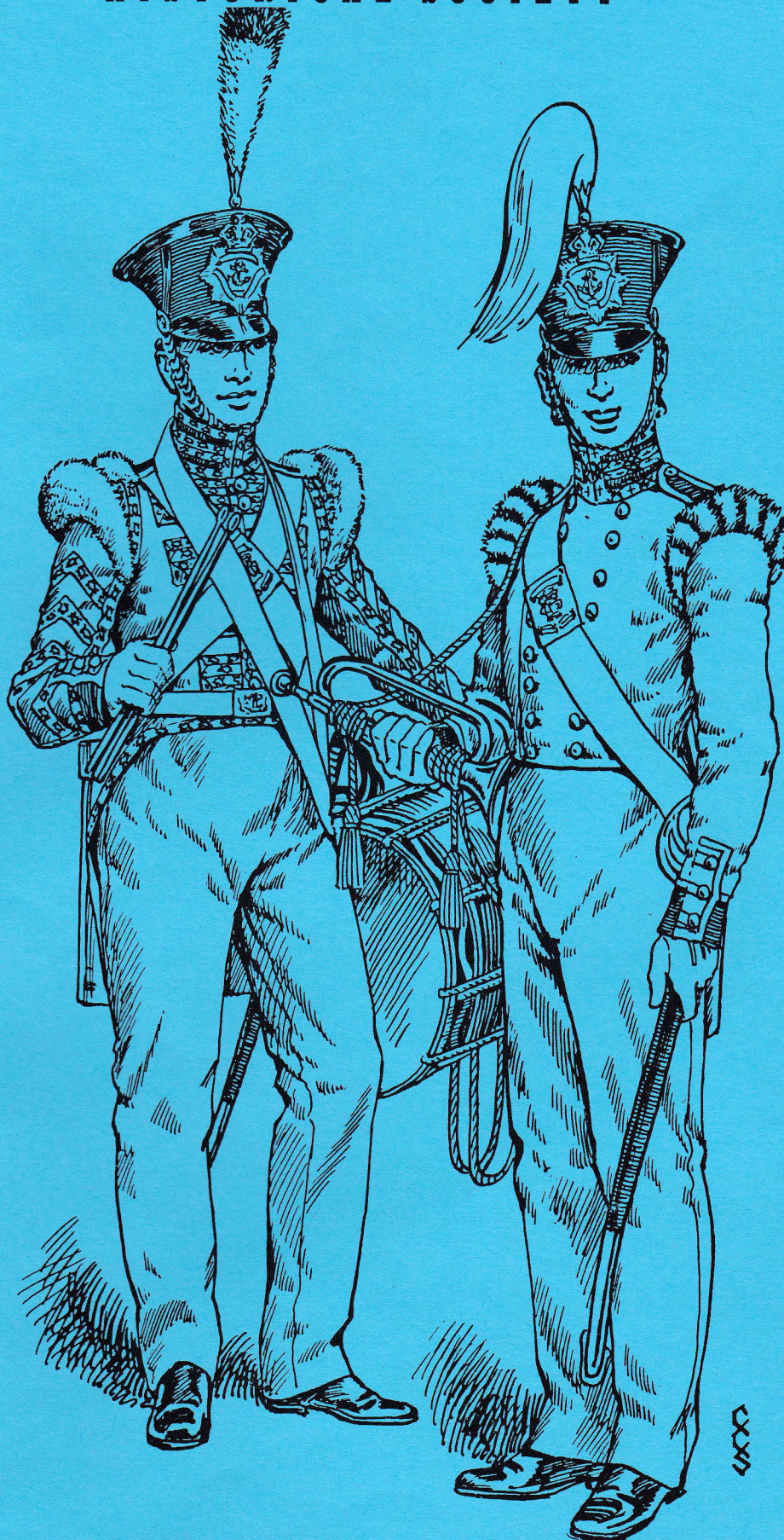




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HISTORICAL SOCIETY



SHEET ANCHOR

Volume XII Number 1

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THE SHEET ANCHOR

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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.



"I never knew an appeal to them for honour, courage or loyalty, that they did not more than realise my highest expectations. If ever the hour of real danger should come to England, they will be found the Country's sheet anchor."

ADMIRAL OF THE FLEET

EARL ST. VINCENT, G.C.B.



"Never in my life have I met soldiers like the Marine Artillery. We suffered much fatigue and much hardship, but never was seen anything not admirable in these glorious soldiers."

GENERAL SIR CHARLES JAMES NAPIER,

G.C.B.

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LANCASHIRE MARINES by Norman (Lofty) Wolstencroft (RMHS)

After service during the war with the Corps I was invalided in 1946. As a result of great efforts by Captain C A G Hutchinson DSO OBE RN my former CO in HMS Glenearn, and an understanding Military Secretary at Admiralty, Captain Bryce Ramsden, and what can be described only as connivance by the Local Naval Surgeon and Agent I found myself gazetted in the County Regiment with which my family had ties, namely XXth The Lancashire Fusiliers. The XXth had served as Marines in the early 18th Century and in 1750 were Commanded by a certain Lieutenant Colonel Wolfe.

On the 25th April 1915 at Cape Helles the XXth proved that they had inherited all the fighting qualities and amphibious capabilities of their forebears landing in ships boats from HMS Euryalus under murderous fire they carried the defences of the heavily defended beach and won "Six VCs before breakfast".

When I first joined the Regiment there were still a few survivors around and they assured me that breakfast that day consisted mainly of UXPDR (Unexpired portion of the days rations) from dead Turks.

The Lancashire Landing as it became known has been described as one of the bravest and finest feats in military history. Despite winning 18 VCs more than any Regiment in the British Army they were disbanded some years ago although their spirit lives on in the Royal Regiment of Fusiliers.

Being a member of the Lancashire and Cheshire Antiquarian Society I discovered that reference was made to a Noble Free and Spirited Manchester Corps of Marines. I was unaware of their existence until recently although I am informed that the Corps is mentioned in Britains Sea Soldiers, a copy of which I have been unable to obtain (See Foot-note). The following extract from the Lancashire and Cheshires Antiquarian Society's Journal of 1905:-

Friday, December 8th, 1905.

At the monthly meeting of the Society, held in Chetham's Library, the President in the Chair, Mr Charles Roeder read an important paper on the "Beginnings of Manchester". Mr C T Tallent-Bateman afterwards read a paper on "The Cromptons of Bolton," illustrated by original family records of the sixteenth and seventeenth centuries. Mr Samuel Andrew contributed an account of "The Noble, Free, and Spirited Manchester Corps of Marines." He exhibited a hatband or ribbon, of silken material, of dark blue colour, bearing the words in gold letters: "The noble, free, and spirited Manchester Corps of Marines." The ribbon is long enough to go round a hat and leave short flowing ends, as if it were designed to be worn on a sailor's hat. The ribbons had at one time belonged to members of the Tetlow family. Mr Andrew stated that it was the only time he had found mention of this "corps". He gave a sketch of the history of "marines" generally, but was unable to throw light on the connection of Manchester with that body. Subsequently, however, he followed up a clue suggested by a writer in the City News, and obtained permission to peruse some documents kept in the muniment room of the Manchester Corporation. These consisted of five books which were deposited in the borough chest on January 2nd 1794, by James Entwistle, the boroughreeve, containing an account of the proceedings of the committee formed for raising of corps, a list of subscriptions and expenditure, and the roll of recruits. The first meeting recorded was held at the Bull's Head, Manchester, February 19th, 1793. It was a public meeting convened by the Boroughreeve and constables for the purpose of

taking into consideration the best mode of assisting the government in "*the present important crisis.*" James Ackers, boroughreeve, was in the chair, and the following resolutions were passed: (1) That the best mode of assisting government in the present emergency is by offering additional bounties for the recruiting of the marines service over and above the king's bounty. (2) That a subscription be immediately entered into for the payment of additional bounties, and that three guineas be given to each of the first five hundred men entering marine service at the Bull's Head Inn, Manchester. The Committee was appointed, every subscriber of 20 guineas becoming a member of the committee, and loyal resolutions were ordered to be transmitted to the representatives of the crown, Mr James Greaves was appointed treasurer and Mr Edward Chesshyre deputy treasurer and secretary. The Miss Chesshyres were requested to prepare the cockades for the committee and recruits, to be red and white, five dozen to be ordered immediately at two shillings each. It is noted that Mr Roger Farrand presented the Manchester Marine Corps with handsome ribbons to the value of £27. The accounts show over £5000 to have been raised for the movement, nearly £3500 of which was paid in bounties, and nearly £1000 in outfits, consisting of cockades, ribbons, jackets, waistcoats, and trousers for one thousand and twenty-seven recruits, not including boy drummers to whom no bounties were paid. £150 was paid in gratuities for bringing recruits and nearly £100 to sergeants, drummers, and fifers. £10 was spent on rewards for apprehending deserters. Mr Andrews analysis of the papers contained many interesting and valuable details well worthy of being put on record concerning an incident in local history which has escaped the attention of the annalists.

Having read the foregoing report I traced the copy of the letter of Samuel Andrews in the Rochdale Observer around 1905; this reads

"THE NOBLE, FREE, AND SPIRITED MANCHESTER CORPS OF MARINES."

(Note No. 10,741 and others)

(10,754) It is to be regretted that the flags of this Corps of Marines are not to be found, Dean Maclure kindly writes to me "*The only colours now extant in the Cathedral are those of the Manchester Regiment enclosed in glass covers, and placed in the Victoria, (western) porch.*" The oldest of these only dates back to 1824. The flags of this corps were thirty-one years earlier and the flags of the Seventy-second Regiment must have been hung in the Collegiate Church before 1793. It is no use blaming anybody for this. The old saw "*as safe as a church*" X does not hold good, as regards Manchester Collegiate Church.

As regards the Manchester Marine Corps however, the officials are to be congratulated on the orderly fashion in which everything was done, the books being well kept and officially deposited in the towns chest. Together with the books of the above corps deposited at the Town Hall Manchester, is a parchment marked "P" and endorsed "*The Manchester Marine Corps, 1793.*" It sets forth "*A Schedule of the Books relating to the Manchester Marine Corps raised by public subscription in the year of our Lord 1793,*" signed by "*James Entwistle, Boroughreeve.*" The book of proceedings is dated Bull's Head Inn, Manchester, February 19, 1793.

Among those who took part in the proceedings were Nathan Crompton, the Rev. J Griffith, James Entwistle, James Barton, James Whitacker, and Laurence Peel. At a subsequent meeting on February 19, others present were John Lord, William Douglas, James Edge, William Cross, Edward Hobson, James Raymond Bamker, James Radford, and John Baldwin. Mr John Greaves was appointed Treasurer of the subscriptions, and the bank selected was that of Peels, Greaves and Company. Mr Edward Chesshyre was elected treasurer and secretary of the Committee. On February 20,

1793 at a meeting in the Bull's Head Inn - the new names being John Ford (chairman), John Douglas, and Lieutenant Williams - it was decided to distribute about two thousand copies of the Recruiting Bill in "Blakeley", Didsbury, Pendleton, Cheadle, Blackburn, Bury, Oldham, Bolton, Stockton, Rochdale, Ashton, Wigan, Warrington, Chowbent, Tyldesley, and Leigh.

SAMUEL ANDREW

Hey, Lees, Oldham

Recently I traced and inspected the books referred to in the Manchester Central Library Archives and found the books most intriguing and as meticulously kept as stated.

Mr Andrews remarks concerning Collegiate Church although apparently irreverent would appear, if a recent L and C A S lecture is accurate, quite true. The Collegiate Church (it became the Cathedral in 1840) was run on rather unusual lines in that the Dean had what are commonly known today as 'entrepreneurial qualities'. He once married eighty couples in half an hour in a mass ceremony and said "*pair off as you go out*". Money was made in abundance but was used to support his lifestyle.

What happened to the Colours is a matter for conjecture. Possibly they adorned his drawing room walls.

The books were beautifully written in copperplate and deal with the everyday running of the Corps. Book number One dealt with the minutes of each meeting and the resolutions were short and to the point. Several references are made to correspondence with Adjutants of the Grand Divisions concerning the apprehension of deserters etc. At a meeting on the 7th May 1793 it was resolved that 400 copies of the following Bill be posted in the Manchester area:

LOYALTY REWARD

GREAT FRENCH PRIZE

A Spanish Galleon worth £1,500,000 has been retaken from the French by His Majesties Ships GANGES and PHAETON.

In which the brave and loyal Corps of Manchester Marines having been engaged will share (Drum and Fife excepted)

Two Hundred Pounds Each

Though not two months in the Service of the King and Country.

GOD SAVE THE KING

This prize money seems to be very rewarding compared with that of 1945 (£12 my share) and must have been a great recruiting incentive except for those who had set their heart on becoming Drummers or Fifers.

Another resolution adopted was that Sergeant Haworth be engaged by the Committee from Saturday to Saturday following inclusive upon the same as Sergeant Robinson was engaged (presumably they were Recruiting Sergeants.)

At a meeting on the 27th May 1793 it was resolved that the Sergeant

be engaged in the Committees service till further orders. "That the Deputy Treasurer pay the Music three Guineas for their attendance in the Race Week." Attendance at this Race Week must not have been deemed to present the same occupational hazards as that of Capturing "Spanish Galleons."

Book Number 2 dealt with MMC cash transactions and contained signatures for clothing and bounties issued.

Book Number 3 was a petty cash book and dealt with everyday transactions such as the purchase of Drum Chords etc.

Book Number 4 dealt with subscriptions paid to Mr Edward Chesshyre 1793. The subscriptions towards the maintenance of the Corps varied from £105 to £5-5s.

Book Number 5 was a complete nominal list of the Corps by rank and in alphabetical order commencing with Serjts and descending to drummers and fifers, with bounties paid.

The last entry in the books was in Oct 1793 and concluded the activities of the Committee and ends rather abruptly though neatly. The Bull's Head Inn I have not been able to trace as yet, as the telephone book lists around a dozen and a physical search may prove to be expensive and injurious to health although it has crossed by mind that it could be an eventful orienteering outing for the Rochdale and District RMA.

ACKNOWLEDGEMENTS

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Manchester City Central Library Archives.

Major J G Hallam, XXth Lancashire Fusiliers Museum, Wellington Barracks, Bury, Lancs.

FOOTNOTE (Editor)

In 'Britain's Sea Soldiers' - Vol 1 Appendix D (p 317-320) Col Field relates much of this information on The Manchester Marines with such additional notes as extracted here:-

49 recruits were obtained in ten days, and by the end of June 815 men had been raised. They were not all Manchester men as 'bringing money' of 10s 6d was allowed for recruits raised at Liverpool, Chester, Holywell and Wrexham, provided they were passed and enrolled at Manchester. In July a Drummer was stationed at Stockport, who was reinforced on market days by a fifer, in order to attract recruits.

Their intended complement was for a thousand men, and in all 1,027 recruits (not counting drummers) were raised for Service at a cost of over £5,000 in bounties and £1,000 in outfits. The recruiting advertisement ran as follows:-

'Those loyal and spirited young men, who desirous to serve their King and Country by enlisting into the Manchester Marine Corps, are desired to observe that the Marine Service is the most eligible, and profitable that a young man can enter into. He receives the same pay as the rest of His Majesty's forces in the foot service, and at the same time is at no expense of any kind, provisions being furnished while on ship-board at Government expense, besides the very great prospect of sharing prize money, which may enable him to live in comfort and independence for the remainder of his life.'

The Captain of the Corps appears to have been recruited in Manchester also, as he was a certain John Lees of Church Lane, and the Colours of the Corps were presented to him by his daughter in front of the altar of Oldham Church at a special service held upon the occasion. According to Manchester tale, when Miss Lees advanced to the altar steps and presented the colours to her father, he made the following remarkable speech:- *"We receive these flags with gratitude. When defend 'em with fortitude, and if the French shooten the flags away we'll bring the poles back."*

When the Corps had been completed to its full strength it was marched down to Chatham to join the 1st Marine Division at that place, and was almost at once drafted for service afloat. Some of the Manchester Marines, at any rate, were in action within a month or so of leaving their city, for it is recorded of the indecisive duel between the French frigate L'EMBUSCADE and HMS BOSTON which took place off New York, on 31 July (1793) that the detachment of Marines were *"principally raw lads from Manchester who are reported to have behaved most nobly throughout the whole action, probably as severe a one as ever was fought, and proved the value of the aid given to the Government by the loyal citizens of Manchester at this critical time."*

The 'Manchester Mercury' about this time said *"The French had been clearing the seas, but the Manchester Marines had come to the rescue"*. Some of them *'came to the rescue'* to some purpose, for at the capture of a treasure ship each man of the Corps who was present received £200 as his share of prize money.

How long the M.M. served does not appear, nor does it seem clear whether they actually joined the regular Marine Corps or retained any individuality of their own. It would be interesting to know also, if any officers were raised in Manchester besides Captain Lees. The colours were not *"shooten away"* for one of the last resolutions recorded in the proceedings of the Manchester Committee states that it was *"Resolved... that the two flags belonging to the Marine Corps be placed in the Collegiate Church under the colours of the 72nd Regiment"*...unfortunately no trace of them is now to be found, but one of the cap ribbons is (then) in the Museum of the Royal United Service Institution.

Similarly, other forces were raised through donations by public spirited local gentry, such as 6 troops of Cavalry, and *'Independent Manchester Volunteers'* who were incorporated in the 53rd, or Duke of Yorks Brigade, as soon as it arrived in Chatham; and in August that same year (1794) Lord Stamford gave £500 for additional bounties to landsmen and seamen enlisting in the R.N. Some years earlier a Liverpool Corps had served afloat. The *'Royal Liverpool Volunteers'* - raised about 1779 - were embarked as Marines, and were with Nelson at St Bartholmew's Island in April 1780.

There was great enthusiasm in Manchester in connection with the local Marine Corps and the following ballad was very popular at the time:-

*Ye hearts of oak of Manchester,
Come listen to my song,
To the Marine Corps in this town,
The praise of it belongs.*

Chorus

*This Corps so tight is the delight
Of lasses neat and clean;
No girl that's wise will e'er despise
A Manchester Marine.*

Etc.

THE BATTLE OF THE WINDMILL - By Alexander Craig (RMHS)

(ROYAL MARINES IN CANADA - 1838)

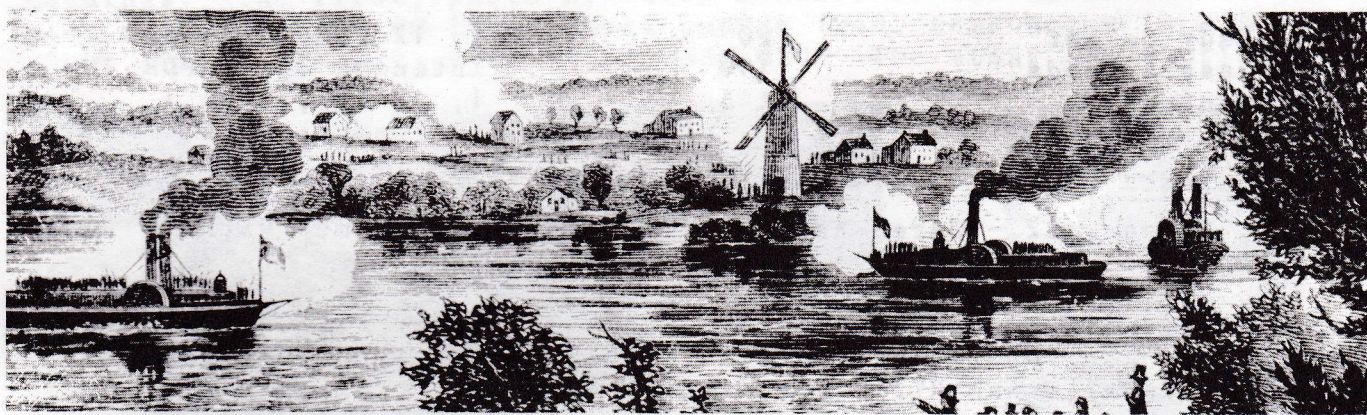
If you read the various Corps histories you will find little or no mention of the Battle of the Windmill. However, this minor action is significant to us here in Canada as this is the last land battle fought on Ontario soil involving the Corps.

The battle lasted from November 12th to 16th, 1838 and was one of several invasions launched from the United States during the "Patriot War" which followed the unsuccessful MacKenzie-Papineau rebellions of 1837. A large force of about 300 men attempted to capture Fort Wellington near Prescott. This would have enabled the "Patriots" to cut the St. Lawrence communications link and provide a foothold for a full scale invasion of the Province.

In February of 1838 Captain William Sandom R.N. had been sent to Upper Canada to reactivate the presence of the Royal Navy on the Lakes. Sandom joined the Navy as a midshipman in 1798. He served throughout the Napoleonic wars and by the conclusion of his career he had come under fire sixty times.

This most able officer had studied the art and science of steam engineering in the shipbuilding centres of Glasgow and Liverpool, and was instrumental in directing the First Lords of the Admiralty in the practical use of steam communications in Britain's naval ports and anchorages.

On arrival Sandom started to build a Gunboat Navy consisting of purchased and leased steamships and schooners. These vessels were tenders to his flagship the "Niagara", a fifth rate ship based in Kingston. He recruited artificers to fit out the vessels for war and he reactivated the Provincial Marine which is a sort of Naval Militia.



In the midst of building his fleet an incident occurred which caused Sandom to send for assistance. On the night of May 30th a notorious pirate, William Johnston, who was in league with the leader of the previous year's rebellion MacKenzie, and now was declaring himself as a "Commodore" in the Patriot Navy, attacked the steamer the "Sir Robert Peel" at Wells Island near Oswego. He put the passengers ashore, plundered the vessel, then ran it out to midstream and set it on fire.

This incident prompted Sandom to request Vice-Admiral Sir Charles Paget, Commander-in-Chief of the British North American and West Indies Squadron, to send regular seamen and Marines to help man his fleet. The local newspaper The Kingston Chronicle and Gazette of June 30, 1838, recorded their arrival.

"Thursday last arrived at H.M. Dockyard a detachment of 150 Seamen and

Marines accompanied by Lieuts Leary and McClew, Lieut Parker Royal Marines, Asst. Surgeon Stratton and eight mates.

Yesterday our streets were enlivened by the presence of many of these Jolly Sons of Neptune; they brought forcibly to our recollection many of Old England's most glorious deeds."

With the addition of regular R.N. and R.M. personnel, Sandom was able to begin armed patrols of the St. Lawrence from Kingston to Cornwall and out into Lake Ontario. By the 30th of October his list of vessels looked like this:

<u>VESSEL</u>	<u>TONAGE</u>	<u>ARMAMENT</u>
1. <u>Steamers</u>		
A. Purchased		
"Experiment"	220	1, 18-PDR, 3 Brass 3 PDRS. With 1, 18-PDR in reserve
"Toronto"	342	1, 18 PDR with 2 in reserve
B. Leased		
"Cobourg"	440	4, 18-PDRS
"Traveler"	280	2, 18-PDRS
"Queen Victoria"	220	1, Long 12-PDR 2-12PDR Carronade
2. <u>Schooners</u>		
A. Purchased		
"Bullfrog"	90-96	1-18 PDR Plus 1 in Reserve
B. Leased		
"Brock"	147	1-12 PDR Plus 2, 18 PDRS in Reserve
"Lady Helier"	90	1, 12 PDR Carronade
"Jessie Woods"	150	Intended 1, 12 PDR
"Montreal"	145	1, 18 PDR, Plus 1 in reserve
3. <u>Gunboats</u>		
5, Lateen, 22 - Oared Barges of 24 tons, each armed with 1 carronade		

Sandom's Marines were few in number, only 30, under Lt. Charles A. Parker R.M. Therefore, he obtained regular infantry from the 83rd Regiment (Royal Irish Rifles) to act as Marines.

Lt. William Johnson and about 44 soldiers embarked with the Marines on board the "Cobourg" and the "Queen Victoria" setting the stage for the impending confrontation with the Patriots.

The Rebellions of 1837 in Canada were caused by discontent over political, religious, economic and social problems which had arisen over the years. The defeated Canadian rebels fled to the United States. Some of their leaders including William Lyon MacKenzie found support in the border states for the goal of an independent, democratic and republican Canada.

A secret Para-Military Society called a Hunter (or Patriot) Lodge was formed and soon had considerable financial and political backing within the United States.

"General" John Ward Birge assembled the New York Hunters in and around the port of Sackets Harbour. The intention was to invade Upper Canada at Brockville or Prescott; capture Fort Wellington and with this show of force they perceived the malcontented Canadian populace with their militia would join forces with the Hunters and begin a revolution to expell the British.

On the Canadian side the British forces had been notified as to the Hunter activities and the local militia was on alert. Fort Wellington was being rebuilt and with the Navy now on patrol the situation seemed under control.



Sketches of Fort Wellington and RM uniform of this period

During the early hours of November 12th the steamer the "United States" towed two schooners to the town of Brockville. However, the presence of the British steamer the "Experiment" in harbour made them turn down river to the town of Prescott. On arriving the schooners attempted to land under the pretext of being in distress. Three hundred men hid beneath the decks, however, an alert customs inspector, Alpeus Jones, was suspicious and sounded the alarm. The schooners aborted the landing and being without the "United States" began to drift. One grounded on Windmill Point below Prescott on the Canadian side. The other now drifted back to Ogdensburgh and grounded at the harbour mouth.

"General" Birge now on the Canadian shore, claimed an acute attack of gout, and since it was necessary to refloat the schooner he had it off loaded of men, munitions and cannon. The "United States" returned and towed the schooner off the bank. Birge returned with it to the U.S. side leaving about 190 men under the command of Nils Von Schoultz.

Von Schoultz, a soldier of fortune, who was a graduate of a military academy in Stockholm and a veteran of the Campaigns against Russia during the Polish Rebellion of 1831 and with the newly formed French Foreign Legion in Africa; now set about the task of consolidating his position. He soon realised that he had landed on a natural fortification.

The Windmill had three and a half foot thick walls. Its sixty foot height gave a commanding view of the river and countryside. Similar to a Martello Tower the Mill provided excellent firing posts for riflemen. The outlying area had substantial stone buildings to protect his flank with a stone wall providing a perimeter defence. All in all a very strong position to withstand an attack. Von Schoultz set his men about to improve his defences, confident "General" Birge would

soon send reinforcements.

"The United States" was in the process of off loading more stores for the Patriots when the British steamer "Experiment" arrived from Brockville. The Commander Lt. Fowell R.N. observing the situation, opened fire causing the "United States" to retire. The fire from the "Experiment" was devastating. One shot smashed into the wheelhouse beheading the pilot at the wheel. When the "United States" arrived at Ogdensburgh she was impounded by the U.S. Marshal acting with Colonel Worth of the U.S. Army the federal authorities were now attempting to restrict the Hunter activities.

Having dispatched the "United States" the "Experiment" turned to the Canadian shore and began to trade shots with the cannon now in place at the Windmill. Lt. Fowell realised he had isolated the Patriots and withdrew to the wharf at Prescott where he could observe the river while waiting for Captain Sandom with the "Cobourg" and the "Queen Victoria".

During the night of the 12th, the Marines and the 83rd disembarked to join the militia forces concentrating at Prescott under the command of Colonel Polmer Young.

Young's plan was to form two columns, one under Col. Duncan Fraser, the other under his own command. The regulars were to head the columns with a skirmish screen in front. The Marines were with Fraser's Grenville and Dundas militia and Captain George McDonald's Glengarry Highlanders. The 83rd had the 9th Provisional Battalion (Queens Borderers) under Lt. Col. Ogle Gowan, the Brockville independent company led by Capt. Robert Edmonson and part of the Dundas militia. A reserve was left to protect Prescott and Fort Wellington.

First contact was made on the right as the Patriots opened fire from the top most positions on the mill. Next sporadic fire opened up from a wooded area onto the Marines column. Colonel Fraser's skirmishers charged the wood and forced the rebels back to the wall surrounding the Mill. As the troops proceeded uphill becoming more visible to the defenders they extended line and proceeded to close the gap with bayonets fixed advancing at regular marching pace. Suddenly the entire wall erupted in smoke and fire, officers mounted on chargers fell and gaps were torn in the ranks of the militia.

The advancing British now returned the fire in sections, keeping up a continuous discharge. The advance was now quickened to double quick time. The load, present, fire and advance was ordered and repeated despite mounting casualties and the seeming non effect on the enemy behind the wall.

The Navy had also begun to open fire from all three steam vessels in the river. However, some shots went a little high and were landing near the advancing troops.

From the far shore a crowd of spectators had gathered to cheer for the Patriots. They could see quite clearly as British troops advanced into the clouds of smoke. The day was dark and damp with low cloud and no wind. The smoke hung in the air and at one point the militia faltered and retired. Thinking they had started a rout about 30 patriots leapt over the wall chasing after the militia, however, the pullback had been ordered and now this small group of Americans were surrounded by British troops. Devoid of all cover they dropped their weapons and 28 were marched off into captivity.

The militia reformed and marched ahead to rejoin the ranks now closing in on the wall. Von Schoultz seeing the determined advance could not be stopped and having lost a good portion of his men now decided to pull back to the farm houses near the mill.

The British troops halted and seized the shelter of the wall. The Sharpshooters in the mill kept up their fuselade on the British and were rejoined by those patriots in the houses. Keeping low the British reloaded and by using bayonets dug loop holes in the wall and could return the fire in a sporadic way.

Lt. Johnson of the 83rd and Lt. Parker R.M. rested their men and checked their ammunition. The position was safe as long as the patriot artillery was firing at the Navy. The advance had caused about 50 casualties from about 300 attacking troops. While the officers were evaluating the position the patriots could be seen to be moving their field pieces.

Lt. Johnson fearing the cannon could destroy the wall and men behind it gathered a handful of his 83rd and charged the large stone farm house. The house had nine windows in full view of his charge and was also overlooked by the tower. Johnson reached the building only to be struck down in a hail of gunfire. The men in his party wounded and leaderless retired to the wall.

Lt. Parker saw the entire event and ordered his detachment of Marines to follow him over the wall and across open ground to attack the house and rescue Lt. Johnson.

The Americans who had several men to each defensive position, turned their muskets and rifles on the Marines. Again the hail of gunfire smashed the attack. Fourteen men and Lt. Parker had been hit. Firing and retiring the Marines reached the wall and assisted some of their wounded over and into cover. The Kingston newspaper wrote of the attack:

"The Marines strove notably to succour Mr. Johnson, as their list of wounded will show (no less than one officer and fourteen other ranks were wounded), but were compelled to retreat or die. Being destitute of artillery to batter the houses in which the sympathisers were so strongly posted, our gallant troops were reluctantly obliged to retire from the unequal contest."

During the remainder of the day the militia and regulars kept up a brisk exchange of musketry from behind the wall and from a small barn they had occupied. Knowing any further frontal assaults would only increase casualties Col. Young consolidated his troop's position to prevent the Americans from breaking out or escaping.

On the morning of the 14th, the British sent a flag of truce to enable the wounded to be removed and the dead to be buried. The British casualties at this time were 13 dead and 67 wounded. The patriots had 13 dead and 28 wounded. Col. Young had his 28 prisoners housed at Fort Wellington overnight and they were now on their way to Kingston.

The 14th and 15th were hard days for the patriots. All they could do was to snipe at any careless sentry. Von Schoultz had little bedding and no medical supplies for his wounded. Food was running out and a sleet storm further added to their discomfort.

Unsure of his situation regarding reinforcements, Von Schoultz sent one of his men named Meredith across the St. Lawrence paddling a plank of wood. The Americans on the far side had been dissuaded by federal auth-

orities not to cross over to aid the men in the windmill. No less a person than General Winfield Scott advised them "No body of undisciplined citizens, however numerous, can stand for ten minutes the charge of a single regiment of British regulars." He finished by pointing out that the Canadians did not desire to be rid of the British as their actions had shown.

Colonel Worth of the U.S. Army, the officer who had impounded the Patriot schooners, suggested that Colonel Young allow the insurgents to withdraw to Odgensburgh. Young refused the suggestion. The British and Canadians had too many casualties and Lt. Johnson's body had been stripped and mutilated. Young was going to make an example of these "Barbarous Pirates". Colonel Young wishing to end the incident quickly sent the steamer "Paul Pry" to cross over while the British vessels were undergoing repairs.

Von Schoultz received contradictory messages. First to hold, as reinforcements were coming, and a second message begging him to leave. Confusion resulted and the British fleet was now approaching. The "Paul Pry" quickly returned without the insurgents on board.

On Friday the 16th at half past twelve three steamers hove into sight. They were the "Brockville", the "William IV", and the "Cobourg". On board were the 83rd Regiment under Lt. Col. Henry Dundas, a demi-battery of Royal Artillery with 1 - 12 pounder Howitzer and 2 - 18 pounders on field carriages commanded by Major Forges MacBean.

Through the preceding day the Grenadier Company of the 93rd Regiment (Southerland Highlanders) under Major John Arthur and the 4th Regiment of Glengarry Militia led by Col. Angus McDonell had arrived from victories over rebels in the Beauharnois area of Quebec.

Over 2000 regulars and militia now opposed the Americans. Half an hour after arrival the artillery and the ships now began a bombardment of the mill and houses. The Royals had embarked on Sandom's fleet and took up fighting positions on shipboard.

The Regulars of the 83rd and 93rd now formed up for the advance. They had a score to settle. The Americans fired as best they could from the house, only to be devastated with the precision musketry of British troops. Most of the patriots fled to the stronger fortification of the mill, but a few diehards remained in the houses. The exasperated British troops set the houses on fire to destroy their resistance.

The Cannonade kept up despite the Patriot attempt to hoist a white flag. Round after round and volley after volley poured into the windmill. As night fell the flames of the burning buildings lit up the target for naval and army artillery men to continue their bombardment.

After some time the bombardment ceased and the Patriots surrendered. Von Schoultz and a number of others attempted to hide in the bushes where the troops found them and dragged them out.

Col. Polmer Young had his prisoners roped together and marched back to Kingston for trial. The Regulars had to keep the local population from attacking the Patriots as they marched through Prescott and other towns on the way. The British had about 159 prisoners, over 200 stand of arms, several hundred kegs of gun powder, pistols, swords and an elaborate flag with a spread eagle and a lone star, the words "Liberated by the Onondaga Hunters" inscribed in silk. In the pocket of one of the dead Patriot officers a death list was found with the names of several prominent Prescott people, further proof of their intentions.

After the trial 11 Patriots were executed, 60 more sent to Van Dieman's Land, the remainder were pardoned. Von Schoultz was defended by a young Kingston Lawyer, John A. MacDonald, later to be the first Prime Minister of Canada.

December 8, 1838, Von Schoultz was hanged at Fort Henry. He left 400 pounds for the widows and orphans of the Canadian Militiamen killed in the fighting. Further Patriot battles occurred at Windsor and the fear of invasions persisted throughout 1839, but by the end of the year the "Hunter" movement had dissipated alleviating the threat of invasion.

In a letter to the Admiralty, dated December 24, 1839, Captain Sandom commended several Naval Officers and Lt. Parker R.M. and enclosed this list of casualties.

Killed - Robert Kershaw R.M.

<u>Wounded</u> -	First Lieut. C.A. Parker, R.M.	Slightly
	Mr. David Elliot, Provincial Marine	Slightly
	Samuel Wade, Seaman R.N.	Severely
	John McDermont, Seaman R.N.	Severely
	John Chapman, Lance Corp. R.M.	Severely
	Josh Eumm, Lanc Corp. R.M.	Severely
	George Clackett, Private, R.M.	Severely
	Richard Wakeham, Private, R.M.	Severely
	Wm. Ward, Private, R.M.	Severely
	John Stephens, Private, R.M.	Severely
	Lenoard Parry, Private, R.M.	Severely
	John Powell, Private, R.M.	Severely
	Wm. Millar, Private, R.M.	Severely
	Thos. Barton, Private, R.M.	Slightly
	Richard Dibben, Private, R.M.	Slightly

As you can see the list appears not be complete and I fully believe more R.M. personnel were wounded and I further believe some of the severely wounded died of wounds later. Most histories and reports do not show any R.M. deaths, but do list the wounded at 15. I am still trying to locate the final resting place of Kershaw and any others.

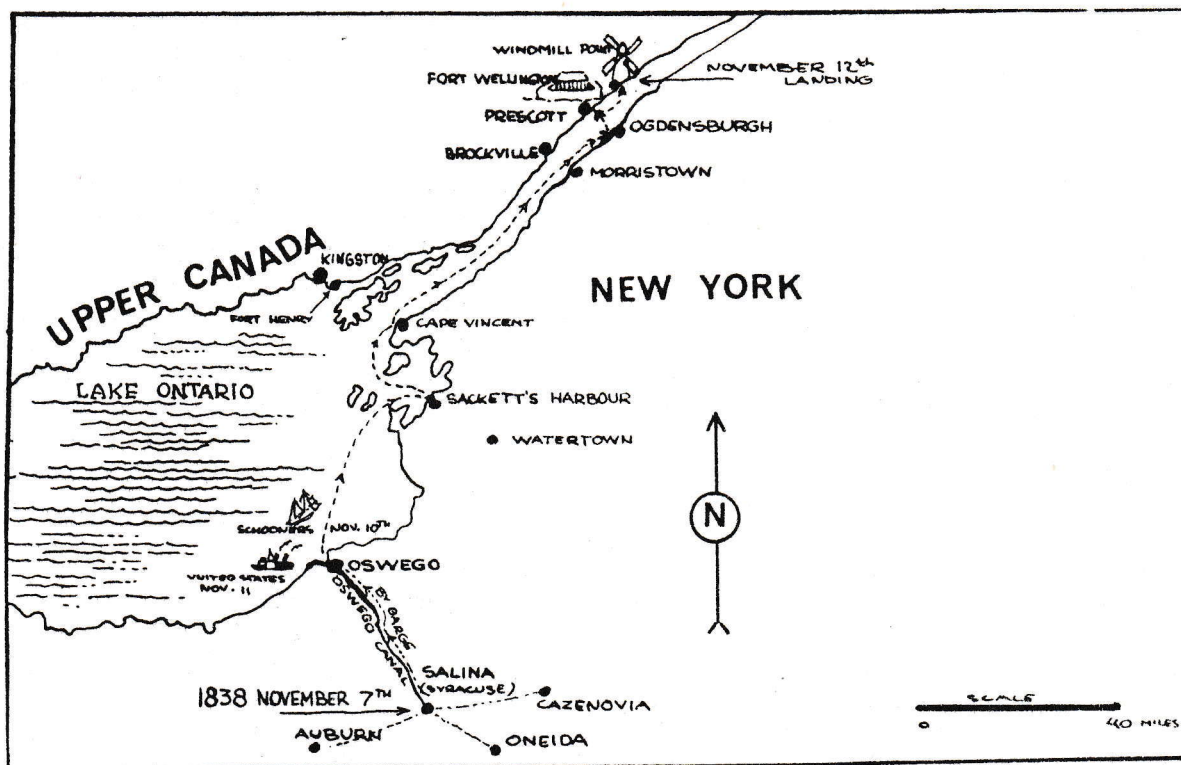


The windmill was left abandoned for years and in 1879 it was converted into a lighthouse and remained in operation for nearly 100 years. It can still be seen today. The battle site is now a residential area with the lighthouse as a picnic spot under the ownership of Parks Canada.

The Old Windmill now

POSTSCRIPT

This is clearly the same battle noted in 'Britain's Sea Soldiers' Vol 2 (p.333-4) although no reference is made to the windmill, and Col Field got the month wrong (March instead of November), which I have verified from various sources. One marine comes in for special mention as follows:-



In this portion of affairs, L/Cpl James Hunn, Royal Marines, who was on the right of the British line, ran forward and jumped over the wall which covered the American sharpshooters, and found himself on their extreme left, and almost in contact with 6 or 7 of them, who were separated from their main body by another wall running perpendicular to that which covered their front. These men were either loading or in the act of firing at the advancing Marines when Hunn leaped the wall, and were so intent on their occupation that they did not notice Hunn until he was on them; so that he was able to close with them, and was seen by his commanding officers to bayonet 3 one after the other before they had time to load their pieces and fire. A fourth man, whose piece was loaded, turned and fired, and his ball struck the swell of Hunn's musket, where it was grasped by the left hand, which it passed through, destroying the second finger; while at the same time the musket was driven so violently against his stomach as for a moment to suspend his breath. Recovering himself, however, he fired effectively at the enemy, now in full retreat; but his disabled hand prevented his again loading, and he was most unwillingly obliged to give up any further share in the glory of the day, after having accounted for 4 of the enemy.

Captain Sandom, in his official despatch says: "It may appear invidious to particularise any one man of the small band of Marines engaged, where all have shone so conspicuous- but I trust I may stand excused for naming James Hunn, acting corporal, a young man of 20 years of age, who, in the melee with the rebels was seen by his officer and companions to beat back 7 of the pirates, 3 of whom fell dead before him, and although at this time having his left hand shattered by a rifle-ball, he still continued the unequal contest. I feelingly hope such a noble example of bravery and devotion will plead my excuse for urging you to move the Lords Commissioners of the Admiralty to bestow promotion and a medal upon this valiant young soldier. He is in every way fit to become an officer."

Hunn was in consequence promoted to the rank of Sergeant without passing through the intermediate grade of Corporal. The poor fellow died a year or two after, a victim to yellow fever, while serving in the "Arab" on the coast of Africa. (From 'Deeds of Naval Daring' by Giffard - 1852).

Whilst Hunn's name is not listed in Mr Graig's casualties, note the similarity of L/Cpl Josh Eumm, in pronounciation, could it possibly be the same person?

- oOo -

Editor

EDITORIAL COMMENT

At dawn on Sunday 13 May 1787 the first fleet of convicts, with Marine guards, sailed from Portsmouth to settle in Australia for varying periods, and this year HM the Queen joins in the bicentennial celebrations here. We hope to produce a Special Publication early next year to commemorate this event, coinciding with the fleets arrival in Sydney Cove (26 January).

Another highlight for Portsmouth this year will be the arrival of the restored HMS WARRIOR in June, the revolutionary iron warship whose 700 complement included 125 Royal Marines (1861 - 1883).

However, on the debit side comes the awful disclosure that RMB EASTNEY is now 'surplus to requirements' with the abandonment of a Defence School of Music, and many members will view this situation with considerable foreboding.

In commemorating major corps events it is important not to neglect the lesser known actions in which the Royal Marine goes about his business; and for him a small skirmish is equally as momentous as a full scale battle. Such a case is 'The Battle of the Windmill' featured in this issue, submitted by one of our newest members now resident in Canada. No doubt celebrations in Prescott next year for the 150th anniversary will be as sustaining as those held here and in Australia over the next year.

SPECIAL PRESENTATION TO ROYAL MARINES MUSEUM

Two American ladies made a special visit to the Royal Marines Museum on Monday 8 September to present a number of interesting artefacts which originally belonged to their grandfather, Major George Miller.

From 1884-1917, George Miller was the Bandmaster of the Royal Marines Light Infantry Band, Portsmouth Division, one of the principal military bands of its day. As such, he became a well known local figure and a distinguished military musician who counted amongst his friends such eminent people as Sir Arthur Sullivan and John Philip Sousa. Based at Forton barracks in Gosport, his band played in many parts of the country and was particularly popular with Queen Victoria travelling frequently to Osborne House for special recitals.

The artefacts presented include George Miller's medals and ivory baton, a letter written to him by Sir Arthur Sullivan together with pieces of silver which originally came from the Royal Yacht Victoria and Albert.

George Miller's grand daughters are Miss Daphne Plane and her sister Mrs Rosemary Sage both of whom now live in California. They arrived at the Royal Marines Museum at 1100 on Monday 8 September 1986 to make their presentation.

MAJOR GEORGE MILLER MVO MUS BAC CANTAB

(Reprinted from the Musical Herald)

Major George Miller, perhaps better known universally as Lieutenant Miller, retired after serving as a bandmaster for over forty years.

He came from a military family. His grandfather was wounded at Salamanca. His father, after being educated at the Duke of York's School at Chelsea, went into the band of the Grenadier Guards, in which he was solo cornet player when George was born, 26th November 1853.



Mr. Miller, senior, afterwards became bandmaster of the 63rd (Manchester Regiment), and here young George began his musical career. It is a strange coincidence that his brilliant military career commenced in the 63rd Regiment and closed whilst serving in the 63rd Division.

After serving for a brief period in the 16th Regiment, he was sent to Kneller Hall to complete his musical studies, and in 1875, at the age of twenty-one, received his Kneller Hall certificate for harmony and orchestration and competency to play upon or teach all the instruments of a military band, and he was appointed bandmaster to his own regiment (the 16th) with which, in the following year, he went to India. On the voyage out Mr Miller composed the fantasia, "A Voyage of a Troopship", founded on old sea-songs, which perhaps is the best known piece with every military band.

In 1880 Mr Miller received the bandmastership of the Royal Military College at Sandhurst, which carried with it the post of organist at the church service. Sir Arthur Sullivan's father was one of Mr. Miller's predecessors in this post, and he tells a pleasant story how Sir Arthur - then Mr Sullivan - came more than once to renew boyish impressions, and played the Sunday service at Mr Miller's invitation.

In 1884, when the vacancy occurred in the Royal Marines (Portsmouth Division), Mr Miller became a candidate. Strong testimonials were written in his favour by H.R.H. the Duke of Edinburgh, Sir Arthur Sullivan, Mr Dan Godfrey, and the officers in whose regiments he had served. Sir Arthur Sullivan spoke of him as not only highly qualified in music, but "*a man of good education, a gentleman in manner and feeling,*" and on the strength of these recommendations Mr Miller was admitted to the competitive examination, and ultimately gained the appointment, which he held until the 3rd March 1917.

To supplement this brief account of Major Miller's life we have asked Mr H F Ramsey, L.R.A.M., to write some personal recollections of his chief.

"It was fifteen years ago that I became his secretary," says Mr Ramsey, "during which time I have learnt more of the art of music in all its branches than any Academy or Conservatoire could have imparted to me.

"As an arranger for military bands Major Miller has no equal, whilst his

knowledge of every known instrument, their capabilities, difficult fingerings, etc., is unbounded. Amongst some of his unpublished arrangements are the following:- Overture, *Flying Dutchman*, *Ride of the Valkyries*, and *Parsifal*, Wagner; Overture, *Melusine*, Mendelssohn; Overture, *Richard III*, Volkmann; *Entry of the Gods*, Wagner; *Lux Christi*, Elgar; Finale, *New World Symphony*, Dvorak; Overture, *Romeo and Juliet*, Tchaikowsky; and an excellent arrangement of Bach's (the great) G Minor Fugue. This was his favourite piece, and, incidentally, was arranged at my suggestion. Whenever we were in low spirits or depressed out would come the G Minor for practice. It was a good tonic for both bandsmen and bandmaster, and we were all quite happy again in a very short time.

"He is a composer of merit, his latest compositions being a concert overture, *In the King's Navee*; a delightful little glee, "Sweetheart Mine" (recently published by Curwen's); and a fine fantasia, '1664', which is at present unpublished. An allusion must be made to Major Miller's primer, 'The Military Band,' published by Novello. This work is quite a masterpiece. It differs from any other of its kind, inasmuch as the dry pill of theoretic exposition is gilded and brightened with humour throughout the entire book. Having had to do with the illustrations, I must pass them by, but I am proud of the recognition of my name in the preface, especially as 'The Military Band,' to use Major Miller's own words to me the other day, 'is my best memorial.'

"It was on the Royal yacht 'Victoria and Albert', during a visit to Copenhagen by Queen Alexandra, that Major Miller wrote his '*Fredensborg March*,' and the Queen expressed a desire to hear it on the pianoforte. A piano arrangement was made and I was to be the pianist. Permission was granted for me to practise on the Queen's private pianoforte in her cabin. I think I enjoyed these rehearsals better than the actual performance!

"Major Miller never loses his head (although he has lost his 'hair' with me occasionally), and I can remember several occasions when most people would have been at a loss to know what to do. I will give just three incidents.

"The band was playing in a large corn exchange a few years ago in a Welsh town, and, after we had been playing for about half an hour, the lights failed and there was complete darkness. The building was crowded, and there was every chance of an accident had the audience attempted to move. Major Miller, without any hesitation, told them that some candles had already been sent for and would arrive in a few moments, and that if they would sit absolutely still and quiet he would finish the programme in the dark, until the arrival of the candles (which, by the way, never came). We commenced to play (I am not going to say how many wrong notes were played) and the audience were absolutely silent. After we had played three more pieces Major Miller gave a little speech, during which time he directed the people to the doors in single file, and having got them all out safely, he thus averted what might easily have been a panic with serious consequences.

"Some little time ago we were playing at the flower show at Worcester College grounds, Oxford. Major Miller was always most particular about his appearance, and on this occasion a button had flown off, having resented the conducting of one of Wagner's compositions. During the conducting of the next piece the button was being quietly sewn on by one of the men unseen and unnoticed by the audience. This would have passed off quite well, but unfortunately the entire bandstand (composed of planks placed on barrels) dropped about two feet, and the portable musicstands toppled about. A few of the musicians' lips were slightly hurt, but Major Miller's button was already on, and he finished the

piece with a smile on his face.

"As a singer Major Miller has little or no pretensions, although he possesses a very good tenor voice. One one occasion, however, the light appeared from under the bushel. The band was performing at a concert in the Midlands and a local singer had been engaged. One of the songs happened to be 'Soldiers of the Sea' (composed by the Major), and was to be accompanied by the band. The rendering did not please the composer, who, having spent all his patience in three attempts to 'pull the singer through,' politely asked him to retire, and then sang the song himself!

"The happiest times in Major Miller's life were no doubt when playing for Queen Victoria at Osborne. During the latter part of her reign we were frequently ordered to the Royal residence, staying there sometimes for a week at a time. Court Circular records prove the immense popularity of the band, and it was maintained to the very end.

"The journey to Cowes necessitates crossing the Solent from our barracks, and this was always done by a small launch and in all weathers. On one occasion the sea was so rough that many of the men were wet through on arrival. The Queen on this occasion graciously sent them away to change into warm clothes, and of course denied herself the music of which she was so passionately fond. On another memorable occasion the band returned from Cowes at midnight. After the launch had commenced to steam out it was quite obvious that, during the long wait, the man at the wheel had dined not wisely but too well. The band, however, reached home quite safely, thanks to the assistance of one of our men (acting on the instructions of the Major, who took the role of navigator), who was also a bit of a sea-dog.

"It was during our recent visit to the French Front that a serious breakdown came to Major Miller, and I well remember the day that the message came to our camp that he was very ill and had been removed to a hospital some few miles distant. Only the day before (Sunday) I had met him and he asked me where I was going. I told him that I thought of going to the little church to hear how the French could sing. He said, 'I will go with you.' The news of the breakdown was therefore a sudden blow to me, for the Major was looking remarkably well. Major Miller is now rapidly recovering, and before long will be quite himself again. He will, I hope, join the ranks of the civilian musical world, and the loss to the military world will be their gain, and a big one too. He died in 1928.

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FROM "THE DERBY MERCURY" FRIDAY JULY 16/JULY 23 1756

Private accounts by the Flanders Mail say that when the Garrison of St Philip's Fort was marching out, a brave honest Subaltern Officer cry'd out in the anguish of his Soul.

Oh Partius! Is there not some chosen Curse
Some hidden Thunder in the Stores of Heaven
Red with uncommon wrath, to blast the Man
Who owes his greatness to his Country's Ruin
(ADDISON'S CATO)

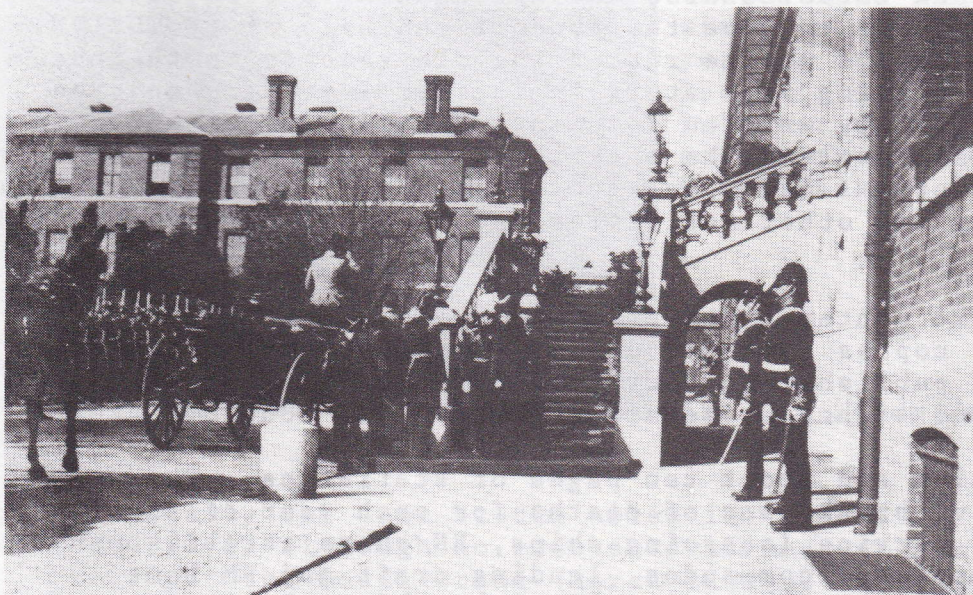
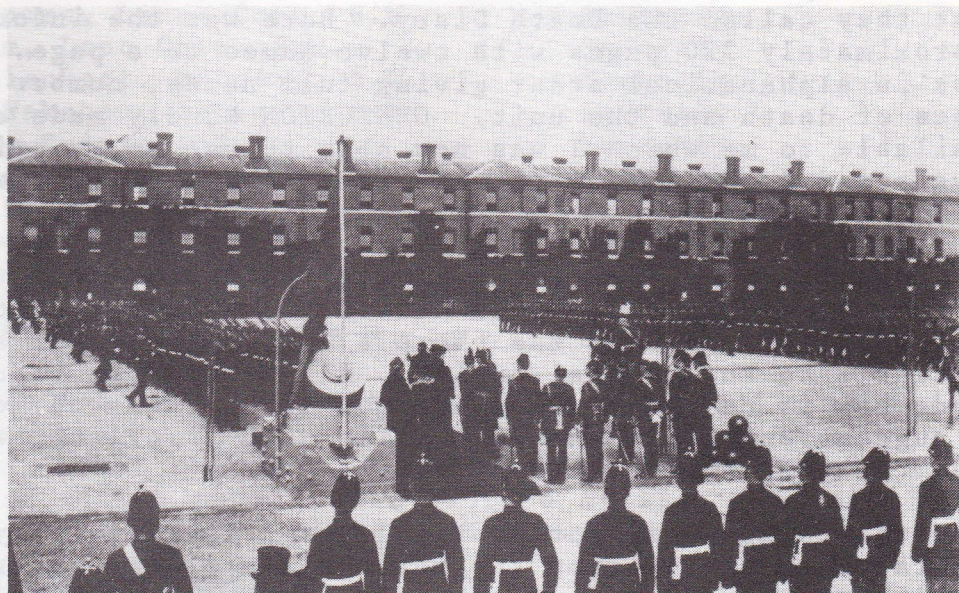
Being then asked by a superior officer who was the Man? He answered that he did not know, but God knew, and would not fail to reward him, according to his works in this life or in the next.

MEMORIES OF EASTNEY

16 MARCH 1904



RMA inspection
by their Royal
Highnesses The
Prince &
Princess of
Wales, who
(below) visited
the Officers
Mess (now Corps
Museum)



The Prince, as
Colonel-in-Chief
also laid the
foundation stone
of the RMA Church
(St Andrews).

A REGISTER OF ROYAL MARINES WAR DEATHS (1939-45)

By Captain John Good (RMHS)

By the time this edition of SHEET ANCHOR comes through your letter box the first three parts of my Register will have been published by the Royal Marines Museum and be available for all to see and read. The title may sound dull and clinical, nevertheless it describes what it is.

Let me tell you more about it and how it all started. At our AGM, nearly four years ago now, the Archivist, Miss Bridget Spiers, asked for a volunteer to make a card index of all Royal Marines who died during the 1939-45 War. I volunteered for the job and was duly set to work delving for details in the archives. I soon realised that, with the information available to me then, my task was virtually impossible for several reasons. First, casualty lists available were in letter form and were constantly being changed, and there were also doubts about some probable deaths. Second, nowhere could I find any record of the several hundred deaths in UK home establishments.

Fortunately help was at hand. Our Records Office at HMS CENTURION had what they called the Death Diary. Here was the information I required, approximately 320 pages with twelve names to a page. It was more or less in alphabetical order giving full names, number and rank, date and place of death and the unit. CENTURION kindly made a copy of this available to me which I was now able to use as my principal source. Thus armed I completed the card index the Archivist wanted in a matter of a few weeks.

The thought that these cards should lie in the Archivist's office only to see the light of day when information about someone was wanted seemed shortsighted. Nowhere was there a complete roll of all who died available to the general public. All the information was there on the cards but it needed to be presented in another and more complete form. My suggestion that I should compile such a register was readily accepted and I started the task the following autumn.

As usual things were not as simple as I imagined they would be. While abstracting details from the Death Diary it was apparent that some entries were wrong or incomplete, for instance, a rank dying while serving at Eastney was most unlikely to have been buried in Egypt, etc, etc. I found more than three hundred entries needing clarification. Once again I was fortunate to have the support and help of CENTURION. The Commanding Officer gave me the run of the old records in the base-ment. My three days delving is a story in itself, I greatly enjoyed examining those beautifully written documents so clearly set out. In those three days I had resolved the questions that needed answering. By the end of that winter I had completed my Register in rough. Summer times are for sailing and other activities and I put my work away until the following autumn.

By the end of the next winter I had typed over 500 pages of drafts, more drafts and fair copies. It was decided that the Register in its final form should be published in four parts, Parts 1 and 2 under one cover, and Parts 3 and 4 each as separate books. The contents are:-

Part 1 - Introduction and about ten pages of statistics. The statistics give breakdowns of deaths for each year of the war by arm of service (seagoing ships, RN shore establishments, land formations, commandos, landing craft and RM home establishments). There is also a breakdown by theatre of operations (UK, Europe, Far East, etc.), whether continuous

service or hostilities only. Finally, there is an analysis of cause of death, whether in battle, natural causes or other causes such as road accidents, drowning. So much detail is contained in these statistics that future historians and researchers should have a field day for years to come!

Part 2 - which is published under the same cover as Part 1, is a straightforward A to Z alphabetical list of all ranks who died during the war. It gives full names, regimental number and rank, ship/unit in which serving at time of death, date and place of death.

Part 3 - lists all deaths by ship and unit. For clarity it has been divided into six sections, seagoing ships, RN shore establishments, land units and formations other than commandos, commandos, landing craft, and RM UK establishments. These are arranged in alphabetical order or numerical order as applicable.



Royal Marines graves in the Bayeux WW2 cemetery of Normandy.

It is hoped that the last part, Part 4, will be ready for publication in early summer 1987. This part deals entirely with known burials worldwide, it does not include those who have no known grave at sea or on land. I have divided this part into three sections for easy use. Section 1 is an alphabetical list showing where a man is buried and the page number on which details are given. Section 2 is an alphabetical list of all UK burials giving the cemetery where buried and grave number. Section 3 is a list of all overseas cemeteries and grave numbers. There is, of course, an index to the cemeteries at the beginning of this part. When ready it will be possible for anyone visiting a particular country to see who is buried in that area and what their grave numbers are. Compiling Part 4 has needed a lot of help, generously and freely given, by the Commonwealth War Graves Commission. Their help is very much appreciated. The records and help of the Imperial War Museum, have and are being used, a big 'thank you' must go to them as well.

So my task is approaching its end. I wondered at the start of this project if I would have a guilty feeling of intruding into the lives and deaths of those 3944 Royal Marines who died during the 1939-45 War. I don't think so. I sincerely hope that my Register will be useful to those researching the last war. I have learned a lot more about our Corps history, this approach is certainly different to reading the history books.

ROYAL MARINES TRANSPORT - By Chris Davies (Ex R.M.)

(FORMATION SIGNS AND UNIFORM INSIGNIA, 1939-46)

A letter from a Dutch M.V.C.G. member, Bert Van Puffelen, started an enquiry at RMB Eastney which showed a distinct lack of vehicle photos in the Corps archives. However, a letter in the Corps magazine produced a number of interesting replies and photographs which I reproduce here in the hope that they may assist others with various projects. Another reason for my enquiry was to elicit information on Royal Marines vehicle and uniform insignia during the Second World War. Although markings are subjected to strict rules, I should warn students of this fascinating aspect of heraldry that these rules are frequently bent, if not disregarded altogether. One thing I have learnt above all is that I must not be dogmatic. My letter also produced a number of reminiscences which I found quite absorbing and which made me realise just how robust war-time vehicles had to be. For example, John Dodgeson was with 1 RM Coast Regt., part of MNBDO 1 (Mobile Naval Base Defence Organisation) equipped with 4 and 6 inch guns. John remembers that early in 1944 he had occasion to ride a BSA M20 motorcycle from Bombay to Kalapur, a return journey of 721 miles. He carried extra petrol on the panniers and the journey was mainly on un-madeup roads. He said, 'The vibration was unbelievable. Both petrol tanks split, the headlamp and front mud-guard brackets broke and, finally, 100 miles from home, the fork head race collapsed. The steering seized solid and every corner I could not lean into meant stopping and lifting the bike round. The whole of that 100 miles was in darkness. Only the strength of the BSA kept me moving and a 16H Norton would not have made it.'

MNBDO 1 comprised some 5,000 men and was formed in 1939. It contained mainly coast artillery batterys, anti-aircraft batterys, a searchlight regiment, a landing and maintenance unit and a land defence force, 11th RM Battalion. The unit served mainly in the Middle East and Far East and was disbanded in 1944. Whilst in Egypt John was photographed astride a BSA No. C4388466 (photo A). Note the locally-made air filter on the right pannier which was a toolbox stuffed with wire wool. Apparently, 'a very large number of BSAs were so equipped, but not the Nortons.' All vehicles were painted in Light Stone and very few had unit markings. On bikes, the number was repeated on the petrol tank with a large C circling the first digit, and the headlamp mask was simply 'a disc of metal with two horizontal slots.'

Photo B was taken in Singapore in 1945 and shows POX 118316(D) Mne Bill Laker on an Ariel of MONAB 1X (Mobile Naval Advanced Base). Note the 'desert type' air filter on the petrol tank, the Royal Navy number plate (53060 RN) on the tailboard in the garage and the RAF type roundel on the Bedford QL, together with the number 118785 RN painted on the front panel. It is interesting to see the plate for gas paint still fitted in front of the QL's driving window even at this late date.

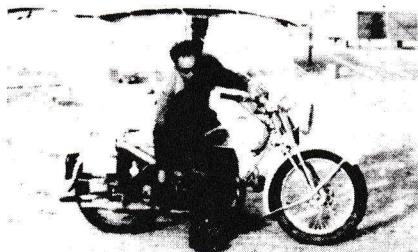


Photo A

(Photo C is on Page 29)



Photo B

Continuing on the MONAB theme, Sgt PO/X 102085 Bob Kent served at HMS Grebe, the Royal Naval Air Station, Dekhelia (see photos C and D). All Corps transport had RN number plates together with a dark blue shield

with diagonal Corps colours of yellow, green and red stripes on it, on the offside wing. After discussion, we now think that this was an unofficial marking. HMS Grebe was used as a final training phase for young Fleet Air Arm pilots who not infrequently, when practising dive-bombing techniques in the desert area, left pulling up a bit too late. The wrecker was then used to winch out planes and pilots. A grisly job best left to bootnecks! Bob also served with the driver training wing of MNBDO II at Fort Cumberland, Portsmouth, where the unit marking was a circle with Corps colours similar to the shield already described, but with a white Polar Bear in the centre, inherited, he believes, from MNBDO I as they came out of Norway. In fact, Fortress Unit 1 went to Norway in 1940. Although independent of the MNBDOs, this unit was administered from Fort Cumberland and when it returned in October its 200 members were absorbed into MNBDO II, so Bob's theory bears (no pun intended) some weight (see photo E). Together with C/Sgt Jim Twigger, Bob went on to form the first RM Motorcycle display team at Hayling Island, using stripped down service Matchless bikes. They gave many displays in the Portsmouth area before moving to Alexandria where the famous Bar None motorcycle club was formed.



Photo D



Photo E

PL/X2296 Sgt A.E. Williams sent a lot of useful uniform information, together with the photograph of Mne Belcher on a BSA of HQ Signals Coy, 117 RM Infantry Brigade, taken at Birchington, Kent, in 1945 (see photo F). This shows the bike number as C 4351763 and the serial 29 in red/white on a white/blue square. This brigade was very short-lived. Formed on 16th January, 1945, its three battalions were 31st RM, 32nd RM and 33rd RM. The brigade formation sign was a yellow fouled anchor on a red circle inside a yellow eight-pointed star. It is reported as being not generally issued and worn after mid-May, 1945. Whether it appeared on vehicles is not known. Mne Belcher also appears to be wearing 'RM' shoulder brasses in addition to the 'Royal Marines' shoulder title in red on blue. 117 Bde took some casualties in Germany at the end of the war, serving mainly in the Keil area. It was disbanded in August, 1945.



Photo F

Equally short-lived was 116 Infantry Brigade RM which used the formation sign of a yellow trident on an inverted, elongated red triangle. This was the old RM Division sign which was 9" x 14" when painted on vehicles. The Battalions were 27th RM, 28th RM and 30th RM and we know that Brigade HQ tac sign was a white figure 1 on a black square, while the Signals Co was a red figure 3 on a blue/white square. This brigade formed in January, 1945, was in action in NW Europe during the last three months of the war and was disbanded in June, 1945. It is interesting to note that the 28th RM Battalion, which served as infantry, was largely made up of crews from the disbanded 1st Armoured Support Regiment which had used Centaur

95mm Gun-Howitzers and Sherman Command tanks during the D-Day landings (see photo G.) Although not apparent in this photo, the unit's tac sign was a dark blue square with the Corps colours striped across horizontally with a superimposed battery number, 1 to 5. Although designed originally to be engine-less tanks firing from landing craft, it was decided to refit the engines and RAC maintenance crews and RA drivers were hurriedly drafted into the regiment, together with one Sherman OP tank per four Centaurs. Altogether, 80 Centaurs and 20 Shermans landed and as they were only expected to be ashore for one day,



Photo G

HQ was a Jeep and in one case a 'borrowed' Canadian bren carrier. In fact, the unit was ashore for several weeks and carried out useful fire-support missions supporting 4 (Army) Commando and 48 Commando RM as well as the Canadian units. On being withdrawn on 24th June, it was found that 50% of the Centaurs had suffered mechanical failures.

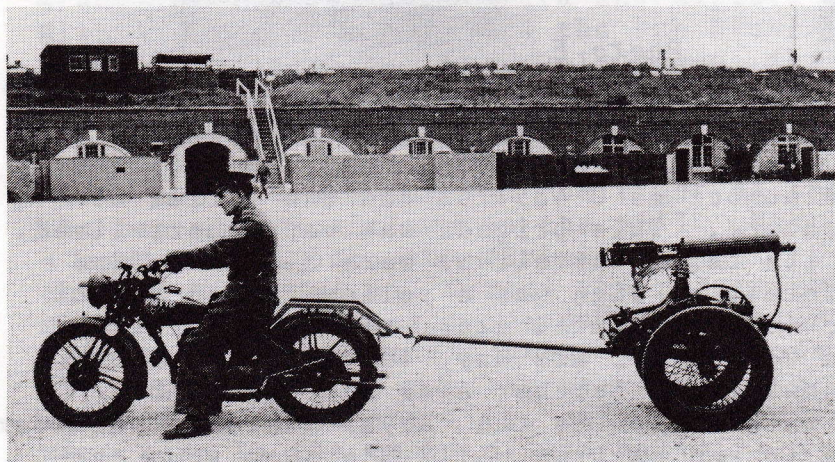


Photo H

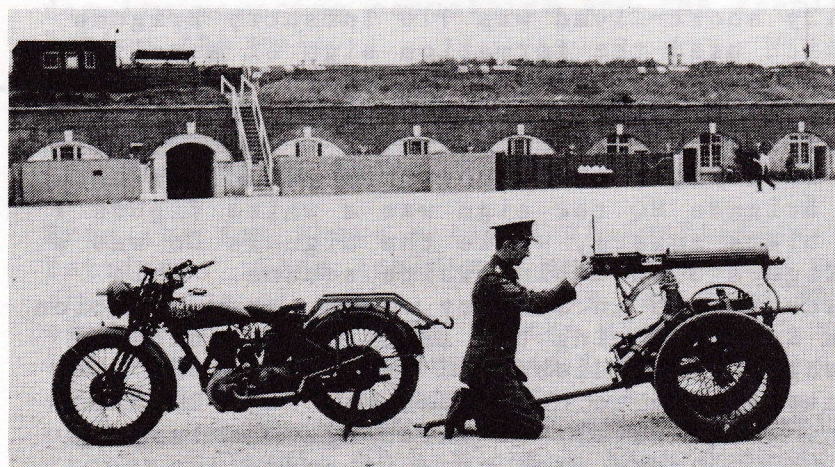


Photo I

Fred Self wrote from Canada and described himself as a 'Dispatch rider of pre-war vintage'. Apparently, the marines had very little transport pre-war and the first bikes acquired at Fort Cumberland were BSA 650cc V-twins, simply painted green with RN number plates. Dress in the early war years was the old khaki uniform and high puttees with soft field service caps (see photos H and I). Fred had the 'rather alarming and honoured' job of riding with dispatches from H.M. The King from London to Chatham, then along the old coast road to Portsmouth - and on to Plymouth! With only a cape on top, needles to say, it rained for the whole journey. Us young bikers don't know we're born! Later, motorcyclists were issued with the domed helmets which were painted green and decorated either with a white band or one in Corps colours, together

with the white/blue DonRs flash on either side.

Mrs. N. Whaley sent a photograph of her late Father, Colonel T.B.W. Sandall, R.M., who was the C.O. of Dalditch Camp, Woodbury, Devon, where the 7th Battalion were in residence. The early Norton shown was painted khaki dark earth with no markings, but note the unpainted engine block and the unusual headlamp mask cutaway (see photo J).

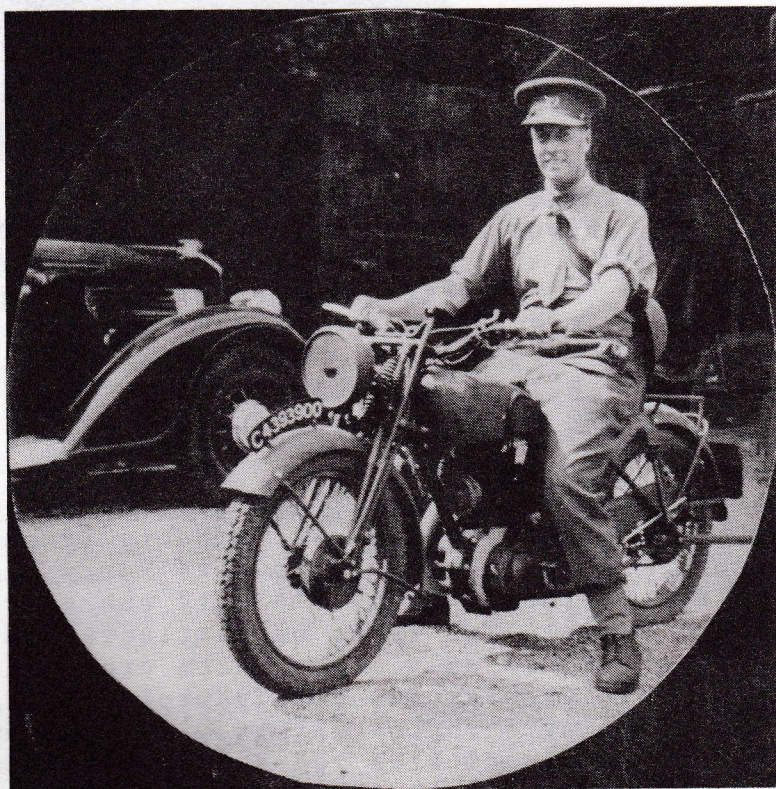


Photo J

The next four photographs show Royal Marines Provost personnel and machines. The first, photo K, shows members of the Portsmouth Detachment outside their HQ in Southsea during 1943, together with a Bedford 15cwt and, I believe, yet another BSA M20. The staff are wearing blues



Photo K
Portsmouth Detachment Royal Marines
Provost 1943



Photo L
Boliver, Singapore

with the pre-war leather belt equipment and .38 revolvers on a green lanyard. Although not apparent, a blue armband was worn on the upper right arm with RMP in red. Marines had a red cap band which would have clashed with the red MP cap cover, so a blue naval cap was worn instead by Provost staff. Unfortunately no tac markings are visible, but of note is the red MP on a white ground on the motorcycle's mudguard. This is repeated in the next photo taken in Singapore in November, 1945, by Mr. W. Bolivers showing Corporal 'Scouse' Threlfall, hopefully, off duty (see photo L). Also taken in Singapore, the next photo shows Cpl. Len



Photo M
Boliver, Singapore;
Len Johnson, November '45

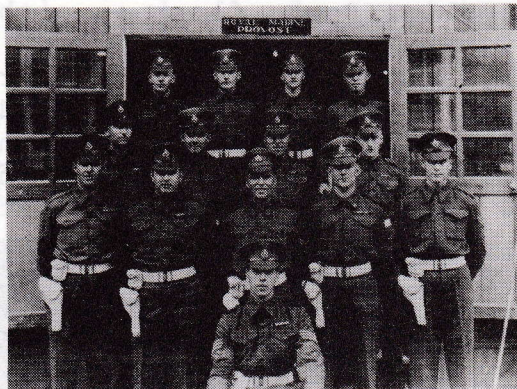


Photo N
Group of RM Provost Section at HMS
Commonwealth, Kure, Japan, Feb. 1946.
Detached for 35 Royal Marines Provost
Company, Singapore. (Harry Playford, RM
Corps Archivist, standing, front row
2nd from right).

Johnson wearing greens with a standard khaki cap and red cover (see photo M). Note the unusual door marking on the CMP cab door. The next photo was taken at HMS Commonwealth, Kure, Japan, in February, 1946, and shows a detachment from 35 RM Provost Company, Singapore (see photo N). Standing, second from right, front row, is Harry Playford, now the Photo Archivist at RMB Eastney, who is the only one correctly dressed, wearing a whistle and chain! Two types of battledress are worn, with Royal Marines' shoulder titles only. The white crossbelt is absent and pistols were worn in this fashion for Jeep patrol, with a single strand green lanyard. Also worn were white anklets with blackened straps. As a matter of interest, the elasticated red cap cover was dampened then spun round, throwing the creases to the front. After being placed on the cap, the creases were fanned out from the badge into a 'sunburst' of 13 creases, according to my old RMP instructor at Chichester. I hear cries of Bull and others, but we were there to set an example, after all. These men were the last RM Provost of the war years as the branch was disbanded in 1946, being reformed in 1962.



Photo P



Photo Q

Jim Brockbank (standing, centre) like a good Marine did as asked and sent in two photos showing a Bedford water bowser at Fan-Ling and an immaculate Jeep of B troop, 44 Commando at Tsun-Wan, New Territories, Kowloon, in January, 1946 (see photos P and Q). By this time, Royal had stopped wearing the badge over the left ear and appears to be wearing it correctly, over the left eye.

PO/X 112291 Mne Bill Crampin sent a picture of his 'home' during his time with A troop, E battery, 3rd RM Heavy Anti-Aircraft Regiment (see photo R). The photo was taken on the Scheldt on VE day, 1945, and shows a Morris Office type body containing early warning equipment linked to a



Photo R
Bill Crampin

rotating roof aerial display. As part of 5 AA Brigade, this unit formed an anti-aircraft ring around Antwerp and the ops. room recorded 483 V1 and 313 V2 rocket incidents from 12 November to 12 December, 1944. Although not confirmed, it is likely that Royal Artillery tac marks were used and Bill wore the blue shield with red cross of 8th Infantry Division, so this is probably also the formation sign used on his vehicle.

Slightly more up to date is the photo sent in by RM 18876 Mne D. Whittaker of his Humber 1-ton, taken in Aden in 1961 (see photo S). The white figure 9 on a red/blue square is the tac mark of 45 Commando RM.

Returning to the war years, another known marking is that of 34th Amphibian Support Regiment which was a dark blue shield with an inverted red triangle, bordered in yellow, on which was a yellow fouled anchor. Formed in March, 1945, with 43 Officers and 726 other ranks, it was equipped with Alligator LVTs and carried out infantry internal security duties in SE Asia until disbandment in 1946. It is possible that this tac sign was used on LVTs at the time of the Walcheren landings in 1944, but not confirmed.

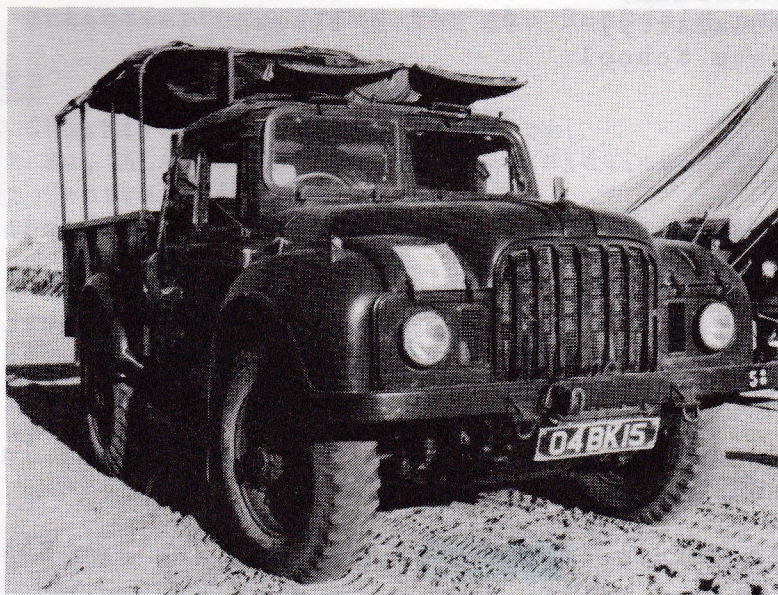


Photo S
RM 18876 Mne. D. Whittaker, Aden 1960-1961

Not covered so far, and forming a large part of the Corps strength from 1943 onwards, are the Commando units. Numbered from 40 to 48, they came under the command of the Special Service Commando Group, together with Nos. 1, 2, 3, 4, 5, 6 and 9 Army Commandos. There were four SS Cdo Brigade HQs, each administering four Commandos, which, at this time, numbered about 450 men but with many attached sub units. The tactical signs for the SS Group were as follows, at the time of D-Day Landings.

<u>Unit</u>	<u>Number</u>	<u>Arm of service coloured square</u>
HQ Special Service Group	40	Black (see note 1)
1 RM Engineer Commando	49	Blue
SS Group Signals	52	White over blue
Group Light Aid Detach.	40	Blue/yellow/red
1SS Brigade HQ	81	Red

<u>Unit</u>	<u>Number</u>	<u>Arm of service coloured square</u>
3(Army) Commando	55	Red (see note 2)
4(Army) Commando	56	Red
6(Army) Commando	57	Red
45 RM Commando	58	Red
2 SS Brigade HQ	87	Green
2(Army) Commando	59	Green
9(Army) Commando	60	Green (see note 3)
40 RM Commando	61	Green
43 RM Commando	62	Green
3 SS Brigade HQ	94	Brown
1(Army) Commando	66	Brown
5(Army) Commando	67	Brown (see note 4)
42 RM Commando	68	Brown
44 RM Commando	69	Brown
4 SS Brigade HQ	100	Red over Black
41 RM Commando	92	Red over Black
46 RM Commando	93	Red over Black (see note 5)
47 RM Commando	95	Red over Black
48 RM Commando	96	Red over Black
Group Postal Unit	80	Black
Group Provost Section	79	Black
Group Field Security Sec.	40	Black
Special Boat Unit	41	Green over Blue
Holding Commando (Wrexham)	97	Black
Commando Depot (Achnacarry)	98	Black
Cdo. Mountain Warfare School (St. Ives)	99	Black
Second Echelon	2E	Black

Notes ref. above

1. In November 1944 the title SS was dropped and Commando Group substituted.
2. 1 SS Bde were withdrawn 83 days after D-Day and returned to NW Europe in January, 1945, with Nos 3(Army), 6(Army), 45 RM and 46 RM under command.
3. 2 SS Bde were under Army command in 1944 and served in Italy, the Dalmatian Islands, Albania and Greece.
4. 3 SS Bde served mainly in Egypt, India and the Far East.
5. For the Walcheren landings, 46 RM were replaced by 4(Army) Cdo. 4 SS Bde landed on Sword beach except 47 RM which landed on Gold beach, joining the Bde later.

COMMANDO BATTLE DRESS INSIGNIA

The shoulder title differed from other regiments in that the Cdo number, 40, 41 etc., was worn above the title 'Royal Marines' and 'Commando'. Below this was worn the red dagger on a blue felt segment (from late 1944) or, more probably, the 'Combined Ops' Eagle, Tommy gun and anchor. This was worn on either arm with the gun pointing forward. I must also mention the 104 RM (Training) Brigade, as its unit flash was a yellow seahorse over a blue circle on a red inverted segment. This badge is quite famous within the Corps and is known universally as the 'Pregnant Prawn'.

Finally, remember what I said about badges over the left ear? Marine Jack Grandfield had this excellent study taken with a captured German

box camera at Keil in May, 1945 (see photo T). He is wearing crossed flags (Signals SQ) and a long-service stripe on the left forearm and Royal Marines shoulder title. The ubiquitous BSA M20 has the C number painted on the petrol tank above 57 on black which was 117 RM Brigade's tac sign. The machine is in dark earth with a 'desert' air filter still fitted on the petrol tank. In the background can be seen the Z number of a small water bowser with a canvas cover, to make it resemble a G.S. truck.



Photo T

Jack Grandfield must have the last word. He said in his letter that he completed 'Six years less a month in what I consider now, but perhaps didn't at the time, to be one of the finest Corps in the world.'

Chris Davies

Sources:

The Royal Marines 1919-1980 by James Ladd, Military Vehicle Markings by Terence Wise. All those ex-Royals mentioned and Mr R W Clarke, Australia and Ex C/Sgt Malcolm Batten.

Photographs: K & N (Corps Museum Archives).



Photo C

FROM "THE DERBY MERCURY" FRIDAY 12 AUGUST 1748

On Monday last came on at Southampton Assizes the trial of Captain James MAGRATH of the Hon General Churchill's Regiment of Marines for killing Lieutenant Alexander M'HAY of the same Regiment. in a duel fought in the year 1745, when after a tedious prosecution which lasted some hours he was entirely acquitted with great honour and reputation, to the great joy of the officers belonging to the two Regiments now lying in that Town, who attended him to his Trial, and conveyed him after it part of his journey out of that Town through crowds of huzzaing Soldiers who followed him some miles out of Town, as a mark of the strong affection they had for him which they every moment expressed.

R.M. ANTI-V1 OPERATIONS - 1944

(Submitted by P C Barrett - RMHS)

The CO of 1 HAA Regt RM at this time was Lt Col Ralph Garrett DSO and I was serving as Staff Lieutenant in HQ 5RM AA Bde commanded by Brigadier J E Leech-Porter CBE. The Bde Major was Maj Hugh Lindsay (later Lt Col OBE and CO of the 4th RM LAA Regt) who comments that"the names of the Regiments were not always consistently expressed. 1 HAA Regt RM was generally known as such, as was 3 HAA Regt, but 4 RM LAA Regt and 5 RM AAOR. The Army always put RA after the Regt number and when I issued orders for Leech-Porter I always expressed the names in the Army way. I remember visiting Wright's HQ somewhere on Romney Marsh and watching the V1s being engaged as they came over in a steady stream. There were masses of guns and the expenditure of ammunition must have been enormous. Over the Weald the Spitfires and Tempests of the RAF used to down the V1s by flying alongside and flipping them over by their wing tips. I actually saw this happen as I was on the road from Heathfield to Burwash, and very exciting it was."

These War Diaries extracts are Kew Public Records Office reference ADM 202/277 and were classified SECRET.

SUMMARY OF ACTION BY 4TH R.M.L.A.A. REGIMENT IN OPERATION AGAINST FLYING BOMBS

On 27 June 1944 the Regiment moved from 16 Royal Artillery Practice Camp, Clacton-on-Sea, and deployed in single gun sites under the operational command of 27 Anti Aircraft Brigade in the Weald of Kent.

These sites were close to static Searchlight sites in order to utilise the communications already existing with the AAOR. From a gunnery point of view a large number of these positions were tactically unsound owing to Search Lights being sited in hollows, whereas the guns needed higher ground to obtain the necessary field of fire.

However, during this period, all guns were in action and several hits obtained.

On 2nd July the Regiment redeployed into Troop positions (six gun sites) under the operational command of 102 AA Bde, further to the South, but still in the Weald of Kent.

Although this type of layout gave considerable gun density and resulted in many hits on approaching targets, the number of engagements was fewer owing to many targets being out of range flying through the gaps between the troop sites.

On 18 July the Regiment redeployed under operational command 43 AA Bde in the Coastal Gun Belt in the area LITTLESTONE - DYMCHURCH, and remained in this area until coming out of action on 30 August 1944.

Batteries were deployed in Troop sites adjacent to a heavy AA Battery, to simplify communications.

During this period the guns were constantly in action by day and night and restful periods were extremely few. The men, however, were in very high spirits throughout, and were fully conscious of the importance of the task they were performing, apart from the very valuable target practice which was obtained.

Two flying bombs were shot down on to gun positions but owing to the

prompt action in taking cover casualties to personnel were very light (7 wounded of which 2 were serious), although a certain amount of equipment was destroyed.

Many other near misses were recorded and in one instance the war head was separated from the body; the war head fell about 200 yds from the site and exploded harmlessly in a field and the body, almost intact, but on fire, fell in a wood 100 yds from the gun position. The fire was rapidly extinguished by the guns crews and the body, which was collected by Air Ministry personnel, provided valuable data on the working and construction of the Flying Bomb.

The following table shows the detailed results throughout the above period (27 June - 30 August)

No of Engagements.	Rounds fired.	F.Bs destroyed.		Hits obtained but without immediate effect being observed.
		Cat. "A" (In the air)	Cat. "B" (Shot down)	
1139 *	43,445	26	65	208.

* This is not the number of FBs engaged, as some targets were engaged by more than one gunsite.

11 SEP 44
B.L.A.

(A J Wright)
Lieut Colonel RM
Commanding 4th RMLAA Regt

1 H.A.A. REGIMENT R.M.

DIVER DEPLOYMENT 26TH JUNE - 28TH AUGUST 1944

The 1st Heavy Anti Aircraft Regiment RM was in the concentration area prior to proceeding to NORMANDY, within 24 hours of completing water-proofing and already briefed, when at 0830 hrs on Sunday 25th June a special D.R. arrived bringing orders that the Regiment was to deploy in the TUNBRIDGE WELLS area and take part in the battle against the flying bombs. The Regiment moved out at 0800 hrs 26th June and deployed in 3 battery 8 gun sites all round TUNBRIDGE WELLS, and was the first A.A. unit to arrive and go into action.

Most previous experience in the siting of Radar was inapplicable when dealing with Pilotless Aircraft, which presented quite different problems compared to high flying aircraft. Consequently, one battery had to move its position to a better Radar site. From this period all siting was entirely based on Radar performance, and the type of Radar with which we were equipped became an essential part of the Recce Group. Very valuable firing experience was gained in this area, and a number of flying bombs destroyed. In one interesting shoot "C" Battery turned a flying bomb through 180°, and the bomb then started to dive at "D" Battery and landed 180 yards away from the site. The lateral line between the two batteries grew red hot when the respective G.P.O.'s spoke to each other over the incident.

While in this area the Regiment was visited by Lord Eyres Monsell the Regional Commissioner, and Vice Admiral Sir M.E. Dunbar-Nasmith KCB,

VC, RN. "A" Bty had to vacate its site for the Mary Churchill mixed A.T.S. battery.

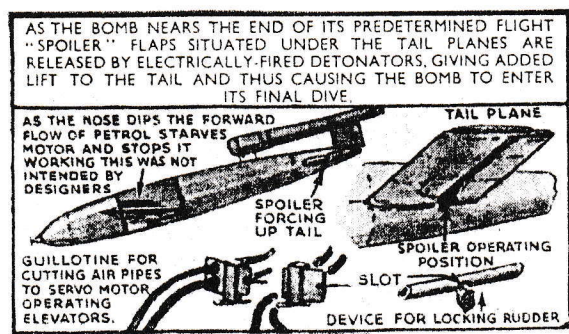
At 0100 hrs 14th July a telephone message was received from the Commander, 5 AA Brigade Royal Artillery and the Regiment was ordered to move to the HASTINGS area. By 2000 hrs the Regiment was fully deployed between HASTINGS and WINCHELSEA, right in the "Tram Lines". Some very successful shooting was enjoyed in this area, and the Regimental transport assisted in the move of at least 4 static AA Command Regiments.

While in this area "D" Battery was visited by Mr. Duncan Sandys, the Chairman of the Parliamentary Commission for dealing with flying bombs, and Major General Whittaker, GOC 2nd A.A. Group. A record of results was taken when Mr. Sandys was on the site, and the battery had fired 253 rounds and obtained 5 kills, one in the air. This represented a total of 50% of bombs engaged.

The next order to move was again very sudden and the Regiment moved to BURNHAM-on-CROUCH, 2 batteries travelling by night and in action by dawn. We were also the first A.A. Troops to arrive at BURNHAM where the East to West corridor had just opened up. To our intense pleasure, HMS 'St. Mathew' with its compliment of RM Officers and men under Lieut Colonel P.H.O.L. Penfold RM were our neighbours, and afforded us the grand luxury of showers.

The shooting here was poor after the first few days, and though we averaged 30% kills our score stopped adding up appreciably. The Regiment was very busy helping to instal 3 mixed HAA Regiments, with transport again to the fore, and the C.O. was A.A.D.C. during the installation period. Major General Tremlett visited the Regiment twice during this period.

On 28th August, again with less than 24 hours notice, the Regiment moved to the Marshalling Area, on its way overseas once more.



FLYING BOMB German pilotless aircraft with a range of 200 miles carrying a ton of explosive. Named the V1 because it was the first of Hitler's "revenge weapons". The British called them Doodlebugs and Buzz-bombs. As soon as their fuel was exhausted their jet motors stopped and the missile plunged to the ground. The first were launched against London

from sites in the Pas de Calais and Holland in June, 1944. The attacks stopped when Allied forces captured the launching sites in March, 1945. By then 10,500 had been launched; 4,300 had been shot down or tipped earthward by striking barrage balloons or cables.

PARTICULARS OF ENGAGEMENTS OF PILOTLESS AIRCRAFT

PARTICULARS of AA COMMAND BRIGADES under which REGIMENT SERVED

PLACE	DATES	BATTERY	No.OF ROUNDS FIRED	CLAIMS	
				Cate."A"	Cat."B"
TUNBRIDGE WELLS	1944				
	26 Jun to 14 Jul	"A" } "C" } "D" }	4759	2 1 -	2 5 8
HASTINGS	15 Jul to 20 Jul	"A" } "C" } "D" }	742	- - 1	1 - 5
BUENHAM- on-CROUCH	21 Jul to 28 Aug	"A" } "C" } "D" }	957	- - -	1 2½ 2½
TOTALS	...	...	6458	4	27

PLACE	DATES	BRIGADE
Tunbridge Wells	26th June 1944 to 9th July 1944	40 AA Brigade
"	10th July 1944 to 14th July 1944	5 AA Brigade
Hastings	15th July 1944 to 20th July 1944	102 AA Brigade
Burnham-on-Crouch	21st July 1944 to 28th August 1944	37 AA Brigade

NOTE:- Cat. "A" = Target exploded in air.
Cat. "B" = Target brought down and exploded on ground.

