



Royal Marines HISTORICAL SOCIETY



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THE SHEET ANCHOR

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A new editor is always beset by difficulties, but these have been largely overcome by the continued support of my predecessor, Tony Perrett. I feel that it is up to all members of the Society to make some form of contribution towards the Sheet Anchor from time to time, even if it is only supplying odd snippets of historical information which, if not committed to print, would be lost in the annals of time. All of us have personal reminiscences, so why not share them ?

Looking through the interests of members, it should be possible to cover a wide range of Corps history within our pages; ancient and modern; medals and pictures; campaigns and traditions. As you may be aware I am starting a Letters column in which it is hoped members will exchange ideas. As an example, my letter about *HMS Fidelity* in the *Globe and Laurel* recently, has produced so many letters, and indeed an unpublished typescript, that I hope to enlarge on it in a Special Publication in due course. Which reminds me that the next Special Publication is Sergeant Harry Wright's comprehensive and fascinating memoirs after he was captured at Zeebrugge.

MARINES AND AMPHIBIOUS WARFARE - Part 1

By Lieutenant Colonel Donald Bittner USMCR

Amphibious operations have, either directly or indirectly, officially or unofficially, been one of the primary, if not the primary, speciality and justification for the continued existence of Marine military forces. However this is also a very broad generalisation. Too often, there is an assumption that any exercise or operation involving the transportation of ground troops by ship to an objective area and then landing them by boat (or now by air) over water is an "amphibious operation". By this broad definition, the United States Marine Corps claims that in its history, it has participated in over 300 "amphibious operations". (1)

However this is too broad a conceptual definition. As General Holland M Smith USMC wrote in 1946, *'an amphibious operation is a tactical operation, with the vital ship-to-shore movement a tactical manoeuvre and not just a ferry boat ride'*. (2) By this restrictive view, to implement this most difficult of military operations required doctrine, techniques, equipment, expertise and training.

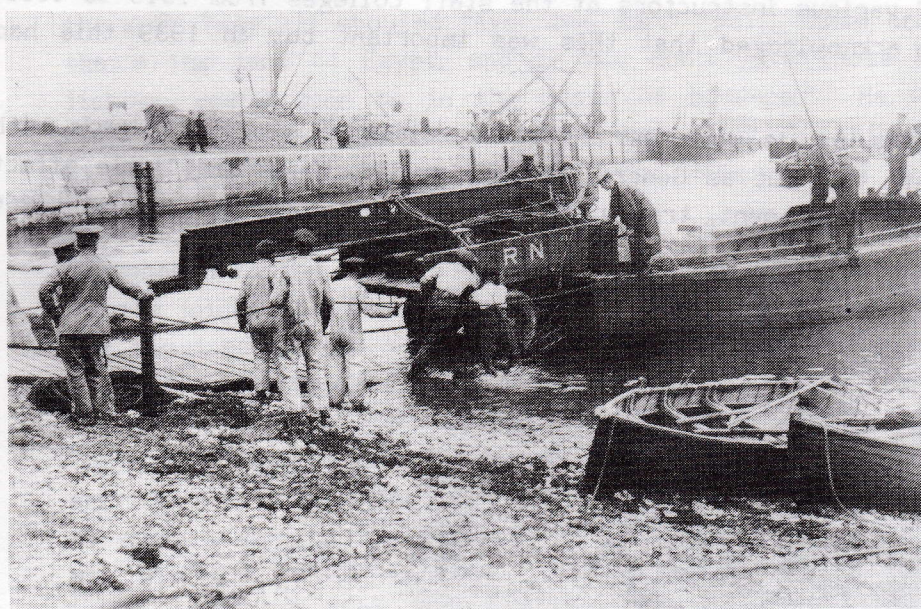
In the United States after World War 2, and especially within its Marine Corps, an assumption arose that American Marines not only pioneered this capability but also did so in relative isolation. As Jeter Isley and Philip Crowl wrote in **US Marines and Amphibious War** *'for about two decades before the outbreak of the Second World War the Marines had been establishing themselves as specialists in amphibious doctrine'*. (3) Isley and Crowl also noted that the doctrine developed by the USMC remained essentially unchanged during the war, although the techniques by which it was implemented were continually refined and changed.

None-the-less, such views ignore the efforts and accomplishments of other nations which worked in this field. Although their capability was not as well developed as in the USA, Japan and Britain also made progress in "amphibious warfare". If their efforts did not develop as far as those in the United States, this can be traced to two reasons; firstly the need of the USMC for a mission and capability to ensure its institutional survival; and secondly, and more importantly, the identification of an island enemy (Japan) who, even if its main forces were destroyed in the anticipated Nelsonian Pacific's Trafalgar, would still have ground forces to be defeated through assaults on its heavily defended islands. Ultimately, neither Japan (4) nor Britain really envisaged any situation whereby they would be expelled from a continental position or forward island bases. Thus they would not need to launch assaults from the sea to re-establish themselves ashore and so achieve their military objectives, using ships at sea as their bases and building up their military strength ashore from zero. Hence their developments in refining doctrine and the institutional means to implement it (such as the American amphibious warfare doctrine and the creation of the Fleet Marine Force as an integral part of the US Fleet) never matched that of the United States maritime forces.

Britain and Amphibious Warfare Doctrine

Efforts were being made in other countries in this field. In Britain, a rudimentary doctrine had been developed by 1939. However this was not as advanced as that in the USA; for example, by the commencement of World War 2, the British had not yet solved the crucial issue of command relationships, nor designated a force to be specialists in

offensive amphibious operations. (5) Isley and Crowl commented about Gallipoli that 'the British had failed to take the Dardenelles because of faulty doctrine, ineffective techniques, poor leadership, and an utter lack of coordination between the services', (6) a statement both true but unfair if it is remembered that amphibious doctrine before World War 1 and implemented during that conflict, had not been developed, as it is now understood, by 1915. However by 1939 the British were still wrestling with the issue of command relationships and who would be the primary commander in amphibious operations.



One of the first British landing exercises was carried out for six days at Portland in July 1927.

Equally important, at the beginning of World War 2, capability and expertise deficiencies existed within the armed forces of Britain. In a commentary on the British entry into Iceland in 1940, the former Chief of Staff of the Iceland Force, Major General H L Davies, made the following reflective and pertinent comments three decades after the event.

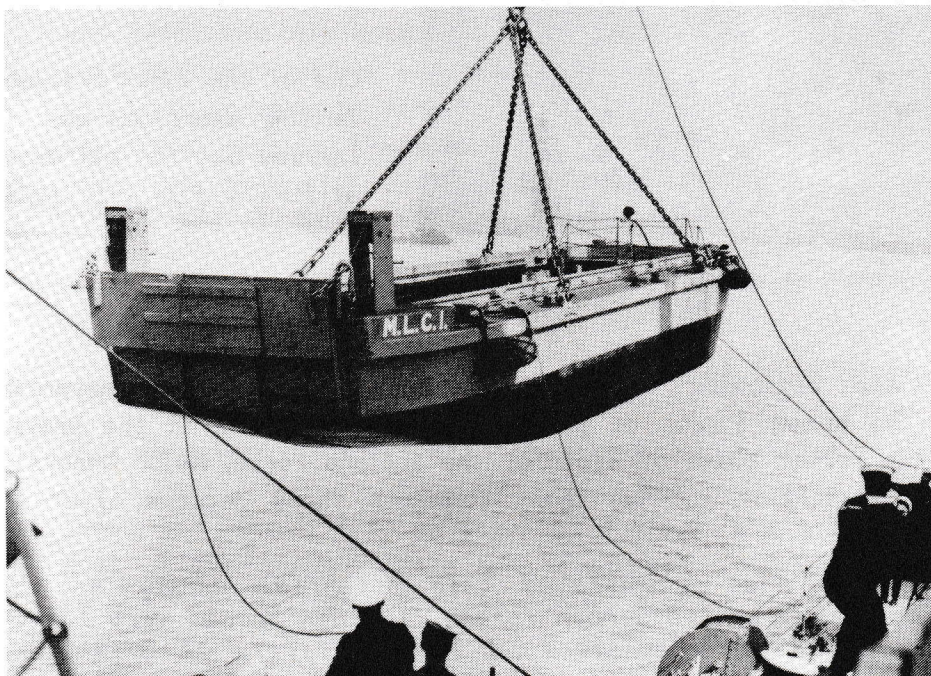
'The British Admiralty must have appreciated this potential danger as they witnessed the thrust into Norway by the German forces. It then became very largely a question of who could establish themselves in Iceland first. An established force in the south west corner of Iceland would be almost impossible to evict, the reason being that to carry out an amphibious operation against an established garrison was not possible in the absence of any form of amphibious equipment. In 1940 the landing ship tank, personnel, transport, etc, did not exist. Without such craft any landing could only be made by disembarkation from transports or warships by means of small boats, etc.... As the Germans perceived later in 1940 an opposed landing against a strong defence positioned to protect the south west corner of Iceland was not on. I suggest that Britain would have been in exactly the same position if the Germans had got to Iceland before us... Here, essentially, was a case of 'first in, first served'. (7)

During the inter-war era, Britain had worked in this area of 'amphibious operations' or 'combined operations'. But what exactly had been done? Some ground work on doctrine and education, much of which has been recently explored by Colonel Kenneth J Clifford USMCR in his book **Amphibious Warfare Development in Britain and America from 1920-1940**. (8) Colonel Clifford presents the efforts of the few dedicated men who believed that Britain should have a doctrine, capability and educational system so as to implement amphibious operations if required. Clifford, in his analysis, clearly reveals the subconscious Gallipoli complex which existed and, most important, the belief that Britain would never be in a position to have to forcefully project her combat power ashore against a heavily defended beach.

Sources

But if this capability was not being developed, what exactly was happening ? If we rely upon the traditional sources of the historian, we can use as our main source the written word. Colonel Clifford has done so, and provides a major service as the reader is led through the staff college student requests, staff college commandant reports, various committee studies, and discussions of the sub-committees of the Chiefs of Staff. Ironically, an examination of such similar sources in the Royal Marines Museum at Eastney would reveal many similar items, such as a continual discussion of command relationships in copies of lecture notes of various instructors at the staff colleges from 1919 to 1955. (9) Ironical, in that everyone acknowledged that this was important but in 1939 this had still not been resolved !

Colonel Clifford also notes in his work the annual exercises of an Army Brigade with the Royal Navy before the war. (10) But as General Davies implied, these had little effect by the time the war started; no equipment, training, forces or final doctrine. Hence, these

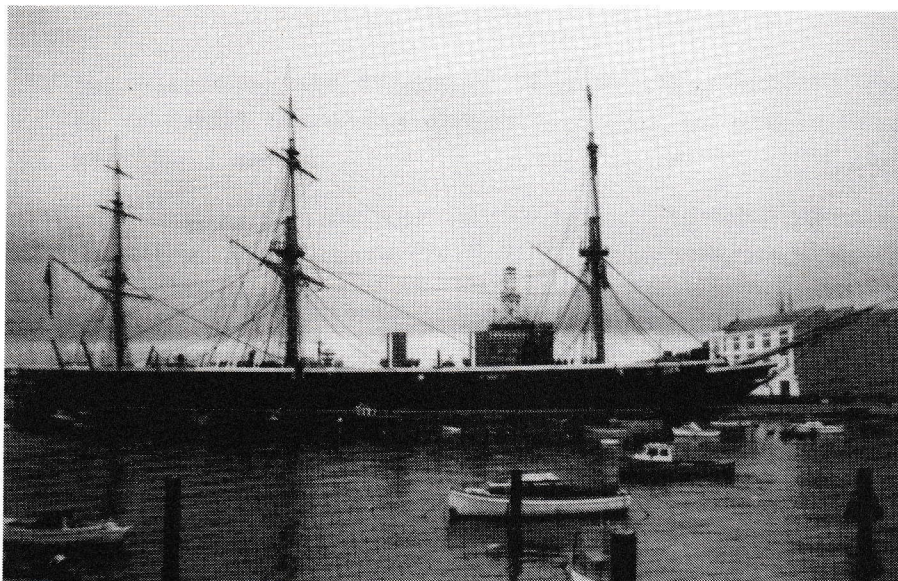


M.C.L. 1 being hoisted out during the Lamash exercise in the Isle of Arran in 1935.

can be seen as possible 'adventure training', but not exercises leading to a real operational capability in case of war. Hence, the focus of this piece will not be upon them.

However, other sources can be used which reveal what the British concentrated upon the inter-war era. In 1965, A J P Taylor published his **English History 1914-1945**, the fifteenth volume in 'The Oxford History of England'. In his essay on sources, he noted the traditional use by and the ensuing strong reliance of historians on the written word; Taylor also stressed that historians too often overlooked other types of sources which are useful to understanding the past. These include, for the 19th and 20th centuries, photographs and other related types of visual and audio sources. (11) At the Royal Marines archives in Eastney there is just such a source which provided a clue as to what was happening in the inter-war era, the photographic records. This is a bountiful source which generally has not been exploited except for general illustrative material to include in books. But approached as a source, it reveals more than just pictures supplementing a written text.

There is an old truism that 'a picture is worth a thousand words'. How true ! Photographs, paintings and pictures can, if used with a proper conceptual approach with ensuing analytical interpretation, also convey quickly what might take pages of writing, or minutes or hours of lecturing, listening or reading. For example, British naval historians



The first ironclad warship HMS Warrior, now restored, in Portsmouth where she is on display as part of the Naval Heritage scene.

have discussed the impact of the launching of HMS *Warrior* in 1860. This first armoured and steam powered (but still with sail) vessel indeed contributed a major change in naval warship design, with eventual impacts on recruiting, life at sea, engineering and weaponry, etc. But the immediate impact in 1860 can be exaggerated. One picture (or tour of *Warrior*, now fully restored as a museum at Portsmouth) clearly reveals that, despite the revolutionary changes in power plant and hull protection/construction, the basic design of the ship indicates that here was a vessel conceived as conceptually serving with Nelson at Trafalgar as opposed to Jellicoe at Jutland. Note the sails and the alignment of her guns, with the main firepower positioned along the port and starboard sides of the ship. In conceptual design, HMS *Warrior* was clearly a *de facto* 18th century man-of-war. (12)

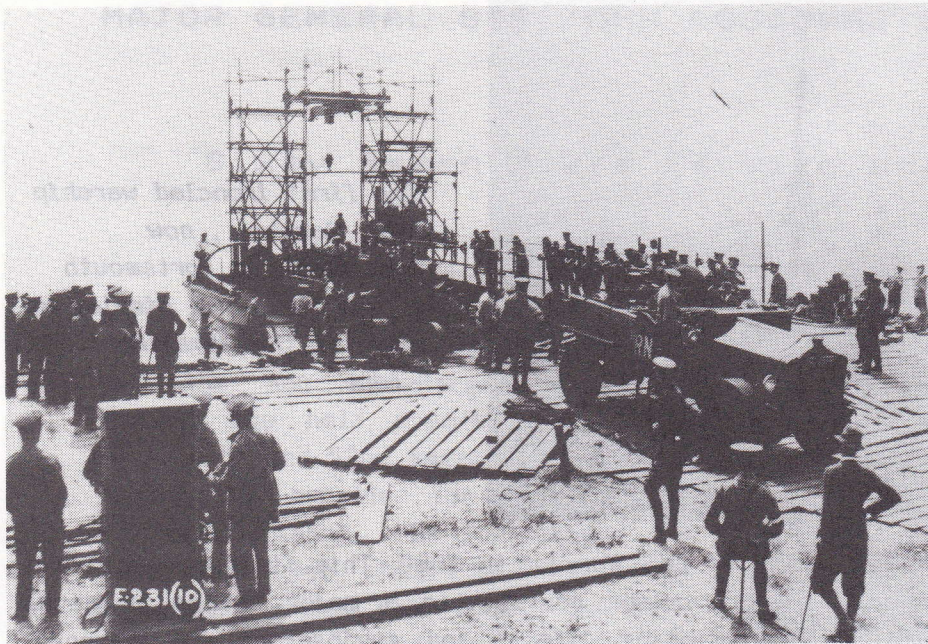
Royal Navy and Royal Marine Inter-War Coastal Landing Exercises

In the inter-war period, the Royal Navy and Royal Marines conducted a series of naval landings at various locations along the coasts of the British Isles. Between 1925 and 1935, these occurred almost annually, and were either large manoeuvres or smaller local exercises or studies. The major exercises were held at:

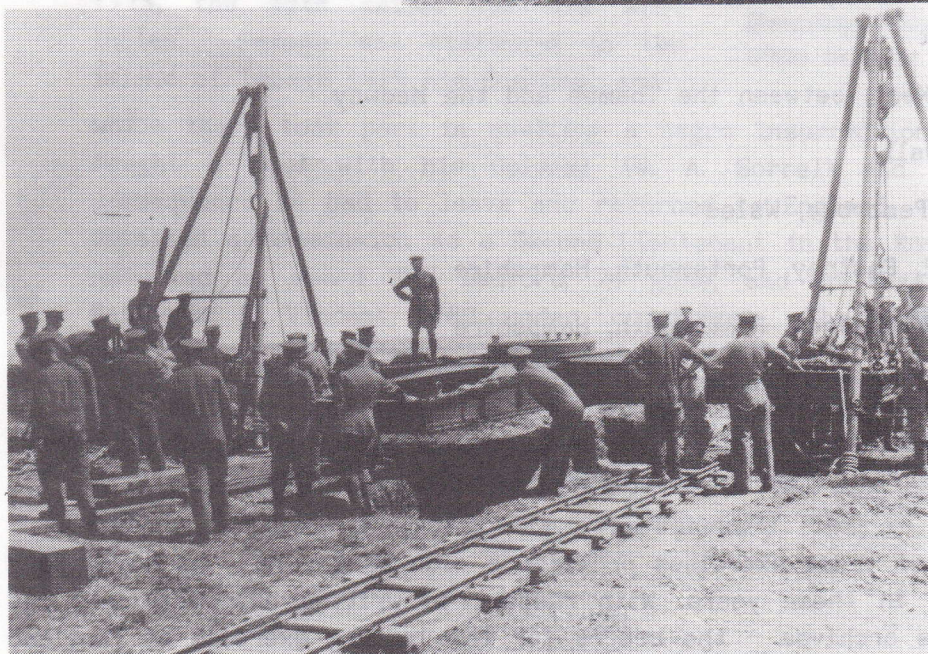
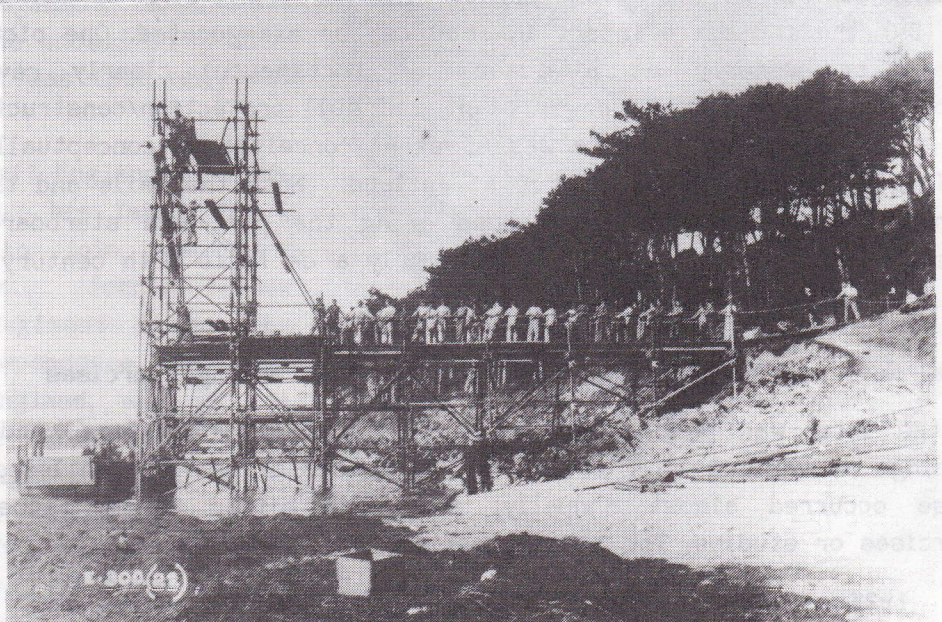
1925	Undetermined
1927	Portland, Dorset
1928	Isle of Grain, Kent, between the Thames and the Medway
1929	Falmouth, Cornwall
1930	Milford Haven, Pembroke, Wales
1933	Fort Cumberland, Eastney, Portsmouth, Hampshire
1934	Fort Cumberland, Eastney, Portsmouth, Hampshire
1935	Lamlash, Isle of Arran, Scotland

In addition, smaller exercises occurred in these years in which various types of equipment were tested, but without the participation of major fleet units.

The photographic record of these exercises provides a clue as to what the Royal Navy and Royal Marines were doing in these years. With respect to written evidence, only one document was found within the archives - the orders for the landing exercise at Portland between 18-23 July 1927. The object of this exercise clearly states what was happening



Landing exercises look a similar form each year. Above: The Arrol platform being built on the Isle of Grain, Kent in 1928. Centre: A similar platform being hoisted at Falmouth on 26th June 1929. Below: Railway tracking and sheer legs being used at Milford Haven in 1930.



Programme of Landing Exercises at Portland, 18th—23rd July, 1927.

Object of the Exercise.

- (1) To test methods of landing, installing, and re-embarking typical armament for the Sea Front Defence of a temporary Naval Base in War.
- (2) To explore the practicability of conveying typical armament and the necessary equipment in one of H.M. Ships in an emergency.

2. Special Idea.

Two 6 inch B.L. Mk. VII. Guns and two 3 inch A.T.C. Guns, and 1 Portable Searchlight have been embarked in H.M.S. "Benbow," together with the equipment for landing and installing them ashore.

Portland and its vicinity have been cleared by a Striking Force, and a preliminary reconnaissance made of the sites for guns to protect the Southern entrance to the Harbour.

H.M.S. "Benbow" arrives at dawn on the 18th July with orders to land and install these defences. (Heaviest load to be landed is 6 inch Guns, 7½ Tons).

3. Programme (provisional).

18th-19th July. Arrive Portland, land and install defences.

20th July. Practice firing from 6 inch and 3 inch Guns.

21st-22nd July. Dismount and re-embark.

4. Sights for Guns and Searchlights. (see plan).

RIFLE RANGE ... Two 6 inch Guns.
DOCKYARD ... Two 3 inch Guns and 1 Searchlight.

5. Landing Places. (see plan).

MERE ... Vehicles and Camp Equipment.
CUSTOMS HOUSE BEACH ... Remaining Stores.

6. Landing Appliances

CUSTOMS HOUSE BEACH ... Corduroy Roadway.....7 ton Gyn on tubular platforms, (if required).....Gantry and Power plant(Working load 8 tons).....on Wharf.

7. Transport Available.

Landing Craft	MT Vehicles	Trailers
Motor Landing Craft 1.	Hathi Tractors 3.	Gun Transporters 2
Horseboats 2.	Morris (Roadless) 1.	3 inch H.A. Travel- ling Platforms 2
	Morris (Six-wheeler) 1.	Eagle (Two Wheeler) 3
	Fordson (Crawler) 2.	
	Fordson (Pneumatic) 2.	

8. Personnel Employed.

Officers.	Other Ranks.	Total.
18	290	308

9. Attached Plan of Portland.

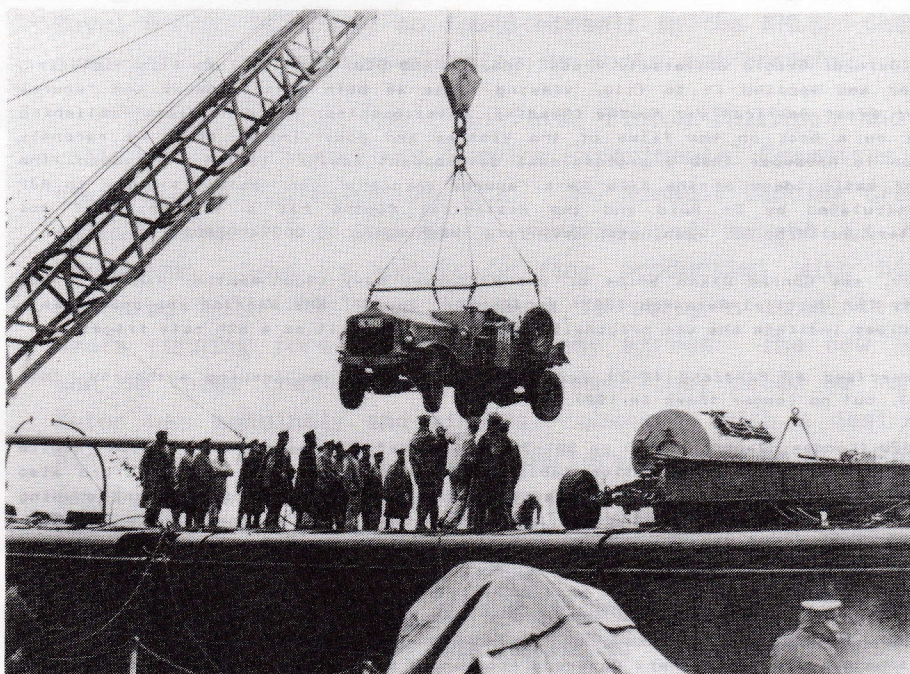
Landing places, Sites for Guns, Positions of Headquarters, and H.M.S. "Benbow's" berth are shown on the attached plan.

that year, would continue to be done subsequent exercises before the war, and even occur during the Second World War in actual operational areas such as Iceland between 1940-42. The orders for Portland consisted of a one page cover letter with an attached single page plan of Portland. The 'objects of the exercise' were twofold

1. To test methods of landing, installing and re-embarking typical armament for the Sea Front Defence of a temporary Naval Base in War
2. To explore the practicability of conveying typical armament and the necessary equipment in one of H.M. Ships in an emergency (13)

What does the photographic evidence reveal? Continuity between 1927 and 1935 in what was done, and similarly the years prior and after those dates. The orders for the exercise at Portland in 1927 could also be those for the ensuing years. Also, the photographic evidence for 1927 is interchangeable for the exercises held before and after July of that year and in some instances in Iceland in an operational environment during World War 2.

The implication is clear. The Admiralty did not envisage a forced entry against a prepared shoreline or beach



Between the wars, little thought seems to have been given to mounting exercises in a tactical setting. An armoured tractor being hoisted ashore.

heavily defended by an enemy. Instead its officials thought in terms of seizing, without opposition, a temporary naval base or port and then defending it: this could occur as part of a previously anticipated and planned operation, or in reaction to an emergency situation. Also, the Royal Marines, instead of being designated as Britain's force for offensive amphibious operations in the inter-war period, were developing an organisation for the defence of such bases and ports, the Mobile Naval Base Defence Organisation. (14)

The concluding Part follows in the next issue

References:

1. US Marine Corps Historical Center Reference Branch to author 14 Oct 87.
2. Lt Gen Holland M Smith USMC *The Development of Amphibious Tactics in the US Navy, Part I*, Marine Corps Gazette Vol 30, No 6, June 1946, pp 12-18
3. Jeter A Isley and Philip A Crowl *The US Marines and Amphibious War: Its Theory and Its Practise in the Pacific* (Princeton: Princeton University Press, 1961) p 3. Isley and Crowl further note that doctrine is distinct from technique, and that doctrine, equipment, training and expertise are all necessary to implement it (pp4-5)
4. For a different view of Japanese strategy and concept of power, see Paul Kennedy *Strategy and Diplomacy, 1870-1945: Eight Studies* (Winchester, Maine, Allen & Unwin, Inc, 1984). In Chapter 7, Japanese Strategic Decisions, 1935-45, pp179-198, Kennedy postulates that despite the naval war fought against Japan, the role of Japan's Navy in establishing the Greater East Asia Co-prosperity Sphere, ie Maritime Empire, and Japan's island state nature, she was essentially a continental power dominated by army interests and pursuing continental objectives on the mainland of Asia. For another recent discussion of Japanese pre-war policies and strategy, see Ronald H Spector *Eagle Against The Sun: The American War with Japan* (New York: The Free Press, 1985), especially Chapter 2.
5. Col Kenneth J Clifford, USMCR *Amphibious Warfare Development in Britain and America from 1920-1940* (Laurens, New York: Edgewood Inc, 1983) pp 50-57.
6. Isley and Crowl, p 5.
7. Maj Gen H L Davies CB, CBE, DSO, MC in a letter to author 1 July 1970.
8. Clifford, pp 30-84.
9. RM Museum Archives, Eastney ARCH 6/4/1. Royal Naval College Greenwich, Combined Operations I. Historical by Lt Col WW Godfrey RMLI delivered 4 December 1919; and Prof JG Bullock MA letter to Gen Phillips dated 5 May 1955, with accompanying note and questions asked with answers, at his lecture given at the Imperial Defence College on 13 May 1955. This file also has copies of minutes from various meetings on the development of amphibious warfare doctrine and brief histories of British combined operations.
10. Clifford pp 68 & 73
11. AJP Taylor *English History 1914-1945* (Oxford: Oxford University Press 1965) pp 609-610. The American film historian, Larry Suid, has taken the concept further and applied it to film, viewing films as both entertainment and 'source documents'; see Larry Suid *Guts and Glory: Great American War Movies* (Reading, Massachusetts: Addison-Welsey Publishing Co, 1978); Dr Suid is currently at work on a book on the films of the Vietnam and post-Vietnam eras; he recently conducted at the USMC Historical Center on 18 November 1988 a professional development seminar titled 'Hollywood, the Marines and the Vietnam Era'; many of the basic ideas of the film as a 'source document' (in concept similar to AJP Taylor's views on photographs) were articulated by Dr Suid and the Historical Centre has a transcript of the presentation. (Marine Corps Historical Center, Building 58, Washington Navy Yard, Washington DC 20374-0580)
12. For a brief discussion of HMS *Warrior*, see Conrad Dixon *Ships of the Victorian Navy* (Southampton: Ashford Press Publishing, in association with The Society for Nautical Research 1987) pp 106-107. In 1987 HMS *Warrior* was opened as a restored naval museum at Portsmouth; the guides indicate she was originally conceived and built as a 5th rate frigate.
13. RM Archives. *Programme of Landing Exercises at Portland 18-23 July 1927* with no date or issuing authority. This document originally in ARCH 13/11/44 in 1983, but no longer there in 1987.
14. James D Ladd *The Royal Marines 1919-1980* (London: Jane's, 1980) pp 381-384. This part of Appendix 4 is titled 'Mobile Naval Base Defence Organisations'. See also the MNBDO organisation tables in Appendix 2 p 347. Col Clifford also discusses the role and mission of the Royal Marines with special emphasis on the Madden Report of 1924 and ensuing discussion in subsequent years. Although in general there is discussion, recommendations for an offensive role for them, and there is no disagreement with this in theory, in reality nothing was ever done to implement this. The Marines continued to fulfill their traditional role of providing ship's detachments, and tasked to seize temporary advanced naval bases and then defend them. See pp 10-19. It should be noted that part of the Officer development curriculum at the Marine Barracks, Quantico, Virginia, gradually evolved towards the teaching of offensive amphibious operations; by the mid-30s this was the primary focus of company and field officers courses. However the USMC also taught in the 30s a one-year Base Defense Course, one of whose graduates, Brig Gen Robert Devereux, commanded the Marines during the defence of Wake island in December 1941. For a discussion of this aspect of the evolution of the study of amphibious warfare, see Donald F Bittner 'Curriculum Evolution: Marine Corps Command and Staff College 1920-1988' a copy of which is retained by the RM Archives at Eastney.

SI MOMENTUM REQUIRIS.....

The story of the Royal Marines South Africa and China Memorial..so far

By Captain John Coleby

When Queen Victoria's Diamond Jubilee was celebrated in 1897, as the trophies of Empire accumulated in London, senior officers of the Royal Marines were concerned that the Corps had very little to show there for the devoted service of many years. For some time it had attracted little public attention as it soldiered on *per mare* with the Navy and periodically *per terram* to help out the Army. It would be politic to heighten the profile of the most useful body of men in Her Majesty's Imperial forces. But how ?

In the nine months from November 1899 to July 1900, the Corps pulled off a remarkable double. The sharp engagement at Graspan in Cape Colony was followed by the dogged defence of the Pekin Legation, topped off by the award of the Victoria Cross to Captain Lewis Halliday RMLI. Both hit the headlines and caught the public imagination. *'Er Majesty's Jollies* had done their stuff and glowing reports from Winston Churchill, war correspondent, among others told how.

Almost at once, and long before the Boer War was over or the China unrest ended, a Committee was formed in London to organise a memorial to officers and men of the RMA and RMLI who had been killed or died in South Africa and China. In November 1900 subscriptions were called for from all serving and retired Royal Marines. A proposal to set up a Charitable Fund to help the widows and orphans of the fallen got short shrift - the money likely to be raised would not be enough to be useful. A monument was what was wanted, public and prominent recognition of the bravery and devotion of the Corps. A suggestion that it should be extended to cover the whole 'Victorian era' was not accepted. The long awaited opportunity was not to be wasted.

A site was needed. The Committee's first choice was the space in front of the Royal Exchange in the City of London, 'the Centre of th Universe', where a monument would both be suitably visible and mark our historic connection with the Trained Bands. The Corporation's Streets Committee did not see it quite that way and made alternative suggestions, which the Corps' representatives in turn found unable to accept. Stalemate, for the time being.

Meanwhile in June 1901 "an eminent sculptor volunteered his service and advice to the Committee, and has furnished a design of a monument which has been criticised in most favourable terms by the leading artists of the day. Photographs and descriptions of this design will shortly be sent to all members of the Committee, and to Divisions, etc, free criticism being invited." Lieutenant Colonel G T Onslow RMLI, Honorary Secretary of the Committee, who was serving in the Admiralty Recruiting Department at the time, was plainly an operator and fixer of some skill, and had the bit between his teeth. There are several reports in *The Globe & Laurel* like "The Hon Secretary of the fund therefore takes upon himself, subject to the approval hereafter of the Committee at their next meeting, to say that the fund will not be closed until the monument is erected and all expenses

thereof fully paid." and, referring to the location "no other authorities have been approached officially with reference to any possible site, though unofficially, enquiries have been made to pave the way."

A problem was "...that it takes a very long time, even in these days of quick transit, for letters, etc, to reach the uttermost parts of the world, and so bring to the notice of all members of the Corps, active and retired, the fact that any such memorial is contemplated." The Hon Secretary published meticulous details in *The Globe & Laurel* of all subscriptions as they came in.

The Committee had decided that £1,200 would be needed, remarking "It is estimated that a contribution of one day's pay from all ranks now serving would alone produce the sum of about £2,000." By 31 July 1901, £1,194-5s-10d had been received or promised. Fairly soon after that, with more prompting by the Honorary Secretary, who was also Hon Treasurer, £1,284-9s-9d was in hand and work could begin.

The 'eminent sculptor' volunteer was Captain Adrian Jones, late Veterinary Corps, who had retired in 1890 after 23 years service with the Royal Horse Artillery, the 3rd Hussars, The Queen's Bays and 2nd Life Guards. He had served in the Abyssinian War (1868), the first Boer War (1881) and the Nile Expedition (1884) and in Ireland and India. Having exhibited paintings and statuettes at the Royal Academy in the 1880s while still serving, he attracted the notice of the Prince of Wales at the Academy in 1891 with the model of his 'quadriga' group entitled 'Peace'. HRH thought that a full sized casting of it would look well atop the Arch on Constitution Hill which from 1846 to 1885 had had the massive statue of the Duke of Wellington now in Aldershot, stuck on it. The designer of the Arch in 1828, Decimus Burton, had intended it to carry a sculpture of a chariot and horses anyway. The problem was money, but once the Prince of Wales had become Edward VII, Herbert Stern, a banker, put up the cash. In 1905 Mr Stern became Lord Michelham of Hellingly. In 1907 the sculpture was cast and put up where it still is: Captain Jones was appointed MVO. The casting weighed 38 tons and cleared a railway bridge by only half an inch on route from the foundry of Hollinshead & Burton at Thames Ditton, Surrey.. The Royal Marines Memorial was one of the many tasks that Adrian Jones took on to keep his work before the public, and earn a crust, during the fifteen years the Office of Works sat on his masterpiece. It was also good practice for him and the foundry in the large scale bronze-casting techniques both works required.

The original engraving depicting the sculptor's idea of what the finished Royal Marines Memorial would look like.



But his first design for the Royal Marines ran into trouble. No trace of the original brief, if there ever was a written one, remains, but one gets the feeling there was a certain amount of internal Corps politics involved. The Hon Secretary was equal to the occasion, and careful to keep everyone informed by full and regular reports in *The Globe & Laurel*.

On 18 July 1901, then "...The opinions of Members (of the Committee), both individually and as representing Divisions, having been heard and a letter from Sir John Colomb having been read, it appeared that while all admired the artistic effect of the design as a work of art, it was not considered suitable to the purpose in view, being not sufficiently true to fact and there being no direct allusion to China, or the principle (sic) achievements which have brought fresh honour to the Corps both in South Africa and China, viz: - Graspan, the defence of the Legation in Peking, and other actions in China, while laying undue emphasis upon the work of only a small portion of the total numbers engaged in the two campaigns."

Whereupon the Committee proceeded to pass a resolution "Proposed by Major White (Chatham), seconded by Lieut-Colonel Hearle (Portsmouth), the 4.7 gun should be removed and in its place two bronze figures substituted, one representing a Marine wounded lying down on or falling to the ground, the other standing over him, or by him, or at the 'Charge' bayonet fixed. On the sides of the pedestal bas reliefs representing scenes in China and South Africa respectively. ..."

It seems probable that the Hon Secretary (an RMLI officer) had realised what the reaction to the first design was likely to be, and had 'taken upon himself' to ask Captain Jones for other ideas before the Committee met. It is most unlikely that Major White could have dreamed up what is effectively a description of the final design, and a completely different concept and composition, during the course of the meeting.

What Lieut General French RMA, in the Chair, thought about the change is not recorded, but he did not apparently dissent from either the criticism or the resolution, though he must have been sorry to lose the 4.7 gun. "It was further decided that in view of the voluntary offer made by Captain Adrian Jones, and considering the extra expense that would be entailed by applying to other sculptors, etc, to request Capt A. Jones in the first instance to prepare designs on the lines indicated, subject to such modifications as he might suggest."

One other resolution was passed that day - "The prospect of such a site being found in the City being doubtful, it was resolved, on a motion of Major-General Wright, seconded by Colonel Campbell ADC, RMA - That an appeal be made in the first place for a site adjoining the Admiralty Buildings."

Altogether a most productive meeting, beautifully handled. The Corps had a deal with Captain Jones that he would, for £1,200 and subject to their approval, model the sculpture and have it cast in bronze, carve the bas reliefs and inscriptions, assemble the whole and have it erected. The Hon Secretary had obviously 'paved the way' successfully as there is no mention of any further trouble with the site. Less than a year after the siege of the Legation had been raised, its Memorial was well on its way.

The full membership of the Committee was given as:

Chairman

Lieutenant General A French CB RMA

Members:

Major General Sir Joseph Philips KCB

Major General H P Wright RMLI

Major General G F Blake

Captain Sir John Colomb KCMG MP

Colonel W Campbell ADC, representing the RMA

Lieut-Colonel Parkyns Hearle, representing Portsmouth

Division

Lieut-Colonel A E Horniblow, representing Plymouth

Division

Major H S Neville White, representing Chatham Division

Captain D Mercer, representing RM Depot

Hon Secretary

Lieut-Colonel G T Onslow RMLI

and Treasurer

The next snag they hit was the objection by the Office of Works in August 1902 to the form of the pedestal (which had already been cut out in stone) "as being unsuitable to the position the monument is to occupy in St James's Park and inadequate to the bronze figures it was to bear and the First Commissioner of Works recommendd that an architect of some renown should be asked to design a new pedestal."

The architect secured was indeed renowned - Mr T G Jackson RA was to be created Sir Thomas Jackson Bart, RA in 1913. He had designed the New Examination

Schools at Oxford together with the Bridge of Sighs and many additions to the Colleges, and to the Bodleian and Radcliffe Libraries there. He went on to Museums, the Law School and Library at Cambridge and the Lincoln College Library back at Oxford. He had worked on the Cathedral and Hospital of St Cross at Winchester, Bath Abbey, Christchurch Priory and Great Malvern Priory; he was in demand from public schools for new buildings. He was a Past Master of the Art Workers Guild and had been elected ARA in 1892, RA in 1896.

It was said of him "In the absence of a New Architecture, Jackson offered a solution to the dilemma between Gothic and Classic with his own version of the late sixteenth and early seventeenth century style, which acquired the nicknames 'Jacksonbethan' and 'Anglo-Jackson'."



The unveiling of the Royal Marines Memorial by H. R. H. The Prince of Wales on 25th April 1903. It was originally sited in the Cambridge Enclosure in St James's Park.

More importantly for the Corps, he "has kindly given his advice and time in preparing a new design, without any charge for his services. Mr Jackson, knowing that expense was a great object, so modified the former design that the extra cost has been kept as low as possible." £150 in the end. The subscribers who had to find an extra £100 at once were assured that "the whole monument as now planned, especially the bronze figures and bas reliefs, have been warmly approved of by the president and other leading members of the Royal Academy who have seen the design." But it wasn't enough to get Captain Jones elected to the Academy then or later.

On Saturday 25th April 1903 at 3.30 pm the great moment arrived. HRH The Prince of Wales KG, Colonel-in-Chief of the Royal Marines, came to the Cambridge Enclosure in St James's Park hard by the Admiralty New Buildings between the Mall and the Horseguards Parade, to unveil the Royal Marines Memorial. He and the Princess of Wales were greeted by a Royal Salute from a Guard of Honour composed of Royal Marines who had served in South Africa and China, commanded by Major A E Marchant CB. The Colonel-in-Chief, accompanied by Field Marshal Lord Roberts VC KG, lately C-in-C in South Africa, inspected the Guard and turned to receive a respectful address from Lieutenant General French CB RMA, Chairman of the Committee.

He said, among other appropriate things, "it was resolved that as the Corps of Royal Marines was not represented by any monument in the Metropolis, a suitable statue should be erected in a prominent position in London...."

When describing the bas relief, he went on "Of three Officers, Royal Marines, at the Legation at the commencement of the siege, one was killed and both the others were wounded, consequently, on the occasion depicted, the men were under the command of Captain Myers, of the United States Marine Corps, and were led to victory by one of our gallant cousins from the other side of the Atlantic."

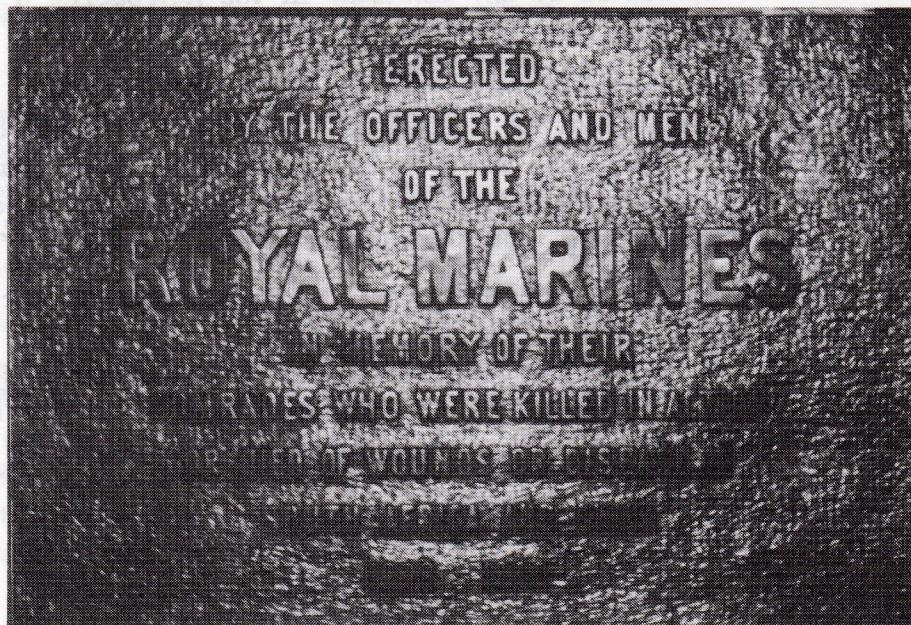
Lieut General French did not mention that that particular attack 'squad' contained 15 Russian marines as well as 14 Yanks and 27 Limeys and went in during the small hours of the Fourth of July 1900. In fact, apart from the reference to Captain John T Myers USMC, the international make-up of the Legation pound defenders was played down. It makes fascinating reading today:

British (all RM)	79	
Russian	75	
French	75	
Austrian	60	
German	50	
American	50	
Italian	50	
Japanese	25	Total 464

Another statistic which was not made too much of at the celebrations were the actual losses at Graspan. The Naval Brigade started 25 November 1899 with a nominal strength of about 400, of whom 200 were bluejackets and 200 RMA and RMLI, nearly all of them 'effectives' - it was early days in the campaign. It was committed to a frontal assault on the kopje held by 400 Boers of a commando, with the Marines in the lead, and fire support from its own guns and Army units on the flank. The attack, uphill, was pressed home with great courage and determination to complete success. The Boers abandoned the position and lost more men as they withdrew in disorder.

Initial reports of the battle, which rightly praised the Royal Marines for their part in it, added a gloss to the effect that the attacking force had lost 'over half its strength killed and wounded' pressing on regardless. It was this aspect, 'the butcher's bill', which was much bandied about in the press and elsewhere at the time, but does not really stand up under close examination. The total fatalities - killed in action and died from disease - of RMA and RMLI in South Africa 1899-1902 were only three officers and twenty-two other ranks, of whom some came from ships which were not even on the station in 1899. The medical services, though improved since Florence Nightingale's time, were still a long way from the standards they achieved in 1917-18. Mortality among the wounded, particularly from rifle fire, was relatively high still. The butcher's bill was a myth, but it had served its turn. Nevertheless it could have embarrassed the committee and its fund-raisers if it had been noticed. In fact, to beat a tough opponent like Brother Boer in a hand-to-hand fight, while taking only light casualties, is more credit militarily, but that was not the point.

One thing which was not made clear, by Lieut General French or anybody else then or later, was why the attack led by Captain Myers was taken as the subject for the bas relief rather than the deed or deeds which won Captain Halliday his Victoria Cross. Anyway Brevet Major Halliday and Brevet Major Wray were both



present to watch HRH, with the assistance of Captain Jones, pull the cord which revealed the Memorial to an admiring crowd. A large number of guests had been invited by the Committee to witness the ceremony, among whom were Admiral Sir John Fisher GCB, Captain His Serene Highness Prince Louis of Battenberg GCB, etc (sic) RN, Rt Hon Austen Chamberlain MP, Captain J Jellicoe CB, RN, Captain M P A Hankey RMLI and the Naval Attaches of Germany, Austria, Japan and the United States of America.

In the evening of the great day, the Royal Marines Officers Dinner Club which had constituted itself at its first General Meeting that morning, held the first of its Annual Dinners, at the Metropole Hotel, with the Colonel-in-Chief presiding

and one hundred officers present. The Band of the Chatham Division attended, under Lieut J Wright, Bandmaster.

That should have been that; but of course it wasn't. In January 1904 it was found desirable to fit bronze panels to the front and rear of the pedestal, more fittingly and permanently to record the inscription and names of the seventy ranks commemorated. They are still very clearly legible today. It added another £120 to



the total cost; the work was undertaken by Captain Jones, who put in the lowest tender. And the Office of Works wanted £15 for 'upkeep'.

On 18 May 1904 the Committee met for the last time to wind itself up. The Hon Secretary was still Colonel G T Onslow CB RMLI and there had been two changes of Divisional representatives; RM Depot did not attend. The final balance sheet showed that in 1900-04, subscriptions to 31 January 1903 had amounted to £1390-15s-7d with a further £122-8s-9d to 31 January 1904, while the sale of tickets for the Unveiling had made £15-3s-6d, a total of £1528-7s-10d. From this Captain Jones had been paid £1200 on first contract, £115 for alterations to the pedestal and £120 for the extra bronze panels, Mr T Jackson £15-16s-0d for drawings and Clerks' time, Messrs Mowlem £27 for a platform, etc, for the unveiling, while postage, printing, stationery and Clerical Assistance had come to £29-1s-9d. After deduction of the Office of Works' £15 'upkeep' a balance of £6-10s-1d remained which was donated to the new Union Jack Club. All documentation was consigned to the Royal Marines Office for safe custody. The Hon Secretary received a well deserved vote of thanks. He had extracted subscriptions from no less than 118 HM Ships with RM Detachments embarked.

The Royal Marines Memorial remained in the Cambridge Enclosure for thirty-seven years, where it could be clearly seen from the Mall and the Horseguards standing in front of the Admiralty. In December 1940 the Adjutant General was informed by the Civil Lord that it - and the RN Division Memorial Fountain - would

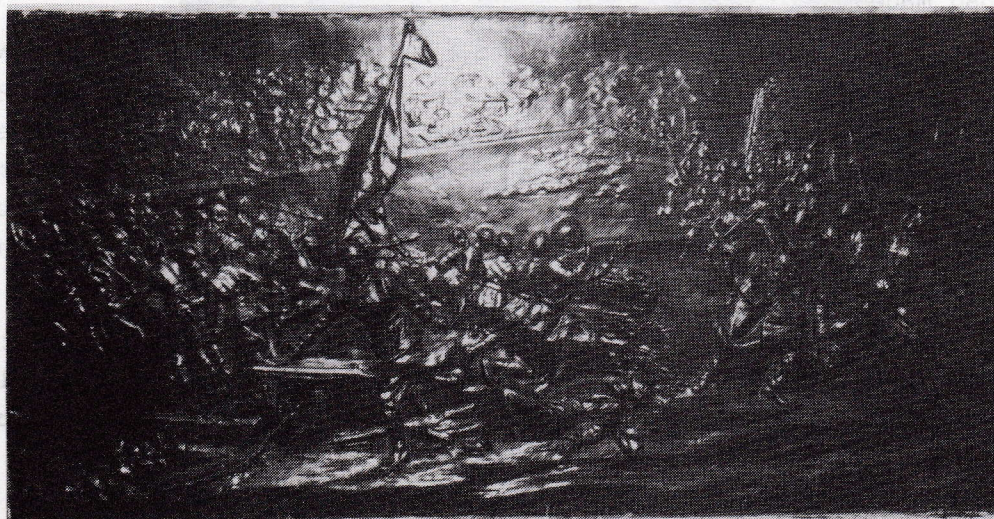


The memorial as it is today at the north side of the Mall next to Admiralty Arch. It was moved to this position in 1946, after being in storage during the whole of World War 2.

have to be moved to make room for the Citadel which was to be built to house the wartime operations and signals headquarters. It was taken into store at Holloway Bros Depot, Nine Elms Yard, Battersea.

In November 1946 a plan to erect the Memorial in the position it now occupies on the north side of the Mall in front of Admiralty Arch was approved by The Fine Art Commission, but nothing happened until late 1948, when with complete absence of ceremony it was put back up. And there it is.

Captain John T Myers USMC, who had been wounded in 'the action depicted' went on to a successful career in his own Corps, rising to Major General. He retired in 1935, was promoted Lieutenant General on the Retired List in 1942 and



died in Florida in 1952 at the age of 81. There is a short account of his life in the Christmas 1976 *Globe & Laurel*. He had landed with 20 Marines to capture Guam from the Spanish on his way to China via the Philippines and Japan. General Sir Lewis Halliday VC KCB lived on in retirement and when he died in March 1966, aged 95, he was the oldest surviving holder of the VC. Sir Thomas Jackson Bt RA lived to 89 and Captain Adrian Jones MVO to 93. They were pretty durable in those days. Their Memorial will be only 86 years old this year.

It would be nice to know for sure who had the idea for the two figures. They make a tautly dramatic composition, free of the mythical over-elaboration popular at the time - winged angels, fluttering doves, rearing horses and so forth. It expresses very well the modest but brave and generous spirit which Royal Marines at their best personify. It seems likely that the two men are intended to reflect the RMA and RMLI components of the Corps then. In the khaki field service uniform represented one cannot determine the arm they belong to - and both were in action together in South Africa and China. The men are plainly soldiers and, apart from the Corps badge, only the dolphin supporters symbolise the naval service.

Footnote: HMS Doris landed Marines and Bluejackets with the Naval Brigade and two of her Privates were killed at Graspan. It was not until February 1900 that one Midshipman in the ship managed to get ashore and join in, so he missed the battle, which was probably just as well for he was a pugnacious lad - Mr Andrew B Cunningham RN.

EXTRACT FROM A MEDICAL OFFICERS JOURNAL - CRETE 1941 - Part III

22 May 1941

Surg Lt Sugars and LSBA Black went out for rations at 0530 which is the only time we dare send for them. During the day it is far too dangerous to move on the roads about here, and at night we are far too busy collecting wounded and operating. We received a lot more wounded from the Wireless Station this morning.

Last night about a dozen Maoris walked in and astonished us by their amazing pluck. One man with half his left buttock missing had walked four miles, and actually thanked me for what I had done when I dressed him. Most of them had been wounded in two bayonet charges they had made.

Jeffrey, the duty Surgeon, operated on several of the nine wounded Marines who arrived during the night. The Theatre has been in constant use for the past 24 hours. It is most uncomfortable operating whilst enemy aircraft are skimming the trees over our heads. Surg Cdr Brown and Lt Jones RM visited us during the morning, the latter promised us at least two tents. Later Lt Col Webb-Bowen came. It is very difficult to make visitors understand that they must leave their arms outside the hospital before they come in, and I am very strict about this.

Col Salisbury-Jones called during the evening. He is the chief British Liaison Officer with the Greek Army and had come to see the Greek patients. The following is a typical list of wounded who arrived this evening. The spelling is entirely phonetic and the list taken from my notebook:

Andre Copez	Gun shot wound - lower forearm
Nicholas	Wound of neck
Costicos	Wound left forearm and neck
Marshallis	Gun shot wound right shoulder
Max Gustopolis	Gun shot wound left chest
Christy Fassidy	Gun shot wound abdomen
Sollikatis	Gun shot wound groin
Vatigustus	Gun shot wound right knee
Veskassi	Gun shot wound scapular

23 May 41

We finished our last cigarette papers this morning and we are using toilet paper. Luckily there is a good supply of Naval tobacco. S/Lt Wallace made up a concentrated solution of chlorinated water in two gallon cans, which was in future used for drinking water. Up to this time we had boiled all our drinking water, but with our ever increasing numbers, boiling was proving too heavy a task.

Capt Clarke RM brought us the two tents promised yesterday. He had news from the outside world due to his portable wireless which was most welcome. I tried to get him a tin helmet from one of our corpses but they were all in use by patients. It has been necessary to arrange that the two operating teams are not awake at the same time, so that one team may always have a little sleep in hand. This is very difficult because the noise keeps one awake.

Last night Wooller wanted me to send out an MO with him on patrol, but I was not justified in sparing one. However I sent out SBA Jones who tended to over 50 wounded,

bringing three stretcher cases back with him in the evening. He was keen to go the next day as he said 'to finish the job', but he could not be spared.

Very heavy blitz all day. Innes started operating on the Greeks last night, and I turned in for a couple of hours, taking over the surgery at 0200 hrs. Macritchie gives my anaesthetics during the watch, relieving Ball who had been working with Innes. 15 New Zealanders arrived about the time I started, tended by Sugars and Ball. My operation list included a wound of the right flank penetrating to the abdomen and I was interested but dismayed to find how difficult opening and closing an abdomen could be without an assistant to hold the retractors. I had, of course, sent to bed all the Theatre staff who could be spared.

This evening when some patients arrived, Surg Lt Ball vanished for some time, returning with a mess kettle of hot tea for the receiving room. How he had made it in the dark is a mystery. Always after this we have a large hay-box of hot tea in the receiving room, ready for the patients.

I was very much braced during the evening to receive secret instructions saying that the Suda area HQ might have to move westwards. This would mean that any retreat by our forces would be towards us and not away from us. At 2100 CPO Miller came to me with a complaint about the night dutymen, MOAs Stuart and Miller, one of whom was asleep and the other full of grumbles. I sent for them, ordered them to bed, telling them I would get rid of them in the morning, and kept their watch.

24 May 41

Interviewed the two MOAs, sending them to the OC of the section of S Battery in the village, a different officer since Tuesday, to see if they could be made to pull their weight. They brought back a reply to the effect that they would certainly be given some weight-lifting, but after some hesitation I decided to allow them to remain with us. I was too busy to see exactly how they behaved after this but they gave no more trouble. They were complete outcasts in the eyes of Mnes Robertson, Nicholls and the indefatigable Harris.

Surg Lt Sugars operated on four New Zealanders, one with a very severe compound fracture of the femur. Jeffrey, the duty surgeon, went on operating until three o'clock the next day. A petrol can with a distinguishing number 10 was put out on the corner in accordance with instructions received. This was a guide for despatch riders especially at night when the sign was illuminated with a candle inside. However it had very little success in bringing despatch riders to us.

I changed the duties of CPO Miller with those of CPO Congdon now taking over personnel. This made a marked difference and I only regret that I had not done it before. Congdon is much more suited to this type of work and Miller to looking after the stores.

Everybody is getting tired through lack of sleep. How PO Corder and LSBA Black, the night dutymen manage is remarkable. Almost since we arrived we have had no sleep and the noise is too great during the day for much sleep. Corder administers the receiving room by day and sleeps there at night which is almost as busy. This lack of sleep is a very serious problem. At least another 10 staff are needed for the amount of work we are doing. Medical Officers sleep in wards, and I myself sleep in the receiving room.

A few days ago we managed to find and bring back in the truck some large curb stones. Today Surg Lt Wallace and a small party built a proper incinerator just across the path from the hospital. This is very necessary, because with all the dirty dressings and empty food tins, etc, and the wounded to be looked after, the camp is not as clean as it

should be. This new incinerator solved all our refuse problems. Even faeces could be destroyed in it, and with its chimney of folded corrugated iron hidden beneath the trees, it must have been invisible from the air.

Two Greeks died last night and it was difficult to know what to do with the bodies. In the end George got in touch with a Greek priest a quarter of a mile away and the bodies were buried by him during a lull in the evening. Our second German patient arrived this evening, a parachutist with a severe infection of the throat, who had given himself up to some Australians. I put him in a bell tent that was normally used as a mortuary and got an Australian to keep guard over him. He was very truculent, but quite certain the Australians were going to kill him during the night, although he understood he was under the protection of the Red Cross. His guard amused us by sitting outside his tent the whole day armed only with a fly whisk and the utmost nonchalance.

25 May 41

Surg Lt Innes operated all morning on the cases from the night before. We have found that a serious case takes about an hour in the Theatre to operate on. In the middle of last night 37 cases arrived, most of them walking, but some on stretchers loaned by us to the Greek Army Medical Officer. This MO had been doing astonishingly good work especially when his lack of proper equipment is considered. We give him what we can of our stores, then he goes away again. In all the hurry and bustle he never fails in courtesy, although all our conversations are conducted in Greek.

It was during today that I realised things were not going as well as we hoped. Max, our first German patient, and a much better type than the second one, intimated that he would like me to write to his mother. It pleased me to think that at least one person in Mournies had little idea of the hammering we were getting. During the evening enemy aircraft constantly machine gunned all round the hospital as if to show what they could do if they wanted to.

Two more urine pits were constructed in the camp today because of the number we are now dealing with, our previous two having overflowed during the night. During the afternoon CPO Congdon, George and myself went over to the Monastery to interview the Priest and ask him for one of his granaries, to be used as a ward and annex to the hospital. After a great deal of talk, and I think, reluctance on the part of the Priest, he granted us the use of two very fine enclosed barns. I was glad to get this arranged more or less amicably because otherwise I would have taken what I wanted without hesitation, which might have lead to unpleasantness. The rest of the day was spent by anyone who could be spared getting the two barns ready for occupation. We were able to use the iron beds of the second tented hospital. In the tents I much preferred to use stretchers as they are nearer the ground and give a sense of security to the patients, and there is much less handling of the wounded. Mattresses, in my opinion, do not justify their bulk. We found the wounded were quite comfortable on a stretcher with a folded blanket beneath. For similar reasons, one cannot have too many blankets, and we have already used up the 100 we had from the army. We put about 60 bed cases which we have operated on, and some minor injuries into the two barns. We also used the last of our meagre supply of red paint to put a red cross on the roof of the barns. These extra wards are a great success.

Six parachutists landed just to the south of us this evening, one in the barley field adjacent, and this worried me rather a lot. Fortunately they were only seen by myself and three Greek patients who ran away, to return later. Shortly after 2100 hrs a message arrived from Col Payne RAMC saying "Room for 11 walking patients to be evacuated tonight. How many can you send?" The medical officers at once went round the ward to find the

total number we could move and this unfortunately came to only 83. It was of little consequence as the message was cancelled later.

In the midst of seeing a fresh batch of wounded late tonight, Capt Wooller arrived looking more worried than I had seen him. He had been trying by every means to contact some senior officers at HQ, but on the phone he could only get the reply that their whereabouts were not known at the moment. He had, therefore, decided that the only thing for him to do was to go into Canea by himself. As he had no means of getting there and Surg Lt Sugars was just going out in the ambulance, he was given a lift until he could pick up a lorry. He told me disquietening news that the Greeks might ask for an armistice in two days if help was not forthcoming from the RAF. We added another tent to that of the officers, thus making a ward that held ten in comfort.

26 May 41

At 0300 hrs this morning, just as we were turning in, 200 patients arrived without a word of warning. They were accompanied by 12 orderlies of the Australian Medical Corps. A large number of these are medical cases and complaints of diarrhoea and bomb hysteria symptoms. All the latter need is quiet, some sleep and some food, and they will be fit for anything again. Our already serious food situation now becomes a most anxious problem.

I would not allow the Theatre to be used today as it was even dangerous to move from tent to tent. The Theatre staff are so exhausted that they are not capable of giving their best, and there are no cases that cannot be left until the heaviest blitz we have ever had has lifted a little. Surg Lt Sugars worked in the minor operation tent all day assisted by Mne Harris. It is interesting to mention that a few days ago the sight of blood made Harris physically sick. The rest of the medical officers did the dressings of those who came in last night. Some of these wounds had not had any attention since they were caused five days ago., the men being in the field with little food or drink, and unable to get back to the hospital. One burly Tynesider I shall not forget had a completely shattered right elbow, the most filthy wound I have ever seen. I took three quarters of an hour to clean the maggots out of it. I would have left the maggots to clean the wound themselves, but in my opinion they would not have been capable of doing so. We also dressed the wounds of a few civilians who had been machine gunned in the village, which included two women who showed us remarkable gratitude. This is by far the worst day we have suffered, earth and stones being constantly hurled into the camp.

The RC Chaplain came up in the morning, stayed for what food we had and then left to try and organise some for us. As he lost the people he was with he is going to stay with us. One patient, whose arm Jeffrey had amputated, had an attack of hysteria, and needed a huge dose of morphia before he would be quiet, I fearing he might start a panic in the ward. All the patients who were able, spent the day in the slit trenches. The medical cases of those who arrived last night are mostly Australians and most of them tried to get some sleep in the Monastery where I have put them. They are very well behaved and the NCOs most helpful. Later, when we evacuated I told half the orderlies they were to stay and the other half get away as best they could with the walking wounded, arranging it themselves with the toss of a coin. An hour later I found they had all vanished, but this may have been my fault for not making myself clear. But in the hurry it was impossible to keep touch with everything that was going on.

In between storms of air activity, some shallow trench latrines and a urine pit were constructed in the barley field for the use of the patients in the Monastery. All the bed patients were rather jumpy today, seeming to sense that things were not going as well as they might be. Up to now I have tried to go round the wards at 0900, 1800 and 2100,

mostly to cheer them up and give them any scrap of news I have managed to collect. The cry is always first for news, then, where is the bloody Air Force, and then for tobacco and a cigarette. The way these men suffer without a sound has to be seen to be believed. This is especially so in the ward full of Maoris that we have. I was forced to cease my regular visits today. Our lack of food and accommodation for close on 400 men caused me much anxiety, that I spoke to those medical cases that were up and about. I asked that those of them that were rested and fit enough to volunteer to rejoin their units explaining the situation, and getting them to make way for really serious cases. A good response was made to this appeal, and I was much helped by an Australian Captain, whose name I did not know, and he ordered a number of the men he knew to march to the front line with him, making only the stipulation that they should be seen first by an MO, and they should wait until dark before moving. This officer was far from well himself and his efforts were much appreciated by me.

During the afternoon and the evening, we found that the troops to our right and left flanks were all withdrawing down the road eastwards, and all day the sound of small arms fire had been coming closer and closer from the west. For the past few nights we could hear queer night noises made by the German parachutists and patrols. Fortunately I had been told what these noises were, which consisted of crowings and cat calls, and designed to destroy the morale of those within hearing, but luckily most of our men did not realise who was making them.

The day the invasion started Mne Fry, a patient with a broken jaw, had very sportingly come to me and said that if ever I wanted a despatch rider, he would be pleased to volunteer. At 2040, being unable to contact anyone outside the hospital, I decided to send Mne Fry into Suda on a motorcycle, that being the only place I knew I could get an answer from, the Naval Office being there. I therefore sent the following message, addressed to Captain Morris, or failing him, Commander Arnott:

'Cannot get in touch with anyone. Will you please give me a hint of the advisability of moving what I can of my hospital eastwards tonight'

From this it will be seen that I still did not realise the full extent of the danger. Knowing that we had been surrounded earlier in the week, I thought that reinforcements might be coming up that night and the position saved. For 20 minutes or so there was an anxious period of waiting for Mne Fry, who had been set off at high speed complete with his jaw bandaged. He had been very useful in hospital since he had been there, always busy cleaning or doing the ward washing. The time was filled in by getting away the people I had asked to volunteer to leave, or who had been detailed by the Captain. As no-one knew where any unit was, the Captain's idea was to march westwards for half a mile where the firing was loudest, and then attach himself and his mixed bag to whoever was defending the position. I have not seen this officer since he left us, and what happened to him or his men I do not know. Some of them, I am sure, leaked away east in the dark and joined up with our walking wounded.

At 2120 Mne Fry returned. He had done very well indeed to make that journey in the dark at that speed. The answer to my message was from Commander Wauchoup RN and read *'Move what you can east immediately'*. This was our first word from the outside world for about 40 hours, and if we had not obtained it, we should have been captured because the enemy were in the camp at 0700 next morning.

REMINISCENCES OF A WARTIME OFFICER

Part III

By Major Patrick D A Ennor (RMHS)

Towards the end of our time at Kingsdown the postings to the different battalions were announced. Basically the principle was that officers should go to the Battalion raised by their own Port Division, and where they had done their initial training; the Deal batch providing officers for the 5th Battalion - since the gallant action by the 4th Battalion at Zeebrugge it was decreed there should never be another 4th. A large number of the Portsmouth batch had, however, been required for the Mobile Naval Base Defence Organisation which was being raised simultaneously, and the 2nd (Portsmouth) Battalion was therefore in need of subalterns. To our great satisfaction Michael Previt , Richard Darwall and I found ourselves posted to the 2nd Battalion. We were all Portsmouth marines, we continued to serve together, and we felt there was an  liteness attached to being in the 2nd Battalion, and an air of tradition about Portsmouth with its association with Nelson that appealed greatly to us. We were, of course, sorry to be separated from other members of our Deal batch and 5 RM proved to be an efficient and successful unit, but I shall always be grateful to the kindly influence that sent me to the 2nd Battalion. That was one of the few instances in my life when something I ardently desired came about without any direct intervention or lobbying on my part; though I often tried to discover to whom it was due, I never succeeded, but I suspect that 'Tigger' Phillips, whose brother Peter was the Adjutant designate of 2 RM, had a hand in the matter.

The Port Division system no longer exists in the Royal Marines having been abolished as an economy measure after the last war. A few words about it may therefore be of interest and value before the system is forgotten forever. As is well known each of HM Ships was manned on commissioning by Naval ratings from the ship's Home Port. The same system was followed in respect of the Marines for the detachment, with the exception of the officers who were drawn from the Sea Service roster maintained in the Royal Marines Office, Admiralty. Thus it was possible and did happen for, say a Plymouth ship, to have an RM Officer or Officers from Portsmouth, and in the nominal roll of the detachment all with the exception of the officers' servants (MOAs) would be Plymouth ranks. In days long past, when a ship paid off the naval ratings departed for their homes, or joined another ship - there was no job for them ashore, and no barracks to accommodate them. Similarly the Naval Officers either got another ship or went on half pay, there be no employment for them. The Marines, being time attested men, remained continuously in the Service being accommodated in billets or barracks and it was therefore necessary for their Officers to remain too. This I believe to be the origin of the practice of appointing Royal Marines Officers to the different Divisions ashore - a practice which was never adopted in the case of Naval officers.

In February 1940 we joined the cadre of 2 RM at Bisley Camp. In addition to we three from the Depot, John Goldie came from the Plymouth batch - the others had been together at Portsmouth. We were all accommodated in the Honorable Artillery Company pavilion, where I, as a concession to my advanced age, enjoyed the luxury of a separate room, and there was a Central Brigade Officers Mess.

Our Commanding Officer was Lieutenant Colonel A N Williams, Major F B Pym was second-in-command, the Adjutant, initially, was Peter Picton Phillipps, and the two senior Company Commanders were Major Gerry de Berry and Major S B Cutler - universally and affectionately known as 'Cutties'.

Colonel Nick Williams was an officer of wide experience and extensive military knowledge. As a young officer he had served in the 1914-18 war in the Grand Fleet (in the Fleet Flagship) and at Gallipoli. He had been successively Adjutant, Brigade Major and Chief Instructor at Eastney; he had been Fleet Royal Marines Officer of the China Station and was a graduate of the Senior Officers' School.

At Eastney our Commanding Officer had established something of a reputation for ferocity and as a martinet, and we, who did not come from Portsmouth, viewed our impending meeting with him with some trepidation. He, of course, already knew all of the Portsmouth batch. Colonel Williams welcomed us with the greatest kindness and no one could ever hope to have a more helpful, loyal or encouraging Commanding Officer. Certainly he was intensely keen and energetic with a hatred of any form of slackness or slovenliness, and we were not often given any respite from learning ourselves - and passing on our information to our men - but his knowledge, experience and understanding were always readily given to us. From the day I joined 2 RM until his death in 1982 I received constant help and support from 'General Nick'; he was Godfather to one of my daughters and a close and valued friend. Any success that I may have had in the Service was due, in no small measure, to his early influence and guiding hand.

Major Freddie Pym, the second-in-command, and Peter Picton Phillipps both belonged to families which had been connected with the Corps for generations and Peter's father had been the last Colonel Commandant of the Royal Marine Artillery. His name Picton came from the famous general of the Peninsular and Waterloo campaigns, and in eccentricity of dress and manner, and forcefulness of language, Peter certainly maintained the standards of his illustrious forebear. He had joined the Marines before the amalgamation of the Royal Marine Artillery and the Royal Marines Light Infantry, but not had passed high enough to get into the Royal Marine Artillery. According to Peter, his father had, as a result, refused to give him anything but the minimum (compulsory) allowance until the amalgamation in 1923, when he relented.

Even as late as my day there were still occasional reminders of the former separate entities and vague traces of resentment caused by the amalgamation. My own view was that it was all rather foolish as amalgamation was merely a return to the traditional form. The RMA and RMLI had only existed as separate entities for a comparatively short period in the long history of the Corps, and setting aside all considerations of official economy and administrative efficiency, it is surely better for the Corps or regiment to be welded into one homogenous whole than for there to be any opportunity or justification for any form of internecine division or dissension.

Training continued in much the same way at Bisley. There was intensive shooting on the ranges, more and advanced TEWTs, lectures and demonstrations in matters of Interior Economy, addresses by the Brigadier that were both alarming and inspiring. A dreadful occasion was when, on a cadre night exercise, I got separated from the others after wandering about over a bombing

range that was littered with red danger lights. I managed to find the Pirbright road only to discover on getting back to camp, that all the others were still out - looking for me. My agitation then was far greater than it had been in the middle of the danger area.

Neighbouring people were kind and hospitable to us. Petrol though rationed was fairly plentiful and we used to go quite long distances to dances and parties. At weekends we would sometimes go to London, at other times wives and girlfriends would come to us, staying at houses in the neighbourhood or at local hotels such as Otlands Park.

March 1940 came and with it the snow - and our move out of snug quarters into a tented camp. In April the main body of troops arrived. Peter Picton Phillips, who had been relieved as Adjutant by Dick Smalley, was now a Major and Company Commander and he was good enough to take me as his second-in-command. I had had about enough as I could tolerate of Marine Kirke's inability to distinguish between *meum* and *teum*, and I consulted Peter who said that I was to return Kirke to duty and find another man from the company. Still not having shaken off civilian ideas I supposed that some period of notice would be necessary and I was almost as surprised as Kirke himself to find that while he was with me one day, he was gone the next. Where he went I do not know, but wherever it was he took a good stock of my possessions with him ! For some reason I got a fixed idea that I must have a regular as a servant. This time I pitched on Squires, a veteran with 1914-18 war ribbons on his chest. I suspect that he too, as a pensioner, had expected to serve out this second war in some quiet number in Eastney Barracks, and that he took on the job with me in the desperate hope that it would at all events be better to shouldering a musket daily in the ranks. Old Squires was quite a droll character. Early in our association he told me it was a liking for horses which had caused him to join the Royal Marines. This perplexed me, but he continued to explain that he saw the title Royal Marine Artillery: knowing that 'the artillery' had horses he thought 'This is the lot for me'. In the event he proved too short for the Royal Marine Artillery so found himself in the RMLI, and I fancy the nearest he ever got to horses was cleaning my boots and breeches.

Before joining the 2 Bn Peter Picton Phillips had been Adjutant - as he called it - of some Joint Service Experimental Committee at Portsmouth, which he claimed, had invented the LCA. The Assault Landing Craft as it was originally called before the Americans arrived and taught us to describe everything backwards, was an extremely fine production with high powered motors and armoured hull. It was designed to carry a complete platoon of infantry on seats running fore and aft for easy egress. The bow let down to form a ramp and as these craft were flat-bottomed they could be run well up onto a beach. Peter was genuinely and sincerely obsessed with a desire to get into battle on his feet, and at as close quarters as possible. Fighting for the sake of fighting was what he wanted, and I do not think he knew, or cared, much about the cause of the conflict or the identity of the enemy. He was well informed in the infantry tactics of those days and there is no doubt that he brought his company to a high state of operational efficiency. Peter was very proud of the Corps and his family's distinguished connection with it; he was a strict disciplinarian, but he was very ready, indeed anxious to abandon many of its

outward manifestations such as drill and a smart turn-out. In this I am sure he was wrong and I made no secret of my disagreement with him.

One result of Peter's almost fanatical devotion to his Company was that he insisted on retaining in his own hand a number of the duties which, properly, should have been performed by me. I therefore was not overburdened, and was quite ready to accept, when it was proposed, that I might take on the duties of Motor Transport Officer 'in addition'. At that time no transport officer was provided for in the establishment. My willingness was to a considerable extent engendered by the current rumour that we were to have pack-transport. This, with luck, might mean pack ponies; even mules were quadrupeds, and I myself would, at all events, have a horse to ride. I sent for my 'Cavalry Training Vol II' which remained from my Middlesex Yeomanry days, and proceeded to absorb the instructions on pack saddlery, loading, transport of mules and even swimming animals across rivers. Alas for human hopes, when the transport arrived it was - lorries, fortunately not many of them, and at that time there was a plethora of documents which later developed to haunt a transport officer's days and nights. I had a very good MT Sergeant in Sergeant Barnes who some years before had been Colonel William's driver, and we managed to get along quite well until, after about three months, an MT Officer was included in the establishment and Philip Stubbs took over.

One of Peter Phillipps cranky ideas - which he induced the Commanding Officer to accept - was that officers should live in the Company areas so as to be instantly at hand in case of sudden emergency. I cannot believe that, however desperate the situation, we would not have had enough warning of an impending attack to enable us to get from one part of the camp to another, but at all events this suggestion was adopted and we had no officers lines, but a group of officers tents in each company area. The result of this was that the tents of the Battalion HQ officers were placed between the Mess tents and the orderly room. Richard Darwall had been appointed Intelligence Officer and every morning as the Commanding Officer passed on his way to his office he used, to his fury, to be treated to the sight of Richard, still sitting in bed, shaving, smoking and with a wireless, to which he was much attached, relaying its morning programme at full volume.

Richard Smalley, who had joined from HMS Hood, was very much a kindred spirit. He was a most skillful raconteur and used to reduce us to helpless laughter with his account of some of the incidents when men were "brought before the Commanding Officer for disposal". It was the custom of the Marines for an NCO or man giving evidence to identify himself, and the capacity in which he appeared in the case - for as might be for instance as follows:

Sir, I am Portsmouth 32958 Colour Sergeant C C Jenkins; on the 17th June I was Sergeant of the Guard, and at 2000 hours I saw the accused, etc, etc."

All this was traditional and effective, and, I must say, rather impressive: but our Commanding Officer considered that it was a waste of time. And he grudged all the time that was taken away from operational training. He also considered this business of identification to be superfluous as he had known many of the men for years. He therefore charged the Adjutant to ensure this rigmarole was omitted. This was more easily said than done: it is difficult to break men of a habit in which they have indulged for years. Dickie Smalley however did his best and could be seen daily - before this levee - rehearsing

the witnesses and imploring them to carry out the revised procedure. But try as he would there was always trouble. Inevitably someone would start off with his "Sir I am....."

Commanding Officer to Witness: *"Stop. I do not require to know who you are. I am perfectly familiar with the names of the NCOs in my Battalion."*

To the Adjutant: *"I have already repeatedly given orders how I wish the evidence..."*

To the Witness: *"Now give your evidence properly."*

But like the guides in a cathedral when interrupted, once the flow of eloquence was damned, they were inarticulate until they had been wound up and set going again, and they really could not get going without the conventional preamble.

I have used the word 'levee' deliberately as all this took place at 8.15 in the morning. The Army custom of having 'orders' at mid-day would never have done for our Commanding Officer as this completely disrupted the morning's activities. With us, by 9 o'clock at the latest, the Companies were expected to be well away at their training areas and soon after the Commanding Officer would be out looking for them.

It was about this time that one of my brother officers decided to discover if a walking stick poked through the spokes of the front wheel of the bicycle I was riding, would stop the bicycle. It did; it also smashed my wrist, and the speed of the bicycle, allied to my weight, caused me to hit the ground with some force. After the shock had worn off I became conscious of quite considerable pain; someone gave me a slug of brandy and we set out to look for the RNVR Surgeon Lieutenant who was the Battalion Medical Officer. As usual he was missing, but the MO of one of the other battalions patched me up temporarily and sent me off to the Connaught Hospital at Aldershot where my 'fracture was reduced', as I believe the phrase is, and I was admitted for the night. I managed to get discharged the following morning with a chit ordering me six weeks leave while the fracture set; and with my arm in plaster I returned to the camp.

(to be continued)

MAJOR GENERAL SIR JOHN BOSCOWAN SAVAGE K.C.B., K.C.H.

Sixty Seven Years Service and Dismissed Twice

John Boscowan Savage was born at Hereford on 23rd February 1760. He was the son of Marmaduke Coghill Savage, who held commissions in the 37th, 75th and 52nd Regiments. Having a family to provide for out of an officer's means, he purchased a commission for John in the 91st Regiment, which fell vacant in 1762, trusting to the Regiment to do his (John's) duty until he should be able to do it himself. John was then only two years old.

In 1767 John left England with his parents on 3rd June, his father being on his way out to join the 52nd Regiment at Quebec. John's father served with this Regiment during the War of American Independence. In 1771 John returned to England, and on 1st September 1771, he joined the 48th Regiment as an Ensign. Incredible as it may appear, he mounted guard at Dublin Castle in 1772, being then only twelve years of age. On 26th October 1773, the 48th sailed for the West Indies. Savage was stationed in the island of Tobago with his Company, and

while there took part in quelling a negro insurrection. At the age of 15 he fought a duel with his Colonel (W. A. Sorrel) and nearly killed him; in consequence he had to leave and returned to England. On 9th January 1777, he obtained a commission as a Second Lieutenant in the Royal Marines. In 1778 he embarked on board HMS *Bedford*, 74 guns, and on that ship took part in the Battle of St Vincent, 1780, under Lord Rodney. The Spaniards were defeated with the loss of seven line-of-battle ships.

In 1782 he sailed in HMS *Dolphin*, a frigate of 44 guns, for the West Indies, and returned home the following year. On promotion to Captain he was posted to HMS *Orion* on 14th January 1796; the ship was under the command of Captain Sir James Saumarez. On 14th February 1796, in the fleet under Sir John



A pastel portrait of Sir John Boscowan Savage painted about 1780 when he was a Second Lieutenant.

Jervis, the Spanish Fleet was engaged off Cape St Vincent and four Spanish ships of the line were captured. In 1798 in the same ship he took part in the Battle of the Nile under Lord Nelson, in which the French lost eleven out of the thirteen ships of the line engaged. When going into action at this battle, Sir James Saumarez asked Captain Savage to address the Marines.. Savage immediately directed their attention to the land beyond the French fleet, as it lay in Aboukir Bay. "My lads, do you see those ships, and do you see that land there ?" They all shouted "Aye, aye, sir." "Well, those are the enemy's ships and that's the land of Egypt, and if you don't give those Frenchmen a d.....d good licking, you'll soon be in the house of bondage." He was answered by a real British yell fore and aft. Ten minutes after, the signal for close action was given. Both Captain Saumarez and Savage were wounded in the battle.

In 1801 he embarked in HMS *Ganges*, 74 guns, and took part in the Battle of Copenhagen in the fleet under the command of Lord Nelson. After the battle, the *Ganges* joined the fleet under Lord St Vincent off Brest and sailed for Jamaica, and remained in the West Indies till 1803, when the ship returned to England. In 1818 Lieut-Colonel Savage fought another duel with Brevet Lieut-Colonel T Abernethie of the Royal Marines, with whom he had a dispute about his dog. They were both tried by General Court Martial. Savage was dismissed the service and Abernethie was placed on half-pay. At the time of the duel Abernethie was in his sixtieth year, being eighteen months older than Savage, who was the senior in rank. Abernethie was re-instated on full pay a year later. On 20th June 1825, Savage was restored to full pay and made Colonel Commandant of the Chatham Division. On 17th March 1831, he was appointed Deputy Adjutant General, Royal Marines, and in 1837 was promoted Major General. He held the appointment until 1st January 1838, when he went on the unattached list. He was awarded the K.C.H. in 1833 and made a K.C.B. in 1839. He retired when he was 78 years of age, having served King and Country for 67 years.

Major General Sir John B Savage was twice dismissed the service for duelling; in spite of this he ended up as the head of the Royal Marines with the rank of Major General and was twice knighted.

(by kind permission of the Journal of the Army Historical Research)

For those members who are buying this year's new Christmas card from The Globe & Laurel, I reproduce a photograph of the main gate at Eastney taken about 1904. When the middle pillar was demolished in the 1960s it is thought that the bricks were sold in aid of the Royal Marines Museum. Can anyone confirm this, and say how much was raised ?



Books by Members

The following books have been received, written by members of the Society.

Battleship Royal Sovereign and her Sister Ships

by Peter C Smith

Several Royal Marines officers, who had served in this great Battleship, supplied the author with anecdotes for this excellent book. It brings back a past era which few of the younger generation can ever recapture even in their imagination. First hand accounts, and there are hosts of them here, are always a source of new and unexpected material.

Laid down in 1914, first commissioned in 1916, with service in the Atlantic and Mediterranean during World War 2, HMS *Royal Sovereign* or 'Tiddly Quid' as she was affectionately known, finally sailed with the Russian fleet until she was sent to the breaker's yard in 1949. Eight 15" guns in four turrets gave these ships an horrendous fire-power. Peter Smith recaptures life on board during war time, though I would have perhaps liked more detail of the inter-war peacetime good-will cruises. Nevertheless, for those interested in naval history and big ships, this fills a much needed gap.

(William Kimber - £12.95)

Commandos and Rangers of World War II

by James Ladd

This excellent background to Commando and associated operations in the second World War, first published in 1978, has now been produced in paper-back form. There are rather less photographs than in the original hard-back version and most of the diagrams have been condensed somewhat, but overall this combined record of British and American special forces retains its historical significance. If you didn't get a copy of the original, this is one of the best reference books in the field.

(Battle Standards Series - David & Charles - £4.95)

SBS - The Invisible Raiders

by James Ladd

Another reprint in the Battle Standards series, this tells the history of the Special Boat Squadron from its earliest days until it was first published in 1983, just after the Falklands campaign. This is an exact facsimile of the original Fontana paperback, but with a few more photographs. It is a must for all those interested in World War II amphibious history.

(Battle Standards Series - David & Charles - £4.95)

ROYAL MARINES HISTORICAL SOCIETY

Limited Edition 25th Anniversary Painting

There are still copies of the specially commissioned Charles Stadden's water colour painting of the Corps marching through the City of London with 'Colours Flying, Bands Playing and Bayonets Fixed' as part of the Corps Tercentenary in 1964, the year of formation of the Royal Marines Historical Society.

The size of the reproduction will be 10" x 13", and with the border the full size will be 12" x 16". It will be a high quality print using a five colour process on art paper.

The Limited Edition is 200 prints, signed personally by the artist at £8.50 (including p & p), and initially reserved for members of the Society. In addition a further 300 unsigned prints will be available at £5.25. They will be available in time for the 25th Anniversary, 28th October 1989.

If you still haven't ordered your copy, please write to Captain Ron Woodruffe RM, Camrose, The Mead, Liss, Hants, GU33 7DU, enclosing your cheque made payable to 'The Royal Marines Historical Society'. If you wish to collect it personally from the Museum, or receive it at the annual dinner, please indicate this intention.



Pencil rough for the proposed painting by Charles Stadden

Letters to the Editor

From: Peter C Smith

Dear Sir,

May I briefly make known my thanks to the Society for the honour extended to me by the Society's Award at the Annual General Meeting in April. As well as it being the Society's 25th anniversary year, it is also my 25th year as a published author. In all that time, and after 40 books, this is quite the nicest present I've ever received.

I like to think it reflects not only my recent work, but also my previous book on the Corps '*Per Mare, Per Terram*'. It is, also for me, valued because of the Society which presented it to me and the artist who made the figure. I will treasure it all my days.

Yours sincerely

Peter C Smith

From: F C Adams

Dear Sir,

May I thank your predecessor, Mr Perrett, for including my article 'One Day in the Life of the RM Auxiliary Battalion' in the last issue. That short article does not give the full impression of the sterling work done by the battalion during the first years of the war.

I would be grateful if I could add a short summary taken from a book (unpublished) that I have now written on the subject. The early months of 1940 to the October 1941 was when the first 1,000 marines, on volunteering for the Corps, having joined at Stonehouse and asked for sea service, found to their dismay, that their draft was to Lyness in the Orkneys. There we were given tasks that were totally foreign to our civilian jobs.

Many likened the camp to a prisoner-of-war camp, sleeping in tents in the early days. The extremely bad conditions, mud, winds, cold and the short winter light, led to the first intake going down with illness, so that the Base Medical officer recommended that if the men were not in suitable quarters within a few weeks they should be sent home on indefinite leave. There was no hot running water, buckets for the night had to be slopped out and the bore hole latrines were open to the freezing winds. It was the survival of the fittest.

They built roads, huts of all kinds, Millbay Naval camp, piers, unloaded ships, which included many thousands of tons of cement for the oil chambers to be constructed deep in the hills behind Lyness. To the marines credit they did not demur. The battalion even formed a Royal Guard for the visit of the King and another for Winston Churchill.

Then if that was not enough there were detached duties at Kirkwall for tasks like collecting sea-mines, working the pumps for divers in the Flow and taking mail out to the battle-wagons. In October 1942 many joined MNBDO 2 on Hayling Island, some going to the newly formed 40 Commando and later others joined 41 Commando. After that some went to Africa and Sicily with landing craft and others to DEMS (Defensively Equipped Merchant Ships). Many of the original 45 Auxiliary Battalion never came back.

Yours sincerely

F.C. Adams.

Editor's Note: I have taken just a few extracts from Mr Adams most interesting letter about a little known World War 2 Corps activity.

