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Welcome

We're off back to the Pacific this month and the Battle of Iwo Jima, which was a pivotal moment in the campaign. By taking the volcanic island and its airfields, the US gained a base from which bombers could both take off and attack the Japanese homeland, and also provide a safe haven for other missions on their way back, if they ran into trouble. The Japanese knew this and tunnelled into Mount Suribachi, creating fortified defences with overlapping fields of fire. When the American troops came ashore the soft, black sand made progress difficult while the Japanese fought with fanatical intensity. It was the only battle in the Pacific where the Americans suffered more casualties overall than the Japanese. The battle was featured in the 10-part Steven Spielberg series, *The Pacific*, which is where the cover artwork come from this month. In our supporting features we take a look at the development of the M1 Garand, the American P-51 Mustang fighter and the world of Japanese officer swords.

Now, plenty of people have chipped in with their thoughts on auctions, and we have more letters about that this month and also the first part of a feature on getting the best deals at auction. However, the debate on auctions is about to be overshadowed as a significant piece of legislation has recently received Royal Assent, turning it into law. The Firearms Regulations 2019 introduces a raft of demands for the details of deactivated weapons being sold. It's now an offence to sell or give away

your already crippled deactivated weapon, without informing the authorities. And if you thought that stupidity was bad enough, here's the part that really takes the biscuit – if you bought or were given a legally deactivated weapon before 14 September 2018 you have until 14 March 2021 to register it with the authorities or you are committing an offence. The full story is on the News pages, so have a read then feel free to let us know what you think by writing by post or email to the letters pages.

Back to this month's contents now, and have a look at Graham Priest's article on ancient Greek arms and armour – there will be a follow up on Roman arms. Also on the classic arms side, the concluding part of our Living History series now has a look at re-enacting pre-1945 armies and periods of history.

For those interested in WWI Willow Fitzgerald reveals the story of the First Aid Nursing Yeomanry, whose members ended up in the Belgian Army! There are also features on insuring your collection and the life of men serving on U-boats.

Remember, if there's any particular periods, equipment or weapons you'd like to see covered, feel free to write in to the letters pages with your suggestions and ideas.

Duncan Evans • Editor

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Inside

FEBRUARY 2020 // ISSUE 174



58

REGULARS

3 Welcome

What the Editor has to say about this issue, where US Marines stormed ashore on a volcanic island, defended by entrenched and fanatical Japanese forces.

7 News

What's happening in the world of militaria, museums, exhibitions, collections and events. This month, the Government sticks its nose into the collecting world again.

12 Militaria for sale

Lenny Warren takes a trip around the internet in search of rare, interesting and desirable collectables.



18

EVENTS

15 In the sale rooms

Discover what's coming up for auction, with swords, hats and militaria at Marlow's and medals, badges and shields at Ratisbon's.

16 South Yorkshire Air Museum

Based on the remnants of the RAF Doncaster site from WWII, this is a little gem of an aircraft museum, as Duncan Evans discovers.

18 Under the hammer

Let's have a look at what has been up for grabs in the sale rooms. There were plaques, cameras and signs at Ratisbon's; badges at Bosleys; medals and swords at Woolley and Wallis and firearms at Cowans.

FEATURES

30 Luftwaffe Qualification Badges

Jamie Cross takes a look at a range of badges handed out to members of the Luftwaffe in a variety of roles.

35 Greek arms and armour

Graham Priest goes back in time to look at the various periods of Greek weaponry, from as far back as 2700BC.



35

30



80



41



68

COVER
FEATURES

22 The Battle of Iwo Jima

It was a desolate volcanic island in the middle of the Pacific, but it offered a hugely important staging post for attacks on Japan. Adrian Nisbett explains the events of the costliest battle in Marine Corps history.

COVER
STORY

The Battle for Iwo Jima

Adrian Nisbett explains the events of the costliest battle in Marine Corps history



Troops charge across the black sands of Iwo Jima in The Pacific

fighting on the Philippines. Interestingly, the Battle of Iwo Jima had already defeated the Japanese Navy through not without some assistance, such that the Japanese fleet would never again venture out to fight large-scale engagements. In the Pacific, the island of Iwo Jima was the last of the Japanese islands that the US Marines and the island's extensive beaches and landing grounds still had to be taken for planners.

From the moment the USMC was able to reach Japanese troops with the new Landing B-29 Superfortresses, however, for a variety of reasons, these missions were to prove very challenging. The B-29s were not particularly accurate and the 1,000-mile (1,600km) round trip was a daunting task with no emergency airfields along the way. Also, the air stream phenomenon was discovered when the presumed 10,000 ft of height. While the jet stream provided a strong tailwind on one leg of the mission, the opposite was true for the other leg. The need for intermediate airfields was urgent. There was only one place the island of Iwo Jima, or Sulphur Island in Japanese. One of the Japanese islands, Iwo Jima, had two airfields with a third under construction from Iwo Jima.

aircraft could attack US bases on the Marianas, Iwo Jima was the only place where US bombers flying to Japan and using the island as a staging post could provide advance warning of US attack. Iwo Jima, therefore, had great strategic significance. Both for the emergency landing fields it would provide and for the fact that it was only three hours flying time (780 miles/1,250km) from the Japanese home islands. The Japanese were aware of the island's strategic value and knew that an American invasion was inevitable. Iwo Jima is 100 miles (160km) long and 16 miles (26km) wide, with a total area of 10 square miles (26 sq km). Its small population had been evacuated to another island. Iwo is dominated by an extinct volcano called Mount Suribachi, on the southern tip. The volcano, 554 ft (169m) high, gives it a largely featureless terrain, with several small elevations towards the north. Vegetation was mainly low-lying and there is no natural water supply. Volcanic rock dunes and ridges and ridges and the island is dotted with caves and rocky terrain. The only potential landing beaches were dominated by Suribachi. From the beginning the US planners knew that capturing the island would not be easy and the Japanese defence.



M1 Garand rifle
John Walter looks at the classic rifle of the US Marines fighting on Iwo Jima and used by American troops throughout WWII. The M1 Garand, known during development as M1E, was standardised in July 1934 to replace the bolt action M1903 sniper rifle.



The Fighting P-51
John C Pursley asserts that without the British, the high performance American P-51 Mustang fighter would have never existed. 72 of these aircraft were destroyed during the Battle of Iwo Jima.



Japanese swords
Graham Priest investigates the range of highly collectable swords used by Japanese officers and troops during the defence of Iwo Jima. Following the US victory, the island would have been littered with captured weapons, among them numerous swords, all of which were destroyed.

47 M1 Garand

John Walter looks at the classic rifle of the US Marines fighting on Iwo Jima and used by American troops throughout WWII.

63 P-51 Mustang

John C Pursley asserts that without the British, the high performance American P-51 Mustang fighter would have never existed.



72 Japanese military swords

Graham Priest investigates the range of highly collectable swords used by Japanese officers and troops during the defence of Iwo Jima.



41 First Aid Nursing Yeomanry

The idea for this WWI mobile nursing corp came from the founder being wounded on the battlefield. Willow Fitzgerald investigates.

52 Legendary hardware: VW Kübelwagen

Duncan Evans looks at legendary hardware from WWII and points out collecting opportunities.

54 Militaria insurance

Edward Hallett runs through some of the insurance options available to militaria collectors and re-enactors.

58 Getting started in Living History

In the final part of the series, Edward Hallett goes back in time to cover Roman, Viking, medieval and English Civil War periods.

68 Run silent, run deep

John C Pursley looks into the performance of German WWII U-boats and the sailors who operated them.



54

76 The art of the Damascus shotgun barrel

Gavin Gardiner examines the brown coloured barrels with a fine spidery pattern and why they went out of use.

PART
1/2

80 A guide to winning at auctions

Steve Woolnough offers hints and tips on getting a great deal, and the expensive mistakes to avoid, from his 30 years experience of buying militaria in auction rooms.

85 MBG: Le Mat's Grapeshot Revolver

When the Civil War began and the southern states formed the Confederacy, many residents of the francophone territories understandably turned to France for help. John Walter investigates a blockade-running revolver.

90 The Photo Inspector

Ray Westlake looks at a member of the 1st Administrative Battalion of Kincardineshire Rifle Volunteers.

SIGNALS

92 Reviews

Duncan Evans takes a look at the latest book releases including *The Art of Fencing*, *Liberty or Death*, *The Battle of Iwo Jima* and *Panzers in Berlin* 1945.

96 Militaria hobbies

Christmas may be over but with the sales in full swing now is the time to take a look at kits, miniatures and games with a military theme that would appeal to collectors.

98 Auction & Fair Diary

Don't miss that must-have militaria. It's your diary dates and locations for upcoming auctions.

100 Your letters

Have your say on collecting militaria, features in the magazine and identifying mysterious objects.

102 Competition

This month we have three copies of *The Ariska Rifle*, *D-Day: Storming Fortress Europe* and *Liberty or Death* up for grabs, courtesy of Osprey Publishing.

11 SUBSCRIBE TODAY! SAVE MONEY ON THE ARMOURER

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militarianews

Duncan Evans reports on what's happening in the world of military history and collecting

LEGAL

New deactivation law

As if the current deactivation laws weren't onerous enough, turning any historical weapon into a large paperweight, the bureaucrats in the EU have gone one step further. While everyone else was watching the Brexit fiasco, the Government slipped through a new regulation called the Firearms Regulations 2019 on 31 October, with it coming into effect on 12 December 2019. The new regulation states that anyone selling or giving away a deactivated firearm will be committing an offence if they do not inform the appropriate national authority, either by registered post or email, of the details of the new



owner. As well as that, if the firearm was made before 14 September 2018 they must also include details of the make, calibre, brand, country of manufacture and serial number of the weapon. If the weapon was made after 14 September 2018 the details needed include all of those listed plus the unique marking affixed to each component part, excluding the magazine.

And if you thought that was bad

enough, here's the real sting in the tail. It will also be an offence if you are in possession of a deactivated firearm and you don't give the same notice to the national authority yourself. Where you bought or were given the firearm before 14 September 2018 there is a grace period until 14 March 2021 for you to register the weapon. So, every single person who owns a legally correct deactivated weapon must

now register it with the authorities.

Anyone committing an offence under the new regulations will be subject to a fine not exceeding Level 1 on the Standard scale. That's £200 in case you were wondering. It applies to England, Scotland, Wales and Northern Ireland.

Quite how the Police are going to enforce this regulation clearly hasn't been thought about at all because it comes with the following admission from the Home Office: 'A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or public sectors is foreseen.' Which sums up the stupidity of the new regulation perfectly. ■

CHARITY

Veteran charity launch

George Mackay and Dean-Charles Chapman, the lead actors from the film, *1917*, joined the official launch of Walking Home For Christmas on 12 November as a precursor to walking down the red carpet for the Royal Film Performance and world premiere of *1917* in December.

The event was organised to support 400 ex-servicemen and women who are socially isolated, struggling with their mental health, homeless or caught in police custody – and get them back into employment and independence to ensure they can support themselves and their families next Christmas.

Ed Parker, CEO of Walking With The Wounded said, "We're so grateful to Sam Mendes and the team behind *1917* for his and their involvement. People in the public eye throwing their support behind the campaign makes a



WALKING HOME FOR CHRISTMAS

RALLY YOUR TROOPS!
Sign up to Walking Home For Christmas to raise vital funds for ex military

REGISTER NOW

233 Walkers
£2,883 Raised so far
4 Veterans supported

SIGN UP TODAY

WHAT IS WALKING HOME FOR CHRISTMAS?
It's a fun, seasonal walking challenge anytime between Thurs 12 and Sun 22 December to raise vital funds for veterans and their families who are at risk, including those who are socially isolated, unemployed or struggling with mental health problems this Christmas. Walk home, hand deliver a present, walk to a Christmas party... the more creative the better. The challenge is yours.
Call on friends, family or colleagues to join you or donate. Together we can make a real difference. [Read more...](#)

huge difference to our outcomes supporting veterans, who have little to look forward to this Christmas, get back into a place where they can support themselves and their families next year."

Sam Mendes' latest film, *1917*, centres on two young British soldiers who are given a seemingly impossible mission at the height of World War I. In a race against time, they must cross enemy territory and deliver a message that will stop a suicidal attack by hundreds of British soldiers. ■

MUSEUM

Berlin wall rebuilt in London

Along with the installation of a section of the Berlin Wall to mark the 30th anniversary of its fall, the National Army Museum (NAM) has also launched a new book about the British Forces in Germany and announced its major exhibition for 2020.

Dr Peter Johnston, Head of Research at the NAM, was commissioned by British Forces Germany to document the Army's time in Germany as it began its final withdrawal from the country. After extensive research, including interviews with veterans and serving soldiers, the Museum has launched *British Forces in Germany: The Lived Experience*,



the authorised account of the military's 75-year commitment to the defence of Western Europe.

An illustrated military and social history, the book covers important military strategy, political events and Army operations such as those in Eastern Europe. Crucially, it also tells the personal stories of British soldiers and their families,

and their changing relationship with the German people. The book is available to purchase at the Museum for £35.

Meanwhile, the Museum's major exhibition of 2020 will take an immersive journey through this period in *Foe to friend: the British Army in Germany since 1945*.

When Field Marshal Montgomery took the German surrender



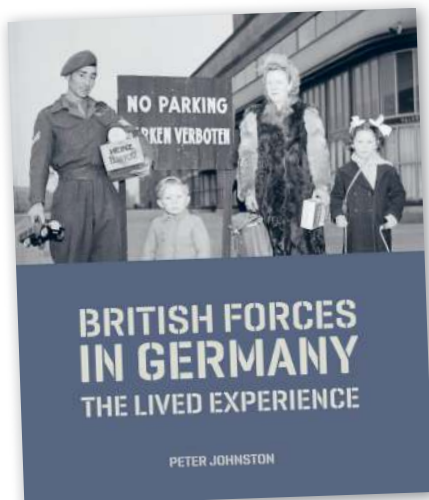
at Lüneburg on 4 May 1945, he turned his attention to winning the peace in the aftermath of war. British forces would spend the next decades garrisoning Germany, rebuilding the country and its infrastructure, as well as standing on the frontline of the Cold War. Even after the collapse of the Soviet Union, and victory in the Cold War, British forces have remained in Germany. During this period, the shape, size and structure of the British Army have evolved constantly, with Germany serving as both a base for operations and becoming home

for many service personnel and their families.

The exhibition will open on 8 May 2020 to mark VE75, 75 years since the end of the World War II in Europe. The Museum's Director, Justin Maciejewski, said, "We are proud to be able to tell the extraordinary story of this journey from war to the close friendship we have with Germany today. It is estimated that around two million people from the Armed Forces community have been a part of the British Army's time in Germany. As such, it is especially valuable to tell the story through the testimony of those who have experienced it first-hand."

A section of the Berlin Wall now

stands in the National Army Museum in Chelsea. At 3.6m tall and 2m wide, the wall allows visitors to imagine what it was to be living in the shadow of this physical and ideological divide. Next to the wall sits a Fox armoured car painted in Berlin urban camouflage, on loan from The Tank Museum. This type of vehicle was used for reconnaissance in Germany from 1975 for almost 20 years. Both objects are on display in the Foyer of the Museum, which is open daily from 10am until 5.30pm with free admission. ■



EXHIBITION

Baroque exhibition at Tate Britain

Opening in February 2020, *British Baroque: Power and Illusion* will be the first ever exhibition to focus on baroque culture in Britain. From the Restoration of Charles II in 1660 to the death of Queen Anne in 1714, the exhibition will explore the rich connections between art and power in this often-overlooked era.

During 1689 to 1713, Britain



was almost constantly at war and depictions of monarchs and royal leaders became a significant tool in the battle for power. The exhibition will include Godfrey Kneller's equestrian portraits of William III and John Duke of Marlborough, commemorative medals, and depictions of significant battle scenes such as the Siege of Namur amongst others. The exhibition will also explore baroque architecture and interior design, with works by Wren, Hawksmoor and Vanbrugh.

British Baroque: Power and Illusion will be at Tate Britain, Millbank, Westminster, London SW1P 4RG, from 5 Feb–19 April 2020. ■

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EXHIBIT

Typhoon in Newark

The trustees of the Newark Air Museum (NAM) have announced the transfer of Eurofighter Typhoon DA4 (ZH560) to the aircraft museum from the Imperial War Museum (IWM). Preparations are now underway to move DA4 to NAM's Gateway Aviation Site in north eastern Nottinghamshire, close to the Lincolnshire county border.

The process to transfer this significant airframe started during the summer, when IWM announced its availability for disposal as part of a review of its extensive aviation collection. IWM's Disposals Manager made the following comments about the DA4 airframe, "As a prototype, this airframe is an experimental model and is not representative of a production or operational aircraft. DA4 was one of the seven original industry development aircraft before becoming a RAF ground instructional airframe."

Dave Hibbert, Museum Trustee & Acquisitions Officer, at Newark, confirmed that the DA4



airframe fulfilled several criteria in the museum's stated Collecting Policies, including, "Aircraft used in a Training role - this because of our local connections with flying training, and aircraft which show the development of the jet fighter/bomber from the post-war period."

Another important factor for Newark Air Museum trying to secure DA4 was that it had been based at nearby RAF Coningsby, Lincs, where the airframe had been used for training ground crew specialists for the Royal Air Force. As such, displaying DA4 at Newark would allow them to provide good public domain access to the aircraft for the local

RAF and aviation community.

Following recent contacts with IWM Duxford, the move has now been scheduled to take place in early 2020.

"We are honoured, excited and extremely proud to have secured such a fantastic airframe for the collection," commented Dave Hibbert. He continued, "We are especially grateful for the assistance provided by the IWM staff in helping us to start the process of undertaking this landmark transfer. We are now looking forward to working with the IWM team at Duxford during the coming months to complete this move in an efficient and professional manner." ■

RESEARCH

New collection at Forces War Records

An exciting new collection of records has been added to the Forces War Records database that may contain your ancestor. A collection of over 500,000 records for the recipients of the Army Long Service Good Conduct Medal and its later incarnation the Medal for Long Service and Good Conduct (Military) across various regiments of the military are now available to view online.

Also included in this unique collection are records from the Volunteer Force Long Service Medal, The Territorial Force Efficiency Medal, Territorial Efficiency Medal and the Efficiency Medal (Territorial) and variations. Find out more at www.forces-war-records.co.uk. ■

CHARITY

Sponsor a Vulcan

XH558, the last airworthy Vulcan, that stopped flying in 2015, is celebrating the 60th anniversary of its first-ever test flight in May 2020 by offering supporters the chance to have their names on her wing.

The charity responsible for XH558, the Vulcan To the Sky Trust, will ask for donations of £30 per name to celebrate the Diamond Anniversary of the remarkable aircraft. Dr Robert Pleming, who leads the charity, said, "As we approach the Diamond Anniversary of the first flight of XH558, we want to give supporters a chance to have their name under the wing and become a part of her history. In October



2015 XH558 was forced to stop flying, because the engineering firms whose technical support was required for it to fly legally, accepted that they no longer had the skills available to carry out their roles.

"Planning permission is now in place to build the new hangar for XH558. Our objective is to find an investor to enable

us to build a home for XH558 where supporters can admire this magnificent aircraft close up once again, can hear about her story, and where we can excite and inspire youngsters in aviation and engineering.

"When XH558's supporters had the opportunity to see the aircraft, more than 1,000 people visited each month. We want to give

people that opportunity again and her own dedicated hangar space will enable us to do this. We are working closely with Doncaster Sheffield Airport, where the aircraft is based, to find an interim solution to enable more supporters to get close to XH558.

"For XH558's supporters access to the aircraft is extremely important. We are putting plans in place to improve and increase access while we continue to search for an investor."

The Names Under the Wing campaign will mark the Diamond Anniversary of XH558's first test flight in May 2020 and all names will be added to the wing ahead of the 60th anniversary of XH558's entry into RAF service on 1 July. For further information visit www.vulcantotheskysky.org. ■

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Militaria for sale

Lenny Warren trawls the internet to find bargains, rare, interesting or bizarre items of militaria



As I browse the various sellers of militaria to be found on the internet, I'm always amazed at the huge variety of items for sale. As well as obvious items like helmets, firearms or uniforms there are also items that may look like everyday objects but have a militaria connection. Whilst some have a very focussed collection, others like a more eclectic mix.

Here we have an everyday object, but with a military connection. A very interesting Boer War fundraising handkerchief, *The Absent Minded Beggar* by Rudyard Kipling. It was sold to raise funds for the army through the Boer War and is a very hard to find item. It shows the music and words to the poem with a picture of Lord Roberts and Queen Victoria. In very good



condition, will display well. Priced at £50 from www.dbgmilitaria.co.uk.

We often think of the German Army of WWII as being highly motorised, visions of Panzers and motor vehicles rolling across the Low Countries, however they were dependent on horse drawn transport throughout the war. Here we have a superb quality Wehrmacht leather saddle in very nice and usable condition. Dated 1944, with leather in excellent condition having a lovely sheen and patina, all straps intact. Saddle is size 1, as marked on the rear and stamped with 'Wa136' for the maker Salewa (Saddle Maker), München. Germany. Priced at £349 from www.axmmilitaria.co.uk.

Here we have a very unusual and rare Model 1862 Prussian Heavy Cavalry Cuirass in good condition. The cuirass is unusual because it displays elements of being an officer's version with other elements that identify as Other Ranks. The cuirass shell is a standard soldier one, but the longer and more ornate, over the shoulder scaled straps are definitely of officer quality. Senior NCOs, Volunteer Aspiring Officer,

standard bearers and musicians all wore items that were of officer rank, without fully being an officer version. Garde du Corps had cuirasses that were gilded, but 5 Kurassier Line Regiments wore polished steel versions, with brass fittings, like this example. The cuirass displays an aged, dull grey finish, with brass bolts, circular adornments and the posts to which its securing belts are attached.

The securing belts are particularly important and are attached to the shoulder tops of the cuirass's back section. The belts themselves, greatly resemble an officer's *Pickelhaube* chinstraps with their individual, overlapping brass scales and end in a buckle that is ornately decorated with oak wreaths. A high relief silvered ornamental lion's head within a shield appears just behind the actual attachment device, on the back shell. The waist is secured by a leather belt to keep both the front and back cuirass together. One side of the belt is missing but could be restored. The inside of the back shell is lined with hessian cloth. Priced at £3,250 from www.paradeantiques.co.uk. ■



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In the sale rooms

The weapons, uniforms, medals and militaria coming up for auction

Uniforms at Marlow's

The next Marlow's Arms and Armour auction is on 6 February 2020 and catalogues will be available in late January. There will be a larger than normal head-dress section which will include an early World War I pith helmet; a WWI officer's Seaforth Highlanders Glengarry, his sporran and photo of him wearing them; a 16th Lancers NCO's Lance cap; a 1st Dragoon Guard's dress helmet; a 5th Dragoon Guard's dress helmet; a Victorian North Somerset Yeomanry Cavalry dress helmet and a Queens own Stafford Yeomanry dress helmet.

Uniforms will have their normal good selection of items including a Royal Welsh Fusiliers scarlet pre-WWI dress tunic,

a Norfolk regiment scarlet pre-WWI dress tunic, an A&SH scarlet pre-WWI dress tunic with embroidery titles, a Victorian HLI Volunteers scarlet dress tunic, a Victorian 3rd Dragoon Guards troopers tunic and a Kings own Royal Norfolk Yeomanry dress tunic and cap.



The Edged Weapon section will include a 1908 pattern Cavalry Troopers sword complete with horseshoe case, a 1912 pattern Cavalry officer's sword, an 1831 pattern Scottish broadsword with basket hilt, an Mk 1 1856 Band Drummer's shortsword, an 1832 pattern Ames American short sword, a Showa-period Japanese civilian *katana* sword, and a Japanese short *tanto*.

The Guns category will include a good selection of current specification deactivated weapons including a Webley Fosbury automatic revolver, a Webley target revolver, a Wilkinson Webley revolver, WWI period Colt revolver, a Mk 5 Webley

revolver, a C96 *Mauser* auto pistol complete with wooden stock, a Boer war period Long Lee Enfield rifle, a WWI period G98 *Mauser* rifle, and a cased WWII Bren gun. Antique guns include a 1853 1st pattern Enfield rifle, a two-band 1856 pattern rifle, a Hollis and Sons Cape rifle, an Adams pattern revolver, a Continental percussion target pistol, a 1842 pattern percussion pistol by Blake and a 1883 Reich Commission revolver. Included in the curios section is a large-scale engineer-made model of the feared German 8.8cm anti-aircraft gun.

All auctions are held at Rapon Court, Drummond Road, Stafford, Staffordshire ST16 3HJ. Full details at www.marlowsauctions.co.uk. ■

Ratisbon's 35th Contemporary Auction

The next Contemporary Auction at European auction house Ratisbon's isn't until 1-8 March but medals and badges have already arrived for consignment. Have a look at these items you can bid on - prices quoted are the starting price, not including the Buyer's Premium of 22%. There's a fantastic looking Order of the Legion of Honour, Grand Officer's Breast Star, dated 1830-1848. It's made from silver with five cross arms and no chipping on the enamel. Starting price is £2,946. Another attractive medal is the Lippe-Detmold Order of Leopold 2nd Class, issued 1916-1918. The centre medallion displays the coat of arms of Schwabenberg. Made in very beautiful enamel painting. SP is £1,936. More



modern is an Austrian Military Merit Cross 1st Class, made by Anton Reitterer and dated from around 1935. It has a fine red/white enamel cross and is made from real silver. SP is £1,262. Or, how about this excellent Prussian Order of the Black Eagle, embroidered breast star. Worn on the coat and dating from around



1820. The centre shows the black eagle with crown. SP is £547.

Let's have a look at some shields now, starting with a Luftwaffe Krim Shield. It's made from iron (magnetic), has the full prongs and with the original back plate in place. SP is £84. Then there's a Heer/Waffen-SS Kuban Shield in bronzed iron on field



grey cloth with all the prongs and original backplate. That one will start at £84 as well. Lastly, another Heer/Waffen-SS shield, this one for the Crimea again. Showing some signs of wear, it is bronzed iron on field grey cloth with full prongs and backplate. SP is £67.

Finally, let's round up some of the badges. There's a Luftwaffe Flak Badge, made from tombak, semi-hollow but without a maker's mark, SP is £143; an Auxiliary Cruiser Badge, made from zinc with 'L/18' marked on the back for BH Mayer, SP of £126; and a Tank Assault Badge in bronze, made from zinc by Deumer Lüdenscheid, with signs of wear, SP of £105. Go to www.ratisbons.com to register and to bid. ■

South Yorkshire Aircraft Museum

Duncan Evans heads for the site of an old RAF base where an aircraft museum has been quietly developing since 1999



You could be excused for never coming across this little gem of a museum, as it's located in the far reaches of what used to be RAF Doncaster but is now the Lakeside development, complete with retail park and houses. Drive on past those though and eventually you'll find a car park in front of a modest reception and gift shop. The original site opened as a civilian airport in the 1930s, before being commandeered by the RAF as war loomed large. The current museum buildings were subsequently built by

the RAF in 1938. After the rest of the site was redeveloped, this corner was retained and used by Yorkshire Water until the Museum took it over in 1999.

Taking a stroll outside there are aircraft in various conditions, from those that are pretty much complete, to others that are little more than scrap. Look out for the Hawker Harrier GR.3, Blackburn Bucaneer, English Electric Canberra, a Hunting Jet Provost, Westland Whirlwind, Avro Vulcan, Piper Apache and a sorry looking English Electric Lightning.

However, there's far more inside, so

head straight into the main hangar to discover 41 planes and helicopters, from complete models to cockpits and relics. You'll discover your own favourites but I enjoyed finding the Westland Wessex, de Havilland Vampire, Gloster Meteor and Panavia Tornado. There are also individual displays and projects underway in here, so just pick your way round. Check out the room full of aircraft engines, including Rolls-Royce Merlins used in Spitfires and Lancasters.

Now, having toured the main hangar, you might be forgiven for thinking that



Famous for its role in the Falklands War, here's a Hawker Harrier GR.3



The cockpit of a Hunting Percival Jet Provost which you can climb in



You probably won't be expecting to see this, a Blériot Type XI monoplane



was pretty much it but the museum is very much like a Tardis. There's actually a lot more to see than appears from the outside. There's a long display building next, more outside exhibits, the Vulcan display, and then the original RAF buildings. Quite how they managed to squeeze entire aircraft inside these is a mystery, but just as you think you're in the main corridor, there's another one leading off. Expect to find a room dedicated to the WWI conflict, an RAF uniform display, a WWII operations room, the Yorkshire Helicopter Preservation Group, the Sheffield Blitz

and an extensive Falklands War display with various artefacts that have been brought back from the islands. You'll find cockpits to sit in, WRAF displays, radio equipment, an Auster Mark 1, various pilot's helmets and a collection of items from the ARP.

The South Yorkshire Air Museum is one of those places that few will have heard of, but it's an absolute treasure trove of aircraft militaria and items from both World Wars. And there's even a shop for diecast models and Airfix kits, as well as hot drinks and snacks when you're done. ■

i VISITING

Entrance: Adult - £6.50, children - £3, senior citizen - £5.50

Location: Lakeside, Doncaster, South Yorks. Junction 3, M18. Follow signs for Lakeside until you see signs for Aircraft Museum. Use postcode DN4 7NW for satnavs, rather than the actual address.

Opening times: Tuesday-Sunday. In summer, 10am-5pm, in winter, 10am-4pm

Tel: 01302 761616

Web: www.southyorkshireaircraftmuseum.org.uk



Just when you think you've seen everything, there are extra rooms that you can explore



A Royal Navy Sea King helicopter in the main hangar, which is absolutely packed with exhibits



Another one of the unexpected displays, this is a Sterling MG, as used on the Falklands Islands



Under the hammer

Duncan Evans reports on the latest militaria sold at auctions around the country

Signs at Ratisbon's



There was an interesting mix of German Third Reich militaria at Ratisbon's 34th Contemporary History auction, starting off with this collection of over 20 Elastolin/Linol SA brownshirt figures. Maker marked to the bottom, they were mainly marching but you also got a dog and a couple of musicians. They went for £221.52 (all prices quoted exclude Buyer's Commission of 22.5%). Flying overhead you could have had a model of a Focke-Wulf FW190, with original paint, measuring 30cm x 29cm. That went for £144.84. More intriguingly was a Third Reich model kit, *Der Neue Wehrmacht-Baukasten*. This came with various wooden pieces for buildings and blocks representing the soldiers so little Fritz could

march them around the town square. The lid was broken but most of the contents were intact. It sold for £119.28.

If you wanted something to stick on the wall of your den then how about a brace of metal reliefs, made from a silvered metal, one showing a Reichskriegsflagge and the other an NSFK-Glider. Mounted on black wooden boards with no chipping, they went for £123.54. Then there was a Luftschutzpolizei Air Raid Protection Police wall sign from the chemical head department in Stuttgart. Measuring 35cm x 55cm it failed to sell for the starting price of £553.80 so was available to buy afterwards. Unsurprisingly what did sell was a street sign for Adolf Hitler Platz 29. In blue and white enamel with four holes to be wall mounted. Sold for £502.68.

More quirky lots now, with a pair of Third Reich donation cans in bright red. One with the German eagle on it and 'Krieghilfswerk für das Deutsche Rote Kreuz', translated as War aid

for the German Red Cross, the other with 'Hilfe für die Stadt Duisburg', or Help for the City of Duisburg, on the side. They sold for £195.96. Then there was a Wehrmacht tropical toolbox, with the first coat of field grey paint on the bottom and then the tropical tan paint everywhere else. On the top is lettering reading 'Werkzeug', which means Tool. A bit rusty and battered, it hammered for £68.16. Next up, a nice combination of Waffen-SS gas mask with the original can, carrying straps, with cleaning cloth and filter, maker marked and a spare pair of glasses. It came with a field-made rucksack made from webbing straps and the oakleaf SS camouflage material. It sold for £161.88.

Let's take a look at some of the more unusual equipment now, starting with a Third Reich SS typewriter. It's a Modell N, manufacturer by GROMA, in working order and in the original case. It hammered for £306.22. Or there was a Theodolite (leveller) with full original paint and only minor signs of use. It featured clear lenses and working screws. Maker marked with 'cme' and '257720' numbered

to the device and the box. The box still had the original paint. Size of the box: 37cm x 22cm x 18cm. The hammer came down at £170.40. Or, you could have had a Third Reich Leica camera, which was maker marked with 'Ernst Leitz Wetzlar Germany' as well as 'D.R.P.' It had the matching leather case with carrying strap and went for £281.16.

Now, for escaping or breaking through enemy lines, everyone needed a pair of wire cutters. So, here's a Wehrmacht pair from 1938, maker marked with 'H' for Heer stamped on both sides. It went for a snip at just £78.38.

Finally, there were a large number of belt buckles, and belts, ranging from parade ground examples of the Heer for just £66, up to Waffen-SS field buckles that fetched a much steeper £323.76. ■



Bosleys big badge bonanza

Bosleys' last sale of 2019 had the largest selection of military badges offered in a public auction in its 26 years history. This section included the first part of a lifetime collection of Scottish badges and a Scottish 79th Foot or Cameron Highlanders early officer's bonnet badge, c. 1827-49, one of only a handful examples known to have survived, hammered at £3,600. This was followed by a Gordon Highlanders Victorian officer's Foreign Service helmet plate, c. 1881, selling for £2,000 and a 90th Regiment (Perthshire Light Infantry) Victorian officer's Albert shako plate, c. 1844-55, sold for £1,700. The Scottish theme continued with £4,600 paid for a fine and rare Scots Guards Victorian officer's scarlet coatee, dated c. 1840.

British Army WWII cloth formation badges also performed well with £3,600 paid for a fine



example of the 101 Troop 6 Commando formation sign. The tools of the Allied Special Forces featured in a collection of fighting knives and the sale contained two of the rare 1st Pattern Fairbairn-Sykes examples, one attributed to a soldier of the

Essex Regiment who later served with 40 Commando, sold for £1,900 and the second example sold for £2,000. A surprise in this section was an original edition of the WWII 1942 *All-in Fighting* combat fighting book, which sold for £240.

This sale offered a strong section of swords, the highest hammer price being £2,400 for a Victorian 2nd Life Guards officer's State pattern sword, this closely followed by £2,200 for 1796 pattern Heavy Cavalry officer's sword, which was believed to have been carried by Lieutenant Robert Borne of the Queen's Dragoon Guards. The international popularity of the British military pomp and ceremony was demonstrated when a magnificent State Trumpet Banner of the Household Cavalry sold for £1,700 and £950 was paid for a very good example of a Foot Guards Officer's Bearskin.

Bosleys next sale will be held on 29 January and will be an online badge auction, with over 600 lots. Details can be found on the website, see the back page of *The Armourer*. ■

Medals at Woolley and Wallis

We covered the East Africa Campaign in the November issue so it was interesting to see an East Africa Great War trio to Sergeant George Salkeld of the East Africa Mounted Rifles. There was the usual trio of 1914-15 Star, British War and Victory medals, together with a nine carat gold prize fob. The lot sold for £250. A little more pricy was another group of three medals, this time from the Crimean War and attributed to the Light Brigade Trumpeter Richard Davis. The medals included the Crimea Medal 1854-56 with four clasps for 'Alma', 'Inkermann', 'Balaklava' and 'Sebastapol'; a Médaille Militaire from France, 2nd Empire; and from Turkey, another Crimea Medal, the Sardinian issue, plus a small collection of associated ephemera and research. Estimated at £500-£700 it hammered, unsurprisingly, at £2,200.

Now if you want clasps that are in the record books then look no further than the Military General Service Medal awarded to



Private Thomas Dolphin, Artillery Drivers, which featured no fewer than 10 clasps, making it unique in the British Army. Backed up by confirmation on the rolls, this incredible clasp collection featured 'Maida', 'Roleia', 'Vimiera', 'Sahagun & Benevente', 'Talavera', 'Cuidad Rodrigo', 'Salamanca', 'Vittoria', 'St Sebastian' and 'Nive'. The top estimate of £4,500 was thrashed with a hammer price of £10,400. In fact, anything with a Peninsula War history proved popular, whereas the large collection of Russian medals were largely ignored.

Further on in the auction there were items like this collection of edged weapons such as this lot which contained a Sudanese sword (*kaskara*) with a double edged blade 37in, shallow fuller with Arabic inscriptions running most of the length of the blade on each side, hide scabbard; a Tuareg sword (*takouba*) with hide-clad hilt and scabbard; an Indian sword (*tulwar*) with curved blade with multiple fullers, steel

Indo-Muslim hilt; and, lastly, a *Khyber* knife. It went for a very affordable £180.

There were also a number of Japanese items, including an Edo period, part piece of armour. This was made of iron, lacquer and silk lacing and consisted of a *kabuto* (helmet), the *hashi* (bowl) formed of 62 plates with raised edges, *tehen* (central perforation) with gold painted *kikuza* (annular finial), the *shikoro* (neck guard) formed of four tiers of solid horizontal plates, leather covered *fukigaeshi* (turn backs) set with the *mon* (emblem) of the Mogami clan, *maidate* (frontal ornament) in the form of a horned beast, *menpo* (face guard) with removable nose and suspending a four-tier *nodawa* or *manjiuwa* (throat protector); *do-maru* (torso armour) formed of solid horizontal plates joining at the sides, partial *sashimono-gane* (flag pole holder), with similarly constructed *sode* (shoulder guards). It doubled its estimate to hammer at £2,000. ■

Guns galore at Cowan's

The early December Arms & Armor: Premier Auction saw a wide range of guns, helmets and armour up for grabs. The very first lot was a fishtail matchlock arquebus with a fishtail shaped butt, 63.25in overall length, weighing slightly under 14lb, 9.25in long, flat rectangular lock secured by two large screws through the stock, with crudely decorated serpentine to represent a sea monster and thumb screw clamp to hold the match. It sold for \$5,100, including Buyer's Premium, as are all prices listed here. Next up, an interesting flintlock blunderbuss with markings for Nottingham Police on the top of the flat barrel. It had engraved brass furniture with a panoply of arms on the butt, floral patterns on the trigger guard and a stylised interpretation of the Prince of Wales feathers on the trigger guard finial. Mounted with 13.875in snap bayonet on top of barrel with 10.5in triangular blade.



It sold for \$3,480.

There were a number of pistols up for grabs with one of the rarest being a Confederate First Model Cofer revolver - serial No. 7. It featured a single action, spur trigger, six-shot percussion revolver with unique two-piece cylinder that uses Cofer's patented percussion ignition brass cartridges. Top strap marked in two lines: 'T.W. COFER'S PATENT / AUGUST 1861'. Barrel marked in a single line: 'PORTSMOUTH VA'. Bottom of butt marked 'No 7'. While it didn't reach the upper

estimate it still sold for an eye watering \$90,000.

On to rifles now, and a Springfield Model 1873 Trapdoor carbine. This was a fine condition and scarce example from the third year of production, reflected in the price as it beat its upper estimate to sell for \$6,000. Even more impressive though was a 3rd Type US Model 1875 Trapdoor Officer's rifle with a 26in barrel and blued finish. Only 477 officer's rifles were made at Springfield in this period and only 100 of them were the 3rd Type, M1877/79 pattern. In

exceptional condition as well, it will be the feature piece in any collection and duly sold for a whopping \$24,000.

Still, if you've won the lottery or wanted to spend some serious money, how about a fine and rare Coly Model 1883 Gatling gun, complete with US Army field carriage and limber, dated to 1887. This was a splendid 1883 Gatling and one of the best and most complete to be offered in recent years, which explains why it sold for \$222,000.

However, going back to rifles, let's finish with a superb Ulrich-engraved, factory gold plated, Grade 15, Marlin Model 1893 Exhibition rifle. With an 18in barrel, gold-plated finish, deluxe chequered walnut stock and the receiver engraved with flowing Arabesque foliate scrolls, this stunning example smashed its upper estimate to sell for \$51,000. ■

Busy times for Hitler memorabilia

Interest in National Socialist-era German militaria remains high, never more so than where it concerns der Führer, so here we are taking a look at a few Hitler-related auctions. First of all, Eva Braun's silk knickers were up for grabs at Humbert and Ellis. The pair of pants, complete with Eva Braun's initials, came from the collection of a European collector and sold for £3,700 to a telephone bidder. The same buyer also bagged her lace nightdress for £2,600. In the Humbert and Ellis, of Towcester, auction in September, there was also a bracelet once owned by Luftwaffe chief Hermann Göring's wife, Emmy. Gold plated, dated 1938, with a central swastika-festooned locket containing a mugshot of the Führer, it sold for £1,850.

Slightly more affordable, and certainly a lot more fun, was a roll of toilet paper where each sheet contains a caricature of Third Reich figures. Produced in the late 1930s, it was discovered in a barn in Herefordshire. Each of the 20



sheets has an individual drawing and caption, including one of Hitler with the witty line: 'Now I'm brownshirt all over.' Chorley's Auctioneer Thomas Jenner-Fust, said, "It's rather thin war-issue paper and wouldn't stand up to much. It came from a house in Herefordshire but unfortunately the family had no idea where it came from. It's not complete, there are about 20 sheets and the end sheet has a tear mark across it. It sold for £160 but with

the buyers premium that's about £198 - so about £10 per sheet." Thomas added, "That has to be a world record for toilet paper. You could say we were flushed with success."

On a more serious note, Hitler's top hat, cigar box and a silver covered edition of *Mein Kampf* were recently up for sale at a Hermann Historica auction. The top hat, complete with an 'AH' monogram, sold for £42,847 while *Mein Kampf* made £111,429.

The buyer, Abdalla Chatila, a Swiss-based entrepreneur, spent around £513,000 on 10 items and subsequently donated all of them to an Israeli fundraiser to fight anti-Semitism. Abdalla told a Swiss newspaper: 'Far-right populism and anti-Semitism are spreading all over Europe and the world. I did not want these objects to fall into the wrong hands and to be used by people with dishonest intentions.'

Rabbi Menachem Margolin, head of the European Jewish Association (EJA), stated, "In a cynical world... such a noble act of kindness, generosity and solidarity."

He also said Abdalla Chatila would join a visit by 100 European parliament members to the site of World War II death camp Auschwitz, in January, where he will receive an award. The Hermann Historica auction featured 147 items specifically related to Nazi Germany, among more than 800 German historical collectibles from 1919 onwards. ■

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The Battle for Iwo Jima



Adrian Nisbett explains the events of the costliest battle in Marine Corps history

The war in the Pacific was quite unlike the large-scale campaigns fought in North Africa and Eastern and Western Europe. Whether in the South-West Pacific, principally the domain of General Douglas MacArthur and the US Army (with Australian forces), or in the vast reaches of the Central Pacific, where US Navy and Marine forces were commanded by Admiral Chester Nimitz, the fighting was typically high intensity, on relatively small battlefields, against an enemy for whom surrender was unthinkable.

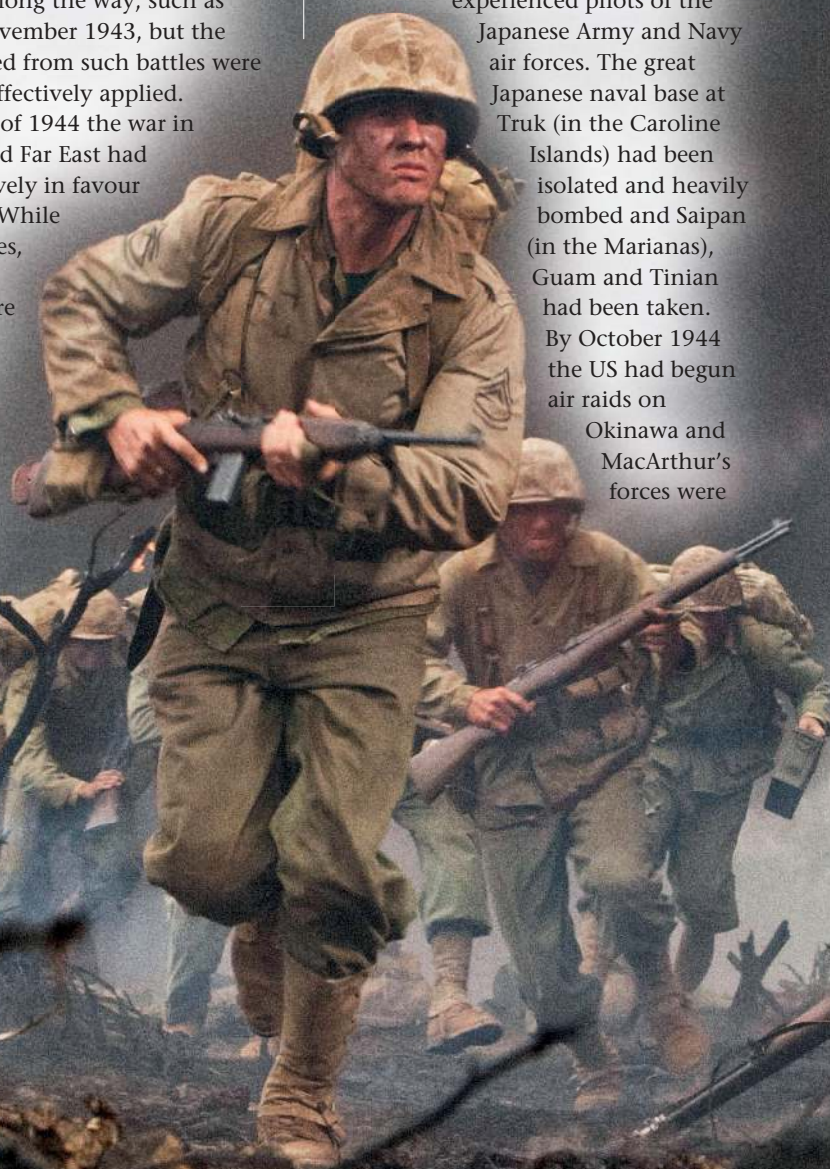
The complexity of amphibious assaults on heavily fortified and fiercely defended small islands, supported by sea-based air assets and heavy artillery, complicated by long seaborne logistics chains, all made warfare in the Pacific quite different from that generally experienced in

Europe. But, from an uncertain start on Guadalcanal and in New Guinea, the Allies quickly developed tactics, equipment and support systems to counter Japanese expansion after Pearl Harbour. There were some very costly experiences along the way, such as Tarawa in November 1943, but the lessons learned from such battles were rapidly and effectively applied.

By the end of 1944 the war in the Pacific and Far East had turned decisively in favour of the Allies. While Japanese forces, particularly the Navy, were still capable of delivering stinging rebuffs to Allied forces, the US Navy

now dominated the Pacific. US submarines, with their early torpedo problems solved, decimated the Japanese merchant fleet and Navy aviators, flying superior fighters at last, had largely eliminated the most experienced pilots of the

Japanese Army and Navy air forces. The great Japanese naval base at Truk (in the Caroline Islands) had been isolated and heavily bombed and Saipan (in the Marianas), Guam and Tinian had been taken. By October 1944 the US had begun air raids on Okinawa and MacArthur's forces were



Troops charge across the black sands of Iwo Jima in *The Pacific* *

fighting in the Philippines. Most significantly, the Battle of Leyte Gulf had finally defeated the Japanese Navy (though not without some anxious hours), such that the Japanese fleet would never again venture out to fight large-scale engagements. In September the island of Peleliu (one of the Palau Islands) was assaulted by the US Marines and the island's extensive tunnels and bunkers provided still more lessons for planners.

From the Marianas the USAAF was able to reach Japanese targets with the new Boeing B-29 Superfortress. However, for a variety of reasons, these missions were to prove very challenging. The B-29's engines were notoriously unreliable and the 3,000 mile (5,000km) round trip was a daunting flight with no emergency airfields along the way. Also, the jet stream phenomenon was discovered when the pressurised B-29s flew at high altitude. While the jet stream provided a strong tailwind on one leg of the mission, the opposite was true for the other leg. The need for intermediate airfields was urgent. There was only one logical place: the island of Iwo Jima, or Sulphur Island in Japanese. One of the Volcano Islands, Iwo Jima already had two airfields with a third under construction. From here, Japanese

aircraft could attack US bases in the Marianas, harass US bombers flying to Japan and using the radar installation on the island, provide advance warning of US raids. Iwo Jima, therefore, had great strategic significance, both for the emergency landing fields it would provide and for the fact that it was only three hours flying time (760 miles/1,220kms) from the Japanese home islands. The Japanese were also well aware of the island's strategic value and knew that an American invasion was inevitable.

Iwo Jima is five miles (8km) long and half as wide, with a total area of 10 square miles (21sq km). Its small population had been evacuated to another island. Iwo is dominated by an extinct volcano called Mount Suribachi, on the southern tip. This feature, 556ft (167m) high, gives way to a largely featureless terrain, with several small elevations towards the north. Vegetation was mainly low scrub and there is no natural water supply. Volcanic rock fissures release a foul sulphur smell and the island is dotted with caves and rocky ravines. The only potential landing beaches were dominated by Suribachi. From the beginning the US planners knew that conquering the island would not be easy and the Japanese defenders,



PAGE
47

M1 Garand rifle

John Walter looks at the mainstay of the US infantryman fighting on Iwo Jima and throughout WWII. The M1C Garand, known during development as M1E7, was standardised in July 1944 to replace the bolt-action M1903 sniper rifles.



PAGE
63

The Fighting P-51

John C Pursley asserts that without the British, the American P-51 Mustang fighter would have never existed. 7,954 were completed and were the highest scoring American-made fighter in the European Theatre, tallying 4,950 aircraft destroyed.



PAGE
72

Japanese swords

Graham Priest investigates the range of swords used by Japanese officers and troops at Iwo Jima. Following the US victory, the island would have been littered with captured weapons, among them numerous swords, so trophy hunting was rife.

The Battle for Iwo Jima



A pre-landing briefing aboard ship

Right: The first assault waves head for the beach. Mount Suribachi is in the background



who had been developing the island's defences for nearly a year, would make the invaders pay dearly for every inch of the island.

Preparations and planning

Under the energetic leadership of Lt. General Tadamichi Kuribayashi, the Japanese troops and engineers prepared for an extended battle of attrition. There would be no wasteful banzai charges and no attempt to prevent the American landings. Instead, a defence in-depth was planned, with extensive tunnels allowing for safe movement of troops and supplies. With eight months to prepare, the defenders constructed hundreds of strongpoints, linking most of them via the tunnel network. Only

one battalion would be assigned to defend the beaches and one airfield. With great skill, Kuribayashi placed strongpoints in patterns which would force the Americans into overlapping fields of fire. If this plan succeeded, the tactical advantage would be with the 20,000 Japanese defenders and the battle would be fought on their terms.

The island's terrain left little room for tactical initiative and none at all for surprise. The original planning called for the operation to begin on 20 January 1945, but was soon postponed to 19 February as some of the required ships and landing craft were still being used for the Luzon landings. The invasion of Okinawa had been set for 1 April and could not be delayed due to the expected monsoon season. Ships and aircraft assigned to Iwo Jima would therefore have to be repositioned for the beginning of the Okinawa operation, thus restricting the time available for Iwo Jima to be secured.

The Marine Corps' V Amphibious Corps was to provide the initial assault troops, consisting of the 3rd,

4th and 5th Marine Divisions, under the command of Major General Harry Schmidt. Eventually, the combined force would number nearly 80,000 men, over half of whom were veterans of previous operations. The command structure was immediately complicated by the appointment of General Holland M Smith as Commanding General, Expeditionary troops. This was explained by the need to have an experienced commander on the scene should anything happen to General Schmidt. General Smith was certainly well qualified, having commanded V Corps in earlier operations. In the event, he performed a constructive role in planning, drawing on his experience, and he was able to deflect media and VIPs from Schmidt, leaving him free to plan his operation and command the troops on the island. However, this relationship would be severely tested during the campaign and became one of the lasting controversies of the battle.

The US plan, called Operation *Detachment*, was straightforward. After an extensive bombardment from



A map illustrating lines of advance for selected days

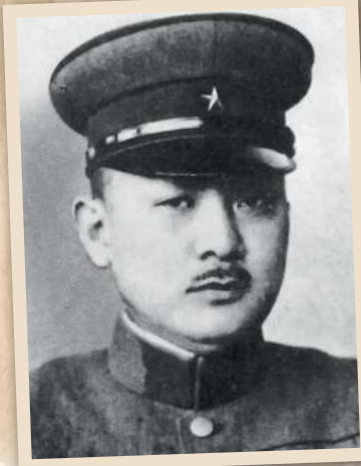


A mobile rocket-launching unit in action, bombarding the defenders

JAPANESE COMMANDER

Lt. General Tadamichi Kuribayashi was, at 53, commander of the 109th Division and the Ogasawara Army Group. He was a cavalry officer and a 1914 graduate of the military academy. As a junior officer he spent several years at the Japanese embassies in the USA and Canada. His career advanced steadily and in the years prior to World War II he commanded a cavalry regiment in Manchuria and a brigade in northern China. He held a senior position during the capture of Hong Kong and was then appointed as Commanding Officer of the Imperial Guards Division in Tokyo, an appointment of great prestige. In June 1944 Kuribayashi took over command of Iwo Jima. A realist, he knew that he would never see his homeland again, but set about

creating a set of defences that demonstrated his skill and resourcefulness. He sacked 18 senior officers who had disagreed with his strategy. His remains were never found after the fighting. Kuribayashi was, in the eyes of senior Marine commanders, a most formidable foe and one they held in high esteem. ■

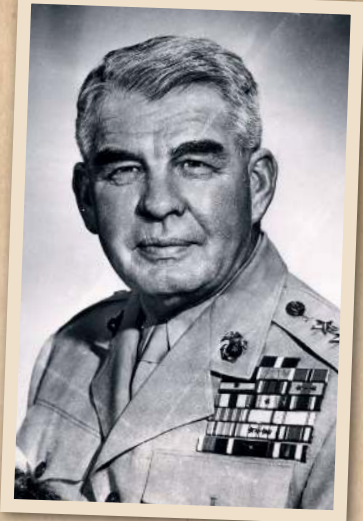


Lt. General Tadamichi Kuribayashi

AMERICAN COMMANDER

Major General Harry Schmidt was 58 in 1945 and had served in the Marine Corps for 36 years. In his earlier career he participated in small-unit engagements in Guam, China, the Philippines, Cuba and Mexico. He attended the Army Command and General Staff College in 1932. Before Iwo Jima he commanded the 4th Marine Division at Saipan and then the V Amphibious Corps during the invasion of Tinian.

Schmidt was an old-school Marine, reliable, solid and capable. As a leader in the Pacific he was highly regarded for his sound judgement, administrative ability and tactical skill. He was offended by the appointment of General Holland M Smith as Commander, Expeditionary Troops and after the war was openly critical of the decision which, he said, showed a lack of confidence in him. He also criticised Smith's rejection of his request for an experienced reserve unit to be sent into action. ■



Major General Harry Schmidt



Marines plan their next advance. The battle turned into a long, bloody struggle

ships and carrier aircraft (the length of this bombardment and its lack of effectiveness were to spark more controversy), the landing force would come ashore on the south-east coast, with regiments of 4 Marine Division on the right, 5 Marine Division on the left and 3 Marine Division in reserve. The initial objectives were the lower airfield, the west coast (the neck between the two coasts was only 700yd wide), and Mount Suribachi. The plan then called for a swing into line and a broad attack to the north, where the airfields were located. A fleet

of 495 USN ships would deliver the initial bombardment, transport and supply the Marines, provide hospital facilities and transport reinforcements. Due to a lack of ammunition and time, the Navy's pre-landing bombardment lasted only three days, not the 10 requested by the Marines, so provided yet another contentious aspect of the operation. The bombardment was largely ineffective as US intelligence, basing their estimate of Japanese strength on the availability of rainwater (the Japanese garrison had been on half water rations for months and



The first Marines to land move across the beach



The crowded beach: men; supplies and vehicles struggle to move

The Battle for Iwo Jima



A Marine war-dog squad, essential for finding hidden tunnel entrances



Marines advancing towards the airfields. Capturing them was an important objective

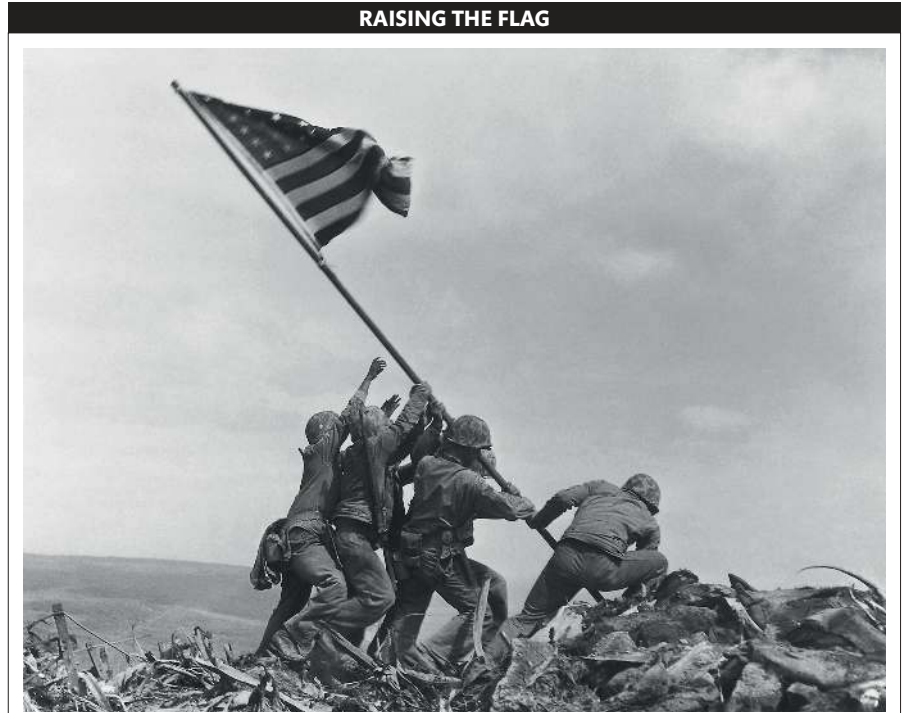
water was stored underground), greatly underestimated troop numbers, the extent of the tunnels and the positions of some 700 reinforced positions. Two days before the operation began the Americans had a small piece of luck - an Underwater Demolition Team, landing to assess beaches, was mistaken for the actual invasion. The US Navy was able to pinpoint the positions of the artillery pieces, which revealed themselves by firing, and at least some were destroyed.

The assault

At 6.45am on 19 February the order went over the ships' loudspeakers: "Land the Landing Force!" Among the thousands of Marines heading for the



General Rockey, 5th Division commander, with his staff



Joe Rosenthal's iconic photo of the second flag-raising on Mount Suribachi. In 2016 an exhaustive investigation found that John Bradley (who had actually participated in the first flag raising) had been wrongly identified as a flag-raiser since 1945. In October 2019 the Marine Corps announced that a second flag-raiser (Rene Gagnon, who carried the flag but did not help raise it) had also been misidentified. In fact, Harold Schultz and Harold Keller were two of the six Marines in the photo.

beaches was Gunnery Sergeant John Basilone, who had been awarded the Medal of Honor for his heroism on Guadalcanal. He was portrayed in the HBO series, *The Pacific*. Another Marine, PFC Jacklyn Lucas had just celebrated his 17th birthday, having enlisted with falsified papers at the age of 14. He was one of several 16 and 17 year-old Marines on Iwo Jima.

The first wave of Marines landed on time, but were immediately slowed by strong surf and a steep beach with very soft, black sand. This problem would also cause logjams later in the day, as vehicles, artillery pieces and tanks found the sand difficult to negotiate. Nonetheless, the 28th Marines on the left flank began advancing to cut the

island in two, then turned to assault Mount Suribachi. The 23rd, 25th and 27th Marines, on the right, moved to capture the first airfield and pivot north. Within minutes and despite the sand, some 6,000 Marines were ashore. Only then did the Japanese artillery open fire with great accuracy. Forging ahead, the 1st battalion of the 28th regiment reached the opposite shore, though the 700yd were crossed with heavy casualties.

The regiments advancing towards the airfields came under heavy and accurate fire, but managed to reach the outskirts of the first airfield. Other units were stopped by two large concrete blockhouses and concentrated fire from positions near the rock quarry. It



The most dangerous job: a Marine flame-thrower operator



A wounded Marine is cared for by four of his comrades



An M4 Sherman flame-thrower tank in action



A Marine gets some sleep while his war-dog stands guard



Left: Japanese prisoners with their Marine captors. Relatively few were captured alive



Right: An exhausted Marine after the battle which lasted over a month

soon became obvious to the Marines that every part of the beach and of the routes of advance had been targeted by heavy artillery, mortars, rockets and anti-tank weapons. Smaller Japanese positions unleashed interlocking machine-gun fire. With little available cover, the Marines suffered heavily. Expected support from light artillery and M4 tanks had not arrived, due to delays on the beach.

By the end of the day, 30,000 Marines had come ashore, but casualties included 501 killed and 1,755 wounded - an 8% casualty rate. One of the dead was John Basilone, killed while leading his machine-gun platoon against a fortified position. The losses of the 3rd battalion of the 25th Marines were representative: 22 officers and 500 men were killed or wounded. To add to the Marines' woes and exhaustion, the Japanese mounted probing patrols that night. One immediate challenge for the Marines was to adapt quickly to the style of fighting that would characterise the campaign. Small infantry groups, lightly armed but supported by tanks attacking a largely unseen enemy in strongly-fortified positions. For most of the campaign, the Marines were on the ground and their adversaries were under it.

D+1 had one key priority, taking Mount Suribachi. Its 2,000 defenders and their skilfully handled artillery were causing great losses of both men and equipment. Many of the 120 defensive positions were near the base of the mountain, with caves higher up. The initial Marine assault was hit by intensive fire and only 200yd were gained that day. Bad weather set in, causing more chaos on the beaches. In addition, many of the tracked vehicles that did get ashore fell victim to expertly positioned minefields. On the right flank the assault on the first airfield succeeded, but with heavy casualties.

Heavy rain fell on D+2 and D+3 and although the assault on Suribachi continued, little progress was made elsewhere. During the night of D+2 some 50 Kamikaze pilots attacked the fleet, sinking an escort carrier and damaging several other ships. This was the only significant air battle during the campaign, but hinted at what was to come at Okinawa.

On 23 February, D+4, the flag was raised, twice, atop Mount Suribachi and the mountain was finally secured. The first flag raised was deemed too small, so a scratch squad was sent up the mountain with a much larger ensign. Amazingly, the second flag raising,

famously photographed to become one of the most iconic images of the entire Pacific campaign, was seen all over the island and at sea. The Marines lost 500 men taking the mountain and the Japanese still had eight infantry battalions, a tank regiment, two artillery and three heavy mortar battalions, 5,000 gunners and naval infantry. There would be no quick conclusion to the battle. In the northern end of the island one cave had an 800ft tunnel with 14 separate exits.

The following days were characterised by close combat of the most intense kind. The Marines advancing north were now approaching the main Japanese defensive belt. Fortunately, more tanks and heavy artillery were of great assistance, but every advance degenerated into small unit actions against powerful strongpoints. With General Schmidt now commanding from on-shore, yet another controversial decision occurred. He requested the 3rd Marines, in reserve and under General Smith's control, be released into the battle. This was an experienced unit and was desperately needed as many of the earlier replacements were in action for the first time. Holland Smith refused Schmidt's request, a decision that has remained contentious. Total casualties

The Battle for Iwo Jima



Above left: PFC Jacklyn Lucas, who was awarded the Medal of Honor for his selfless bravery. **Above right:** PFC Douglas Jacobson



After the battle: a USMC cemetery at the foot of Mount Suribachi

after five days were 6845 and much fighting lay ahead.

Although the airfields were within reach, beyond lay small hills, all strongly defended. The attack to take just one hill, 362-B, took a full day, cost 500 casualties and resulted in the award of five Medals of Honor.

The turning point

By the end of D+9 the Marines recorded a gain of 4,000yd at a cost of 7,000 dead and wounded. Four days later, in a major turning point, the Marines broke through the main defensive line and General Kuribayashi was forced to move to a new command post. Marine replacements, mostly green troops, were fed piecemeal into units and suffered very heavy losses. In addition, many junior officers had been lost: one battalion went through two complete sets of platoon leaders.

After a one day pause for rest and reorganisation, the attacks continued. There were now some 80,000 US troops on the island, much of which was now under their control. Rather than risk American lives, explosives were increasingly used to seal the entrances to tunnels and caves. Nonetheless, fighting for individual strongpoints

continued, though overcoming them was made easier by having more tanks, with their 75mm guns and some with flamethrowers, to support infantry attacks. On D+15 the first US fighters landed and soon emergency landings by B-29s became a daily event.

Finally, by D+25 (16 March) 90% of the island was secure and victory was declared. Appeals were made for Kuribayashi to surrender but it is believed that he took his own life on 25 March. While organised resistance ended on 26 March (D+34) sporadic fighting continued, culminating in a final attack which took sleeping pilots totally by surprise at Airfield #1. Some 100 Americans and 300 Japanese were killed.

The aftermath

The Japanese lost some 22,000 men KIA, with 216 taken prisoner. These men were treated with respect by the Marines, who also lauded the skill of the Japanese artillerymen and the tactical brilliance of General Kuribayashi. American casualties came to 24,000, of whom 6,140 were killed. This was the only battle of the war in which American casualties exceeded Japanese. For some perspective on Marine losses, one company landed with 133 Marines but by D+35 only nine of those

men remained. The losses shocked the American public and the many controversies thrown up during the battle would reverberate for years, but the strategic benefits were most significant. By the end of the war, 2,251 B-29s had made emergency landings on Iwo Jima, saving nearly 25,000 aircrew who would otherwise have ditched at sea.

Among the casualties was 17 year old PFC Jacklyn Lucas. He suffered severe injuries when he threw himself on a Japanese grenade to protect his comrades. He also gathered a second grenade, which did not explode, under his body. However, he survived and was awarded the Medal of Honor (the youngest Marine and the youngest serviceman to be awarded the medal during the war) and went on to live a long life. In total, 22 Medals of Honor were awarded to Marines on Iwo Jima, and five to USN personnel. 14 of the awards were posthumous. One recipient, PFC Douglas Jacobson, a 19 year old bazooka man, destroyed two blockhouses, 16 other positions, a tank and killed approximately 75 Japanese soldiers.

As Admiral Nimitz stated, "Among the Americans on Iwo Jima, uncommon valour was a common virtue." Many Marines would have said that a similar compliment was earned by their foes. ■



The Marine Corps Memorial in Washington DC, recreating the wartime photo



John Basilone's grave at Arlington National Cemetery



Mount Suribachi today. The island is jointly controlled by the US and Japanese armed forces



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Luftwaffe Qualification awards

Jamie Cross takes a look at a range of badges handed out to pilots, navigators and other members of the Luftwaffe

The German Luftwaffe came into public existence in early 1935, but had been in training secretly for years. Germany had even had an agreement with Soviet Russia to train combat pilots. This started in 1925, when the Soviet government allowed Germany to open an air combat school at Lipetsk to train pilots. This arrangement carried on until 1933 when they then went their separate ways. The leader of the new German Air Force was Hermann Göring, a World War I ace and veteran pilot who, due to his flamboyant nature and love of awards, took great pride in instituting and awarding these Luftwaffe Qualification badges, that were to be worn on the left breast pocket of the military service tunic.

The first Aircrew Badge

The Aircrew Badge (*Fliegerschaftsabzeichen*) was the first award created in 1933. It was given to qualified members of the German Air Sports Association, which was a cover name for the emerging German Luftwaffe. This badge was the basis for many of the awards to follow. Oval in shape, it has a flying eagle holding a swastika, held to a wide oval wreath by three rivets. This badge is unique because the wreath appears to be sideways when compared to other Luftwaffe badges in the series. On 19 January 1935 the Aircrew Badge was re-classified and became the Combined Pilot and Observer Badge of the newly named Luftwaffe. The badge was then replaced in November of that year with the newer, and more robust, Combined Pilot and Observer Badge. The badge was withdrawn from circulation and is one of the rarest of all Luftwaffe Qualification awards to acquire. Cloth awards have been noted but no photo evidence has



Signed photo of Hermann Göring

been seen to confirm their existence. As a guide, currently the market price for this rare badge, is over £2,000.

The Pilot Badge

To qualify for this, or any of these badges, you had to be in the military and gain your licence. Some of Germany's pilots had qualified as civilian pilots before switching to the Luftwaffe and could wear these badges. However, they were encouraged to qualify for the military award as soon as possible. The badge, like the Air Crew Badge, uses a flying eagle in oxidised silver holding a swastika in burnished silver as the main design. This is fixed to an oval wreath with the wings protruding over the sides of the badge. The badge has a quality hinge, a nice sturdy pin and hook soldered to the reverse. A number of firms made this award, with the best, in my opinion,

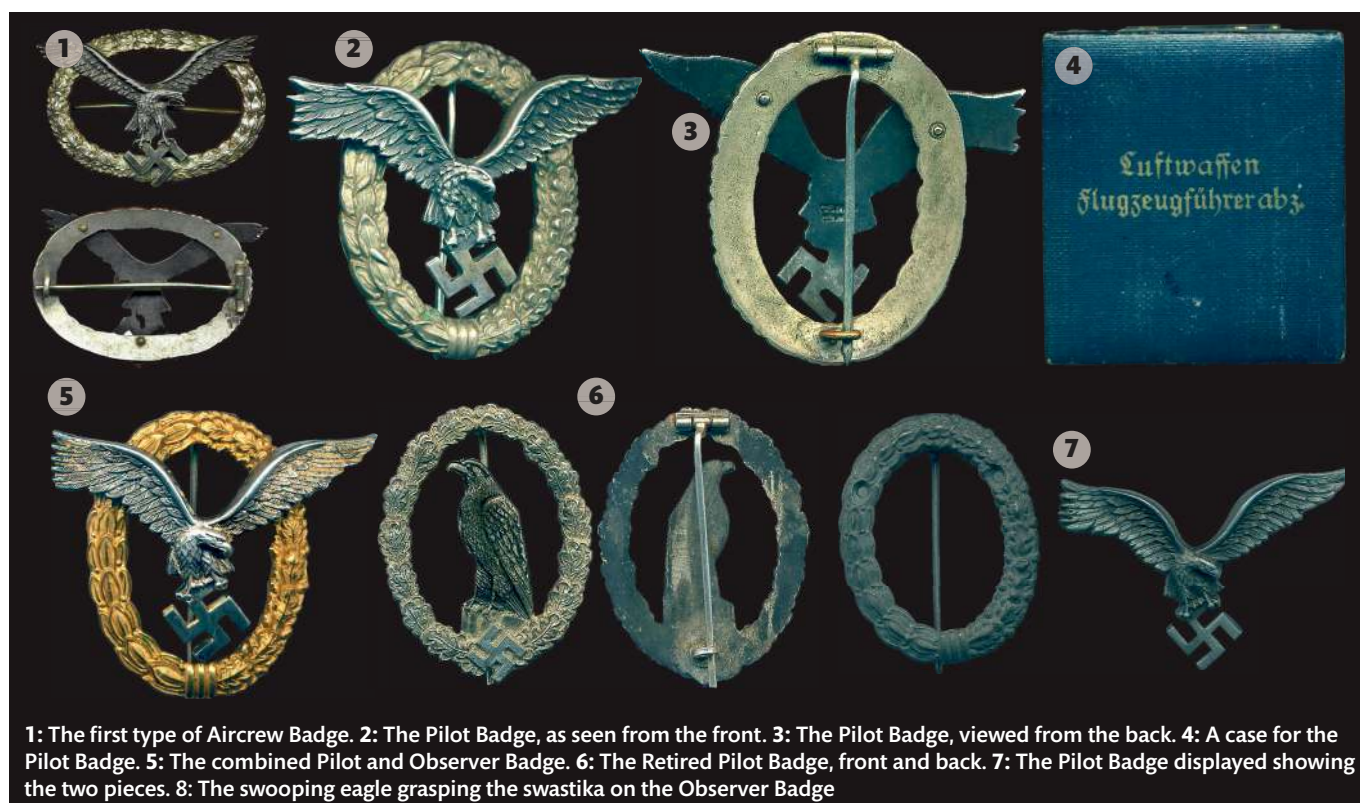
being CE Juncker Berlin SW. Beware any marked 'Junker' as these are an English-made copy. Other makers are 'JMME', 'B&N L', 'A', 'BSW', 'S&L', 'O.M' and 'Wilhelm Deumer Ludenschild', to name a few. The quality of the award along with the maker, all contributes to the price, along with other factors such as if the award comes in its case, or has its award document. A point to remember is that cases and/or award documents can be forged to be teamed up with an original item for obvious reasons.

Cloth examples of this badge also exist and come in two main types, as with all these later badges. The badge is laid out in either cotton thread or bullion onto a Luftwaffe backing cloth and follow the badge's original design. Bullion badges are more desirable, as these were worn mostly by officers, whereas the cotton types were for the Other Ranks and NCOs. The cost of this badge will begin at about £350 for a late war example. A nice CE Juncker's will be close to £1,000. Cloth awards for other ranks run at about £100 each and the bullion examples will cost close to £500 for nice examples. The award case can add on about £200 and the award document approximately £150, unless the man is a Knight's Cross or German Cross holder, or a well known personality, then the price rises significantly.

The Combined Pilot and Observer Badge

This badge (*Gemeinsames Flugzeugführer und Beobachter-Abzeichen*) is the same in design as the Luftwaffe Pilot Badge. The only major difference between the two are that this badge has a bright silver eagle and a gilt or gold wreath.

The badge was instituted on 26 March 1936 and replaced the Air Crew Badge. This badge on earlier



1: The first type of Aircrew Badge. 2: The Pilot Badge, as seen from the front. 3: The Pilot Badge, viewed from the back. 4: A case for the Pilot Badge. 5: The combined Pilot and Observer Badge. 6: The Retired Pilot Badge, front and back. 7: The Pilot Badge displayed showing the two pieces. 8: The swooping eagle grasping the swastika on the Observer Badge

pre-war types is of superb quality with construction being held to the wreath by two fine domed rivets. Often the best examples are maker marked, with CE Juncker taking the lion's share of badges. Other makers are 'JMME', 'B&N L', 'Deumer' and 'A'. Cloth versions were also popular and worn by airmen, often on their service tunics. Again, the two types of material used were either bullion or cotton.

There was also a special version given by Herman Göring to notable Luftwaffe personalities and non-Luftwaffe members like Generalissimo Franco, or Feldmarschall Mannerheim. Even Himmler was presented with one. This award was in platinum and studded with diamonds. It was given approximately 40 times and Göring made sure he had one as well. This badge is very rare and few are known to have survived. When awarded, a dress duplicate was also given for everyday wear. These often turn up, as many have been made post-war.

The value of one of the standard awards is from £500 for a late-war example to well over £2,000 for a nice nickel silver and gold-plated example. Cloth awards start from about £150 for an Other Ranks example and a bullion type will be about £500. The diamond award set will cost in excess of £40,000. As most of these are accounted for, all the relevant paperwork should be

scrutinised before purchase. The dress copy type prices range from £1,000 plus.

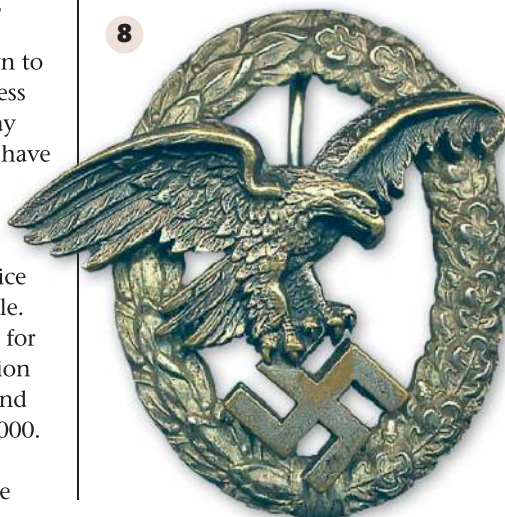
The Observer Badge

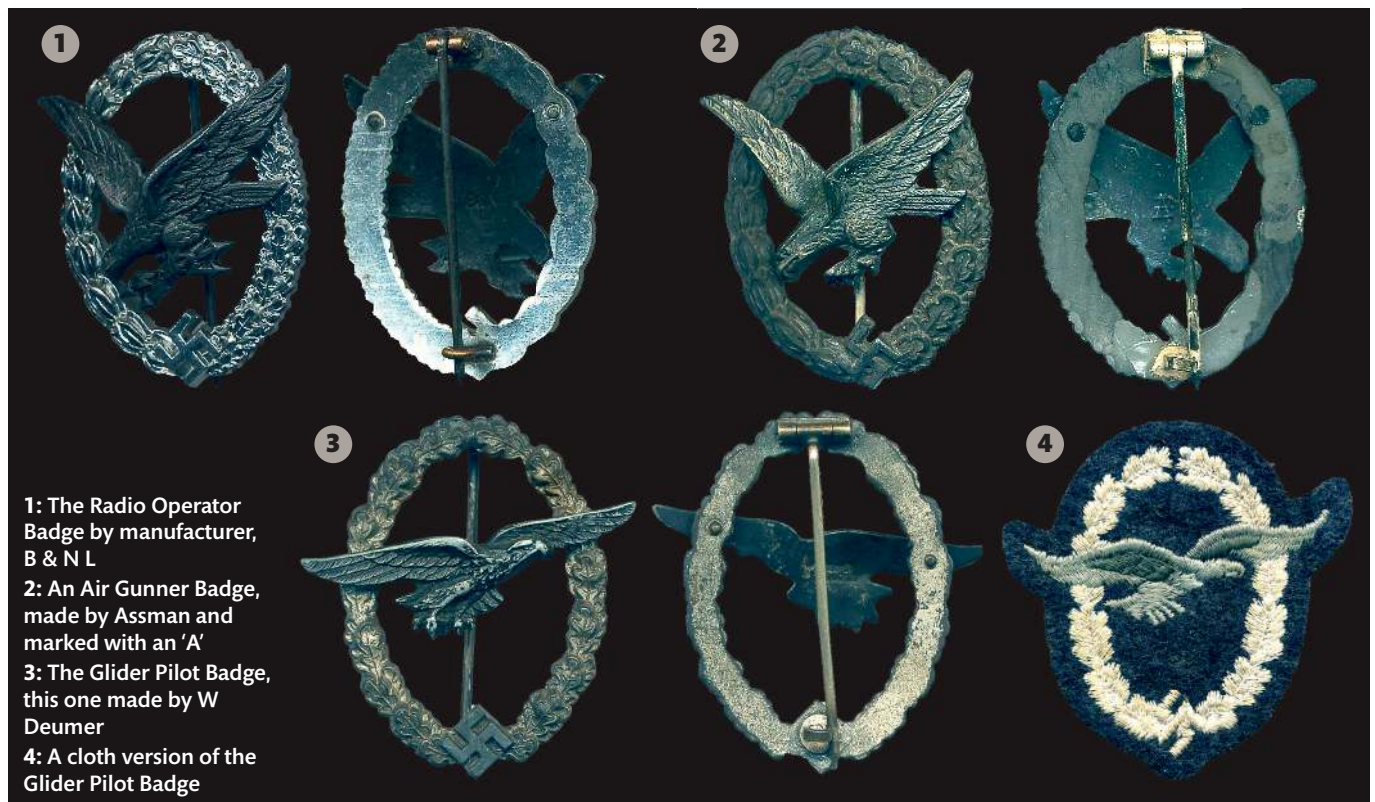
This badge has an oxidised silver eagle holding a burnished silver swastika, affixed by two rivets to an oxidised and polished silver wreath. The wreath, as with all of these air crew badges, has linden leaves to the left and oak leaves to the right. Not all of these badges were affixed to the wreath with rivets, some badges were, in fact soldered to the wreath. This however, was rare and not often encountered. Quality on these badges range from low-grade zinc to high silver content and detail is always good. Any badge that bends

would not have been made during this period and should be regarded as a copy. This badge will start at about £400 for a nice example and in excess of £1,000 for a nice nickel silver example. Cases will add another £200 plus. Cloth versions are about £100 and if it's the officer's type, expect to pay about £500 for a nice condition one. Documents are available and start at about £100.

The Radio Operator Badge

This badge breaks from the tradition of the eagle holding the swastika and instead the eagle holds a lightning strike in its talons. Also, the eagle is flying to the left. To the base of the oval wreath is a swastika. This can be half segmented, ie the top and bottom arm of the swastika is cut out, partially segmented with only the top bit cut out, or uncut out. This depended on the manufacturer. Manufacturers noted so far have been 'CE Juncker Berlin SW' (some of their badges simply bear the initials 'CEJ'), 'W Deumer Ludenscheid', 'Jmme Berlin', 'IMME Berlin', 'RK' and 'A' for the well-known firm of Assman, to name a few. This badge came into circulation in March 1936, though was instituted earlier. Cloth versions in both grades exist and there are also what are called padded versions, where the front of the badge is padded out. This can be





found on all cloth Luftwaffe awards. Again when awarded, it was placed on the left breast pocket. It is worth noting that as a Qualification Badge, it was to be worn below any military decorations held, like the 1914 Iron Cross etc. Regarding value, a nice cased example will cost about £650. Late war awards will cost less, at about £300 and earlier awards will be double that. Citations are available at about £90.

The Air Gunner Badge

Instituted during the war in 1942, this badge is identical in design to the Radio Operator award except that the lightning bolts have been removed. There is an oxidised silver eagle on a burnished silver wreath. The badge was again worn on the left breast pocket and fastened by a sturdy pin fixing. Makers are the same as for the Radio Operator badge and you can also encounter the same cut outs to the swastika that are at the base of the wreath. As the war progressed more personnel were required to serve and, as such, they got their training on the job. To recognise this a special badge for unqualified air gunners was instituted on 25 April 1944. The badge, which is identical to the qualified Air Gunner Badge but has the colour reversed, is very rare and



Cloth versions of most badges exist. This is the Observer Badge

has a darkened oxidised silver wreath and bright silver eagle. Due to the late institution date, few of these badges were awarded.

Available stocks of Radio Operator badges were adapted to be used as Air Gunner badges by having the lightning strike skilfully removed. The price you can expect to pay is £450 for the Air Gunner Badge. The case is about £250 although note that many of the cases for the unqualified Air Gunner Badge in circulation are reproductions. Also, original Air Gunner Badges are sometimes fraudulently converted to unqualified versions by darkening the wreath, as this badge will cost around

£750 and is always a late war example. Cloth examples do come up for sale, most examples are Other Ranks and NCO types and cost in the range of £75 plus.

The Glider Pilot Badge

This badge was instituted during the war on 16 December 1940. The wreath has a swastika to the base, which can be segmented, or solid. On both sides, there are oak leaves making up the wreath. The eagle is gliding with fixed out stretched wings. There are two main types of badge noted so far, the main difference is the size of the eagle. Also, one is more solid looking than the other. The badge is riveted together, though occasionally you may encounter a soldered one. Be aware you also get riveted badges with soldered repairs. So far only four makers have been noted, three are unmarked types with a ball hinge and hook, that has been ascribed to the R.K or MUK's group of companies. Values of this badge range from about £1,000 to £2,500 for a nice CE Juncker marked example. Cases are rare and add about £400 to the badge. Cloth badges are very rare and start at about £500 for an Other Ranks or NCOs type. Most of the glider pilots were NCOs, so only a few officer's types were made and fewer still exist today.



The Flyer's Commemorative Badge

Instituted in March of 1936, the Flyer's Commemorative Badge was authorised to be worn by ex-Luftwaffe personnel who had been honourably discharged from service from flying duties. This was also extended to WWI veterans who had four years of flying experience. Other than this, one had to have been in 15 years service or to have been invalided out of the service. This criteria alone should show how scarce this badge is. Few of these badges are known to have been awarded.

The badge consists of an oval oak leaf wreath with a swastika to the base. Sometimes, you have the bottom arm cut out or segmented. This time though, the Flyer's Badge is of one piece construction and has an eagle looking left, sitting on a rock. Sometimes the gap between his legs and the rock are cut out, although these ones are seldom seen. The badge is manufactured with superb detail and was worn on the left tunic breast pocket. Only a few firms are believed to have made this award, the main maker being 'CE Juncker Berlin SW'. Another is 'W Deumer, Ludenscheid'.

Personally, I have not seen a cloth example of this award, but it does not mean they don't exist. The value of this badge is from £1,000 upwards.

The Paratroop Badge

Just like the Heer, the Luftwaffe had its own badge for paratroopers. The Luftwaffe examples have the oval oak leaf and linden leaf wreath design. In the centre is an eagle, holding a swastika, diving to the left. The eagle is held onto the wreath by two small rivets. The badge is usually convex and earlier examples have superb gilded eagles with burnished swastikas, with the wreath being heavily oxidised. Late war examples are often slate grey, having lost all their colour. There are a wealth of makers from 'CE Juncker Berlin', 'JMME Berlin', 'A' for Assman, 'B & N L', 'S & L', 'W Deumer Ludenscheid', 'P Maybauer Berlin',

'GWL' etc. Paratroop badges cost from around £350 right up to £1,500 for some nice early issues.

Army paratrooper badges, which some Luftwaffe members wore after being transferred over from the Army, have a gilt wreath with the Army eagle holding a swastika to the top, and a silver diving eagle to the centre.

This badge comes in three main types, silver marked and engraved, aluminium and zinc base metal awards. More rare than the Luftwaffe issue, Heer paratrooper awards cost from £1,750 upwards to £20,000 for a silver named example.

All the badges mentioned, except the Aircrew badge, were issued in the 1957 form, without a swastika, and can be found from about £80 going up to several hundreds for early, post-war examples. These badges have also been faked. ■



Awards were bestowed liberally on pilots and navigators *

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Ancient Greek arms and armour

Graham Priest goes back in time to look at the various periods of Greek weaponry

Writing about early Greek arms and armour means coverage of some 2,667 years if the various periods of Minoan (2700-1100BC), Mycenaean (1600-1100BC), Proto/Geometric (1100-700BC), Archaic (700-480BC), Classical (510-323BC) and Hellenistic (323-31BC) are included. If a comparison was made for the same time period with British parallels, coverage would include bronze cutting and stabbing weapons through to automatic firearms and smart missiles. However, except for metallurgical developments, the evolution of offensive and defensive artefacts was not so rapid then, so some general descriptions can be explored.

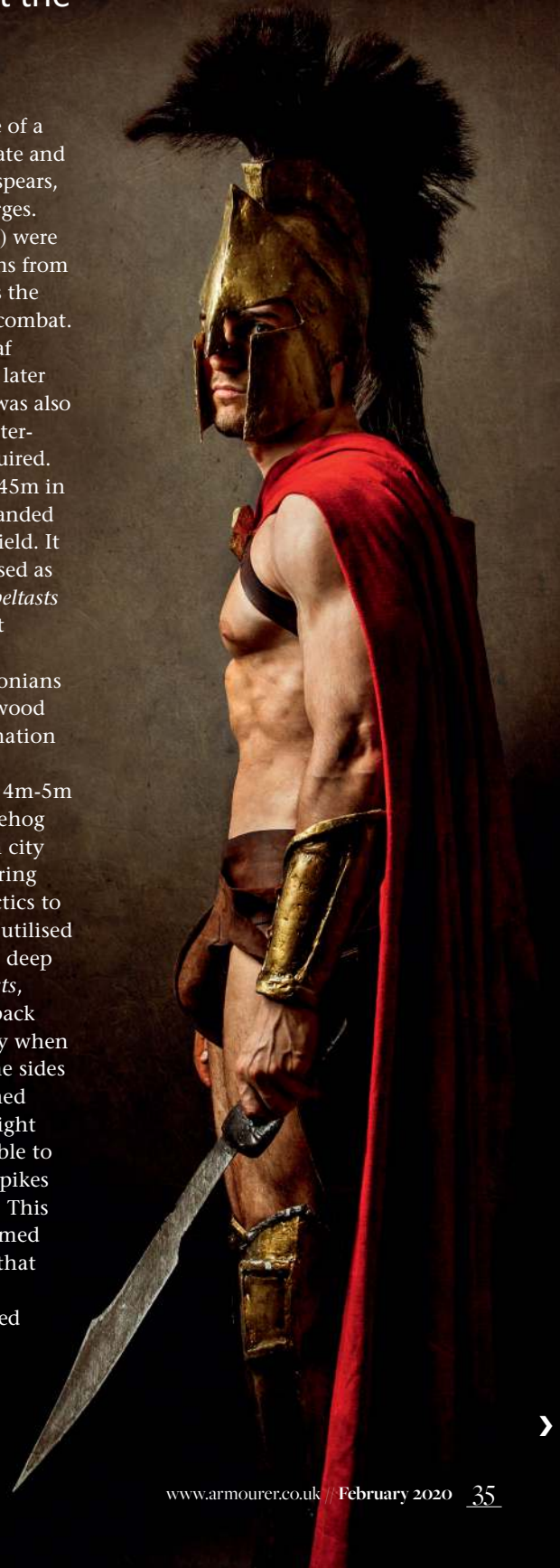
Perhaps the clearest records derive from Homer's *Iliad* (Book XI), written around 750BC, that covered the siege of Troy (c. 1280-1180 BC) many centuries before. Thus: 'Atrides... himself his flashing armour donned. / First on the legs the well-wrought greaves he fix'd, / Fastened with silver clasps; his ample chest / A breastplate guarded... / Ten bands were there inwrought of dusky bronze, / Twelve of pure gold, twice ten of shining tin: / Of bronze six dragons upwards towards the neck... / Then o'er his shoulder threw his sword; bright flashed / The golden studs; the silver scabbard shone, / With golden baldric fitted; next his shield / He took, full sized, well-wrought, well-proved in fight; / Around it ran ten circling rims of brass; / With twenty bosses round of burnished tin, / And, in the centre, one of dusky bronze, / A Gorgon's head, with aspect terrible... / Depending from a silver belt it hung... / Then on his brow his lofty helm he placed, / Four crested, double-peaked, with horsehair plumes... / Then took two weighty lances, tipped with brass.' Supplemented with numerous images

on pottery and frieze, the image of a warrior clad in helmet, breastplate and greaves, clutching a shield and spears, and with a back-up sword, emerges.

Greek heavy infantry (*hoplites*) were the mainstay of battle formations from the earliest times. The spear was the primary weapon used in single combat. First, this had a bronze head, leaf shaped, socketed or tanged, but later one of iron. The butt (*sauroter*) was also spiked in metal to provide counter-balance and extra offence if required. The standard *dory* was 1.84m-2.45m in length and was deployed one handed as the other arm supported a shield. It was rarely thrown but mainly used as a short pike. Lightly armoured *peltasts* (skirmishers) carried lightweight versions used as javelins.

Alexander the Great's Macedonians made use of the longer cornel wood *sarissa* to arm the phalanx formation that was so effective during his conquests. The spear was some 4m-5m long and wielded in tight hedgehog arrangements. This appeared in city states around 700BC when warring farmers used massed frontal tactics to out-push each other. They still utilised the *dory*, normally within eight deep formations, supported by *peltasts*, slingers and archers. The drawback was lack of discipline, especially when a phalanx was attacked from the sides or rear. Philip of Macedon refined the tactics after 359BC. Some eight rows of troops, 16 deep, were able to advance with the heads of five pikes per column projected forwards. This deflected cavalry and overwhelmed any other battle arrangements that were approached.

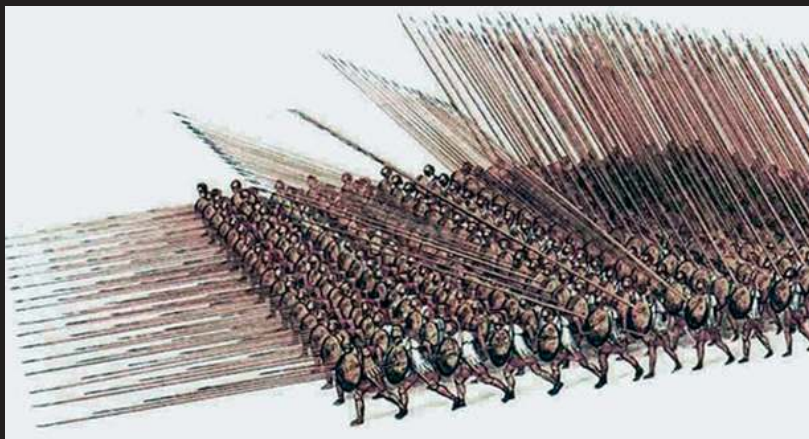
Superior discipline was required to handle the long spears and Alexander successfully arranged this during his Asian conquests. He protected the flanks and



Ancient Greek arms and armour



Temple of Concordia (440-430BC), Agrigento, Sicily (Priest)



The Macedonian phalanx armed with sarissa and shield (G Demetrios)



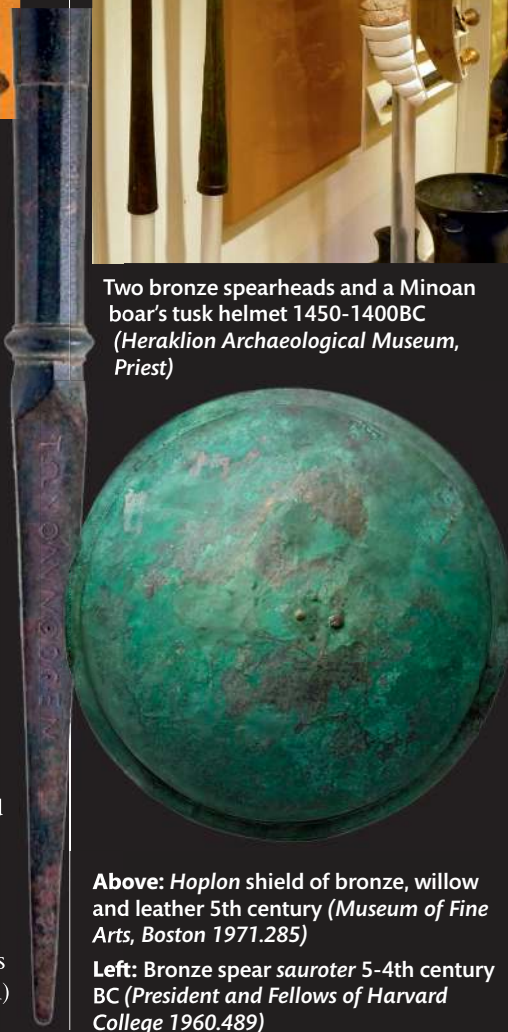
Achilles with full *panoply* and *dory*. Note Corinthian helmet and motif on shield (Royal Museum of Art and History, Brussels)

rear of the formation with cavalry. Once the enemy had been stalled by the phalanx the riders then circled to penetrate weak spots in their lines.

The Minoan/Mycenean bronze swords, narrow enough to be used as a rapier as they were mainly designed to thrust, evolved into the *xiphos* (800-400 BC) when it transitioned into iron. The 450mm-600mm straight, waisted blade came to a central leaf tip. Cross-sections were lozenge or lenticular due to a midrib. Hilts were sometimes part of the casting but later on separate handles were riveted in place. Still later elongated tangs supported grips, often shaped from wood, horn or more exotic metals. Early bronze had about 9.4% tin but some versions 10.6%. This suggested that the amalgam (as strong as gun-metal used in cannon) allowed slashing. The widened



Two bronze spearheads and a Minoan boar's tusk helmet 1450-1400BC (Heraklion Archaeological Museum, Priest)



Above: Hoplon shield of bronze, willow and leather 5th century (Museum of Fine Arts, Boston 1971.285)

Left: Bronze spear sauroter 5-4th century BC (President and Fellows of Harvard College 1960.489)



Bronze spearheads, daggers and swords (Heraklion Archaeological Museum, Priest)

blade near the point supported this hypothesis as the point of percussion then had more weight of metal to cut. The small grip area was not a difficulty if three fingers encircled the handle and thumb and forefinger overlaid the forward terminals.

The iron *xiphos*, probably still cast but forged to keep an edge, had a longer blade (650mm) and was matched by the even longer curved *makhaira* required by cavalrymen to swing from horseback. By the 5th century some infantry favoured the recurved *kopis* that was very similar to the Nepalese *kukri*.

The traditional bow or composite type, constructed from wood, sinew and horn, was mentioned in Archaic literature and depicted on 6th century vases, but has little or no archaeological survival in Greece. Bronze arrowheads do exist but cannot always be assumed to have a military, rather than hunting, context. Bilobe heads, similar to spear



Gold mounted 'A' Type swords from Warrior Cave 1450-1300BC (Heraklion Archaeological Museum, Priest)



Warrior fighting with a kopis c. 710BC on Attic stand (Antikensammlung, Munich N.18936)



'C' Type (12-10th century), 'D' Type (15-14th century) and makhaira (c. 530BC) bronze swords [not to scale] (Timeline Auctions)



Recurved iron kopis (c. 340BC). Top one is folded (Athens Archaeological Museum)



Minoan figure-of-eight shields on frieze at Knossos Palace Crete c. 1900BC (Priest)

tips, would have been ineffective against contemporary armour or shields. Bodkin or Scythian triple-edged heads would puncture but were little known on mainland Greece.

The shield (*hoplon/aspis*) was a major component of Greek *panoply* from Minoan times onwards. Frescoes at Knossos on Crete show large figure-of-eight examples made from multiple oxhides. Seals and other evidence supported common usage around 1900BC. Mycenaean warriors used similar designs, sometimes reinforced with bronze plates. By 1000BC smaller circular versions, some with sectors removed, were introduced but built of the same materials. All-bronze examples have also survived.

The metre-wide *hoplon* was made circular from multiple layers of bronze, wood and leather and achieved the total weight of 7.3kg. Apart from individual motifs, unit identifications were painted on the exterior. Together

with the *dory* this became a formidable combination. *Peltasts* used the wicker *pelte* to encourage more rapid movement without weight restrictions. The later *aspis* was deeply concave and slightly smaller, at 0.9m, but had a similar weight to the *hoplon*. The left



Warrior with *aspis*, *dory* and Corinthian helmet on plate 510BC. Note shield interior (Antikensammlung, Berlin)

arm was held by a loop in the centre, at the elbow, with a handgrip on the outer edge. The curvature made it more portable when carried on the back and it was also sometimes used as a float when crossing watercourses. Used together with the *sarissa* the Macedonian phalanx carved its way across the Middle East and into India.

We have already seen how Atrides protected his body at Troy around 1280BC. Cuirass (*thorakos*), greaves (*kumuideo*) and helmet were standard equipment throughout the centuries. Around 1550BC the torso was likely protected with a padded fabric or leather jacket enhanced with one large bronze right-shoulder guard. Some centuries later a composite bronze armour had evolved. Presaging a pikeman's armour of the 17th century, this had bell shaped breast and back plates, twin two-part shoulder guards, a gorget and a six-part skirt at front and back. Holes on the segments

Ancient Greek arms and armour

showed they were sewn to a leather liner with goat hair thread and also laced together. All round protection was ensured to defend against missiles, spears or sword cuts.

Other segmental armour sets from 1370-1250BC were excavated from tombs at Knossos and elsewhere. The breastplate of these was of leather or fabric, overlain with bronze strips. Staples of the same metal hinged the plates together. By 1300-1100BC the familiar sheet bronze cuirass had evolved. Torso hugging, textile or leather lined and strengthened with rivets the armour eventually took on the Classical Greek anatomical form by 530BC. Numerous depictions on pottery, frieze or sculpture continued its popularity through Roman times and onwards.

Early plain bronze greaves attached by leather thongs to a lining appeared by 1450-1400BC. Friezes and pottery at Mycenae may illustrate fabric or leather versions a few decades later. More anatomical shaped versions soon developed, some that protected the knees rather like a cricket shin-pad. Like the breastplate the greaves were often embossed or decorated with engraved designs.

Head protection was vital in combat but also gave an opportunity to identify a wearer or nonplus an opponent. It was estimated that some 2,000 helmets have survived from 2000-30BC so only a brief summery of varieties can be made here. Many helmets developed regional styles supported by survival in tombs or as inscribed trophies kept in temples and shrines. Some even showed battle damage.

Homer was useful here again (Book X): 'Then on his brow a leather headpiece placed, / without or peak or plume; a simple casque, / such as worn by youths to guard their head... / And on his brows a leathern headpiece placed, / well wrought within, with numerous straps secured. / And on the outside, with wild boars gleaming tusks / Profusely garnished, scattered here



Left: Warriors wearing the *thorakos* and greaves on a pottery *krater* 530BC

Right: Bronze Mycenaean Dendra panoply 1000-900BC (Archaeological Museum, Nauplion, Greece)



Left: Bronze anatomical *thorakos* 5-4th century (Interphoto)



Left: Minoan boar's tusk helmet 1450-1400BC (Heraklion Archaeological Museum, Priest)

and there, / By skilful hand; the midst with felt was lined.' Partial examples of this Mycenaean type have survived, although leather and felt have long since decayed to nothing.

The bronze helmet (*kranos*) developed with six sections. The cap enclosed the cranium, the *falos* formed a ridge to strengthen the bowl and support the *lofos* (crest) of horsehair. A visor, cheek pieces and neckguard were fixed to the cap. Holes or rivets to attach the leather or textile liner were present. Some areas formed the visor and cheek pieces with the cap, others abandoned the *falos* completely and supported the *lofos* with a spike or socket fixed on the top. Full face versions with cheek pieces and nasals were a feature of the Corinthian design. Chasing, embossing and additional metallic adornment was applied to some parade helmets.

Many examples of Greek weapons and armour are housed in British collections. The British Museum (London), Ashmolean and Pitt Rivers Museums (Oxford) and Fitzwilliam Museum (Cambridge) are particularly recommended.

Further reading

- Everson, T, *Warfare in Ancient Greece*, History Press Ltd., 2004.
- Oakeshott, E, *The Archaeology of Weapons*, Boydell Press, 1994.
- Snodgrass, AM, *Early Greek Armour and Weapons*, Edinburgh University Press, 1964 ■

i COLLECTING

Specialist auctions of ancient arms and armour do take place but very limited sources and international restrictions concerned with provenance make this an expensive and restricted hobby. Timeline auctions sold a Chalcidian helmet for £10,625 and Trojan bronze sword blades for £813 and £1,125 on 3 September 2019. Christies sold an Illyrian helmet for \$27,500 on 2 April 2016. Many reproductions are available at affordable prices and can be found with a simple internet search.



Bronze helmets. Left to right: Corinthian 7th century (*Chania-Priest*), Corinthian 495BC (*Fine Art America*), Chalcidian 5-4th century (*Archive Shop*), Illyrian 6-5th BC (*Bonhams*), Chalcidian 4th century (*Timeline*)

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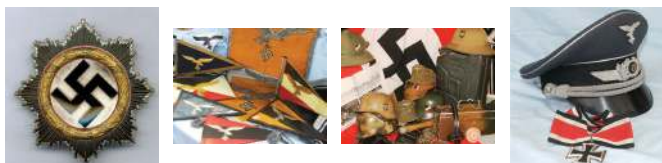
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The FANY during WWI

The story of the First Aid Nursing Yeomanry's early service is related by
Willow Fitzgerald

Captain Edward Baker, RAMC, the founder of FANY, explained the Corps' origin, three years after its formation, "During my period of service with Lord Kitchener in the Soudan Campaign, where I had the misfortune to be wounded, it occurred to me that there was a missing link somewhere in the Ambulance Department which had not altered very materially since the days of Crimea..."

"On my return from active service I thought out a plan which I anticipated would meet the want, but it was not until September 1907 that I was able to found a troop of young women to see how my ideas on the subject would work. My idea was that each member of this Corps would receive, in addition to a thorough training in First Aid, a drilling in cavalry movements, signalling and camp work, so that nurses could ride onto the battlefield to attend to the wounded who might otherwise have been left to a slow death."



Though somewhat time-faded, these two photos reached around £20 each at auction recently (*author's collection*)

Organisation and development

The FANY was titled Yeomanry because its members operated on horseback. There was no connection with the Territorial Yeomanry units, the Corps not being part of the Army. Consequently, there was no government provision of uniforms, horses, or equipment, the members having to provide these themselves. Early recruitment drives particularly targeted young women already possessing horses, resulting in an exclusively upper and middle-class membership, which was just as well given the expense of self-provision.

Each woman was fully trained as Baker envisioned, and in home nursing and veterinary work, too.

Later, they also had to be an experienced driver, able to perform running repairs and be able to pass the British Red Cross Society's driving test.

To join, women had to be between 17 (23 during the war) and 35, and at least 5ft 3in, with possible exceptions at the CO's discretion.

Enrolment cost 10/- (10/6 in wartime), with subscriptions of 6/- for Riding School and Headquarters monthly during membership, 12 months being the shortest time allowed. There were other wartime extras such as mess subscriptions, laundry charges, and 4/6 for an identification disc, all bought from members' own pockets. During membership, the women had to attend all drills when notified, and also be prepared to turn out for active service at 24 hours' notice, unless they'd joined for Home service only.

Initially, Baker and his daughter controlled the Corps but, on 6 January 1912, Lilian Franklin and Grace Ashley-Smith, who'd joined in 1909 and 1910 respectively, took charge. Franklin became Commanding Officer, generally called Boss and Ashley-Smith was made Sergeant-Major.

Having studied PT, riding and fencing at Aberdeen University, Ashley-Smith was well qualified for FANY leadership. With these capable women at the helm the Corps was virtually reorganised with much modernisation of uniform and equipment and tougher, more professional training. Acquiring horse-drawn ambulances enabled more efficient casualty evacuation than was possible with riders only fetching only one wounded man at a time. The Corps then began to make serious contacts with the Army. The first training exercises and camps more closely

The FANY during WWI



Captain Edward Baker, whose visionary idea whilst lying wounded at Omdurman led to the founding of the FANY



FANYs did not only ride horses, this messenger went about her work on a bicycle



More traditionally mounted FANY members parading through London in the Corps' early years



FANYs training with a horse-drawn ambulance, just before the war



FANYs practising casualty evacuation with Belgian soldiers. Muriel Thompson, Margaret Waite, and Mary White did this under fire during their trip beyond Pervyse

resembled social, rather than military, events but, after training with the RAMC and other units at their annual camps, by 1913 they were conducting themselves so proficiently that even the Guards took a special interest in them. Their greatest coup came at the July 1914 camp when RAMC Surgeon-General TP Woodhouse inspected them and was so impressed that he sent Ashley-Smith to the Director-General Medical Services to request official recognition, with the BRCS also promising to consider the matter.

War work

However, upon the outbreak of war, when Franklin offered the FANY's services to the War Office, she found them quite opposed to utilising the Corps, despite the Surgeon-General's recommendation! She was told, "There are enough nurses to attend to the Army. Amateurs will be neither wanted nor welcomed."

The seeming hostility of the War Office was simply because the FANYs were, indeed, amateurs, albeit well-

trained, at that date. The British Red Cross Society (BRCS), co-operating with the Order of St John Ambulance, had a long-standing service record for the military, and an unsurpassed standard of excellence in their field, making them extremely protective of their position. To nurse for the Army you had to come under Red Cross jurisdiction. The FANY didn't and because the BRCS hadn't approved them the War Office ruled them out.

Undaunted, the Corps prepared to do their bit. Ashley-Smith, who'd been travelling to South Africa to see her sister when war was declared, immediately returned. A fellow traveller, the Belgian Minister for the Colonies, told her Belgium would probably welcome the FANY's services. Mindful of this, she crossed the Channel and applied to the Belgian Red Cross for work. Permission was granted so by 10 September she was nursing in Antwerp, later writing how, within days: 'They asked me to get the Corps over to staff a hospital of three hundred beds.'

The initial contingent was preparing to embark when news broke of

Antwerp's fall. Ashley-Smith was captured, refusing to abandon a dying officer: '... until he is either out of danger or gone.' However, she escaped and, returning to Britain, set about fund-raising to buy a UNIC motor-ambulance for the FANY, having experienced how such vehicles facilitated speedy casualty evacuation.

On 27 October 1914, six FANYs left for France, with Ashley-Smith's brother, who drove an ambulance, three nurses and two orderlies. £12 of Corps funds was all they had with them upon reaching Calais, where they found wounded soldiers everywhere, even lying outside as the hospitals were unable to accommodate them.

Two days later they moved into a dilapidated convent school, which became Lamarck Hospital. Isabel Wicks, a veteran Boer War nurse, was put in charge. Conditions there were bad and wounded soldiers arrived before they could even unpack, never mind clean up.

Wicks wrote: 'The school was dirty and decayed-looking. We found forty-five desperately ill men ... lying on plank beds with a thin bag of chaff as mattresses.'



Left: FANYs were exposed to gas during some of the earliest chemical attacks. These women wear French M15 Adrian helmets and M2 gas masks for protection whilst near the front

Below left: A FANY canteen worker provides refreshments for British troops at Calais in 1915, before the BRCS arrived (IWM)



Right: Belgian Army FANYs with their ambulance. Their helmets bear the Belgian crest, and the women wear Belgian soldier's badges on their uniforms



Above: Belgian convalescents relax outside Lamarck Hospital



Right: Muriel Thompson, decorated, after she and her comrades were awarded the Ordre de Leopold II by Belgium's King Albert, after their actions on 23 February 1915



Vulcan lorry, a 1907 Daimler Motor-Bath named James, and a mobile kitchen. All these, as well as French Berliets and Peugeots, had to be maintained by themselves throughout their service. Members got plenty of heavy work, not only transporting the wounded, but also driving supplies to the front.

Muriel Thompson kept a diary during her service. She recorded how, on 23 February 1915 she

and two comrades went beyond Pervyse with supplies. After describing the ruined town in grim detail, she wrote: 'We went one at a time and left about one hundred yards between us so as not to draw the German fire. As I was walking along I heard the whizz of the shrapnel for the first time. There is no mistaking it, first a bang, then a curious whistling, swishing sound. Then another bang, then a white smoke cloud bursting and lingering some time. All the time the larks were singing and the shrapnel was going on. We ploughed along in the most awful mud I have ever seen. Every now and then we would stop and a head would appear out of a hole and a man would dive out on all fours. "How many are you," we would ask? And then we would give as many packets of cigarettes as there were men and hand out shirts, socks and newspapers. A number had been wounded. We helped them back to a little hut where there were stretchers

and then to the car.'

Air raids posed threats further back but the FANYs continued working, even as bombs fell. In their frontline aid-posts they worked in conditions generally faced only by soldiers in the trenches. Edith Walton described serving in one at Oostkerke: 'We are within three miles of Dixemude, with rough fare, consisting for the most part of coffee and black potatoes, sleeping on straw, having a cupful of water to wash in, treating wounded brought from in the trenches.'

Summer 1915 saw the British Military Base established at Calais, the casino becoming the hospital. Providentially, the Director of Medical Services there was none other than Surgeon-General Woodhouse, who again proved a friend.

Beryl Hutchinson remembered: '... the FANYs did the honours of the new Base and we heard of the troubles of our new RAMC friends ... and as we were not then busy for the Belgians ... they kindly lent us to the British on condition that we did our Belgian work as first priority. So for three weeks we did the whole work of the new Base.'

Of course, Woodhouse heard all about this, he sent for Franklin and Grace McDougall (Ashley-Smith married in 1915) and Hutchinson continued: 'It was decided that a driver in FANY uniform would look good, and Unity was chosen, with me as driver ... He asked what reward we would like for having done such good work, and with one voice McDougall and Boss replied,

Left: Grace Alexandra McDougall (née Ashley-Smith). Note the cuff-rank insignia, almost identical to Army officers'



Thus beginning, the Corps soon took on a role closer to their roots. The French and Belgian hospitals desperately needed transport and the FANY ambulance was constantly busy, even for the British, unofficially of course, until the BRCS arrived in Calais.

By early 1915, FANY HQ fundraising and recruiting efforts were bearing fruit with more ambulances and women arrived at the Front, enabling further expansion of the work. They sourced many different vehicles so as well as the UNIC, named Unity, FANYs drove Wolseley, Siddeley-Deasey, Ford, Cadillac, and Crossley ambulances, a

The FANY during WWI



With overall and headscarf donned for protection, this FANY member services her Napier vehicle's engine



Maintained and ready to run, members of the FANY's Unit 4 draw their petrol from Belgian Army supplies



Above: Nissen Hut accommodation of the FANY/VAD St. Omer Convoy



Right: The rear needed attention, too, a FANY sweeps out the back of her ambulance, to keep things hygienic and workmanlike



Left: This photo perfectly displays the FANY's pre-war service uniform with divided skirt, allowing of riding astride

"Work for the British, please."

On 1 January 1916, the introduction of conscription saw the mandatory replacement of BRCS men with FANY drivers but, despite being thus depleted, and the Corps having absolutely proven themselves, the Red Cross remained hostile. Through the War Office, which disliked British women working for the Belgians or the French, even outside the BEF area, the BRCS began enforcing its rule that all nursing personnel must be under its control, jeopardising the position of all FANYs with the Calais Convoys. Only the British Convoy would remain.

Hearing this in time, McDougall hurriedly informed the Belgian Commander, who, loath to lose his excellent ambulance crews, promptly had the FANYs paraded to be made official Corps de Transport de Calais (Belge) soldiers. The BRCS delegation sent to disband them arrived soon afterwards, only to be informed by the Belgian Commandant that the FANYs were Soldats de l'armée Belge, and therefore quite outside BRCS jurisdiction.

FANY operations continued expanding throughout 1917, drawing

further commendation from Surgeon-General Woodhouse. McDougall formed a French Amiens Convoy, again rousing the BRCS's ire to the extent that it ordered all FANYs out of the British area, and a second British Convoy, a joint VAD/FANY unit, was formed at St Omer.

The FANYs and VADs worked well together but there was more trouble from the BRCS hierarchy, and the War Office, as neither had forgiven McDougall's fait accompli with the Belgians.

Muriel Thompson's 1917 diary entries reveal much: 'May 4 To Boulogne to see Captain Paget about St Omer - no go, great objection in London to giving work to FANY - all for VAD.

'May 10 F. (Franklin) went to St Omer and heard it is not the Army who object to us, rather amusing, it is the London Red Cross.

'Oct 13 Owing to Mac's Amiens Convoy, the AG (Adjutant General) refused to have any more FANYs and so we can't have St Omer.

'Oct 14 Captain Paget came over and told us the AG will allow us to go to St Omer if Mac is placed under control.'

In January 1918, the St Omer Convoy

became official and, on 18 May, during the Spring Offensive mayhem, became the most decorated women's unit of the war. For their valorous conduct during bombing raids on Arcques, Convoy members were awarded 16 Military Medals and three Croix de Guerre.

The last convoy arrived in Nancy just after the Armistice, being assigned to transportation of returning refugees, whilst others were sent to Strasbourg, Brussels, Compiègne, and Cologne to fetch POWs from Germany.

During the war, FANY members accrued many decorations for bravery, winning 17 Military Medals, 27 Croix de Guerre, one Légion d'Honneur, and 11 Mentions in Despatches, along with many Belgian awards. When Edith Cavell's body was brought back to England in May 1919, the Corps provided a guard of honour for her coffin as it was taken to Westminster Abbey for the memorial service.

The FANY uniform

Originally, this comprised a scarlet, white-frogged hussar-style tunic, a navy blue skirt with three rows of white braid



General Sir Herbert Plumer, GOC 2nd Army, presenting medal ribbons to the St Omer Convoy members, 26 June 1918. The actual medals were presented later



This motley group of FANY drivers at Calais in 1918 show typical variation in dress whilst on active service. No woman's coat matches, and two sport driving-goggles



Right:
A FANY
poses with
a 100lb
bomb
which
fell on
the Calais
Camp
during one
of the air
raids



More Calais Convoy drivers, wearing the preferred fur coats and very diverse footwear during January 1917



A period press photo, showing the St Omer Convoy FANYs and VADs decorated for their gallantry under fire on 18 May 1918

around the hem and a hard-topped scarlet cap with a black leather peak. Riding boots, spurs, and a white First Aid bag completed the attire, changing in 1912 to the more practical khaki uniform with a divided riding-skirt.

The new tunic was almost identical to an Army officer's and it was worn with the Sam-Browne belt and pouch. During wartime the divided skirt was discarded, reverting to an ordinary garment more suited to the role of motor-ambulance drivers and, after becoming Belgian Army soldiers, FANYs

began wearing their distinctive insignia on their uniforms. For headgear a smart pith helmet was worn, but by 1916 the bonnet-style cap, more suitable for drivers, was in general use.

That year, to ensure uniformity, after work began in conjunction with the BRCS, FANY HQ issued the following order: 'The khaki tunic is to have four pockets with FANY buttons and badges and made with plain sleeves. There will be a Red Cross circle on each sleeve, the centre of the cross to be seven inches from the shoulder. The bottom

of the khaki skirt is to be 10in from the ground and for footwear, khaki puttees and brown shoes or boots, or long brown boots, are to be worn.'

For drivers of open-cabin ambulances, the BRCS's blue, red-piped greatcoat was introduced but FANYs preferred the goat-skin coats worn by French taxi-drivers.

For wear whilst maintaining their vehicles, the drivers had breeches and smocks, often worn with tall boots, whilst cooks wore overalls to protect their uniform from grease and splashes. ■

COLLECTING

Original WWI FANY artefacts are somewhat scarce. Recently a badly moth-eaten tunic sold for over £1,000, and even the fairly common cap badge generally costs over £50 from dealers. These are frequently seen on eBay, but great care must be taken buying badges there for, quite apart from the palpable fakes, well-executed forgeries also proliferate. Reputable dealers and auction houses are the best source, as with any militaria.



Left: A collectable from the start, number 16 in Kellogg's Cornflakes 1950s British Army Uniforms series was this nice illustration of a mounted FANY, with a brief unit history



Left: Best sourced from reputable dealers, such as www.britishempiremilitaria.com, original WWI FANY cap badges are not too uncommon. This cost £30 from an antiques shop recently (author's collection)

Left: Lilian Franklin's first-pattern FANY tunic is preserved at the National Army Museum (NAM)

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The Garand



John Walter looks at the mainstay of the US infantryman fighting on Iwo Jima and throughout WWII

Most armies had experimented with autoloaders when World War I began, but, as the conflict progressed, the need for light automatic weapons to supplement Maxims and Vickers Guns became obvious. Enthusiasm for the Hotchkiss *Portative* and the Madsen grew, and new weapons such as the Lewis Gun and even the infamous Chauchat were distributed in ever growing numbers.

By November 1918, the US Army had

adopted the Browning Automatic Rifle (BAR) to replace the disastrous .30-06 adaptation of the Chauchat. There had even been a fascinating, if ultimately unfulfilled attempt to convert the standard M1903 bolt-action Springfield to fire what was effectively an enlarged .30-calibre pistol cartridge. The bolt

was replaced by a self-contained blowback insert, the Pedersen

Device, to allow controllable automatic fire. The insert was well-suited to the French inspired doctrine of *Assault at the walk* and worked surprisingly well. Yet most high-ranking officers opposed it, often simply because it did not fire a rifle-

power cartridge and so was suited only to short range. The war ended before any devices could be issued anyway.

Garand: the man

Jean Cantius Garand had been born on the first day of 1888 in St-Rémi, Quebec, to French-Canadian parents. The family had moved to Danielsonville in Connecticut in 1900, where John Garand went to work in a textile mill. His skill as a machinist led to employment with precision toolmakers Brown & Sharpe in Providence, Rhode Island.

When the USA entered WWI, in 1917 John Thomas Kewish, born in 1867 in Ballabeg, Isle of Man, obtained US Patent 1,472,126 to protect a gun which relied on the backward





John C Garand (1888-1974)

Above: John at work at Springfield Armory



The distinctive muzzle of the Gas Trap Garand, most of which were subsequently upgraded (Rock Island Auctions)



The Pedersen Device, or US Automatic Pistol, Caliber .30, Model of 1918, was effectively a pistol replacing the M1903 rifle bolt (Morphy Auctions)



One of the primer-actuated Garands built in Springfield Armory in the Spring of 1924 (Rock Island Auctions)



The toggle-locked T1 Pedersen proved to be Garand's most effective rival, but was doomed by its lubricated ammunition (Rock Island Auctions)

movement of a deep seated primer to unlock the breech on firing.

The patent notes that though a quarter share in the rights was assigned to John Garand, of New York, Kewish was the inventor. It has been suggested that Garand, an experienced toolmaker, had advised on details of the design and how to make the prototype that remains in the Springfield Armory Museum collection. However, alternatively, Kewish may simply have bankrolled what was, effectively, Garand's design.

What can be seen as either a light machine gun or heavy automatic rifle

was demonstrated in June 1918 to Hudson Maxim, presaging tests by the Navy and then the Ordnance Board in 1919. The gun was rejected, but the authorities were sufficiently impressed to hire John Garand, then employed by the Bureau of Standards. Commencing work in Springfield Armory on 19 October 1919, Garand had apparently been reconfiguring the Kewish design as an autoloading rifle, as a patent

application had been filed on 5 September 1919 (the grant was delayed until 19 October 1926).

The 1920-type .30 Garand was locked by a rotating bolt and had a detachable high-capacity box magazine. An improved rifle appeared in November 1921, followed in March 1922 by a .30-calibre rifle with a pivoting breech-lock on the rear of the bolt. The 1922-type rifle passed its initial tests, but the bolt failed after 300 rounds and it was withdrawn for improvement.

Completed in Springfield Armory in the summer of 1924, the .30 T1924 Garands, with five-round internal magazines, were tested extensively against a variety of rivals even though an Act of Congress dating from 1860 made it unlikely that any 'foreign design' would ever be successful. A report submitted on 15 June 1926 was inconclusive, though development of the first gas-operated .30-calibre Garand began in July. Trials reported by the Cavalry Board in March 1927 had also been inconclusive, but led to another gas operated Garand chambering the .276 cartridge that had appeared with the Pedersen rifle in 1923.

In 1928, the Pig Board was appointed to consider the lethality of rifle ammunition and the Semi Automatic Rifle Board (SRB) was created to supervise trials on behalf of the Army, Navy and Marines. In August, SRB representatives tested primer actuated and gas-operated Garands, the Thompson Auto Rifle, two types of Pedersen and an improved Bang. However, the report submitted on 21 September 1928 was still non-committal.





M1 Garand No. 3818333 was made in Springfield Armory in June 1945 (Morphy Auctions)



The M1 Carbine was a popular alternative to the Garand in the jungle (Morphy Auctions)



An M1 rifle and its transit chest (Morphy Auctions)

The first Garands relied on primer projection, a method of operation dependent on the primer in the cartridge case setting-back in its seat as the gun fired.

Theoretically effectual, primer projection relied on cartridges made to strict tolerances which could not be guaranteed. In addition, the .30 M1 ball cartridge, approved in 1925 with a charge of IMR propellant and primers staked in place, was incompatible with primer actuation. Garand was forced to change to gas operation, settling on a conventional muzzle port and a piston operating rod under the barrel.

Gas-operated Garands also reverted to a rotating bolt, the perfected design being protected by US patent 1,892,141 sought on 21 April 1930 and granted on 27 December 1932. Work on the .30 rifle had ceased in February 1929, trials completed in June being contested by the .276 T1 Pedersen and the .276 T3 Garand. The second series of SRB rifle trials was due to commence on 1 July 1929, but so few guns appeared that the committee postponed the acceptance date to 15 August and the final report was not submitted until 24 October 1929. The trial board suggested that work on the .30 gas-operated Garand should recommence, and a new prototype was duly ordered from Springfield Armory.

20 .276 T3E2 gas-operated Garands were then made in Springfield Armory for trials against T1 Pedersens at a time when the government was viewing progress with increasing anxiety. A meeting held in Washington DC on

4 January 1932 not only retained .276-calibre but also authorised Springfield to make another 125 T3E2 Garands. However, the order was rescinded on 25 February 1932, largely because General Douglas MacArthur favoured retaining the .30 cartridge.

The .30 T1E1 Garand had broken its bolt early in the third series of SRB trials, but was successfully re-tested after MacArthur's intervention. In March 1932, therefore, to allow field trials to be undertaken, 77 T1E2 Garands were ordered. The designation was formally changed to US Semi Automatic Rifle, Caliber .30, M1 on 2 August 1933. 80 rifles were completed in the Springfield Armory toolroom in May 1934, 50 being sent to Fort Benning and 25 to Fort Riley, but so many complaints had been received that they were speedily withdrawn for modification.

Trials of improved Garands, completed by October 1935, allowed the M1 to be recommended for service, cleared for procurement by the Assistant Secretary of War on 7 November 1935, and standardised on 9 January 1936. The first production gun, No. 81, completed its tests on 21 July 1937 and deliveries of series-made guns commenced in September. Production in Springfield had reached 100 daily by the autumn of 1939.

The guns

The M1 has a one piece stock extending almost to the muzzle, allowing only the last few inches of the gas tube



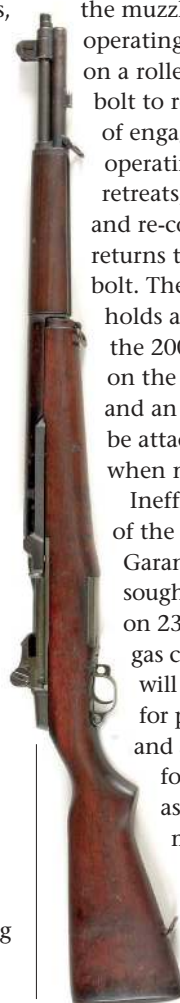
Marks on the body of No. 3818333 are typical of those applied to M1 Garands (Morphy Auctions)



and barrel to protrude. A handguard runs forward from the breech; one swivel lies on the barrel band, another beneath the butt. Chambered for the rimless .30-06 cartridge, the M1 is 43.5in long, with a 24in four-groove barrel, and weighs 9.5lb empty.

Gas tapped from a port under the muzzle forces a spring loaded operating rod backward, acting on a roller on the right side of the bolt to rotate the locking lugs out of engagement. The bolt and operating rod assembly then retreats, ejecting a spent case and re-cocking the hammer, then returns to reload and re-lock the bolt. The internal box magazine holds an 8-round spring steel clip, the 2000yd tangent backsight lies on the body behind the feedway, and an M1 sword bayonet can be attached beneath the muzzle, when needed.

Inefficiency led to replacement of the original Gas Trap, John Garand's US Patent 2,287,032, sought in May 1939 and granted on 23 June 1943, providing 'a gas cylinder assembly which will eliminate the necessity for precision in manufacture and at the same time provide for convenient and rapid assembly and a firm mounting'. The changes were



This M1 Garand, No. 1006821 made in June 1942, was retrieved from Saipan in July 1944 (Morphy Auctions)



The M1C sniper rifle, retrofitted with a M84 sight for service in Korea (Morphy Auctions)

duly authorised on 26 October 1939, but problems continued until, in February 1940, the Ordnance Committee proscribed work on the promising Johnson rifle to facilitate remedial work on the Garand.

By January 1941, however, daily output in Springfield Armory reached 600 M1 rifles – rising until, by September 1943, it exceeded 4,000. The millionth rifle had been made in Springfield in November 1942.

The Garand in combat

When the Japanese attacked Pearl Harbor on 7 December 1941, production was underway not only in Springfield Armory but also in Winchester's New Haven factory where the first batches of Garands had been assembled in January 1941. By VJ Day, more than four million M1 Garands had been made. Issuing autoloading in such large numbers gave US infantrymen a considerable advantage over their Japanese opponents, who found that the reckless assaults that had so often been successful in China were now suicidal.

The worst feature of the M1 was the idiosyncratic magazine, which, to comply with the original 1921-vintage Ordnance Board specification, not only had to be clip or charger loaded but also contained within the stock. Use of Lee-Enfields by the American Expeditionary Force during World War I had convinced the authorities that detachable magazine were lost too easily, and that projecting magazines not only caught on clothing but also hindered drill movements.

The clip system restricted magazine capacity to eight rounds, and hindered reloading unless new clips were available. The clip itself ejected

automatically after the last shot had been fired. It has been claimed that the 'ping' of an ejected clip indicated that the firer was reloading, and thus vulnerable, though evidence is lacking; and suggestions have even been made that soldiers threw empty clips to lure opponents to attack into withering fire.

Size was another problem. Like most infantry rifles, the Garand is comparatively cumbersome. Consequently, many jungle fighters preferred the M1 Carbine, introduced to give specialists and non-combatants something more effective than the M1911A1 pistol.

Wartime variants

The M1C Garand, known during development as M1E7, was standardised in July 1944 to replace the bolt-action M1903 sniper rifles. Fitted with Lyman Alaskan (M73) or Weaver 330 (M73B1) telescope sights in Griffin & Howe side mounts, M1C rifles were often issued with M2 flash hiders and weighed

Left: The Johnson M1941 rifle, an effectual rival of the M1 Garand prior to 1941, was used in small numbers by the US Marine Corps – and by the Japanese, who captured rifles that had been used in the Dutch East Indies (Morphy Auctions)

Below: Garand's Garand - M1 No. 1000000, made in November 1942 but retained at Springfield, was presented to John Garand on his retirement in April 1953 (Rock Island Auctions)

Left: The Denix M1 Garand replica (Soldier of Fortune)



11.2-11.5lb with sights. The M1D, standardised in September 1944 but rarely seen during World War II, had an M81 or M82 sight. Attempts to provide selective-fire Garands were unresolved when the fighting stopped, and conversion of about 150 Garands, in the summer of 1945, also came to nothing.

When M1 rifle production ended on 17 May 1957, Springfield Armory had made 4.617 million, and Winchester had contributed 513,580 from New Haven prior to 1945. Harrington & Richardson and the International Harvester Corporation of Chicago, Illinois, subsequently made 900,000 Garands for service in Korea. ■

Acknowledgements: Sarah Stoltzfus and Morphy's Auctions (www.morphyauctions.com), Matt Parise of Rock Island Auctions (www.rockislandauction.com) and the US Government Patent Office (www.uspto.gov) for excellent images. Also, Bruce Canfield, author of *The M1 Garand*, for helping with details.



COLLECTOR'S CORNER

So many Garands were made that they still regularly feature in auctions, though pre-1945 examples usually fetch a premium: the millionth M1, presented to John Garand in 1953, sold in 2018 for \$287,000! Deactivated Garands can also be obtained, prices ranging from £750, usually for postwar guns, to £2,000 or more for an M1 with wartime associations. Denix has made a non-firing replica, currently available from Soldier of Fortune (www.sofmilitary.co.uk) for £149.99, and several types of electrically actuated BB-firing Marushin and ICS Air Soft versions have been marketed by Action Hobbies (www.actionhobbies.co.uk) and others, usually for £350-£500. The replicas and Air Soft guns, however, are subject to legal restrictions in Britain.

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LEGENDS OF WWII

VW Kübelwagen

Duncan Evans looks at a range of legendary hardware from WWII and points out some collecting opportunities

An all terrain, personal transport, designed for military use was discussed by Hitler with Ferdinand Porsche as early as 1934, the year after the NSDAP came to power, but it wasn't until 1938 that Porsche was formally approached to design one for the Third Reich. Although initial designs were based on the VW Beetle, it was soon recognised that for a two-wheel drive vehicle to stand up to off road conditions and military use, it needed to be both sturdy and lightweight. The first prototypes were designated as Type 62 and were ready to demonstrate by November 1938. The lightweight and ZF self-locking differential made up for the lack of four wheel drive with the vehicle performing well on uneven terrain. War was coming so design work proceeded at pace with a more angular body being introduced. The the pre-production models were then put to the test during the invasion of Poland in 1939.

The feedback from the campaign led to the Type 62's slowest speed, without stalling, being reduced to 2.5mph so it matched the speed of marching soldiers. Other changes included larger wheels, revised dampers, new axles, creating more ground clearance and more torque, all for better performance off-road. This created the Type 82. Intriguingly, there was also an actual four wheel

drive version called the Type 86, but because it didn't perform significantly better and, as it would have been more expensive and harder to maintain, the design wasn't taken any further.

Originally called the Kübelsitzwagen, the name was shortened to Kübelwagen as the Type 82 went into full production at VW factories in February 1940, with only modest modifications being made



Taking inspiration from the VW Beetle, this lightweight military utility vehicle was designed to be driven in all conditions *



throughout the war until Germany was defeated in 1945. The biggest change came in 1943 when a new dashboard was introduced and the engine was upgraded from 985cc to 1,131cc by fitting one designed for the Schwimmwagen.

A number of different variants were either drawn up as prototypes, that never made it into production, or did actually get to see service. These ones

included: Type 82/1, a three seater radio car; Type 82/2, a siren car with a Siemen's motor-drive siren on the passenger side instead of the rear seat; Type 82/5, a Kübelwagen chassis with the Type 60 LO Lieferwagen body (open pickup truck); Type 82/6, a tropical sedan body box van; Type 82/7, a three seater Command car; Type 82/E, some 688 of these were manufactured with a Beetle body over a Kübelwagen chassis; Type 87, 667 Kommandeurwagens produced, which had a Type 86 four wheel drive chassis with a Beetle command car body, running boards, off-road tyres, provided to officers; Type 107, fitted with a turbocharger; Type 177, with five speed gear box; Type 179, with a fuel-injected VW engine and the Type 179-F, which could cross water and was subsequently turned into the Schwimmwagen. There were also experiments with different power sources, such as the Type 235, driven by an electric motor; the bizarre Type 239, powered by a wood/gas generator mounted on the front; Type 240 that ran on bottled gas; Type 309, which ran on diesel and strangest of all, Type 332, which was supposed to be powered by coal!

In the end, the Kübelwagen proved itself reliable in the deserts of North Africa and the cold of the Eastern Front, where a volatile starting fuel was used. The smooth underbody made it capable in muddy terrain and the independent suspension on all four wheels made it more stable off road. The equivalent of the American Jeep, it ended the war as Germany's most mass-produced light military utility vehicle. ■

STATISTICS

TYPE 82 VW KÜBELWAGEN

Seats: 4

Top speed: 50mph

Engine: Air-cooled flat-4 985cc/1,131cc (23.5bhp/25bhp)

Transmission: Four speed manual, self-locking differential

Dimensions: 3.74m long, 1.6m wide, 1.65m high

Number built: 50,435

Entered service: 1940

Designer: Ferdinand Porsche



Type 82 (1943)

COLLECT THE ITEMS



Complete vehicle – If you're loaded, then here's a perfectly restored, 1944 example, for sale in Germany. Get it for \$95,000 from www.oldbug.com.



Relic parts – The Latvian seller doesn't give any details, just that it's relic parts dug up on the Eastern Front. It's approximately £19.47 plus shipping on eBay.



Relic vehicle – Somewhere between the two other items, here's a rusty chassis with some parts for a restoration project. €13,000 from www.milweb.net.



Towing hook – The front hook from a Type 82, slightly bent but in good condition after being dug up. \$99 from relicsww2.com.

Insuring your collection

Edward Hallett investigates the insurance options available to militaria collectors and re-enactors

Most militaria collectors quickly amass impressive and valuable collections of historic artefacts without thinking too much about the potential liability they have put themselves at. Depending on the focus of your collection half a dozen objects can easily total over £1,000, and before too long you have a collection worth tens of thousands of pounds. This is a sizeable investment and like anything else in your home, it is worth thinking about how you are going to insure it against damage, fire or theft. Most average home and contents policies offer a maximum of around £50,000 for contents. You can increase this total when you purchase a policy but a general policy is not really designed with large and valuable collections in mind. Many insurers also expect clients to identify individual valuables over a certain value on their policy. Not

only does this involve you estimating the current value of particular items in your collection but you also need to itemise each one. However, there is no guarantee that a policy will quickly pay out on such an object, if it were to be damaged or stolen. Firearms, whether live or deactivated, open up another potential minefield with your insurer. It is, therefore, a good idea for the serious collector to investigate alternatives to the standard house and contents policy and look to specialists whose business is made up of insuring valuable collections.

Militaria insurance

A number of firms offer specialist collectors insurance covering art, vinyl, stamps and, of course, militaria. One important thing to bear in mind is how much your collection will grow between buying the policy and needing to renew it. Collectors can easily add half a dozen

valuable items to a collection over a year and find that their cover is no longer sufficient. Some policies offer the ability to add 10% growth to the policy that allows your collection to expand during the year. Militaria items are in some ways particularly difficult to estimate value on as the same intrinsic object could have two vastly different prices. A WWI medal might have one value if it is named to an ordinary soldier from a large regiment and an entirely different price if the identical medal was named to a man who had also won gallantry medals. Added to this, if an object has a family connection to the owner it might be considered priceless by them, but could have little intrinsic value. There are a number of different types of insurance available to the collector and policies may cover:

- **Agreed-value cover:** Specialist collectables insurers can cover the

Many home and contents insurance policies need to have each item recorded, a specialist policy for collectors might be a better option





Badges such as these are small and easily portable, but can each cost several hundred pounds. As such they are easily stolen and insurance gives the collector piece of mind

A gun locker is a requirement of a firearms license, but having the correct storage will also help keep your premiums down as the chance of theft is greatly reduced



A set of medals such as this can easily be worth many hundreds of pounds and a collection of a dozen or so medal groupings can add up to thousands of pounds



Shooter's insurance often extends to cover accessories such as this hardshell gun case

cost of replacing your whole collection, with no minimum or maximum, if it's damaged, but there may be a limit to how many items you can insure as part of your collection.

- **Depreciation cover:** If anything happens to your collectables and they either can't be repaired, or their value has depreciated after repair, a collector's insurance policy can help you recover the lost value.
- **Defective title cover:** Defective title cover or defective title indemnity insurance (DTI) can cover the cost of

your collectables in case somebody claims that the item belongs to them.

- **Temporary location cover:** Protects your collection if you take it outside your home to any shows or exhibitions, and can include worldwide cover.
- **Emergency evacuation cover:** In case you need to move your collection because of a home emergency.
- **Legal expenses:** Collectables insurance can cover the cost of any legal disputes when you come to buy or sell items, for example.

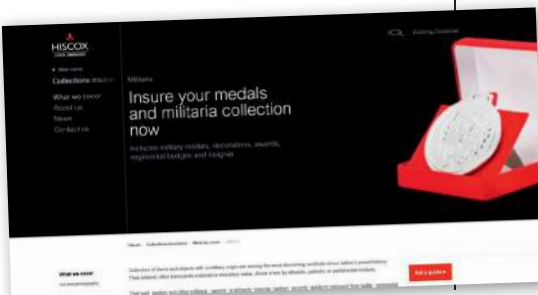
Hiscox (www.hiscox.com) is one of the leading insurers of collectors and makes a point of not requiring a detailed list of every item in your collection. All you need to do is make an estimate of the overall worth of the collection and, provided

Left: Hiscox is one of the leading insurers of collections of all types including militaria

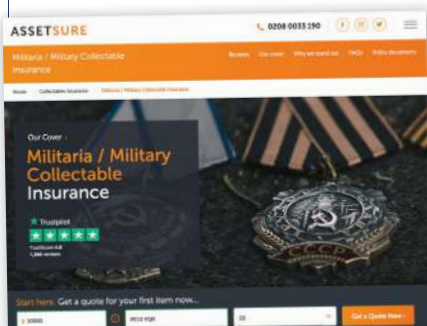
it is less than £250,000, then you can get a quote and purchase this online. A representative collection worth £30,000 would cost £127.80 a year to insure. This insurance covers loss or damage at home and the policy pays the market value for an object on the date of the loss.

It must be noted, however, that policies do not cover gradual wear and tear such as rust, mothing, fungus or mould and do not cover damage that may occur as part of any restoration, reframing etc. Some policies will also allow extra cover for exhibiting your collection, covering the transport of the collection to and from the display site and for damage whilst on display, but this usually has to be added to a policy on a case-by-case basis.

Other specialist policies, such as from Assetsure (www.assetsure.com), allow you to firstly define the value of a collection and then list individual items before buying the policy online.



ONLINE INSURANCE



Getting started

Go to www.assetsure.com and enter the value, your postcode and your age. Click on Get Quote Now



List items

This will give you an initial quote. Now start entering the individual items and values. The quote will change as you add them



Enter details

Enter your details and when you want cover to start from. Enter email and phone then tick the confirmation buttons



Above: Living History can be very hands on, with blank firing weapons, simulated combat and pyrotechnics. Public liability insurance is essential



Right: Demonstrating equipment to the public. If someone drops an item on their foot you may be liable



A cracked wrist such as this will require skilled work from a gunsmith to repair. This can cost many hundreds of pounds

Gun insurance

A specialist collector's insurance policy will cover your collection of antique firearms when safely at home, but what about if you enjoy shooting them at the range? If firearms are to be shot, they are subject to enormous stresses and there is always the potential for damage to stocks, barrels or actions. With antique rifles and shotguns often

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- Worldwide cover for firearms
- Now for the first time we've added gun & equipment up to 5 years old

Gun and Shooting Insurance

A gun and shooting insurance policy from Gunplan offers great value cover to its members.

Gunplan members in shooting insurance are all types of shooting, from target and clay pigeon shooting through to pest control. If you need gun insurance, you'll get the best value from the range of policies you can choose from. You can choose to cover your gun and shooting equipment, and the best of all is you can build your own policy to suit your needs. You can also choose to cover your gun and shooting equipment, and the best of all is you can build your own policy to suit your needs.

Gunplan is one of several specialist gun and shooters insurance policies and its cover extends to public liability and legal expenses

All Fronts Re-enactment Association

Supporting Re-enactment for 12 years

Join our club

Our great club has been a leading force in the re-enactment movement for over 12 years. We are now open to all who are interested in the history of the 19th Century and beyond. We offer a lot for you to become a member and be covered for £100. We can offer you insurance for your gun and shooting equipment, and the best of all is you can build your own policy to suit your needs. You can also choose to cover your gun and shooting equipment, and the best of all is you can build your own policy to suit your needs.

One of the simplest ways to get public liability insurance is to join the All Fronts Re-Enactment Association for an annual subscription

costing in excess of £5,000, repairs would need to be of a high standard with a concomitant high cost, especially if a stock fractures or barrel becomes damaged. Typically, home and contents insurance only covers an item in the home, not out at a shoot so specialist insurance is a good idea. Such insurance will cover at home, at a shoot, the gun club and in transit between these locations and usually covers repair or replacement of a firearm and accidental damage due to a barrel blow out. Many policies also cover accessories such as rifle bags, scopes etc. If you are a member of a gun club, check your membership as many offer specialist gun insurance as part of the benefits of being a member. If you want separate insurance, assuming your firearm is worth £5,000, gunplan.co.uk will offer insurance for £60 a year. This cover is for the weapon itself, but add-ons allow you to also be covered for public liability for an extra £25 a year and for an extra £6 a year you can be covered for personal injury.

One thing to be aware of is that specialist gun insurers usually only cover the use of firearms for sporting events and at gun clubs. If you use your firearm for Living History events then many insurance policies do not cover this. As ever it is worth understanding what you will be using your firearm for before purchasing insurance and then you should read the fine print of a policy to ensure that you would actually be covered. There is nothing worse than thinking you are covered, needing to make a claim and then discovering that you are in breach of your policy.

Public Liability insurance

If you are involved in Living History or regularly display parts of your collection to the public then look into public liability insurance. If you cause injury or death to a third party whilst undertaking an event or display, even if it is not prosecuted under criminal law, you may be taken to a civil court by the plaintiff and sued for compensation. Public liability insurance is there to pay for any such compensation and the associated legal costs. If you are a member of a re-enactment group and taking part in an event for them then you should be covered by their insurance, which is what much of your annual membership fees are spent on.

If you are an independent agent, however, and there is a degree of risk in what you are doing, then it is worth getting individual cover. For re-enactors, the easiest method is to join AFRA (All Fronts Re-Enactment Association). For £20 a year and providing you go to their website and indicate what activities you are taking part in, prior to the event taking place, by completing a risk assessment you are covered under their policy.

Alternatively, you may prefer to take out your own policy and most major insurers will offer public liability insurance to re-enactors and displayers. On average a policy costs about £20 and covers you for £1-2 million. Obviously public liability insurance does not mitigate poor behaviour, but assuming you are sensible you are covered against litigation in the unlikely event that something does go wrong for you. ■



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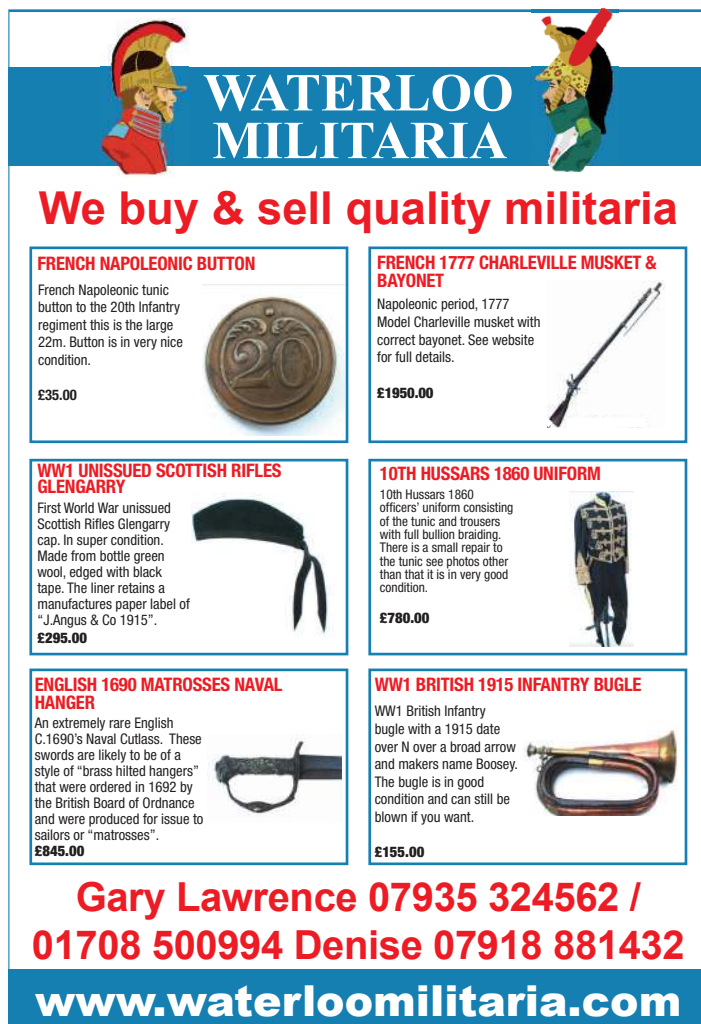
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www.waterloomilitaria.com

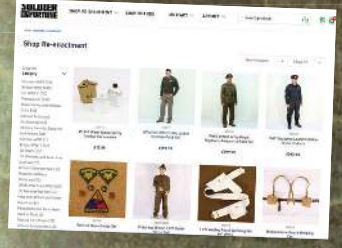
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PART
4/4

Getting started in Living History

Edward Hallett concludes his series on living history with looking at periods before World War II

Although the most popular era for living history is World War II, this has not always been the case and the pioneers in the hobby, back in the 1970s were groups that recreated the English Civil War, such as the Sealed Knot, which remains, to this day, the largest single re-enactment society in Europe. There are thousands of years of history to choose from in the UK and groups recreate everything from



History groups so if you have a specific interest it is worth researching online to see what groups are available.

Dark Ages and medieval

There are many groups and events in the United Kingdom that cater for those interested in the Dark Ages and medieval period. These groups cover Viking, Anglo Saxon, Norman and Plantagenet

history and there is often

a strong element of combat in this period of Living History. If you enjoy the physicality of sword fighting or using melee weapons then there are ample opportunities to engage in mock combat. The swords may be blunted, but the excitement (and bruises) are all very real and make an engaging spectacle for the public. Different types of combat include the one on one formal tournament style of combat, either on foot with the sword or on horseback with blunted lances, whilst other events offer the opportunity to take part in large



Above left: Replica breastplates are available for 17th century impressions and are made of steel like the originals

Above right: The heavy buff leather coats worn under plate armour are also reproduced and are ideal for a Roundhead officer impression

Demonstrations to the public are always popular. Here a woman demonstrates medieval clothing and sewing techniques at a medieval fair

Romans to the Napoleonic Wars. The following article offers a few highlights from some periods that might be of interest to those wishing to start out in Living History. However, there are many more periods recreated by Living



There is a wonderful array of distinctive dress in Napoleonic re-enactment. Here riflemen in green, infantry in scarlet, highlanders in kilts and artillerymen in blue fire a volley



mock battles recreating such points in British history as Towton or the Battle of Hastings.

Not all Living History for this period is combat, however, and many chose to recreate craftsmen and women of the period. The public are always fascinated by the use of looms, pole lathes and potter's wheels and if you have the requisite skills then you can spend your weekend making period artefacts that can then be sold to the public or your fellow re-enactors. Women and children can also get involved in this period, taking on period domestic duties in camp or producing craft items. There is also a strong musical element to Living History from this period with groups either specialising in or having the ability to recreate medieval music on period instruments.

Living History for the Dark and Middle Ages can be very expensive: if you want to wear a full set of 15th century armour, for instance, it could cost you around £1,000 just for the plate armour. Other cheaper options are available as obviously very few men could afford armour in the Middle Ages. There are many small suppliers of medieval clothing - just do a Google search. One, Sally Green Historical Costumes, offers hose for £35, a kirtle

Above left: English Civil War battle recreations can be epic affairs, especially with many men armed with 10ft long pikes

Above right: Famous battles from British history offer inspiration to many, such as this recreation of the Battle of Hastings

Right: Recreated combat is a popular and impressive part of medieval re-enactment using blunted weapons, it is still an exhilarating spectacle



from £75, tunic from £60, a coif from £10, cloaks from £70 and leather shoes from £75. As with many suppliers these are made to order so a few months' delay is usual between ordering and items being dispatched. For swords, armour and other weaponry www.lancasterarmoury.co.uk is worth visiting as it has a wide range of items available, covering a number of different periods including Saxon, Viking and Norman equipment. There are a number of different groups y

including the Plantagenet Medieval Society, Conquest which specialises in Norman and Angevin Living History and The Vikings which represents the Norse. Many events are closely linked in with the heritage industry at castles and manor houses run by organisations such as English Heritage. These have the advantage of the large open spaces needed to recreate pitched battles.

English Civil War

The English Civil War, between the Parliamentarians and Royalists tore England apart in the 17th century and represented a long and bloody internecine conflict to determine the nature of government within the country. This conflict has been at the heart of British Living History since the 1970s and remains numerically one of the most popular periods of re-enactment. Many groups covering the period come under the umbrella of the Sealed Knot which then has numerous smaller organisations representing different regiments and factions dotted across the country. The Sealed Knot co-ordinates all these smaller units



Different companies of men wear different colours to distinguish them from one another and show their loyalties to different noblemen

Getting started in Living History



Soldier of Fortune offers a number of package deals for British Army impressions of World War I. All you need to add are a rifle and bayonet



The Napoleonic Wars have a massive following in the United Kingdom and few things are more emblematic of British soldiery than the redcoat



Imperial German groups are another popular choice and help tell the story of the opposing side to the public. There are fewer problems representing Germany in this period, compared with World War II impressions



Colourful standards are displayed on the battlefield adding realism and spectacle to a recreated battle

and allows them to come together for massive recreations of the battles of the Civil War. The English Civil War Society is another large and popular group covering the conflict but with, perhaps, a more academic slant to its work. These units can help a newcomer get into the period with advice and contacts to help you get the correct equipment together.

By the time of the English Civil War gunpowder was regularly used in conflict so many troops were armed with matchlock muskets and pistols. It's worth exploring getting a black powder license so you can own and fire these weapons at events. Despite the emergence of gunpowder, there were still troops armed with pikes and swords so these offer an alternative. Muskets are normally supplied with the touch hole undrilled so that they are classified as a replica. A gunsmith can drill this out for you and make them live. Prices for a 17th century Doglock musket are around £490 with a matchlock for £500 from re-enactmentsupplies.co.uk. This company also offers swords for £200 and bill heads to fit to an ash pole for £50.

English Civil War re-enactment embraces more than just men however as there is usually a large tail of camp followers that are realistically played by those who do not want to or cannot join in the battles and, for boys of 10 or 12 years old, drummer boys are an excellent way of starting in the hobby. A basic 17th century uniform would consist of breeches for £90, shirt for £40, buff coat for £165, sash for £30 and gloves for £35; all from re-enactmentsupplies.co.uk. A replica breastplate of the period will set you



If you are a skilled horseman and have the funds to support transporting a horse to and from events, portraying cavalry is an excellent way of honing your skills and adding spectacle to a show

back £200 and helmets average around £100 each whilst boots to finish off the uniform are £80 for latchet shoes and £165 for a pair of bucket top boots.

Napoleonic warfare

The wars between France and Great Britain at the end of the 18th and into the early years of the 19th century remain another fertile source of inspiration. By this period in history the primary weapon for all soldiers was the flintlock musket or pistol so a black powder license is almost certainly worth enquiring into, if you wish to portray a military unit. For those who prefer other aspects of Living History, medicine had advanced by this point in history but was still a rather bloody affair and recreations of surgeons removing (fake) limbs from the injured always draws a crowd from the public.

Most units are open to having women in them as camp followers and, again, boys can realistically portray



In the realistic setting of a living museum, even simple tasks like collecting coal look authentic and fascinate the public



There are a number of recreated trenches across the country, some permanent and some just dug for a weekend show

drummer boys. The Napoleonic Wars are represented by groups across Europe and every few years, often for anniversaries, the groups come together to recreate battles on or near the actual battlefields. The 2015 recreation of the Battle of Waterloo included 6,200 re-enactors, 330 horses and 120 cannon.

The uniforms of the Napoleonic era were distinctly more ornate than those of either the 17th century or for later conflicts. As such replica uniforms tend to be rather more expensive than for other periods, reflecting the extra work involved in their manufacture. A 95th Rifles tunic will set you back £350, a line infantry red coat is £600. A shirt to wear under it will be £50, and a pair of square-toed brogan boots costs £65. A Brown Bess musket will cost £500 and a Baker Rifle needed for a rifle impression is £700 (all from re-enactmentsales.co.uk). Some example groups across the country include the 9th (East Norfolk) Regiment of Foot Living History Group, The 42nd Highland Regiment (1815) Living History Group, The Royal Horse Artillery Battle Re-enactment and Living History Society and the 12th (Prince of Wales) Light Dragoons Living History Group.

World War I

The recent centenary celebrations for World War I have seen a massive spike in interest in re-enactment of the period and a corresponding growth in companies offering replica uniforms and accoutrements for living historians. Although predominantly dominated by British and German groups in the UK, there is naturally also a massive

community of French re-enactors in France and groups can also be found representing the US, Russia and Austria-Hungary across Europe and the United States. There is a growing circuit of events for World War I re-enactment in the UK with many taking place at living museums such as Beamish or the Black Country Living Museum where period buildings and streets offer the perfect atmosphere to recreate Britain in World War I. Whilst WWI offers fewer opportunities for children to get involved compared to earlier periods, women were employed by the military as both nurses and in auxiliary roles.

Soldier of Fortune has extended its popular range of package deals to cover WWI Living History now and different options allow an easy way of portraying different periods of the war. A 1914 BEF uniform set is available for £700 and includes service dress tunic and trousers, cap, grey back shirt, B5 ankle boots, putties, 08 webbing set, entrenching tool, mess tin and cover and water bottle. A similar set up is available for the first day of the Somme which is similar but replaces the cap with a helmet and substitutes a PH hood gasmask for the mess tin, again for £700. To these packages would need to be added a rifle and bayonet. Denix does a passable replica of the SMLE

The India Pattern Long Musket, or Brown Bess was the predominant firearm for British troops throughout the Napoleonic Wars and replicas are available as inert weapons or proofed for use with black powder

for £170 or a deactivated example will cost around £450. A bayonet is also essential with replicas available for £50 and original examples for around £80-£100. To recreate a nurse of WWI, Soldier of Fortune offers a Volunteer Aid Detachment ward dress for £100.

For those preferring to put together an Imperial German impression there is not the same handy package deal available, however the individual items have all been reproduced and can be sourced separately to make up the collection. There are numerous suppliers of different items, however for convenience Soldier of Fortune is a good starting point. An M1910 Waffenfrock tunic is £150, with the simplified M15 tunic for £80, the matching M15 trousers are £60 and a shirt is £40 and marching boots are £100. A 1907 *mutze* (cap) is £25 and a helmet is £60 whilst all the individual components to make up a set of rifle equipment are also available.

There are a number of different WWI groups across Britain covering English, Scottish and German units. A selection of groups includes: The Royal Warwickshire Regiment 1914-1918

Living History Group, The Gordon Highlanders 1914-1918 and the Manchester Regiment 1914-1918.

This has been the briefest of introductions to pre-World War II re-enactment and if it appeals to you find a period that is of interest, go along to some events and chat with the Living History groups there. They can help get you started with detailed advice on clothing and equipment. ■



MILITARIA COLLECTORS SWAP SHOP & FAIR

To be held at
**BRECON TOWN INDOOR
MARKET HALL**

SUNDAY 9th FEBRUARY
10.00am - 2.00pm

The aim of this fair is not only to attract the commercial militaria dealer, but to give the collector with surplus items to sell or exchange the opportunity of having his own affordable stall for the day. Do you have any military medals, books, badges, buttons, bayonets, swords, helmets, uniforms, maps, prints etc that you may have been left and wish to move on or just get valued? Don't be afraid, give it a try, someone is here to help. Share a pitch with a friend or just have a day out.

Tables

Full size pitch-10ft/12ft...£30

Entrance fees

Adults £1.50 - no concessions Children 50p
Serious collector preview 9am-9.50am... £3

Future Date

17th May, 23rd August, 6th December

For further information please contact

Roy: 01639 720202

Sally: 01639 722479

Many thanks to those who attended the last event.

One of the most heroic battles of all time, the battle of Rorke's Drift (1879) is commemorated in the South Wales Museum at Brecon Barracks.

At Rorke's Drift 140 soldiers of the regiment faced more than 4,000 Zulu warriors.

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25th Oct, 22nd Nov

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5 mins by car from M25, junction 5.

Doors open 8.00am - 12.00pm.
Admission £1. Children under 15 free

Contact Rick on 01322 523531 for more details
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CALENDAR OF FAIRS FOR 2019/20

The Durham Militaria & Medal Fair

**The Community Centre, Bowburn Village,
Durham DH6-5AT**

Sunday 26th January

Future Date: 24th May

Open to the public from 8.30am to 1pm

Wakefield Medal Fair

**Outwood Memorial Hall, Victoria Street, off Leeds Road,
Outwood, nr Wakefield, West Yorkshire WF1 2NE**

Sunday 2nd February

**The first Sunday of every month,
excluding January**

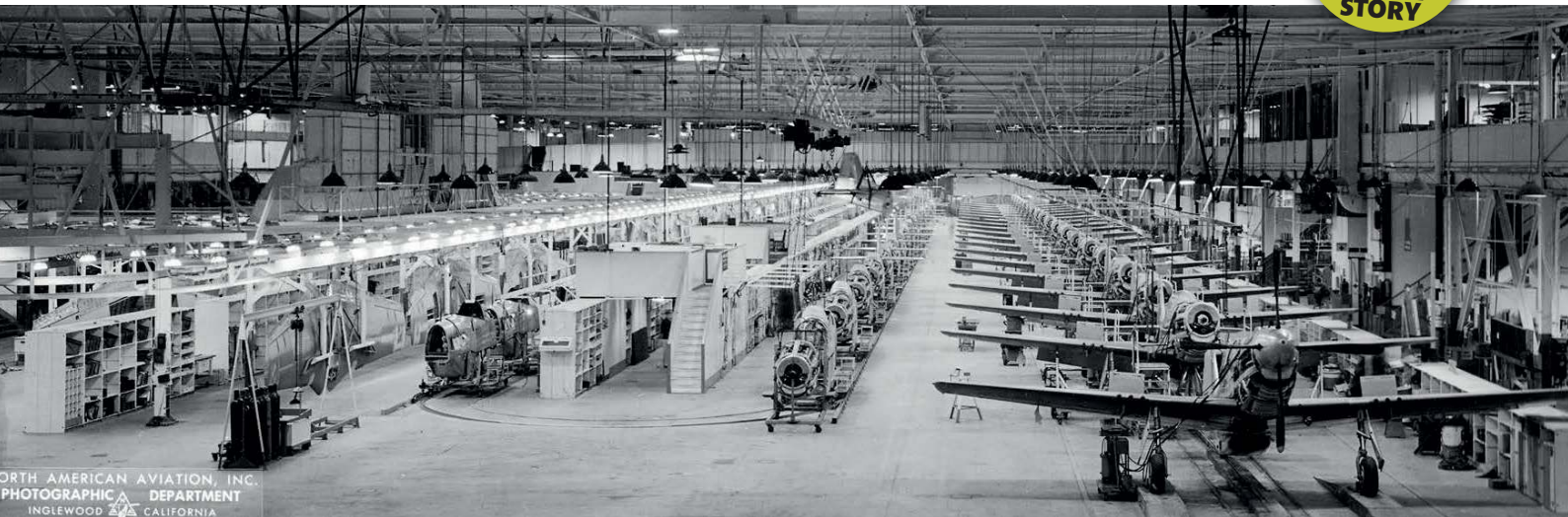
Open to the public from 8am to 1pm

Admission £2.00 • Free Car Parking • On site catering
For further information or to book a table please contact the organiser.

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The Fighting P-51

John C Pursley asserts that without the British, the American P-51 Mustang fighter would have never existed



The Mustangs were mass produced in numbers totaling nearly 15,000 by the end of the war

When the Germans launched their invasion of Europe in 1939, Britain was not totally prepared for the upcoming onslaught. British bomber crews flew quasi-suicidal offensive missions over Axis targets incurring significant losses at the hands of Luftwaffe fighter pilots.

A major factor in the number of downed bombers was the lack of escort support as fighter planes didn't have the capacity to fly from their bases in England to distant targets and back.

To solve the logistical problem the British Purchasing Commission (the board that awarded military contracts) in 1940, wanted to order a variety of American-manufactured military aircraft including the Allison engine powered Curtiss P-40 Tomahawk fighter. However, due to an inadequate manufacturing infrastructure the company couldn't produce the numbers required and declined the contract.

Undaunted, the British subsequently contacted North American Aircraft with an offer to manufacture a number of fighter planes under license. The company president agreed to produce the P-40s but wanted to design and construct an entirely new fighter utilising the same Allison engine that powered the Curtiss aircraft. The fighter would be built employing mass production methods that were just coming of age in the American aircraft industry. The proposal was accepted by the British on the condition the company would have the prototype flying within 120 days.

Using the basic design of the P-40, North American saved several months of preliminary research and planning and boldly promised the British that 50 airplanes a month for one-year would be delivered, commencing in January 1941.

Although North American reduced production time by using the underpowered Allison V-1710 engine,

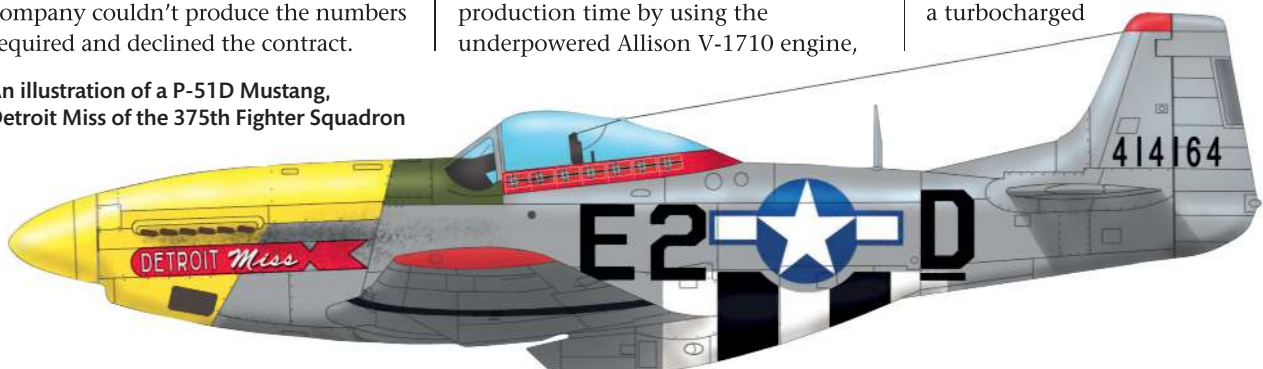
without the turbocharger high-altitude performance suffered, under-utilising the innovative new fighter design.

Disappointing results

Shortly after the first Mustangs were delivered, test pilots of the Royal Air Force stated that although the new fighter was very fast and agile it was unable to meet performance expectations above 15,000ft. So, the RAF decided to assign the Mustangs to its Army Cooperation Command and serve in a tactical reconnaissance, ground assault, and infantry support status role for the duration of the war.

Subsequently, the Royal Air Force decided to further develop the, already in-service, Supermarine Spitfire as its principal fighter. Conversely, a minority of RAF officials believed that if the Mustang were fitted with a turbocharged

An illustration of a P-51D Mustang, Detroit Miss of the 375th Fighter Squadron



The Fighting P-51



A totally restored P-51D with Tuskegee Airmen markings. Note the distinctive red painted tail section (*Tallahassee Democrat*)



The joint venture between Packard and Rolls-Royce for manufacturing engines made the difference between the P-51 being a good aircraft and a great one

Rolls Royce Merlin engine, they would be ideal for air-to-air combat situations. However the entire supply of Merlin-61 engines were slated for the Spitfires.

In an effort to increase Merlin engine manufacturing, Rolls Royce partnered with the Packard automobile company in the United States to produce its engines under license. Better known for building luxury automobiles, Packard did have considerable experience manufacturing aircraft engines during WWI and was the foundation for air power impetus into the 1920s.

In October 1942, after the Americans entered the war, the first Merlin-powered Mustang, modified with deep intakes below the engine for carburetor air, was tested by the British. The results of the very successful flight tests were passed on to North American Aircraft and the US Army Air Force.

Three restored Mustangs. Note original pilots' names painted behind the cockpit and also the symbols indicating the number of downed enemy fighters



Within a month a Mustang, powered by a Packard-built Merlin, was produced for the Americans who had, by then, joined the British in conducting strategic bombing missions against German targets in France and other Nazi occupied countries from their bases in England.

The replacement of the Allison engine transformed the Mustang into a force to be reckoned with and, when compared with the British Spitfires, the P-51 had significantly greater range and the high-altitude performance was considerably better. But even with the great improvements the Mustangs weren't used as fighter escorts. However, the modified P-51s, using 150-octane fuel, were fast enough to catch the V-1 rockets as they headed for London and operated in concert with shorter-range Spitfires and Hawker Tempests.



The cockpit of a Mustang left no room for anything not absolutely necessary for the operation of the fighter (*National Air and Space Museum*)



Restored vintage WWII P-51 Mustangs are escorting a beautiful B-17 Flying Fortress as they would have on a mission



A beautifully refurbished P-51D with the bubble canopy and dorsal fin modifications soars in all her glory



Left: An early version of the P-51

Right: Artist rendition of a Me-262 on the losing end of a dogfight with a Mustang. It was not uncommon for Nazi jets to be shot down during take-off as they were very slow to gain speed and altitude



Howard Spaulding of the 375th Fighter Squadron inspects the battle damage to the left wing of his P-51B



Until late 1943, the American bombing philosophy was flying in tight formations and counting on the B-17 firepower

The downfall of American unescorted bombing

By early 1943, the Americans were conducting daylight bombing missions over targets in Germany and B-17 groups were suffering very heavy losses from fighter attacks. The USAAF needed a fighter capable of being mass-produced and settled on the existing Mustang. The Merlin engine had solved the high-altitude performance problems and the plane already had proven itself highly maneuverable. The only remaining problem was finding a way to increase the effective combat range, which was accomplished by expanding the Mustang's fuel capacity. In addition to outfitting the plane with droppable external fuel pods, fuselage tanks were added to ensure a sufficient supply of fuel capable of reaching distant targets was on-board.

The Mustang was 50mph faster than

the German fighters up to 28,000ft and beyond that altitude it became substantially faster than their adversary.

Sealing the fate of the Luftwaffe

The first P-51-equipped fighter group to see combat in Europe was the 354th, which arrived in England in October 1943. A terrific military political battle over how the Mustangs would be used resulted in the conclusion that strategic bombing would only succeed if a long-range fighter capable of escorting the bombers to their targets, while fighting at high altitude, was used.

With the Mustangs, the Americans were able to better protect the bombers thus making their raids into Germany more effective and deadly. However, Allied air superiority was not won by bombing the arms-related factories and cities, it was achieved by the long-range

fighter using the bomber formations as bait to lure the German fighters into the open where they could be destroyed. With the appearance of the superior P-51, the German fighters became the prey.

The Mustang was one of, if not the most important, planes to fight in the European theatre and without its long-range capabilities, more bombers and their crews may have been lost. However, its legend has grown disproportionately over the years. For as good as the Mustangs were, the belief that their appearance alone as an escort fighter established Allied air superiority in the skies over Europe is not necessarily true; although they were a major contributing element.

By the middle of 1944 the combat effectiveness of the Luftwaffe was in decline due, in-part, to the loss of petroleum products from the refineries in Eastern Europe as Soviet forces had taken the oil-rich Balkans. Plus the Allied air campaign waged on German transportation and manufacturing infrastructures had severely limited their ground and air operations.

Adding to the reasons for the decline was increasing the fuel capacity and range of the Spitfires and Thunderbolts. Because the fighters could stay over the targets longer, Fighter Command authorised pilots to leave the bomber formations when safe to do so and destroy the German fighters on the ground. By the time P-51s were available in Europe in large numbers, the Allies

The Fighting P-51



The original P-51 was given the name Mustang by a member of the British Purchasing Commission for a reason forgotten to time. The Americans referred to their version as Apaches, but dropped the name in favor of the popular British name



The Curtiss P-40 (the same fighter used by the Flying Tigers) was the foundation for the P-51. Using its basic design saved considerable time in the development of the Mustang

were already gaining air control over the skies of Germany.

The first P-51s were deployed to the Far East in late 1944, operating close support and escort missions for bombers, particularly at Iwo Jima. It was also used for tactical photo recon. With the capture of the island the USAAF began assigning P-51s to the Central Pacific to provide escort for B-29 Superfortresses flying long-range bombing missions over the Japanese home islands from their bases in the Marianas.

In early 1945, a number of P-51 variants were dispatched to the Chinese Nationalist Air Force. These Mustangs were provided to the 3rd, 4th, and 5th Fighter Groups and used to attack Japanese targets in China.

Mustang modifications

During the war, the Mustangs received a number of modifications. The final configuration was the D-model equipped with the unique dorsal fin to compensate for keel-loss when the bubble canopy was adopted to eliminate the dangerous blind area created by the faired cockpit.

The Packard-built Merlin V-1650-7 delivered 1,695hp and a ceiling of 41,900ft. Armed with six .50-cal. machine guns and 10 5in rockets or



Above: Tuskegee pilots posing in front of a P-51. Although they served in a segregated military, these men rose above racism to become one of the most famous American fighting units of WWII

Right: A row of P-51s in the service of the Republic of China Air Force, in 1953



2,000lb of bombs, the plane could cruise at 275mph and achieve a maximum speed of 437mph. The 105 gallon fuel capacity could carry the 10,100lb fully-loaded plane to a range of 1,000 miles.

With a 37ft wingspan, a length of 32ft 3in and height of 13ft 8in, the Mustang was an impressive and formidable war machine.

P-51s were built with armor thickness ranging from between 6.35mm to 15.87mm meaning it could effectively withstand enemy fire bursts up to 12.7mm, depending on the angle and

effectiveness of the shooter.

The P-51D was the version produced in the greatest quantities with 7,954 being completed and were the highest scoring American-made fighter in the European Theatre of Operations, tallying up a score of 4,950 enemy aircraft destroyed.

Mustangs in the post-WWII Era

At the beginning of the Korean War the Mustang (re-designated F-51) once again proved its worth in combat at a time when American airstrikes were launched from their bases in Japan. The powerful long-range Mustangs could reach targets in Korea that the shorter-ranged F-80 jet fighters couldn't.

The majority of the US P-51s were inactivated 1954, the final one being retired from the West Virginia Air National Guard in 1957. Thousands of Mustangs were sold to foreign countries after WWII and their last military use was by the Dominican Republic in 1984.

A total of 14,819 Mustangs were produced and used in the capacity of dive-bombers, escort fighters, ground-attackers, interceptors, photoreconnaissance and trainers. They cost \$50,985 each to manufacture (\$908,447.84 today). ■

BUILD YOUR OWN

If you're interested in the P-51 and fancy having a version to look at that won't cost more than your house, then check out the Airfix 1:48 scale North American Mustang Mk. IV, which retails for £20.99. It has a choice of two schemes, both from 1945 with the RAF and RAAF.

Available from www.airfix.com.



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Run silent, run deep

John C Pursley investigates German WWII U-boats and the sailors who lived in and operated them

Like a sniper, U-boats were a silent and deadly platform of destruction designed to sneak up undetected on merchant ships. They posed a serious threat to the survival of island nations like Britain which depended on imports for food, oil, and vital war materials.

While making their war plans, the Germans, realising the Kriegsmarine was inferior to that of the British, needed a means to break out of their ports should they come under siege. Having no other resources, their only course of action was to resurrect the then-forbidden programme of undersea warfare.

This was contrary to the pre-war philosophy that submarines would never have any significant role in contemporary marine warfare. This seemed logical since, during WWI, the Germans failed to cause a major disruption to British supply lines and lost 178 U-boats which was more than half their entire submarine fleet.

Early in the Great War sinking numerous merchant vessels carrying essential equipment and raw materials was fairly easy for German U-boats because each transport sailed alone. However, the submarines became far less effective as soon as Great Britain organised its commercial shipping into convoys with Navy escorts.

Compounding their poor performance was the British invention of sonar which sent out a pulsed sound wave and when



Until 1943 the German U-boats had the freedom to sail on the surface

contact was made with the steel hull, it echoed back to the ship, thus indicating the position of the underwater target. Sonar threatened to make U-boats obsolete by depriving them of their main advantage of covertness.

But, if the Germans were to have any chance of maintaining access to their ports while simultaneously crippling Britain's supply lines, they had to gamble and hope building a fleet of undersea vessels using newer technology would be effective enough.

War begins

At the beginning of the hostilities, the U-boat fleet had little to fear as Britain

was not prepared for unrestricted submarine warfare. Though small in numbers, they inflicted a serious amount of damage in spite of suffering technological problems involving their main armament.

Many U-boat captains complained that torpedoes fired during attacks on British ships didn't explode, even though they made contact. After several months of research, ordinance engineers discovered the fuses of the torpedoes were overly sensitive to high pressure. Once the discrepancies were corrected the captains and their U-boats unleashed their full-fury and sank a substantial amount of tonnage.

Building a U-boat was no easy undertaking as it was manpower intensive, used a significant amount of material, and required about 10 months to construct due to the inefficient method of custom building each unit. The hulls were completed first and then everything else had to make its way inside through the narrow hatches or structural cuts.

It wasn't until 1943 when Karl Dönitz was appointed to the position of Grand Admiral that the construction process for U-boats was radically improved in conjunction with Hitler placing a high priority on producing them.

The responsibility of expanding the U-boat numbers was placed in the hands of the Minister of Armaments and War Production, Albert Speer. He in-turn

As the war progressed surfacing became perilous for the U-boat fleet *



On 15 July 1942 convoy KS 520 encountered U-576 off Cape Hatteras USA. The U-boat sank one ship and damaged two others before she was sunk by shells from the stern gun of the US motor merchant *Unicoi* and four depth charges from two OS2U Kingfisher aircraft

recruited Otto Merker, an automotive engineer with the reputation of being a genius in organising manufacturing processes, to lead the new submarine construction programme.

Merker immediately established a central engineering bureau consisting of engineers and industry specialists he appropriated from shipyards and the steel business. Taking a lesson from the US Liberty-ship manufacturing legend Henry J Kaiser, he determined the most efficient manner in which to mass produce a great number of submarines was to build them in prefabricated sections and subsequently join them together as the final assembly step.

He also instituted three general building areas each, including one assembly shipyard, eight section yards and 30 or more suppliers for the steel, machinery, electrical components, engines, weapon systems, etc. Depending upon the type of U-boat, they were subdivided into the appropriate number of sections and built utilising the assembly-line theory of production.

About 32 shipyards and structural engineering firms were involved in the



The U-boat S576, a Type VIIC on patrol somewhere in the North Atlantic with numerous eyes looking out for surface ships (Debi Blaney)



Some U-boat sailors getting much-needed sunshine and fresh air. Being cramped in a 220-foot long metal cylinder can lead to mental problems in some individuals which is why these sailors underwent strict physical and mental testing (Debi Blaney)



U-boat sailors on-watch for merchant ships to sink and Allied planes to dodge

first stage of construction when the external hull sections, bulkheads and other major components were produced. This was made more efficient by using hull plates and frames previously rolled or shaped into their proper configurations by the ironworkers.

The completed submarine sections were subsequently shipped by water to any of 16 other locations when, during the second stage, most of the electrical wiring, piping and propulsion plant main engines were installed.

During the third stage of construction, three shipyards performed the final assembly step of welding together the completed sections on the building slip and connecting the electrical system and piping. Once completed and inspected, pier side testing was conducted followed by sea trials and, after a short refit period to correct any discrepancies, the boats were transferred to the Kriegsmarine.

Good to his promise to Hitler, Speer and his team eventually delivered 40 U-boats per month to the fleet.



Dismal habitability considerations

Built for efficiency rather than quality of life, submarines afforded a very unpleasant existence for sailors as they slept, ate, and worked in the worst living conditions of any Navy vessel afloat. A typical 220ft long U-boat was filled with equipment, piping, and electrical services, 14 large torpedoes, supplies for the patrol, and a crew of 44 men.

Once underway, there was only poorly filtered air to breathe, the interior was filled with diesel oil fumes that permeated the pores of sailors skin and would spoil any fresh food, and there were more crew-members than bunks, forcing sailors to resort to hot-racking (one person leaves the rack and another crawls in).

There were no laundry facilities, the crew members were unable to bathe because the evaporators couldn't produce a sufficient amount of fresh water and, worse still, there were only two toilets on board.

The sailors worked seven days-a-week with the workload divided into shifts. The radiomen, torpedomen and machinist mates alternated working three four-hour periods in the day, and two six-hour shifts during the night. The remainder of the crew worked three eight-hour shifts. Those not on duty either slept or performed other miscellaneous tasks necessary to maintain the operability and cleanliness of the boat.

A typical combat patrol, depending on the mission objectives usually lasted anywhere between a few weeks to six months depending on replenishment.

Being confined inside a cramped cylindrical steel tube could take a psychological toll as most of the time underwater was routine monotony interrupted by the exhilaration of chasing the enemy or panic from feeling helpless during depth-charging.

However, the trade-off was better pay, the sailors didn't have to serve on the Eastern Front, and they represented the values and ideals of patriotism, unity, courage, and technological superiority that people wanted to see. U-boat commanders, viewed as fearless warriors, became well-known celebrities and crews on leave were well fed by local families and were rumoured to be greatly admired by women.

The backbone of the U-boat fleet

The most successful and mainstay of the U-boat fleet was the Type VII with 568 commissioned from 1940-45. Established as an effective fighting machine, these submarines operated everywhere. On the downside, their range was only about 8,500 nautical miles which severely limited the time it could spend underway in the furthest parts of western and southern Atlantic without requiring refueling from a tender or U-boat tanker.

A big advantage of this type of U-boat was they were very reliable, relatively cheap and quick to build, and the number of crew members required for operation was comparatively small.

For running on the surface, the Type VII's were fitted with two supercharged Germaniawerft, six cylinder, four-stroke M6V 40/46 diesels delivering



A rare coloured picture of a U-boat under construction on the slipways. By using mass-production processes, 40 boats per month were delivered to the German fleet by early 1944 (*WWII Today.com*)



A sunken WWII U-boat is raised from its watery grave somewhere off the east coast of the US. This picture is a good indication of how small these destructive vessels were



The fury of hell in the form of depth charges being unleashed on a submerged U-boat. The use of depth charges was more frightening for U-boat crews than deadly as only 85 boats were sunk out of over 5,000 attack

a total performance output of 3,000bhp (2,400kW) at 480rpm. When submerged, the boat was propelled by two AEG GU 460/8-276 electric motors that provided a total of 750 shaft horsepower (560 kW) at 2,950rpm.

All Type VII's were attack boats without a double hull or, in other words, the pressure hull was also the outer hull. Naval architects designed these boats to endure sea water pressure up to a crush depth of 250m by strengthening the single-plate hull with internal frames otherwise known as circumferential steel T-beam ribs.

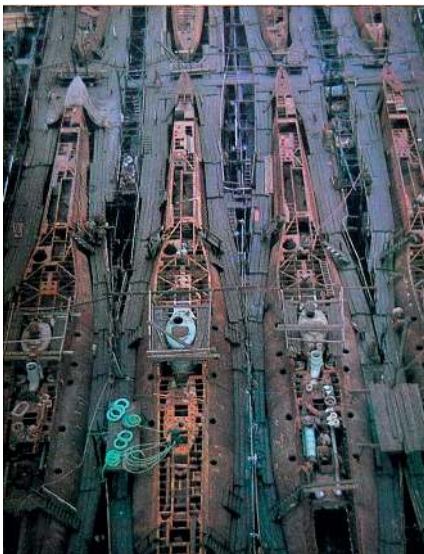
Ballast tanks were positioned both internally and externally of the hull with the main tank located directly inside the pressure hull below the control room. External ballast tanks were fitted at the bow and stern, but still all of those didn't provide the capacity needed to dive. The resolve was to fit additional saddle tanks to either side of the hull.

Storage tanks to hold the 34,263



The capture of U-505. Prior to her surrender, she was known in Germany as the most heavily damaged U-boat to successfully return to port

Below: Many submarines were still being constructed at the time of Germany's surrender. At the peak, 40 new U-boats were being sent to the fleet per month thanks to mass production processes



gallons of diesel fuel were situated inside the pressure hull to avoid leakages which, during a depth charge attack, could rise to the surface and give away their location. During the war 709 Type VII U-boats of all variants were built.

Neutralising the Germans

Convoys and escort vessels were not effective enough to combat the lethal U-boat threat, so the Allies feverishly worked on improving radar equipment to detect submarines. They also created a spigot-type mortar system commonly known as the Hedgehog.

Developed by the British, it was a forward-throwing anti-submarine weapon whose 24 projectiles would land about 600ft ahead of a stationary ship in a circular pattern within a diameter of 130ft.

Having contact fuses, the mortar projectiles were deadlier than depth charges because they exploded upon impact with a hard surface while the



Above: German U-boat under aerial attack from a hunter-killer group. New technology made targets of all German submarines



The U-995 on display at Keil, Germany



U-995 is now a land-based museum exhibit that you can explore

other inflicted damage by producing hydrostatic shockwaves. The new weapon proved itself invaluable to the ASW programme as archives indicate that out of 5,174 depth charge attacks there were only 85 confirmed sinkings compared to 47 made by the Hedgehog in just 268 attacks.

In addition, aircraft from newly constructed escort carriers were widely used to locate and sink submarines at sea while aerial bombing raids were also conducted on the German U-boat pens at Brest and La Rochelle.

After 494 U-boats were sunk during 1943-44, the Germans desperately attempted to fight the advancements in Allied resources and intelligence with new technology. One such innovation was the radar impulse director (RID) that made it possible for U-boats to identify enemy ships and planes at further distances, thus allowing time to dive the boat prior to being attacked. U-boats were also fitted with a snorkel apparatus that allowed their batteries to

be recharged.

They used acoustic torpedoes for a short time that targeted ships by listening for the sounds of their engines, but they were quickly replaced by the T5 type that offered either magnetic or contact detonators, were faster and had a greater range.

But the improvements were too little, too late for the Germans and, on 4 May 1945 at 3.14pm, Donitz ordered his U-boats to cease operations, hoist a black flag, and surrender at the closest Allied harbour.

In the end, the result of using submarines was ultimately disastrous for the Germans as roughly two-thirds of the 40,000 U-boat sailors recruited into service went to their watery grave.

During the war Germany launched 1,162 U-boats of which 785 were destroyed, seven sailed into neutral ports, 221 were scuttled, and the remainder were surrendered. Many of the surviving Type C boats were given as compensation to the Allies. ■



Artwork of Japanese soldiers on Iwo Jima, courtesy of new content in Battlefield V - see page 97 (EA)

Japanese swords

Graham Priest investigates the range of swords used by Japanese officers and troops at Iwo Jima



When Operation Detachment began on 19 February 1945 the Imperial Japanese garrison of Iwo Jima was estimated to be some 21,000 men. General Kuribayashi had arranged the 2nd Independent Mixed Brigade (IMB) of the 109th Division, commanded by Major General Kotau Osuga, with the 3rd Battalion 17th Regiment, of Major Tomachi Fujiwara, into an in-depth defence system. In addition, the 145th Infantry Regiment, of Colonel Masuo Ikeda, and a section of the 46th Division added 2,700 men.

2,300 Imperial Navy troops, under Rear Admiral Toshinosuke Ichimaru, were present too.

The command structure of the army meant that for an IMB of some 5,600 men, divided into five battalions, each with four companies with three platoons of three sections, every level was provided with numerous officers and non-commissioned officers. These all carried a sword (*guntō*). Army swords were referred to as *shinguntō* and similar naval versions as *kaiguntō*. The quality of the weapon varied according to rank but all were

based on the traditional *katana* or *tachi* used by the Samurai before 1868.

After some five decades of proscribed civilian swords the military were ordered to acquire them once more from the mid-1920s onwards. Loss of the swordsmiths' craft and the use of mechanical devices and tools produced non-traditional weapons termed *showatō*. From 1934, in the run up to World War II, demand outstripped supply so mass production created numerous poorly finished swords. Special markings, to separate *showatō* from historical examples, were ordered from 1937 onwards. To confuse the issue further many of the more affluent officers refurbished ancient family blades with standard fittings for their personal usage. When the guns fell silent on Iwo Jima, around 26 March, the island was littered with thousands of blades of many varieties.

The *shinguntō* (new military sword), often forged in Toyokawa Naval Arsenal, was the badge of distinction for officers or senior rankers with coded sword-knots to indicate status. A *rikugun-taishō* (General) reddish-brown and gold, *rikugun-chūjō*, *shōshō*, *taisa*, *chūsa* and *shōsa* (field ranks) red and brown, *rikugun-tai-i*, *chūi* and *jun-i* (Captain, 1st Lieutenant and Warrant Officer) blue and brown and brown for *sochō* (Sergeant Major), *gunsō* (Sergeant) and *gochō* (Corporal).

Like with other Japanese weapons Western translators use Type, linked to the Imperial Year system adopted in 1929. This date was the 2,589th year since the earliest emperor so became Type 89 from the last two digits. *Shinguntō* became Types 94 (1934), 95 (1935) and 98 (1938).

In 1934 the *kyayon-shiki guntō* was the highest quality of *showatō* with a traditional fish skin (*same*) covered hilt (*tsuka*) bound in silk (*ito*). The guard (*tsuba*), collar and pommel (*fuchi* and *kashira*) and wrapped ornaments (*menuki*) showed the Imperial Japanese Army (IJA) cherry-blossom motif. A tiny barbed brass clip (*chūsō*) fitted into a scabbard



Traditional Japanese *katana*, *wakizashi* and *tanto* on display (Bapty (2000) Ltd)



Clear image of a Type 94 *guntō* in wear (Major Shokimi Archive)



A Japanese officer with Type 94 *guntō* (Major Shokimi Archive)

opening. Hand forged and water tempered blades would originate from antique sources but most were machine made via mechanical hammers and oil treatment. The *tsuba* had a spacer (*seppa*) and brass collar (*habaki*) in front and the slightly curved blade ended in an asymmetrical point (*kissaki*). A fuller (*hi*) ran the full length and the wavy junction (*hamon*) between the tempered edge (*ha*) and steel body was distinctive. A brown painted steel scabbard (*saya*) was lined in wood, carried by two removable brass hangers and decorated with cherry-blossom themed mounts. The chape (*kojiri*) and mouthpiece (*koiguchi*) were the main components.

A *kyūgō-shiki guntō* from 1935 was a much inferior imitation of the previous design provided to non-commissioned officers. The machine stamped blades were serial numbered and had a much deeper *hi*. The *tsuka* was an aluminium or copper facsimile of the Type 94



The barbed brass clip (*chūsō*) that fitted into a scabbard opening (Priest)



Scabbarded *kyūyon-shiki guntō* (top) and naval *kaiguntō* (Priest)



A1934 Type 94 *kyūyon-shiki guntō* (top) with a naval *kaiguntō* (Priest)



A *kyūguntō* with European style knuckle guard and scabbard (Bloomfield Auctions Lot 178, Nov 2019)



Three Type 95 *kyūgō-shiki guntō* from 1935. Note the battle damage (Priest)

with the same cherry-blossom and *ito* appearance when painted. The brass *tsuba* was pierced by a large hooked leaf-spring which retained a *saya* with a pierced *koiguchi*. The *kashira* had a pierced squared suspension loop to retain the brown leather sword knot. The European style steel *saya* only had

a single integral suspension ring and reinforced chape. The ring was clipped to a leather or chain strap that attached to a wide cotton-webbing waist-belt. The belt had leather reinforcements and a large double pronged steel buckle. The scabbard was only suspended for parade usage. For normal wear the sword was clipped, reversed, to the left hip. Officers used a leather belt for dress-wear but had a webbing design for combat. In late 1945 the *saya* was made of wood due to metal shortages.

Even more simplification took place with the officers' *kyūhachi-shiki guntō* of 1938. Although a close copy of the Type 94 the steel scabbard was given a single suspension bracket.

Another sword used from 1875 to 1934 was the *kyūguntō* (old military sword). This began the movement towards volume production of blades. Unlike the



A ray skin (same) covered hilt (*tsuka*) bound in silk (*ito*) and guard (*tsuba*). Inset, Toyokawa Naval Arsenal mark (Priest)



Three steel Type 94 saya (Priest)



Wide cotton-webbing waist-belt with leather reinforcements and steel buckle (Priest)



Cast cherry-blossom and ito appearance of the tsuka with spring and serial number on the blade (Priest)



Ray skin covered hilt bound in silk and guard of a naval kaiguntō with lacquered saya (Priest)



Kokura Arsenal mark on the fuchi (Priest)

later *katana* style, this adopted European or American styling with its large knuckle-bow and form of steel scabbard. The weapon was unlikely to have been carried to Iwo Jima.

The naval sword was called a *kaiguntō* and resembled the *shinguntō* in all but details. The double suspension of the black lacquered *saya* was retained and leather belts were utilised.

Sword carriage was largely a manifestation of the Japanese Samurai concept of *Bushido* (the way of warriors). Although of 17th century origin the modern version was derived from Inazo Nitobe's *Bushido: The Soul of Japan* published in 1900. The eight tenets of benevolence, courage, honesty, honour, justice, loyalty, politeness and self-control were sadly distorted when fanatical individuals created their own versions to murder and torture the populations they subjugated!

On Iwo Jima most troops fought to the death. Some suicidal final charges were made against American soldiers by sword wielding IJA troops. After capture one *shinguntō* had a label that recorded its capture on 26 March 1945 when 190 officers and men assaulted Airfield No.

2 positions. Despite use of grenades and swords all the attackers were killed. Over all between 17,845-18,375 of the garrison were slain or disappeared, around 3,000 hid and only 216 were captured.

Although US personnel had 6,821 killed and 19,217 wounded, Iwo Jima would have been littered with captured weapons, among them numerous *guntō*, so trophy hunting was rife. The US War Department had recognised this trait so by 22 July 1943, *Military Regulation, War*

Department Memo W/370-3-43, USAFFE Circular No. 21, 5 March 1944 and Circular No.155, 1945 amended by Section VIII, War Department Circular No. 267, 1945 defined a war trophy. These could be kept and posted home at the government's expense provided they were approved by Military Intelligence. The item had to be given a certificate of authorisation to specify the nature of the piece, the name, rank and serial number of the consignee and the signature of an approving officer. One US Marine witness claimed that officers could obtain a pistol and sword and other ranks a rifle and bayonet. As time passes reconciliation between the opposed nations has led to the return of some of the trophy swords, especially those with antique family blades. Perhaps these symbols of martial prowess will once again represent the true nature of *Bushido* from now onwards. ■

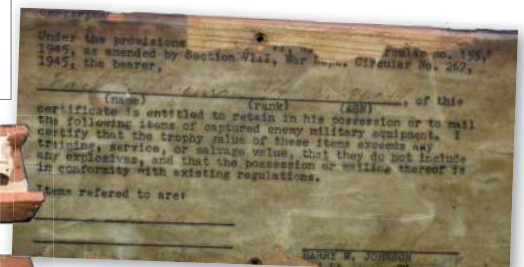
Acknowledgements: Much appreciation to Tony Watts, Bapty (2000) Ltd and Tony Foster for help with this article.

COLLECTING SWORDS

Collecting Japanese swords have always had a strong following due to their beautiful construction and elegant appearance. Genuine early items are very expensive. Armoury Antiques listed a *shinguntō* with signed late 17th century blade for £1,795 in 2019. Lyon and Turnbull sold a 19th century *gendaito* for £500 in June 2012. Bonhams' Type 94 captured on Iwo Jima went for £11,582 in October 2015. Militarische Antiquitäten listed a *kaiguntō* for \$1,195 at the time of writing. Replica swords, such as the Type 95, sell for \$90 to \$137 in the USA or around £199 by Soldier of Fortune. Many fakes abound.



War trophy Type 94 in transit case (Pre98 May 2018)



Certification label from the transit case (Pre98 May 2018)

The art of the Damascus barrel

Gavin Gardiner investigates the brown coloured barrels with a fine spidery pattern and why they went out of use



Lang & Hussey Ltd. A fine 12-bore sidelock ejector gun, built unusually in 1896 with best three stub twist Damascus barrels, at a time when Whitworth barrels were generally in exclusive use for best guns



W.H. Monks. An unusual 12-bore sidelock non-ejector gun with Monoblock Damascus barrels, c. 1880, the two stub twist tubes sleeved in to the solid Damascus breechblock



John Rigby & Co. A 12-bore hammer gun with fine acid etched three stub twist barrels

In the course of my normal business as an auctioneer of vintage sporting guns, I routinely handle dozens of antique and modern shotguns and rifles every day. Hammer and hammerless guns, shotguns and rifles, sporting and military, and the vast majority will have black barrels, that is steel barrels that have been blacked or blued to give a fine finish to them. However this was not always the case, and the vast majority of sporting guns and rifles built prior to 1880 will have brown coloured barrels with a fine, spidery pattern showing in the metal. This commonly denotes that the gun has Damascus barrels.

I am often surprised when a client asks about the beauty of Damascus barrels, and if the pattern so prominently shown on them was just for display. Why, they ask, did the

practice of producing Damascus barrels die out, as steel barrels are so plain to look at?

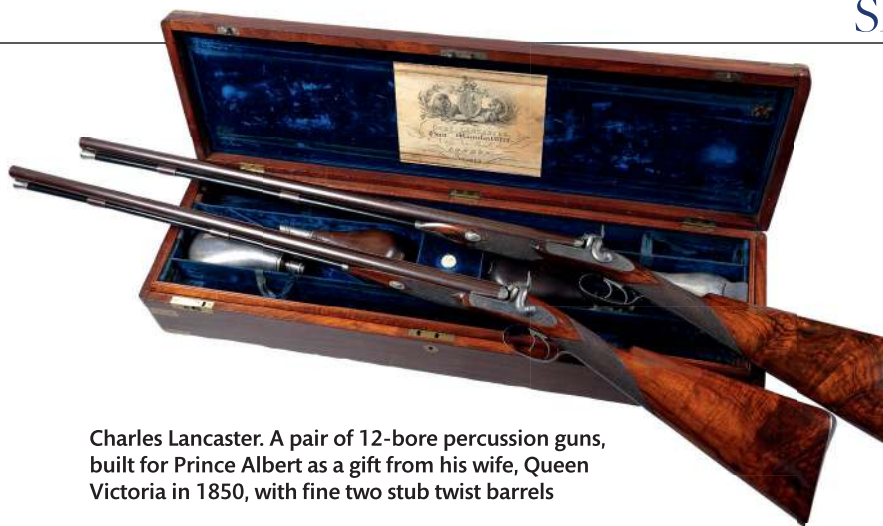
Well, of course that pretty spidery pattern of a pair of Damascus barrels is not there by accident, and it is not



A set of gunmakers sample tubes, showing the different styles and patterns of Damascus tubes available



A.W. Gamage. A plain quality 12-bore hammer gun, c. 1900, with plain finish and plain laminated Damascus barrels



Charles Lancaster. A pair of 12-bore percussion guns, built for Prince Albert as a gift from his wife, Queen Victoria in 1850, with fine two stub twist barrels

there for show either. The finely figured pattern on the barrels actually runs right through the metal and is a by-product of the process of manufacture. The traditional rust browned finish actually highlights the differences between the layers of steel and iron within the structure of the barrels. The better the quality of the barrels, the finer and more consistent that pattern will be.

As with many things, practicality and cost of manufacture were major factors in their use, and the advent of higher quality barrel steels, giving advantages of price, weight and consistency were deciding factors in the demise of Damascus being the chosen material for fine gun barrel manufacture.

Prior to c. 1880, when Sir Joseph Whitworth introduced his Fluid Pressed Steel barrel tubes to the market, the only accepted way to produce high quality, strong and lightweight shotgun barrels was to produce them from Damascus steel. The advanced manufacturing techniques of late Victorian Britain and the skills learned during the industrial revolution allowed pure steel to be used for fine shotgun barrels for the first time but, prior to this, barrel construction had been a time consuming and labour intensive process.

WW Greener describes all of the processes and techniques associated with the production of Damascus barrels in great detail in his classic work, *The Gun and its Development*, and I shall give a brief summary here. Greeners full account however runs to almost 20 pages and I would recommend that anyone with an interest in 19th century gunmaking should find a copy and read it. The ninth edition, published in 1910 is considered to be the best of the many editions published since 1881.

The most popular type of Damascus

used for a best London gun was Three Iron Stub Damascus, as this gave the very best properties of strength, weight and quality. It is almost accidental that this is also one of the most visually attractive patterns of Damascus. As the description suggests, it is formed from three stub rods. The rods themselves have already been subject to many highly skilled processes, and have a finely layered cross section of steel and iron layers that have been piled together before the rods were beaten and cut to length. Best English Damascus contains layers of around 60% steel to 40% iron and this was determined to give the best qualities of strength and durability, the layers being so arranged that when the rods were twisted, that the grain of the metal not only produces an attractive pattern, but also increases the strength of the finished barrel. Around eighteen pounds of best gun barrel iron is required to produce one pair of finished barrels that will weigh around 3½lb. The labour intensive and time-consuming process, coupled with the large amount of expensive metal lost in the process resulted in the barrels being naturally expensive to produce.

Such a complicated process was required to ensure that flaws, impurity and imperfection were removed to enable the finished barrels to be as thin and lightweight as possible. In a double-barrelled gun it is important to keep weight to a minimum so that the quick handling qualities of the gun are not impaired.

The prepared rods are first twisted to produce the desired figure and heated in the forge, they are then laid, rolled and welded together to form a



The three stubs clearly showing the iron and steel layered construction as they are twisted together



The twisted bars are hammered to form a single strip or riband

riband that is then twisted around a mandrill. The subsequent coils are heated, hammered and welded together with the process being repeated until a rough barrel tube of the required length has been created. This process is then repeated for the other barrel tube.

All of these processes have been carried out entirely by hand, and will have taken many hours. When the barrel maker has finished jointing the tubes, they have been chambered, bored, fine polished and passed proof the barrels will be finished and browned. The rust browning process is such that the acids used will colour the iron and steel components of the barrel tubes, the iron taking a dark brown hue while the steel will take a lighter almost grey colour. The grain of the metal showing through and imbuing the finished gun with a beauty that is more than skin deep.

There were many differing grades and qualities of Damascus, some illustrated here, but including single stub, two stub, three stub and four stub twist. With extreme skill it was possible for barrels to be made with a differing pattern at the breech than the muzzle as well as having a pattern repeat itself. Although unusual, it is not impossible to find guns with Damascus barrels built using monoblock and chopper-lump barrel construction methods, both styles of barrel making that only really became popular after steel barrels had come to the fore.

The period from 1850 to

A barrel makers demonstration piece, showing the construction of a best three bar twist Damascus barrel tube



The art of the Damascus barrel



The riband is twisted around a mandril and welded together to merge the finished tube



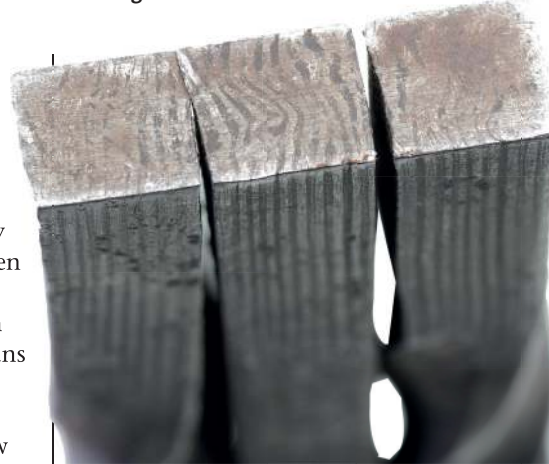
The finished tube starts to resemble the barrel

1890 saw tremendous advances made in gunmaking, as well as almost every walk of life in Victorian Britain, thanks to new technology and manufacturing techniques. The percussion muzzle loader very rapidly advanced to become a pinfire and then central fire breach loader. Within 15 years that hammer shotgun had been replaced with the hammerless shotguns that we are familiar with today, and remain almost unchanged 140 years later. Gunmaking techniques also saw great changes with the introduction of some of the first machine-made sporting guns, the Anson & Dealey boxlock being the first hammerless design to lend itself to mass production gun techniques.

Gun barrel making was no different and the introduction of Whitworth fluid pressed steel for barrel making was quite revolutionary. Sir Joseph Whitworth had become well known as an engineer and gun manufacturer, his famous .451 Whitworth target rifles from 1859 far exceeding the standards of accuracy of the day. It was while working on breach loading artillery designs that he experimented with steel to increase the bursting strength of gun barrels. He devised a process and built a complete steel works near Manchester to produce it.

The steel was of the highest quality, and free of the impurities and imperfections that had previously rendered just steel unsuitable for shotgun barrel production. Produced by a highly industrialised technique, the steel was compressed as it cooled forcing imperfections and impurities to the surface. The resulting steel allowed barrel tubes to be produced with far less waste product, that could be bored thinner but with greater strength. The harder nature of the steel also allowed the barrels to resist distortion and wear to a far greater degree than previously possible.

James Purdey & Son was the first to use and endorse Whitworth steel in 1880, and it was not long before almost all best gun barrels were being produced using Whitworth tubes. Initially they were only used on guns of the very best quality, as the cost of



An end view of the three rods showing the laminated iron and steel layers prior to twisting together

Whitworth tubes was considerable. A pair of tubes would cost 90 shillings, as opposed to 31 shillings for a pair of best three stub Damascus tubes. Within 10 years though, Damascus on a best gun was almost unseen, and although Damascus continued to be produced until the 1920s it was almost always of the lower qualities and used on cheaper guns for gamekeepers and the like.

By 1900, guns of all qualities were being made with steel barrels, with steels from other manufacturers competing with Whitworth and competition serving to reduce prices - industrial techniques had changed

gunmaking forever. Damascus barrels were seen as a thing of the past.

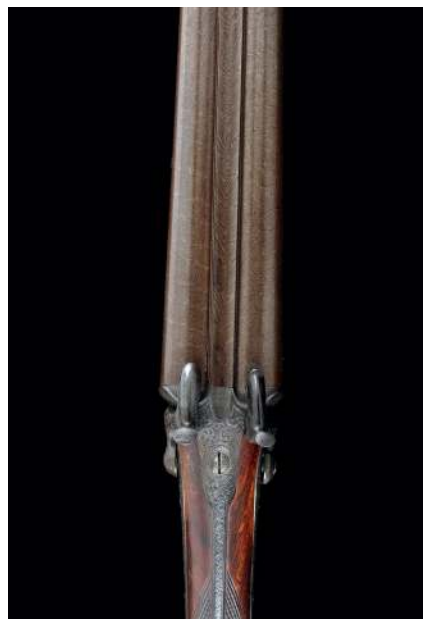
There were the odd exceptions to the rule, I always remember a very fine gun by Scottish maker John Dickson & Sons, built in 1921 that had best quality Damascus barrels, but this had been specially ordered and specified by the client and, I imagine, were made with the last pair of best Damascus tubes in Dickson's stock.

Pure steel barrels take very little colour in a traditional rust browning process and instead will be blacked by a chemical rusting process that imparts a deep black finish to the surface of the metal. Durable though the finish, and these barrels are, they do not have the beauty of their predecessors.

Generally speaking, most Damascus barrelled sporting shotguns date to the period prior to 1890, prior to the introduction of nitro gunpowder, and were all originally proofed for black powder only. There is a generally incorrect misconception today that Damascus barrels are less strong than steel barrels, and unsuitable for modern powders and cartridges. This is actually quite untrue but, of course, if you have a vintage gun that has not been nitro proofed, then it goes without saying that it must be reproofed before it is used with modern nitro cartridges.

Damascus barrels are softer than steel, and will dent and bulge more easily, however they can often be repaired more easily for exactly the same reasons. They are also less likely to burst or tear because of the complex weave of the grain of the metal giving a kind of elasticity that cast, forged or drawn steel lacks. Likewise steel barrels are harder and more difficult to damage, but often the damage can be difficult or impossible to repair. Many good hammer guns with Damascus barrels are still in use today, and have passed modern nitro proof with ease.

Collectors and enthusiasts continue to prize guns with the very best quality Damascus for the aesthetic beauty that they possess, and appreciate the labour intensive skills and techniques that created them. ■



Two stub twist barrels in a pinfire gun by William Gascoyne

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A guide to purchasing militaria at auction

PART
1/2

Steve Woolnough offers hints and tips from his 30 years experience of auction rooms



Buying at auction can be a great way of obtaining items at a modest sum as well as being an enjoyable experience with the chance of meeting like-minded collectors and enthusiasts. However, if you have not previously attended, they may seem intimidating and mistakes are all too easy to make which can prove to be costly.

Finding items to bid on has become much easier with the development of online auction sites. A simple Google search will reveal auction houses in your area and almost all have online catalogues that can be browsed at leisure. Then there are websites such as The Saleroom (www.the-saleroom.co.uk)

and Invaluable (www.invaluable.com) which host a vast number of auctions going on around the country and overseas. The search function on these sites makes it easy to find items you are looking for and, if nothing of interest comes up, you can set Alerts to notify you when something you do want is listed. Both sites have a description of the item and a photo, and frequently show auction listings several days in advance of the auction house's own website, giving you more time to consider what is on offer. Local, non-specialist sales are also worth checking, as items of militaria often become available through house-clearances and these may not attract as much

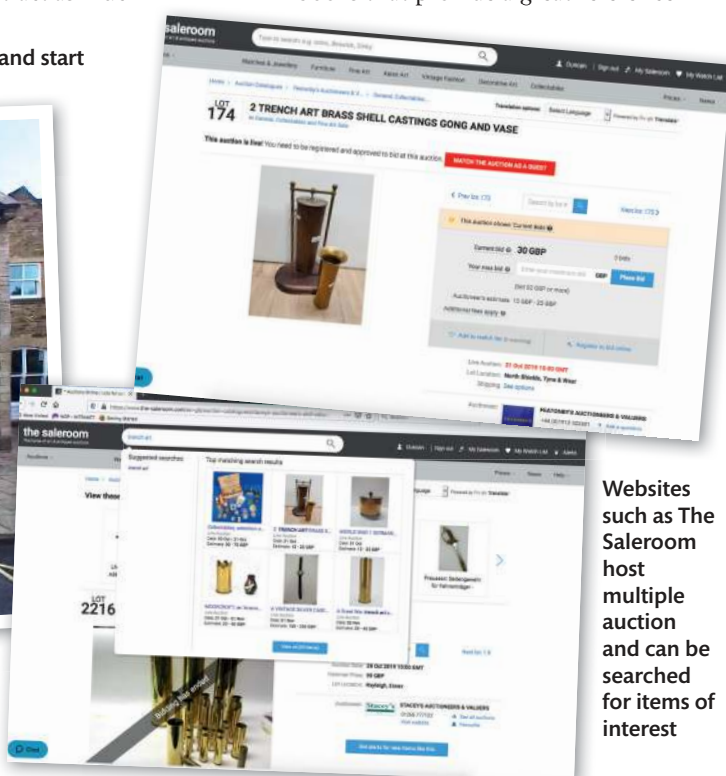
attention from collectors as specifically dedicated sales do.

Specialist sales will have printed catalogues, many with pictures of the lots. These are available on subscription or as single purchases. However, if you are a regular bidder, the auction house may mail a catalogue to you on a complementary basis. Similarly, if attending a viewing session or at the auction itself, catalogues may be available without charge. Some auction houses are generous whilst others refuse to allow prospective bidders to borrow a copy whilst viewing. Price and quality of catalogues vary enormously from simple printed lists to high-end books that provide a great reference

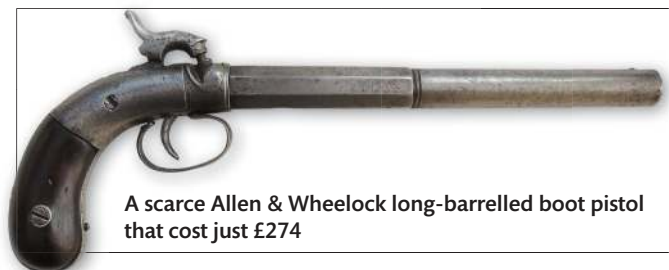
Right: Once found, it's fairly straightforward to create an account and start bidding online for items



It's always best to go along to view the lots in person before bidding. Some auction houses like Tennants in North Yorkshire have extensive facilities



Websites such as The Saleroom host multiple auction and can be searched for items of interest



A scarce Allen & Wheelock long-barrelled boot pistol that cost just £274



This 1861 long-barrelled Model 5A Colt Roots with all matching serial numbers was purchased for £780

This early reproduction Elcho bayonet cost £94 including fees but expect to pay around £3,000 for the genuine item



REPRODUCTIONS - Owing to the large number of Third Reich and other uniforms and accoutrements being used for films, television and plays, it becomes increasingly difficult to ascertain the authenticity of certain pieces. We catalogue all items as seen, and offer no guarantee as to their authenticity. The terms 'bronze', 'silver' and 'gold' refer to the grades in which medals, badges, etc., were awarded and not to their composition. Items described as (PATTERN) are an example of the described item with no guarantee of age or authenticity

Caveat emptor terms such as the above emphasises that it is the buyer's responsibility to verify authenticity

source and are collector's items in their own right.

However, do not expect catalogues to be accurate. As the popularity of collecting militaria has increased over recent years, so have the number of auctions catering for this demand. Unfortunately, the knowledge required of the subject is often missing, with generalist auction houses reluctant to pay specialists to assist with their sales, which frequently results in identifications that are quite simply wrong. A good example of this is the frequency with which the WWII Star medals with the silver

rose emblem mounted on the medal ribbon (the silver rose indicating entitlement to a bar), being stated as indicative of having been

Mentioned in Despatches. Also, the writing up of the descriptions often leaves a lot to be desired. It is a regular occurrence to see Boer War items listed as Boer War or Bore War, and recently I noted several bayonets being offered by the Birmingham maker, Robot Mole. Whilst humorous, such errors do not assist when using search engines.

You may note in the lot description the term 'a/f'. This means at fault or as found, because the item is damaged in some way, or that the auction house is not prepared to guarantee the item's authenticity. If you are uncertain as to what the issue is, ask the auctioneer.

Militaria covers a vast subject and it is unrealistic to expect any auction house to be an expert in every area but in my opinion, far too much reliance is placed on caveat emptor - the principle that the buyer alone is responsible for checking the quality and suitability

of goods before a purchase is made. Genuine mistakes by auction houses in their descriptions will always occur but I feel that many hide behind this defence, using it to cover their own incompetence, creative photography and, at worst, known fakes.

It is a sad fact that there are many fakes in circulation, and as prices increase, so do the number of fakes being produced. Whilst if you purchase an item from a reputable dealer, you are likely to receive your money back if you subsequently have issues with your purchase, this is unlikely to be the case with auctions. Given the volume of faked Third Reich material, some auction houses are now stating in their terms that they will not refund any Third Reich purchases.

Go along and view

I would strongly recommend viewing and handling any lots you may be interested in bidding on and not rely solely on catalogue descriptions and pictures. Making a list of what you want to view in advance of attending saves time and prevents forgetting to view any item as it can be quite distracting with the amount of material that can be present. Whilst viewing is usually available before the auction starts on the day of the sale, time may be limited and the auction house may not allow viewing whilst the auction is in progress. You may also need to follow up your inspection by undertaking research, and so attending a viewing as early as possible before the auction is desirable.



These patriotic cufflinks showing Boer War personalities were bought for £37



The quality and price of auction catalogues can vary considerably but may be available free if attending a viewing



If necessary, take reference manuals with you to viewings

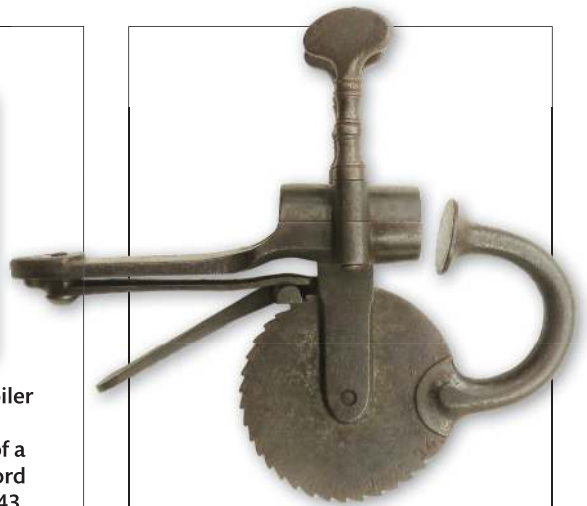
A guide to purchasing militaria at auction



This framed photo signed and dated by Sir Evelyn Wood carries a personal dedication to his then Orderly, Sergeant Poole of the Essex Yeomanry and cost just £47



A scarce Mk II oiler found behind a rag in the trap of a Mk II Lee-Metford acquired for £743, itself misdescribed as a Long Lee



This rare barrel-clamp powder tester cost £141 including auction fees



The 1p coin shows the scale of the delicately carved nut basket found in the cap pot

A propeller pattern used to cast blades for landing craft costing £68 indicates the diversity of items to be found at auction



Details of viewing days will be stated in catalogues or on websites but if you are travelling any distance, phone in advance to check that the lots you want to see will be available. I have arrived to view only to find that the lot I wanted to see had yet to be delivered, or was off-site being photographed. On one occasion I arrived to view only to be told that this was not possible, as there was another auction taking place.

Take a notebook to record any research you need to carry out before deciding to bid, an eye-glass to check fine detail and markings and, if firearms are your interest, a bore-viewer. The ability to take pictures is also useful to allow any markings you are unsure of to be checked once back at home (always ask in advance for permission to take photos). Some auction houses will have the lots out, freely available to study but some you may have to ask to see. An increasing number of auction houses will ask you to complete a viewing sheet, where you list the lots you wish to see, which allows them to be handed out and ticked back when you have finished your inspection. This is an unfortunate but understandable

response to items being stolen or damaged during the viewing process.

Bargains can be had at auction but with auction houses' knowledge often being questionable and descriptions being economic with regards to condition, there are dangers. Items may be consigned by those who have concerns with them and dealers often use auctions to dispose of stock they have had difficulty in selling. There is certainly a higher risk buying at auction than from a knowledgeable and reputable dealer.

The handling of items should be done in the same manner as you would with any property that is not your own. In addition to looking at observable condition, for edged weapons check that the blade is not loose; for fire-arms, check the action but do not dry-fire any gun which could result in damage that you could find yourself responsible for. With anything mechanical, if you are unsure as to how it works, or you are unable to get it to function, ask for assistance so that if anything breaks, it will be the auction house that takes responsibility. For blades with scabbards, grip the locket and

gently remove the blade. On more than one occasion, I have seen someone literally pull a weakened leather sword scabbard in half by gripping the leather and tugging. Do not handle blades as finger-marks can cause stain and damage. When returning the blade to the scabbard, hold the scabbard vertically down so it hangs straight and means that the blade will not cut the leather as it is slid in. Again, I have witnessed someone put a blade through the leather from the inside by trying to force the blade in whilst holding the scabbard horizontally. With any cloth item, check whether any area that is covered by a seam or patch has the same colouration as an uncovered area. If it is, this may be an indication that it is a new reproduction, as the exposed areas would be expected to have faded. If any unfaded area does not match the outline of the patch, this could indicate that the patch is a replacement.

Self-adhesive labels stating the lot number are also used by auction houses on many occasions when it is inappropriate to do so, and a tied tag should have been used. I have seen such labels applied to weak leather

Tinder-lighter reproductions such as this made by Dixie Gun Works in the 1970s are often mistaken for period items in auction



An attractive pocket flintlock pistol by Tomlinson that dates to about 1800 and was only £156



Below: High-end catalogues can be expensive but contain a wealth of information and are collector's items in their own right



The cased pair of Staudenmeyer percussion pistols purchased for £2,150 including fees with the cap pot, bottom right, which held the carved nut



Above: A Silver Rose as seen here on an Africa Star ribbon are often misstated as indicating Mentioned in Despatches

scabbards that when removed, has taken the leather surface off with it. I have also seen them applied directly to paper documents, leaving a nice glue stain when removed. The labels can also be used to hide damage. I was caught out by this when buying a bayonet. It appeared in very good condition and the label was stuck to the locket. No problem there, I thought, as any sticky residue could be wiped off. However, on removal when I returned home, I discovered a large puncture through the metal that had been neatly obscured by the label. Again, if you have any concerns as to the potential damage removing a label could do, ask a representative of the auction house to do it for you, so that any damage caused becomes their responsibility.

With firearms, do check to establish if they have been deactivated. Many obsolete calibre firearms have been deactivated although not required by law, and such deactivation reduces their value. It is not possible to rely on the description to inform whether any deactivation has taken place and on one occasion, where the description did state that the rifle had been

deactivated, I found it to be live and requiring a licence to own.

It is well worth checking any compartments, pockets, etc, for hidden gems. I found a lovely Mark II oil bottle in the butt trap of a Lee-Metford MkII rifle (which itself had been misdescribed by the auctioneers as a Long Lee Enfield), and in the cap pot accompanying a cased pair of Staudenmeyer percussion pistols there was a minute basket carved from a hazel-nut, presumably the work of a French Napoleonic PoW.

There are often boxes of mixed articles or ephemera being sold. If not all the content is shown by the catalogue photo, take a picture, as it is not unknown for a choice item to go missing during viewing and if you win the lot, you will have the evidence available to show what was originally there.

Many auction houses do have very restricted viewing time, often only the day before the sale takes place. If you are unable to attend a viewing, it may be possible to ask for a Condition Report. This should give details of any damage, wear, restoration, etc, but you will be restricted by the knowledge of

the auction house itself, which is often weak. Also, there may be a charge for this, or the auction house may decline to provide reports for items with low reserves (ie the price below which a lot will not be sold). As an alternative, you can ask for photos to be emailed to you. However, you need to be very specific as to what you wish to see and remove as many technical terms as possible that may not be understood. Do not assume that the saleroom photographer will know what a decal is or where to find serial numbers.

Asking for additional information also means that there is reliance on the auction house actually responding but this is far from assured, with such requests regularly being ignored. So, give the auction house as much notice as possible if you want additional information sent to you.

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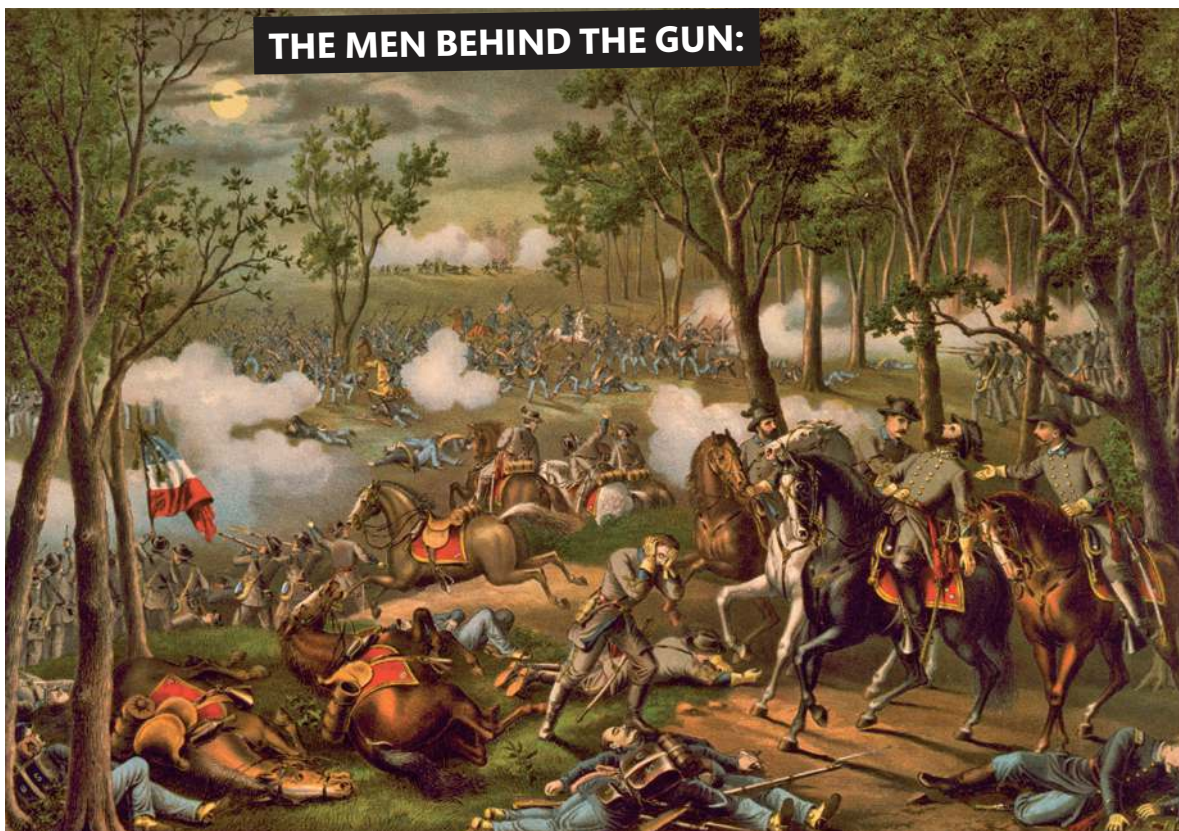
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THE MEN BEHIND THE GUN:

Thomas 'Stonewall' Jackson, the renowned Confederate cavalry General and owner of a Le Mat, died of wounds inflicted by men of the 18th North Carolina Infantry Regiment at the close of the battle of Chancellorsville on 2 May 1863 (Kurz & Allison)



Le Mat's Grapeshot Revolver

John Walter looks at a French Connection during the American Civil War

The Louisiana Purchase of 1802 enabled the USA to virtually double its territory by acquiring a swathe of land running north and westward to Canada. When the Civil War began and the southern states formed the Confederacy, many residents of the francophone territories understandably turned to France for help.

Jean François Alexandre Le Mat, born on 15 April 1824 in Bordeaux, entered the USA at the end of 1843 and was licensed to practice medicine in New Orleans in April 1849. On 21 October 1856 he obtained US Patent 15,925 to protect a revolver with an extra barrel substituted for the cylinder axis pin and a 'gun-cock with double hammer' acting as a fire selector.

Additional patents were granted in the USA on 7 June 1859, *Adjustable Hammer for Revolving Firearms*, No. 24,312; in Britain on 8 July 1859 (1,622/59) to protect the substitution of a shotgun barrel for the cylinder axis pin; and in Britain on 15 April

1862 (1,081/62), to Le Mat and Girard, for improvements which included a spring-bolt cylinder lock. Comparable protection was sought in Belgium, France, and elsewhere in Europe.

Le Mat's co-patentee and long-time friend Charles Frédéric Girard, born in Mulhouse in Alsace in 1822, had become a US citizen in 1854, qualified as a doctor in 1856 and was working at the Smithsonian Institution in Washington DC when he witnessed Le Mat's patents.

The first guns

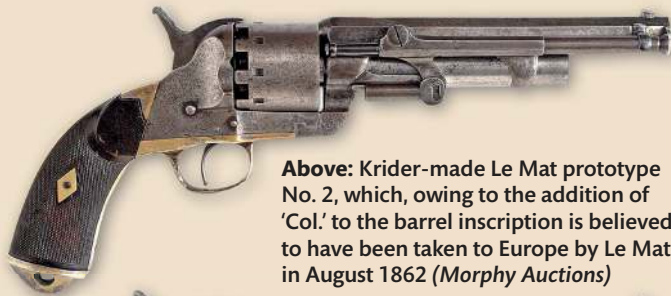
The original patent drawings show a revolver with a truncated smoothbored barrel/cylinder axis beneath the rifled barrel and it is assumed that at least a prototype was made in this form. However, two improved Le Mat revolvers with full-length supplementary barrels were then made in Philadelphia by gunsmith John Krider (1813-86) whose invoice for the work dates from 24 October 1859.

Approaches had been made at this time to several well-known US gunmakers, without success. However, Krider Le Mat No. 1, still in the collection of the Musée d'Armes in Liège, bears Auguste Francotte's mark on the butt. Francotte made at least 20 Krider-type revolvers in Belgium before the Civil War began.

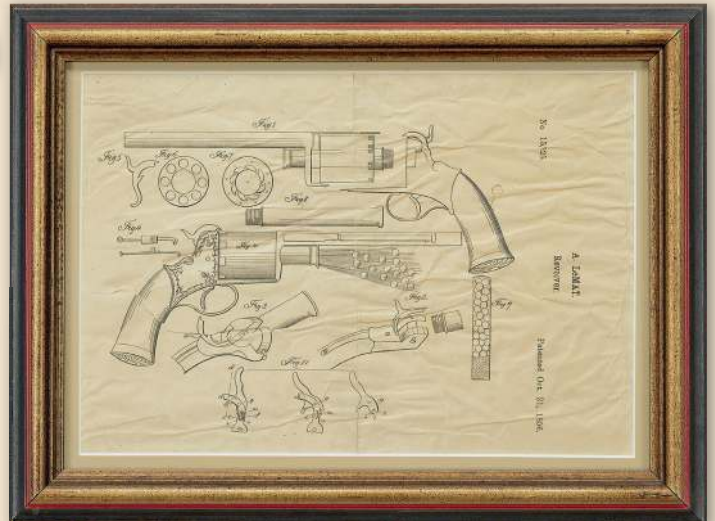
Le Mat was acquainted, supposedly through marriage, with Pierre Gustave Toutant-Beauregard (1818-93). Destined to be a renowned Civil War cavalry General, Beauregard was assigned a quarter-share in the patent rights on 4 April 1859 and had persuaded the US Army Ordnance Department to test a Krider-made Grape-Shot Revolving Pistol early in May 1859 after an unofficial trial had been undertaken in March. In November 1860, the Inspector of Militia for Louisiana, General Claude Maurice Grivot (1814-75), recommended that the Garde d'Orléans should be armed with rifles, sabre bayonets and improved revolvers such as Le Mat's.

In May 1859, Beauregard had

Le Mat's Grapeshot Revolver



Above: Krider-made Le Mat prototype No. 2, which, owing to the addition of 'Col.' to the barrel inscription is believed to have been taken to Europe by Le Mat in August 1862 (*Morphy Auctions*)



Above: An illustration sheet taken from an original copy of Le Mat's 1856 US Patent (*Morphy Auctions*)



Above: Krider-inspired Francotte made Le Mat No. 16 (*Morphy Auctions*)



Some of the different barrel markings found on Le Mats. Top to bottom - numbers '22', '526', 'London 128', '2239', '3812' and '8915' (*Morphy Auctions*)

placed advertisements in New Orleans newspapers promoting what is assumed to have been the Francotte Le Mats. One gun of this group, presumably captured in Louisiana, was given at Christmas 1863 to John Conley (1827-77) of Bath, Maine, described as a clerk in 1863 draft registration papers, who had become a Captain in the 16th Maine Infantry Regiment by the war's end.

Improvements begin

On 10 April 1860, Beauregard, who had no confidence in Charles Girard, sold his shares in Le Mat's business, allegedly to concentrate on his military career. In July, Girard acquired a three-quarter share of rights to the revolver and apparently recruited New Orleans merchant Édouard Gautherin (c. 1829-72) to help with promotion. Born in Bordeaux, Gautherin had settled in the USA at the end of 1850.

Le Mat was given Colonel's rank and a position within the Confederate war department on 12 September 1861, and, at about the same time, Girard left for Paris to purchase drugs and medical equipment. Contracts for 5,000 Army and 3,000 Navy revolvers are said to have been finalised by 12 August 1861, but there was no-one to make them.

A letter written by Le Mat to Beauregard on 28 August 1862, sometimes cited to prove that revolvers were being made in England, simply notes that the inventor was leaving aboard the steamer *Hope* bound for Europe. There he anticipated spending

three months, liaising with Gautherin, then based at 1 rue Lafitte in Paris, and exploiting foreign patents. Le Mat also remarked that he was anticipating ordering 18,000 guns, but there is nothing in the letter to indicate how and by whom they were to be made.

Large-scale production

The earliest Le Mats were most likely made or assembled by several gunmakers from a variety of parts, some of which came from Liège. This explains why the shaping of components and the position of pins and screws vary in ways which seem incompatible with true mass production. But French manufacturing industries still relied greatly on traditional methods in 1860, as did most English gunmakers.

Frames and barrels marked 'LM' have been identified with Lejay & Massiaux of Nouzon in the Ardennes, granted a government licence to make weapons of war in 1863. The partnership registered an 'LM' trademark at much the time, but the registry details lack the five-point star found on many of the revolvers. Consequently, an explanation that the star-mark represents 'Le Mat' seems preferable – especially as some of the earliest first-pattern revolvers display a cursive 'LM' monogram in an oval.

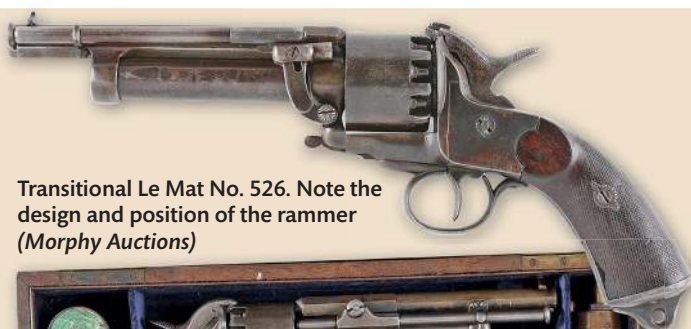
Second-pattern revolvers were made much more consistently than their predecessors and may even have been assembled in the traditional French gunmaking centre, Saint-Étienne, where Girard was listed as *Armurier* in 1862-5

Right: Pierre Gustave Toutant-Beauregard, co-promoter of the Le Mat and owner of at least two of them

Below right: Le Mat's partner Charles Frédéric Girard became a world-renowned herpetologist



Left: Jean François Alexandre Le Mat



Transitional Le Mat No. 526. Note the design and position of the rammer (Morphy Auctions)



First pattern No. 25 was owned by Thomas Bennett Memminger (1837-1918), son of a German immigrant adopted by the Governor of South Carolina, who served as a physician with the Alabama Volunteers (Morphy Auctions)



Le Mat No. 1320 incorporates an experimental cog-type cylinder rotator (Morphy Auctions)



Paris-made, or more probably assembled, No. 2239 of the perfected or second pattern (Morphy Auctions)



Above: London Le Mat No. 128. Constructional details suggest that the revolver may be contemporaneous with Paris Le Mats in the 1500-1750 number block (Morphy Auctions)



left: Le Mat No. 7, retrieved from Atlanta, is the oldest surviving first-pattern revolver (Morphy Auctions)

while apparently maintaining an office at 9 Impasse de Joinville in Paris.

Individual patterns

Le Mats used during the Civil War had an 18-gauge smoothbore barrel around which the cylinder revolved to position each of nine chambers behind the .42-calibre rifled barrel. The basic manufacturing pattern, differing considerably from Francotte-made Le Mats, conforms generally with drawings attached to French Patent 41,694, filed in July 1861, and its Belgian equivalent (11,208).

First pattern Le Mats, usually numbered below 450, had a multi-part rammer pivoting on the right side of the part octagonal/part cylindrical barrel. The trigger guard was usually spurred, a lanyard ring lay on the butt, the barrel-release catch was a pivoting lever, the hammer spur was greatly extended, and a cross-pin selector lay on the hammer nose. The so-called transitional guns, numbering from 450, though often incorporating first-type parts, introduced a simplified rammer pivoting on the lower left side of the open-top frame.

The perfected or second-pattern Le Mat, generally numbered above 950, had an octagonal barrel, a plain trigger guard, a knurled pin barrel-release catch, a selector spur on the hammer, and a longer mainspring in the butt. An improved cylinder rotator, tested experimentally on gun No. 1320 and possibly others, allowed a pawl and ratchet to replace the original reciprocating pin by the time numbers reached 1825.

At much the same time, the barrel mark changed from 'Col Le Mat Bte s.g.d.g. Paris', engraved on No. 1739 in slanted blackletter script, to 'SYSTME LEMAT BTÉ S.G.D.G. PARIS' in plain roman type on 1809 and 2239 (in a decorative border) and 2473 (borderless). The change in marks may have been due to the creation of Gautherin & Girard in Paris on 28 April 1864, owing to a financial crisis caused by inspection problems and the withdrawal of Le Mat from the business.

Delivery of the guns

On 10 July 1862, Girard claimed to have sent 400 Le Mats directly to the

Confederacy. Another 500 consigned on 24 October to the company's London agents, Perreaux & Company of 8 St Mary Axe, left early in November 1862 aboard *Lustika*. Bound for Nassau and then Wilmington, these eventually reached Richmond in July 1863. Among the last deliveries known to have reached the Confederacy were 13 cases, supposedly containing 325 Le Mats, delivered by the blockade runners *Pevensy* and *Lynx* in May-July 1864.

It has been suggested that only about 1,500 revolvers were issued, 900 in the Army and 600 in the Navy, though many more had been made prior to Lee's surrender at Appomattox. This was at least partly due to manufacturing problems. A letter from the Secretary of the Navy, dated 30 July 1862, revealed that Lieutenants Chapman and Evans had rejected half of the first batch of 200, and William Murdaugh, writing in 1864, was also extremely critical of materials, fit and finish. Le Mats sent directly to the Confederacy may also have failed inspection, as some were being offered for sale commercially by Kent, Paine & Co. of Richmond as early as December 1862.

Le Mat's Grapeshot Revolver



Above left: Beauregard's personal Le Mat, No. 8, was subsequently used by General Thomas Henderson (Morphy Auctions). **Above right:** The Pietta-made Jeb Stuart Commemorative Le Mat, one of a limited edition of 500 made for the American Historical Foundation (Morphy Auctions)



Right: First-pattern Le Mat No. 88 was owned by General John Lawson Lewis (1800-86), who served during the Civil War on the staff of the commander of the Trans-Mississippi Department (Morphy Auctions)

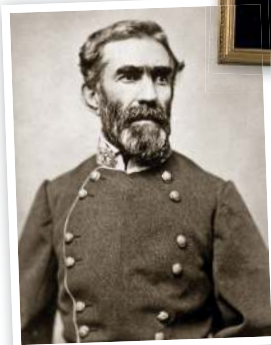


Right: John Newland Maffitt, the renowned Confederate naval officer, owner of Le Mat No. 946



Left: James Ewell Brown 'Jeb' Stuart is also known to have carried a first-pattern Le Mat No. 115

Right: Thomas 'Stonewall' Jackson, the renowned Confederate cavalry General and owner of a Le Mat (US National Portrait Gallery, Smithsonian Institution)



Left: Confederate General Braxton Bragg (1817-76) used second-pattern Le Mat No. 1273

The English connection

A few London Le Mats of Paris-type second pattern survive, numbered 3-179. The acknowledgement 'LEMAT & GIRARD'S PATENT LONDON' engraved on the top barrel flat dates them after April 1862. R. & W. Aston of Birmingham has been suggested as maker, but London proofmarks could suggest that the guns were among those that had failed inspection and were simply being offered for sale commercially.

Second pattern Paris-type Le Mats often have London proofs on cylinders and barrels, owing to inspection undertaken in England before they ran the blockade. The most commonly found inspector's mark, 'M in a square cartouche, was used from 13 June 1864 by Lt William Murdaugh CSN.

Revolvers in the 8055-9009 group, fitted with the ratchet-type cylinder rotator, are believed to have been made in Britain specifically for the Confederate Navy. They bear Birmingham proofs, and the barrel-top patent acknowledgement looks to have been stamped instead of engraved. The source may have been Tipping & Lawden, a partnership of Caleb Lawden (1805-74) and his son Thomas Tipping Lawden (1832-1903) trading from 18 Buckingham Street in Birmingham when the Civil War began. Licensees of the Sharps multi-barrel derringer, Tipping & Lawden already had links with the USA and had made the Deane-Harding revolvers used

in the Confederacy.

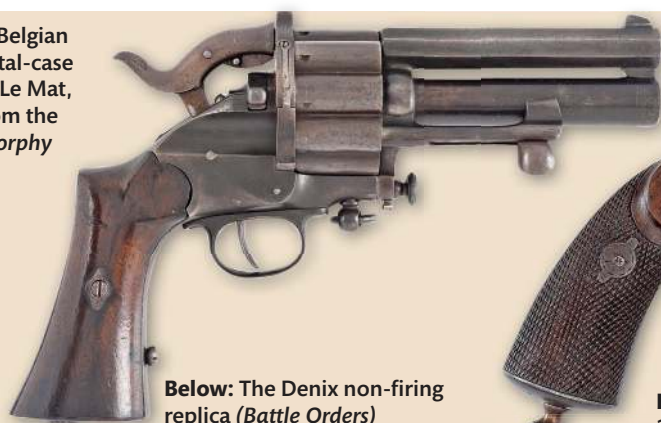
Whether any Birmingham-proofed Le Mats ever crossed the Atlantic is contested. No. 8584 is sometimes linked with Third Assistant Engineer Simeon Cummings of the Confederate commerce raider *Alabama*, but I believe this to be a transcription error. Williams accidentally shot himself while *Alabama* was anchored in Saldanha Bay off the coast of southern Africa: 8000-series Le Mats were undoubtedly made long after his death on 3 August 1863.

Le Mats in service

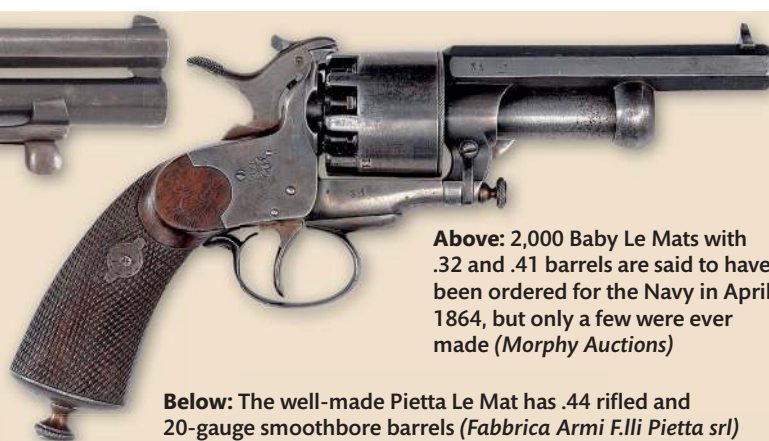
First pattern No. 7 is said to have been one of three Le Mats found onboard CSS *Atlanta* after the Battle of Wassaw Sound. *Alabama* had been launched on 8 May 1861 from James & George Thompson's Cessnock Bank shipyard in Govan and registered on 14 June as *Fingal* to David and Alexander Hutcheson and David McBrayne of Glasgow. However, no sooner had two masted iron-hulled *Fingal* entered service than the steamship was purchased by John Law, acting on behalf of the Confederacy's chief foreign agent in Britain, James Bulloch.

Laden with war matériel, *Fingal* left Greenock for Holyhead in the second week of October 1861. Bulloch and his fellow passengers then came aboard, and *Fingal* reached Bermuda on 2 November 1861. Leaving Bermuda a few days later, Bulloch revealed the real destination to be Savannah, Georgia. The British crew

A typical Belgian made metal-case cartridge Le Mat, dating from the 1870s (Morphy Auctions)

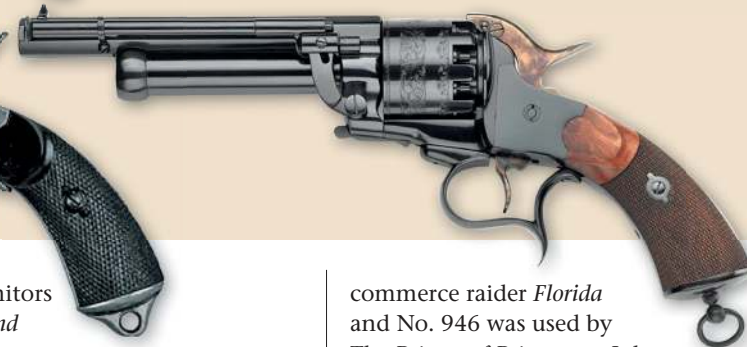


Below: The Denix non-firing replica (Battle Orders)



Below: The well-made Pietta Le Mat has .44 rifled and 20-gauge smoothbore barrels (Fabbrica Armi F.lli Pietta srl)

Below: Cap-lock Le Mat carbine No. 17 duplicates the construction of the perfected revolver



agreed to help run the Union blockade and so, protected by fog, *Fingal* safely entered Savannah estuary during the night of 12 November.

The intention was to return to Europe loaded with cotton. An attempt was made to run the blockade on 23 December, but the Union presence had become too strong. At the beginning of 1862, therefore, Bulloch was ordered back to Europe and a decision to convert *Fingal* to an ironclad was taken.

Nelson & Asa Tift cut *Fingal* down to main-deck level, adding wooden sponsons to support a casemate containing four large calibre Brooke Rifles. Protection was conferred by railway rails rolled into plates, angled at 30° and backed by baulks of oak and pine. The two-man pilot house and the top strakes of the hull also received armour, and a spar torpedo could be lowered ahead of an iron ram reinforced with steel bars.

CSS *Atlanta*, as *Fingal* had become, began sea trials on 31 July 1862. Conditions aboard were: '... almost intolerable..., there being no method of ventilation, and the heat was intense.' Midshipman Dabney Scales added: '... what a comfortless, infernal and God-forsaken ship!' Yet *Atlanta* was duly commissioned on 22 November 1862.

On 15 June 1863, *Atlanta's* commander William Webb attempted to pass over obstructions in the Wilmington River in the hope of torpedoing one of the blockading

Union monitors – *Nahant* and *Weehawken* –

before engaging the survivor with his guns. Early in the morning of 17 June, therefore, *Atlanta* closed with *Weehawken*, fired one round ineffectually from her bow gun, and promptly ran aground on a sandbar. Briefly free, she was stranded once again by the surging tide.

Writing in 1883 in *The Blockade and the Cruisers*, James Russell Soley recorded that *Weehawken* then hit *Atlanta* with four of five shots including an 'XV-inch cored shot [which] struck the inclined side of the vessel, in the line of the ports; and though fired at an angle of fifty degrees with her keel, penetrated the armor and, ripping out the wooden backing, the two layers of which were the brittle Georgia pine, covered the deck with splinters.'

The Battle of Wassaw Sound had run its course. Webb surrendered *Atlanta* before *Nahant* even had a chance to fire. There had only been a single fatality among his crew of 21 officers and 124 men, but 16 had been badly wounded.

No. 7 remains one of only three Le Mat revolvers with proven Confederate Navy associations – No. 183 was captured in October 1864 aboard the Confederate

commerce raider *Florida* and No. 946 was used by The Prince of Privateers, John Newland Maffitt (1819-86), who had commanded *Florida* before moving on to the ironclad *Albemarle* and the highly successful blockade runner *Owl*.

Among Army-service examples, Pierre Beauregard owned Le Mats No. 8 and No. 427, Jeb Stuart carried No. 115, an unidentified gun was presented by Beauregard to Thomas Jonathan 'Stonewall' Jackson on 18 October 1862, and second-pattern No. 1273 was carried by General Braxton Bragg. ■

Acknowledgements: Sarah Stoltzfus of Morphy Auctions (www.morphyauctions.com) for the excellent images and Tim Prince of College Hill Arsenal (www.collegehillarsenal.com) for his encyclopaedic knowledge of Civil War firearms.

COLLECTOR'S CORNER

Prices at auction have ranged from \$7,380 (2019) for a standard transitional Le Mat to \$57,500 for the cased Memminger revolver No. 25 (2019) and also Baby Le Mat No. 5 (2013), \$145,000 (2007) for the revolver captured aboard CSS *Atlanta*, and a staggering \$224,250 (2016) for Beauregard's No. 8. Fortunately for those of us with shallower pockets, Henry Krank (www.henrykrank.com) sells the Pietta Le Mat for £1,230, and the Spanish Denix non-firing replica can be obtained from Battle Orders (www.battleorders.co.uk) for just £75.



The Photo Inspector

Ray Westlake looks at a member of the 1st Administrative Battalion of Kincardineshire Rifle Volunteers

The 1st Administrative Battalion of Kincardineshire Rifle Volunteers was formed on 14 May 1861 comprising the several corps then in existence

within the county. Headquarters were at Stonehaven, outside Aberdeen. Then, in 1880, consolidation took place which saw the battalion change to the 1st Kincardineshire Rifle Volunteer

Corps. Four years later the 2nd became the 5th (Deeside Highland) Volunteer Battalion of the Gordon Highlanders, which in turn provided that regiment's 7th Battalion (Territorial Force) in 1908.



Dark green glengarry cap with red and black diced border and white metal badge.

Gordon tartan kilts, worn by all companies of the battalion with the exception of that at Ballater which, being in the main composed of Braemar men from the Invercauld estate, wore Farquharson.

Hose of heather mixture (a cloth made from a mixture of different yarns,

Rifle green doublet with collar and cuffs of the same colour. Light green piping was placed around the edges of the collar and shoulder straps, down the front of the doublet and in three vertical lines on its flaps, each terminating at a button. The cuffs were decorated in the same way.

Black leather belt and ammunition pouch.

Sporran with three black tails and a white metal badge featuring St Andrew with cross inside a strap, inscribed with the name of the battalion.

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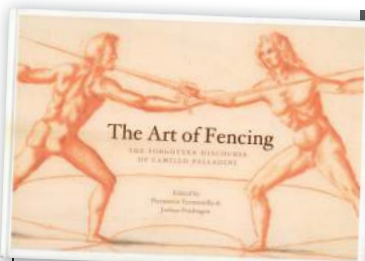
reviewsroundup

Duncan Evans reviews the latest releases in the world of military history and collecting

The Art of Fencing

**JOSHUA PENDRAGON/
PIERMARCO TERMINIELLO**

There's a rare treat here for anyone interested in the history of fencing and fighting with arms in general. Camillo Palladini created a manuscript on fighting techniques, not just with rapiers, but also swords, polearms and other hand weapons, in the 16th century. The original has been stored in the De Walden Library at the Wallace Collection in London, off-limits to researchers and the general public because of how fragile it is. This book, produced by the Wallace Collection and the Royal Armouries in Leeds, offers an English translation opposite a reprinting of the original Italian, often with reproductions of the



actual pages of the manuscript itself. There are 46 red chalk illustration reproduced, of which only three have ever been seen in print before.

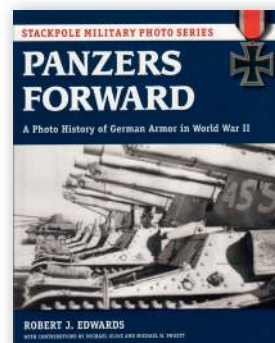
What's, perhaps, surprising is that the translations are easily understandable today, making this both a nice coffee table book, but also of interest for students of fencing and re-enactors looking for authentic swordplay moves. ■

- Unicorn Publishing
- ISBN 978-0-9480-9296-1
- 260 pages • Hardback • £55

Panzers Forward

ROBERT J EDWARDS

While the subtitle of this book: *A Photo History of German Armor in World War II*, might lead you to expect an *IMAGES OF WAR* style production, there's a lot more text and detail than that. This is a chronological look at the use of armour by Germany and Axis forces, from Poland and France, to the Balkans, North Africa, Italy, the Eastern Front and the final battles on the Western Front in Europe. There's a well-written history of each campaign which, while obviously not in depth, does set the scene for what armour was dispatched to the combat zone. Then there are photos of the armour arriving, in action and often captured or abandoned. The interesting thing



is the amount of detail in the captions with the author really explaining what you are seeing in detail.

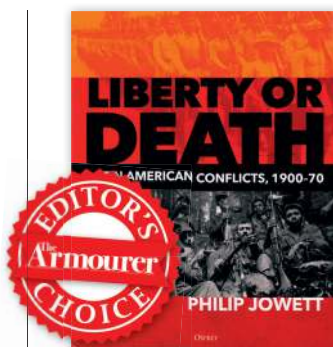
The design isn't very modern and it's all mono, but for just under £20 this is a good value book that provides an interesting overview of the use of Axis armour in WWII. ■

- Stackpole Books
- ISBN 978-0-8117-3770-8
- 292 pages • Softcover • £19.95

Liberty or Death

PHILIP JOWETT

Central and South America have been hotbeds for revolutions, insurgencies and armed conflict for virtually the entire 20th century, but many of these passed by unnoticed in Western media circles. Now, author Philip Jowett, takes you through these uprisings, roughly in chronological fashion, from 1900, finishing in 1970. That covers the Mexican Revolution, 20 years of minor wars from 1900-1920, conflicts of the 1920s, revolution in Brazil, US military interventions from 1901-1934 (there were a surprisingly large number), the Chaco War of 1932-1935, war in the Amazon, then conflicts of the 1940s, 1950s and 1960s.



Along with the story of each conflict, there are copious photos and illustrations, many in colour, with box out on leaders or important points of interest. The design is excellent, paper quality high and its packed with detail, making *Liberty or Death* a fascinating read. ■

- Osprey Publishing
- ISBN 978-1-4728-3352-5
- 370 pages • Hardback • £30

Panzers in Berlin 1945

**LEE ARCHER/ROBRT
KRASKA/MARIO LIPPERT**

It's always nice to come across a book that is clearly a labour of love by its authors, here with a magnificently produced guide to the armour used in the final defence of Berlin. This is the story of each armoured division as it was sent here and there, gradually being worn down, until all the vehicles or men were gone. Then there's the copious photography, many of which have never been previously published, and the insightful captions explaining why that model was there, modifications and what kind of damage it had been hit with.



There's a map of old Berlin, showing the locations of the wrecks and, on the pages of many of the tank hulls, there's a QR code. Scan these with your phone and a photo of that location how it is today appears. Add to all this, the lavish production standards and you have a fantastic piece of armour-based history, a treat for any militaria enthusiast. ■

- Panzerwreck Publishing
- ISBN 978-1-9080-3216-4
- 396 pages • Hardback • £59.95

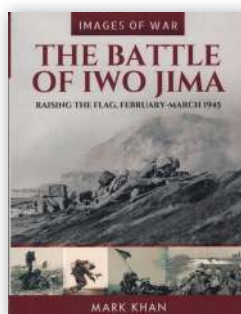


The Irish Brigade

DP GRAHAM

In some respects this is also the story of the Jacobite cause in Scotland, as the Irish volunteers fought for the French in the hope of French support for a return to Ireland with a Stuart king. The story starts with the origins of the Brigade and its commanders. From then on they fought in major European campaigns from 1670-1745, including the Nine Years War. The War of the Spanish Succession and, of course, the 1745 Jacobite Rebellion. The tone is a little pompous but the book is packed with detail. ■

- Pen and Sword
- ISBN 978-1-5267-2773-2
- 278 page • Hardback • £30



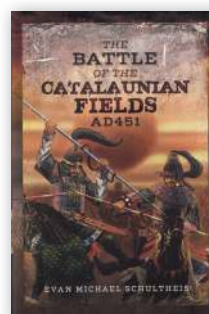
The Battle of Iwo Jima

MARK KHAN

This is an *IMAGES OF WAR* book, so expect plenty of photos of fighting on the dismal island, but there's also a healthy amount of text to put everything into perspective and set the scene. Iwo Jima was a volcanic island, dominated by Mount Suribachi, riddled with tunnels and fortified gun emplacements, with soft, black sand covering the beach where the Marines landed.

There are maps of the island showing the landing points and defences, portraits of notable figures, and then the copious photography. ■

- Frontline Books
- ISBN 978-1-8483-2449-7
- 208 pages • Softcover • £16.99



The Battle of the Catalaunian Fields

EVAN MICHAEL SCHULTHEIS

While this appears quite a chunky book, the battle itself is all over after 108 pages. The rest is lists of forces and a vast collection of reference points. This itself, hints at what is to come, as the author takes a look at a 5th century battle involving Attila the Hun and the forces of the Western Roman Empire. It takes to task previous over simplifications, by analysing army makeup and tactics.

There are large claims made, but in the end, still admitting that it's all conjecture anyway. ■

- Pen and Sword
- ISBN 978-1-5267-4565-1
- 270 pages • Hardback • £25



The Arisaka Rifle

BILL HARRIMAN

This is No. 70 in Osprey's *Weapon* series, covering the Japanese *Arisaka* family of bolt-action rifles, including Type 99 that was issued to troop in the Pacific campaign. It follows the format of talking about the development, its use and impact on the battlefield. There are plenty of colour illustrations showing the rifles and their ammunition, plus specially commissioned artwork pieces and charts showing it stacked up against contemporary rivals. For WWII it's compared to the Lee Enfield, Kar 98, Mosin Nagent M1891 and others. There are also cutaway illustrations and examples of the accessories it used. ■

- Osprey Publishing
- ISBN 978-1-4728-1612-2
- 82 pages • Softcover • £13.99

A Battle of Britain Spitfire Squadron

DANNY BURT

Although formed just before WWI ended, 152 Squadron was disbanded the following year



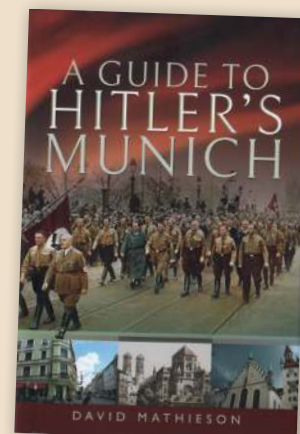
and not reformed until October 1939. The following January, the Squadron started converting to flying Spitfires and, after some training, took up position at Warmwell in Dorset, to defend against the Luftwaffe in the Battle of Britain. Following a brief guide to 152 Squadron the main part of the book is a look at the stories of the pilots who flew and fought during the summer of 1940, complete with official records, logbook entries and personal flying reminiscences. ■

- Frontline Books
- ISBN 978-1-4738-9996-4
- 286 pages • Hardback • £25

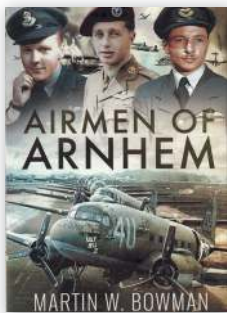
A Guide to Hitler's Munich

DAVID MATHIESON

Munich is an attractive city today, but in the 1930s it was the centre of operations for Hitler and the National Socialist Party as they consolidated power and started to take Germany down a path that led to ruin. This then, is both a guide to the formative years of the Nazi party in Munich, and also the places of historical importance in the city. Many have been demolished, but there are still beer cellars and meeting halls that can be visited. It's a fascinating look at the early years of the NSDAP in Munich. ■



- Pen and Sword
- ISBN 978-1-5267-2733-6
- 204 pages • Hardback • £19.99



Airmen of Arnhem

MARTIN W BOWMAN

Just when you thought that the glut of Arnhem books was over and done with, here's a belated entry, covering the men who flew the planes and gliders, taking in the troops, equipment and supplies.

During Operation Market, the air-based part of the plan, 4,050 aircraft took part in 10 Allied lifts, usually in dismal weather conditions that played havoc with the Operation's timetable. This book covers the history of the operations then takes a look at the people who took part in them, from being billeted in England to action in the skies over Holland. ■

- Pen and Sword
- ISBN 978-1-5267-4611-5
- 334 pages • Hardback • £25



D-Day: Storming Fortress Europe

VARIOUS

If you like the *Commando* books of old then here's a treat for you with the D-Day story being *Under Fire 1* in the series. It's a graphic novel format story, with two writers and five artists, that covers the Allied assault on Fortress Europe. It follows the general historical events accurately, but spices it up with fictional dialogue and certain situations. It does feel a little padded out at times, but still, with high quality, glossy paper and in full colour throughout, it's an entertaining look at a major operation of WWII. ■

- Osprey Publishing
- ISBN 978-1-4728-3878-0
- 328 pages • Softcover • £20

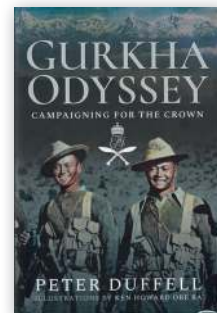


Japan 1944-45

MIKE LARDAS

We are used to the narrative today that air power doesn't win wars, it softens up the enemy, degrades their military infrastructure and makes a ground assault possible. Mike Lardas presents No. 9 in the Osprey *Air Campaign* series and advocates that this was the only example where air power did win the war. That, unfortunately, is a gross simplification, since the unrestricted bombing of Japan was only possible after ground battles across the Pacific. Still, this is packed with detail, tables, illustrations and contemporary photography showing just how destructive the air campaign was. ■

- Osprey Publishing
- ISBN 978-1-4728-3246-7
- 82 pages • Softcover • £13.99



Gurkha Odyssey

PETER DUFFELL

Given that the largest ever contingent of Gurkhas took part in a passing out parade at Catterick Garrison last November (all 399 from the 399 who arrived nine months earlier), this is a timely look at Gurkha history by Lieutenant General Sir Peter Hill, who has fought, served and lived with them. It traces their history from the Northwest Frontier of India, through two World Wars, down to the Falklands in the South Atlantic and back to Europe for the Balkans conflict and then on to the Middle East. Despite a self-indulgent start, it develops into a well-written history of these fierce troops. ■

- Pen and Sword
- ISBN 978-15267-3057-2
- 294 pages • Hardback • £25

Stauffenberg, Symbol of Resistance

WOLFGANG VENOHR

This really is an in-depth look at the life of Claus von Stauffenberg, who planted the bomb in the conference



room at the Wolfschanze and set off to Berlin to initiate Operation *Valerie*, in the mistaken belief that Hitler was dead. It covers his early years and military career but also puts it into context with what was happening during the Nazi regime leading up to WWII and then what led him to those actions. In some respects, this slows the narrative down and becomes an exercise in politics, rather than personal story, but it does give a complete picture. ■

- Frontline Books
- ISBN 978-1-4738-5683-7
- 98 pages • Softcover • £14.99

The Paratrooper Training Pocket Manual 1939-1945

CHRIS MCNABB

The latest in a series of pocket books from Osprey is a training manual for paratroopers in WWII. It covers recruitment and training, airborne gear, glider and aircraft deployment, at the drop and landing zone, and achieving objectives. As usual, there are sketches, murky photos and plenty of tables, along with fairly small print text. It packs a lot of information into a pocket book format, even if the prose is very dry and somewhat at odds with the boys-own adventure style cover. ■



- Casemate UK
- ISBN 978-1-6120-0791-5
- 164 pages • Hardback • £9.99

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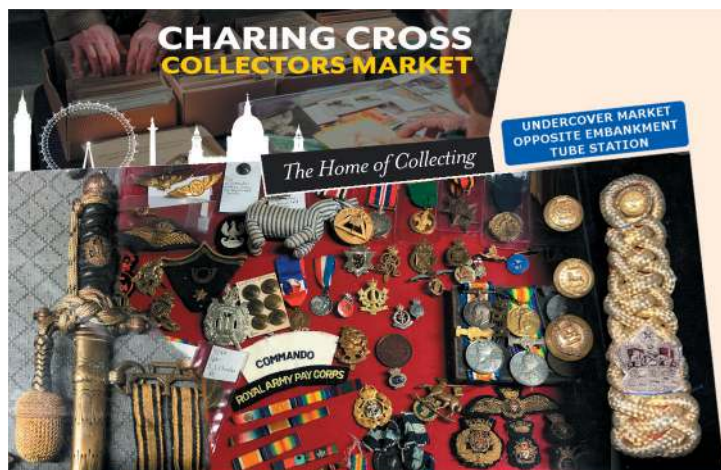
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Militaria hobbies

Duncan Evans takes a look at kits, miniatures and games with a military theme



Tiger I

How about getting busy building this mid-production Tiger I, available in 1:35 scale and taking roughly three hours to put together. Being a mid-production Tiger I it features the second design turret with the smaller cupola but retains the original's rubber-rimmed roadwheels. The Tiger I had a crew of five (driver, radio operator, gunner, commander and loader), and was powered by a water-cooled V-12 engine. Top speed was 28mph and it carried the fearsome 8.8cm KwK 36 main gun, plus two 7.92mm MG-34 machine guns. When built the model is 24.1cm long by 10.2cm wide, so will look pretty impressive.

Contact: www.airfix.com



M36 Jackson Tank Destroyer

King & Country produces superb quality, hand made, metal figures and vehicles, that are hand painted as well (hence the steep prices), for wargamers and collectors. For anyone interested in the Battle of the Bulge, there's a series of American, British and German troops and vehicles. Here's an M36 Jackson Tank Destroyer, sporting a 90mm main gun, and which comes with a commander. It started to arrive in Europe in 1944, just in time for the final German offensive, replacing the older M10 Tank Destroyer. This model comes with a fantastic winter camouflage scheme.

Contact: www.kingandcountry.com

North American P-51D Mustang

We covered the Mustang as one of our cover features and now you can build your own, 1:48 scale version with this kit. A well-designed fighter, the P-51D Mustang was produced in greater numbers than any other variant and introduced a number of improvements over earlier models. Expect to take three hours to build the model that comes with 147 parts and measures 20.5cm long by 23.6cm wide.

Contact: www.airfix.com



Band of Brothers

Of course, if you want to get into miniature wargames (see our sister publication with that exact name) but don't know where to start then how about this starter pack that uses the Bolt Action rule set. For your money you get 36 infantry and a Sd.Kfz. 251/10 Ausf D (PaK 36) vehicle and a ruined farmhouse, in 28mm scale. There's a copy of the Bolt Action rulebook, all the dice and markers you'll need, plus templates and tokens to work out the action. Expect to have to build the halftrack and paint the figures yourself.

Contact: www.warlordgames.com

£70



£30

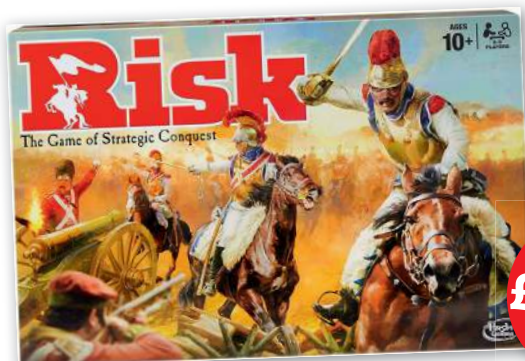
Undaunted: Normandy

How about the challenges of D-Day, played from either defender or attacker's perspective but in the format of a card building game? Here's something to unpack when your miniatures need painting or you can't be bothered spending the entire day hunched over swathes of tiny figures. Use the cards to seize the initiative, re-enforce the troops, or control your men on the battlefield. Clever leadership can turn the tide of battle in your favour, but reckless decisions could spell disaster, as every casualty suffered causes a card to be removed from your deck.

Contact: ospreypublishing.com

Risk

Back in the good old days when there was asbestos in every ceiling and the word mobile meant you could leg it after kicking your football through someone's window, there were really only two war-themed boardgames. One was Diplomacy, for people with lots of friends and three days spare, and the other was *Risk*, the *Game of Strategic Conquest*. There are various special editions but this one refreshes the core game with improved mission cards, new figures, treasures, graphics and new gameplay modes. Or you can stick to the classic move and conquer mechanics.



Contact:
www.hasbro.com

£33.99

Total War: Rome II - Emperor Edition

£29.99



While the core game out in 2013, there have been regular expansion packs ever since, so if you like the idea of miniature wargaming, but can't be bothered with the physical effort of moving them around. Or want to see them actually fighting rather than you rolling the dice and making war-like sounds, then this is the game for you. It takes you back to the height of the Roman Empire, enables you to control vast armies, then sit back and watch the carnage

begin. The expansions add everything from Sparta to Black Sea colonies.

Contact: store.steampowered.com

Battlefield V

Forget *Call of Duty*, that's a spent force, instead get into large scale FPS conflicts with troops, tanks, vehicles and planes charging around massive environments with *Battlefield V*, on PC

£34.99

and console formats. It offers both a challenging single player mode and also a hugely enjoyable online gaming environment. It's regularly updated with new content, the latest of which takes the players to the Pacific to take part in... the Battle of Iwo Jima! With incredible graphics, intense action, this is as close to the real thing that you'd ever want to get.

Contact: www.ea.com



Waterloo - Black Power starter set

If your taste in figures and wargames favours the Napoleonic period then take a gander at this Warlord starter set for Black Powder. You get 122 infantry, 12 cavalry, an artillery piece with four man crew, dice and Black Powder starter ruleset plus the scenario for Waterloo. All in a 28mm format. You'll need to assemble the cannon and paint the figures, but then you can wage war between Napoleon and Wellington.

Contact: www.warlordgames.com

£70



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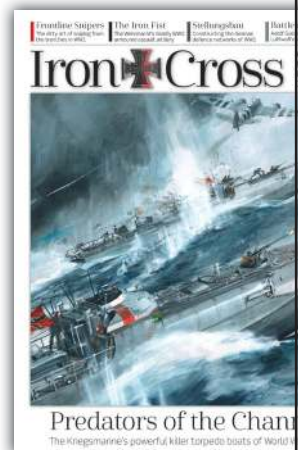
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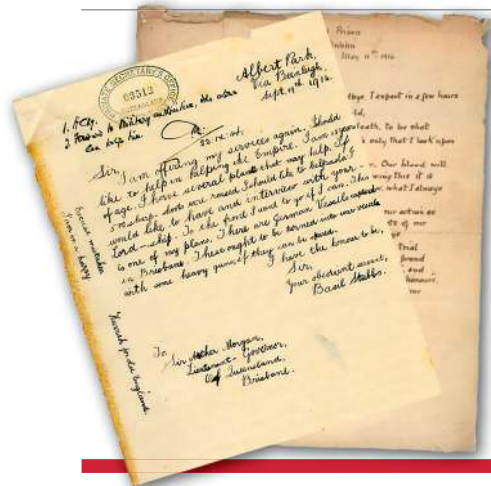


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AIR PISTOL SOLVED

I have some information on the air pistol owned by James Herron, as shown on the *Your Letters* pages of *The Armourer*, January 2020 edition.

This air pistol is illustrated on page 52 of *The Collectors' Guide to Air Pistols* by Dennis E Hiller. I am not sure of the value of the pistols as guide was published in 1993 as a third edition, giving the value as £30-£90, so could be worth a lot more now. It is a First model, tin plate, air pistol made by Diana Mayer and Grammelspacher, of Rattat, Baden-Württemberg, Germany. It dates from the 1920s to mid-1930s.

It's an unusual design with a top-down barrel and airchamber in the butt. Action is cocked with a separate tool that clips onto a projecting nipple on the base of the butt. It is then pulled down until the action is cocked. The spring-held barrel is pulled forwards about a quarter of an inch and tipped down for loading. Both sides of the body pressing have 'DIANA' and the Huntress trademark, whilst near the trigger guards is 'MADE IN GERMANY'. There is also a small hole through which trigger adjustments can be made with a small screwdriver. Only made in a .177 calibre, the barrel is 5 3/4 in long, it has non-adjustable sights.

A subscriber, by post

Ed says: Our thanks to this anonymous letter we received

BUYER BEWARE

I recently attended the Halls auction, as featured in the last issue of *The Armourer*. The costs were 15% selling and 20% buying, both plus VAT. In my opinion that's a good slice of the item's value. I was interested in the German cloth badges, of which there were hundreds, with some lots having over 20 items in each. I did cause some interest from staff when I produced my UV light and proceeded to wave it over the badges. On average, within each lot, three or four glowed which, to me, is a red flag that requires further investigation.

There were lots of nice items being auctioned but there were also many items which I wasn't prepared to gamble on. Some of the prices realised seemed quite low, so may be other bidders also showed caution. The catalogue has the usual caveat of no guarantee and no return, which seems odd to me as some

independent scrutiny and a period of return would, I believe, attract more amateur collectors and achieve a higher price for the seller.

Nick Oldnall, by email

Ed says: The advantage of being able to get to the showroom is that it's much easier to weed out the fakes and avoid making an expensive mistake.

RAY'S FOOT

Readers may be wondering what a picture of the Royal Scots Greys is doing in my article regarding the facing colours worn by the several Regiments of Foot, prior to 1881 (December 2019, *Armourer*). The image is not mine and was certainly not included with those sent by me with my article text.

Ray Westlake, by email

Ed says: Our apologies for this production error.

OFFENSIVE WEAPONS ACT

We are a militaria dealer in Cheltenham and we are confused as to the current position regarding the sale and delivery of blades. If you look up the Offensive Weapons Act 2019, part 3 section 38, as it was passed, it states: 'The seller commits an offence if, for the purposes of supplying the bladed product to the buyer, the seller delivers the bladed product, or arranges for its delivery, to residential premises.'

As the Bill received Royal Assent and became an Act, is it now enforceable? We asked at the Post Office and they said that they have not been instructed not to accept bladed items for delivery to a residential address. A local auction house asked us what we did, as their usual courier refused to accept bayonets for delivery, which had not happened before. We cannot get a definitive answer!

Second item. I am a collector and researcher of Finnish medals, especially to the British volunteers; currently putting a book together on them. The article in the last edition on Finnish (January issue) medals is misleading. It states that the Winter War Medal to foreign volunteers was issued in gold, silver and bronze, with the bronze being the mostly seen. This applies to foreigners who acted to support Finland from abroad. None of the three types is common. However, the foreign volunteers who served in Finland were awarded the foreigners medal, issued in the same blackened-iron as the

YE OLDE ARMOURER

Whilst clearing up in the attic last week I came across these old copies of the *Armourer* magazine as it looked like around 15 years ago, which is quite some time for your magazine to be going. Looking through them they are still as good as ever and in excellent condition. Whilst there have been a few changes to formats and editorial content, on the whole it has been as brilliant as ever and stood the test of time. I am still taking copies of your publication and wish you continued success for the long term.

Mark Dabbs, by email



Ed says: Thanks for sharing those with us Mark. What's the oldest copy of *The Armourer*, or *Classic Arms*, in everyone else's collection?

standard medal. It is also slightly larger than the standard Finnish medal. The British volunteers received the medal with the clasp 'Kotijoukot', rather than 'Koutijoukot', as per the article.

Stephen Lewis, by email

Ed says: Readers should refer to the lead news story (page 7) this month first to understand the context of this letter. Personally, I would assume the Act is now enforceable and that you can't deliver blades to residential addresses without committing an offence. As such, the Postal Office should not be accepting any such deliveries. Also, thank you for the extra detail on the Finnish medals.

MORE DIANA

The air pistol is a German Diana model 1, made from 1924-1934. They go for £150-£200+ for a boxed pistol. Going on the photos, if it has an original finish and because it looks mint I would put it close to the top price. I have been collecting and restoring air guns, mostly German Dianas for over 30 years.

Mark Cleverley, by email

Ed says: Our thanks for the info.

MORE AUCTIONS

I don't believe auction houses are responsible for pushing prices up. It is a free market and ultimately prices can only be raised by the actions of bidders in the saleroom. As with anything else being sold, if something is considered to be too expensive, there's no obligation to make the purchase. The argument that failing to consider costs is driving up prices seems a little inappropriate. As Ned Cowell (of Woolley & Wallis) states, you just have to remember to allow for these when bidding. I am aware that Holts has a price calculator built into each lot's description on their on-line listings that allows the prospective bidder to enter the hammer price and be advised of the full costs of the prospective purchase, or enter the total spend they are prepared to make and have the calculation worked back to this. It would be useful if other auction houses incorporated such a calculator, particularly if Brexit is ever concluded, import VAT may become more of a feature than is currently the case.

Also, auction houses having their own real-time bidding platforms, the use of which removes the additional commissions charged by The Saleroom is very much to

be welcomed. However, this innovation currently appears to be very limited.

In general terms, there would seem to be three categories of auction house - those who hold regular militaria sales with in house, knowledgeable specialists who are usually correct and reliable. At the other end of the scale, are the generalist auction houses dealing with house clearances and the like. With these it cannot be expected for the auctioneer to provide anything more than a general description. However, their fees do seem to be lower. The third category is what I believe to be potentially of higher risk. These are the general auction houses which hold specialist militaria sales. My experience is that they do not have the in-house ability to accurately assess and describe lots but seem unwilling to hire knowledgeable experts who could do this. As a specialist sale, bidders are given the impression that lots are being catalogued by a specialist, when this is frequently not the case. Regrettably, I have seen very many instances where auctions have descriptions that are poor with misidentified objects, common fakes, and inappropriate estimates. Given these circumstances, it would

be expected that the auction house would be more likely to acknowledge mistakes but the reverse appears to be the case, with *caveat emptor* frequently being used to cover their errors.

To bring this back to the matter of fees, this middle category of auctions, in my experience, provide the worst service and charge fees comparable to auction houses that do have experts. Auction houses are agents for the consigner and do not have to offer comparable support for the buyer yet it is the buyer who regularly pays the same or even higher fees than the consigner, which could be considered inappropriate. Personally, I'm content to accept charges, if the service received justifies it and I'm treated fairly if there is a problem.

Auction house Terms and Conditions will state that descriptions are their opinion and that unless it can be proved that they have been fraudulent or negligent, they will not accept any liability. I note that, as expected, this is stated within Woolley & Wallis' T&Cs, which seems to contradict Mr Cowell's statement that: 'Professionally formulated descriptions ... effectively constitute a guarantee' and I would welcome further explanation from him.

Steve Woolnough, by email

NEXT MONTH – MARCH 2020 ISSUE

The cover feature next month is the Gallipoli campaign of WWI where the Entente powers of Britain, France and Russia mounted an amphibious landing on the Gallipoli peninsula with the aim of capturing the Ottoman capital of Constantinople. After eight months of fighting the invasion force was withdrawn, marking it as a great victory for the



Turks, who declared independence from the disintegrating Ottoman Empire just eight years later. While popular media impression is that it was fought by the Australians and New Zealanders, on the British side, there were actually more French fighting than those two countries put together, never mind the actual British contingent. Still, it was an important campaign that cemented a sense of national identity for the Anzacs.

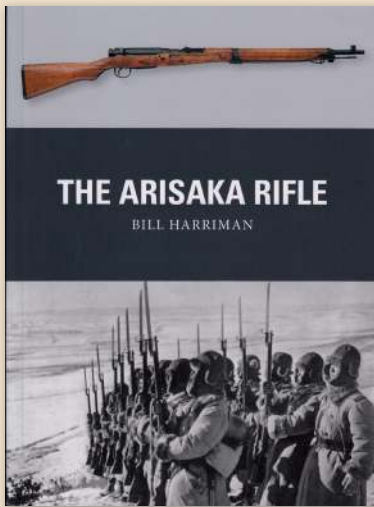
The related features take a look at Lee Enfield sniper rifles, Turkish medals and Australian WWI uniforms.

Another interesting feature from WWI concerns Trench Art, while WWII sees features on an Iwo Jima bayonet and a trio of unusual Nazi awards. Also, look out for stories about the Battle of Vittoria in the Peninsula campaign, the formations in the US-Mexico war, the weapons used in the Battle of the Nile, and the curious story of corsairs off the coast of California. We also have the concluding look at buying from auctions and a feature on the Royal Military Police. ■

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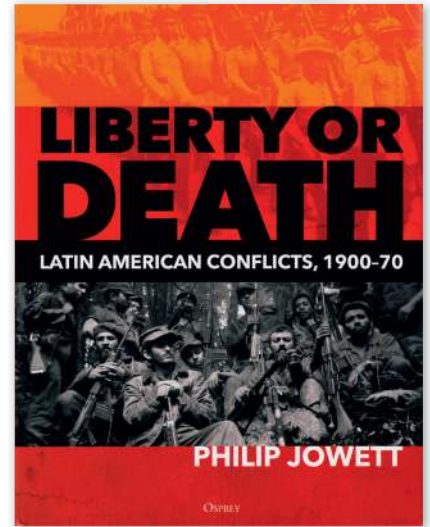
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HOW TO ENTER

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The three competition winners will be drawn at random from those with the correct answer. All you have to do is answer the following question and go

to www.armourer.co.uk to enter.

QUESTION

The *Arisaka* rifle was used by the Japanese defenders at Iwo Jima, but what was the name of the large hill they tunneled into?

ANSWER

- (A) Mount Midoriyama
- (B) Mount Fuji
- (C) Mount Suribachi

RULES AND REGULATIONS

Entries close at midnight 4 February 2020. One entry per person. To enter you must answer the question correctly and entries received after this date will not be accepted. Full terms and conditions can be found at www.armourer.co.uk.

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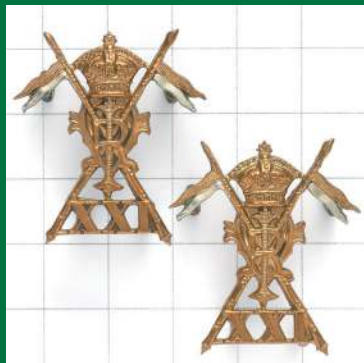
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