BETWEEN THE LINES

Newsletter of the East Kent Branch of The Western Front Association

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Articles, etc for *Between the Lines* should be sent to me in M/S Word with accompanying images attached as JPGs. The deadline for contributions (articles, letters, queries, etc) for the next issue of *Between the Lines* is Saturday, 28th November 2026. Please ensure that articles are submitted using Times New Roman typeface at 12 point font.

Contributions should be e-mailed to me at: [redacted]

James Brazier, WFA East Kent Branch Newsletter Editor



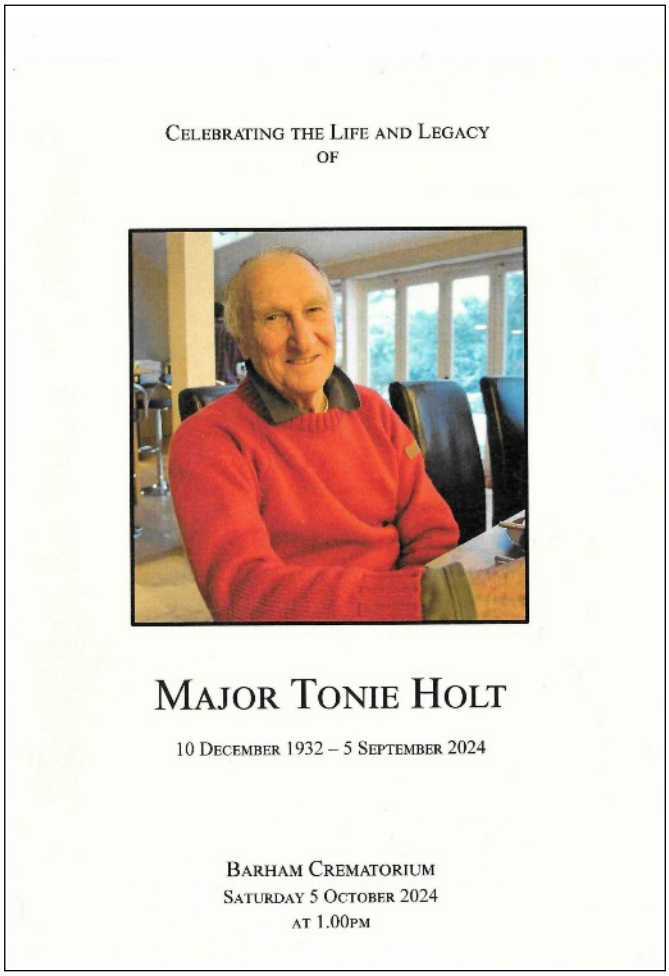
Welcome to another issue of *Between the Lines* containing a range of articles and features relating to the Great War. It pleases me to report that a good number of articles were received for this issue from Branch members but it would please me even more if I were to receive a greater number of contributions from members for inclusion in the next issue of *Between the Lines.* So, come on everyone and see whether, between you all, you will fill the Newsletter without the need for your Editor to think of yet another article to write!

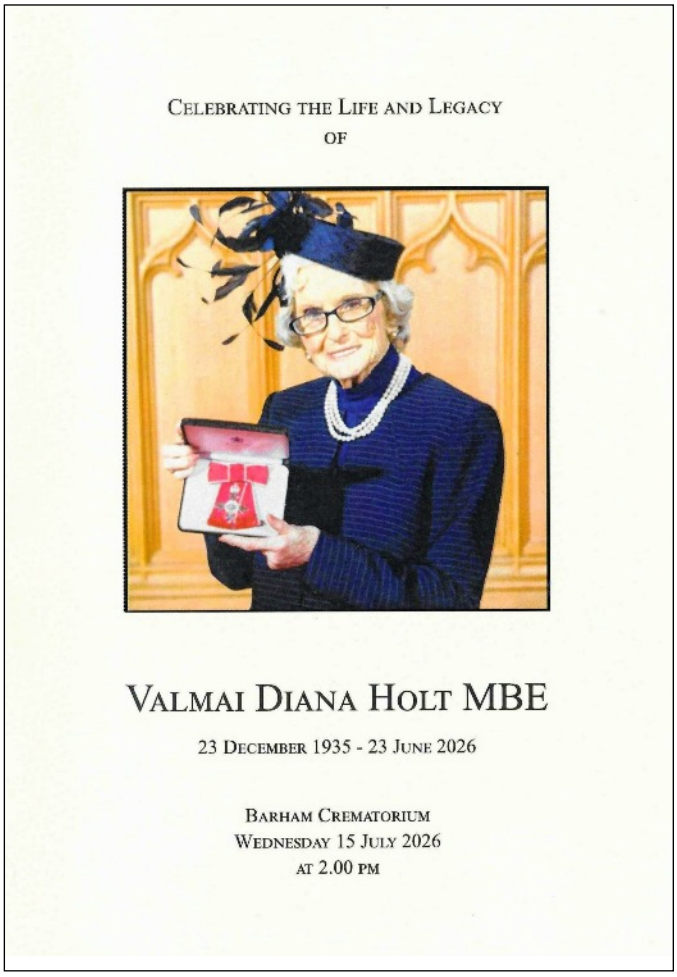
Having said that, it saddens me deeply to report the death towards the end of June of Valmai Holt MBE. Notification of Valmai's death was received just too late for it to be included in the last issue of *Between the Lines*. I first met Valmai and Tonie in 1980 and we have maintained regular contact since that date. After the sad death of her darling Tonie in September 2024, I maintained contact with Valmai with us exchanging telephone calls to each other on a weekly basis. I managed to drive over to Woodnesborough to see Valmai on a few occasions but my poor mobility meant that I could not comfortably drive over to see her as often as I would have wished. Later, when Valmai told me that she had had a fall, I feared the worst. Both Valmai and Tonie were supporters of our Branch and Valmai very much looked forward to attending our meetings after Tonie's death. Rest in peace, Valmai - we all miss you so very much. □



A charming photograph of Valmai Williams and Tonie Holt - circa 1955 (their wedding was in 1956)

James Brazier
Newsletter Editor

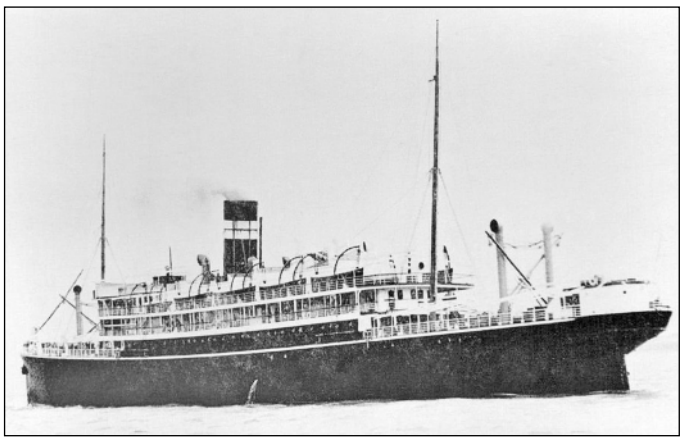




The front-covers of the Orders of Service for the funerals of Major Tonie Holt and Mrs Valmai Holt MBE

William Pryor Jay - Part 2: The Buffs and Kut-el-Imara

In the last *Between the Lines*, I left Private William Pryor Jay and the 1/5th (Weald) The Buffs in Kamptee, India. He and the battalion arrived there at the end of 1914, prepared neither for the conditions nor for soldiering. Now, I take up his story in November 1915, with The Buffs after a year's training and acclimatisation, about to leave Kamptee for Mesopotamia and the war. My source for the first article was a serial letter that he wrote to his family between October and December 1914. This present article is based on a diary he wrote covering the period from November 1916 to January 1917, describing his experiences going into action.



SS Ellora (clydeships.co.uk)

The news that the battalion was finally to go to war came on 24th November and was greeted with jubilation among the men. The next three days were spent drawing kit and getting rid of any surplus possessions that exceeded the 30lbs allowed. Attempting to sell two pairs of nearly new boots, William bemoaned that the canny Indian traders would not give him anything like their worth: he elected to burn them. Despite this reduction in load, he complained that "active service kit is very heavy!" He notes that on receipt of their advance pay, most of the company went out for the evening and got drunk: he and the rest of the Wye College section remained primly in barracks. When the company entrained at 2am, the only sober men were the Wye group; the price they paid was that, having helped the drunks aboard, there was no room left and William and his abstemious comrades had to squeeze in as best they could. The only refreshment available at stops was tea and bread, although he resentfully notes that the officers were better provided. Whilst at these stops, William nipped out and bought supplies for himself and his chums from local markets. The train reached Bombay (now Mumbai) after two nights and the battalion encamped near the sea. Again, he appears to have been a source of treats for those around him, which he says encouraged them to call him "Sir". I believe there was little irony in this. I think that, in ethos terms, the 1/5th Buffs of late 1915 was still the Kentish militia pre-1908, and that many of the Other Ranks would have treated William as a gentleman and a generous one at that, regardless that he was their equal in rank.

On 1st December, The Buffs boarded the SS *Elora* along with 200 Sikhs, 100 mules and some sheep.

William became re-acquainted with sleeping in a hammock and the other discomforts of troopship life. On 7th December, the ship arrived at Basra and discharged its cargo of men, beasts and materials. Here, The Buffs were assigned to the 35th Brigade, along with three Indian regiments: the 37th Dogras, the 97th Deccans and the 102nd King Edward's Grenadiers. The temperature in Basra was, according to William, comparable to that of England in winter and the men were "in shorts too". Beside this he notes that news had reached Basra that British forces in Mesopotamia are in difficulty.

The Indian Expeditionary Force (D) had landed in Mesopotamia in November 1914, rapidly securing Basra and access to the strategically vital Persian oilfields. In further offensives, it pushed on up the River Tigris towards Baghdad led by the 6th (Poona) Division under Major-General Charles Townshend. Townshend took the city of Kut in September and then pushed on towards Baghdad, some 100 miles distant. Turkish resistance increased and, having been halted and suffering 8,500 casualties, Townsend withdrew to Kut to await supplies and reinforcements. Before these could come, the Turks had encircled the city and on 7th December, the day William arrived in Basra, laid siege to its Anglo-Indian garrison. Where battalions like The Buffs had been intended to support the advance on Baghdad, they now were tasked with relieving the Poona Division in Kut.

On 9th December, the 1/5th Buffs embarked on lighters towed by a paddle-steamer and, five days later, they arrived at Amarah. The battalion left there on the 17th and marched to Gharbi arriving on the 24th. The men spent from Christmas to New Year's Eve digging trenches and taking part in exercises with the rest of the brigade. With Gharbi as a base, the Division set off towards Kut on New Year's Day 1916. The terrain was flat and featureless, the weather was bad with rain and sleet and freezing nights, the men were still dressed for the tropics. The division had no cavalry for scouting and the weather prevented aerial reconnaissance. The only way to find the enemy was to advance with the infantry until it bumped into the Turks, which happened on 6th January at Sheik Sa'ad on the River Tigris.



The 1/5th Buffs on the march. (Picture taken 1917 and in warmer weather than William experienced)
(Imperial War Museum, Ref: Q24374)

William's account says that the day began just like the previous ones with breakfast followed by breaking camp and forming up for the march. Gradually, he became aware that things were starting to go differently. The brigade's three Indian battalions formed up and marched off "singing their war songs and shouting their war-cries" whilst The Buffs followed on in artillery order intended to minimise casualties from artillery fire: not the usual formation for marching.

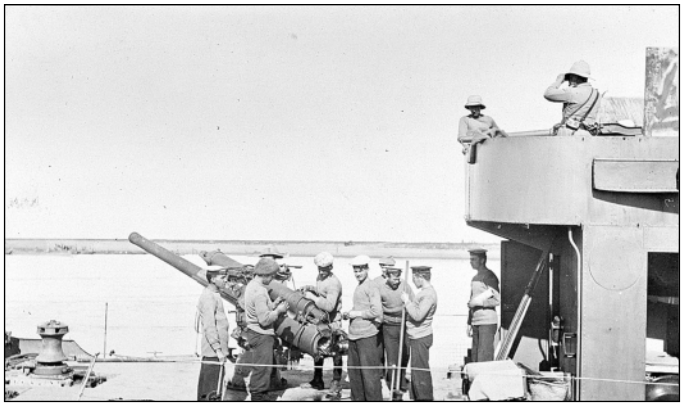
Before the action began, William took the opportunity to observe the men around him and reflect on his own experience. He noted how solemn everyone looked and was aware that he was tending to pay attention to small details in his kit and his boots. The British artillery interrupted his musings by opening fire on the Turkish positions. At this point, the fighting was on the opposite bank of the Tigris and, so far, the 35th Brigade had yet to find the enemy. William therefore observed the fighting from a distance: "the rattle of rifle fire breaking out with greater intensity from minute to minute as the action developed, while with regularity the heavy boom of the cannon punctuated its feverish activity, far away in the distance our shrapnel shells were bursting in the air forming snow-white clouds of extreme beauty." William, at this point in his narrative, is still writing like an English gentleman on a grand tour.

After a few hours, he noticed the sound of firing coming from his front as the 35th Brigade went into action. The Buffs were then ordered forward. On the river, four gunboats (HMS *Gadfly*, *Butterfly*, *Cranefly* and *Dragonfly*) advanced with them, supporting the brigade with their 4-inch guns. Living up to their names, the gunboats lacked armour so when Turkish heavy artillery straddled the leading ship, the small flotilla withdrew, much to William's disgust.

The Buffs advanced about four miles before halting. A discussion by heliograph then took place between the Indian battalions, The Buffs and Brigade HQ, with the result that a halt was agreed and the battalion was ordered to dig in for the night. The battalion-diary notes that there were few casualties and, based on the CWGC database, none was fatal. The next day was different.

The 7th January began with the Indian troops ahead of The Buffs in skirmish order; The Buffs in artillery order as before, with some Seaforth Highlanders and a battery of Territorial artillery, to their rear. The Buffs now came under fire from Turkish artillery after which came the order to attack: "We had advanced a few hundred yards when the long drawn-out hiss of bullets passing through us began to be heard and little spurts of earth were sent flying." Men began to fall but "the line continued to advance neither quickening nor retarding their pace". The Buffs had been trained in fire and movement tactics, "one just had time at the end of a rush to sprawl on the ground, get off five rounds, press in a clip of cartridges, shut the bolt, do up your pouch and put up your safety-catch before the words 'prepare to rush' were heard". The thirty-year-old Long Lee Enfields gave problems: "our rifles were almost red hot and unworkable. Every time I opened my bolt, I had to knock it up with my clenched fist and some people could not open their bolts and could no longer fire unless they obtained another rifle from a dead soldier". The Turkish artillery now found the range: "I turned around and saw a liddite [*sic*] shell fall in the middle of one of our support platoons. Arms and legs and fragments of men were tossed aloft in a swirl of yellow and brown and, when the dust had blown away, nothing of the platoon remained."

With a curious attention to detail, William writes "I was firing about my 81st round and just lowering my rifle when "smack" a stinging numbing sensation occurred in my right forearm rendering it useless... Whilst moving my arm I realised that it was bleeding profusely…". A Turkish machine-gun now focused on the area around William: "I buried my face in the ground. I was too paralysed to think, all my manhood oozed away, I was a terror-stricken little child. I suppose that it lasted for about a minute…". He



One of the gunboats bombarding Turkish positions

waited until the fire slackened before starting to move to the rear. He "had made about 30 yards when a circle of little puffs of dirt thrown into the air in front gave me warning that I was a target again. After a rest on the ground, I set off and this time made 150 yards before snipers spotted me once more, making further progress impossible…". He lay still for about half an hour hoping that the Turks would lose interest in him, before finally getting back to the Regimental Aid Post. William's diary rounds off his account of the battle by noting that the Turks withdrew overnight allowing the British to continue their advance. As they were doing so, William - left behind - experienced the effects of the incompetent planning of the Indian Army's casualty evacuation chain. Despite knowledge of Townshend's casualty figures, the staff had allowed for 250 casualties for the relief effort: by 9th January there were 4,000 wounded men in need of treatment.

William describes the conditions he met at the Dressing Station, three miles to the rear: "Every square foot of the 25 tents was occupied by the wounded with many also lying on stretchers outside the tents or sitting propped up against the canvas tent walls." He spent the night outside. The wounded still continued to come in: "A long procession of transport carts brought in wounded from the firing-line three miles away. As these carts were without springs and the country full of ruts and bumps... many died from loss of blood occasioned by the jolting of the carts…". The Dressing Station soon ran out of stretchers so "hundreds of men shot and maimed in every conceivable portion of their bodies, lay helplessly on the ground". The weather was appalling: "it was getting very cold. Freezing wind laden with sleet had sprung up rendering our position untenable and sleep out of the question. In addition, my wounded arm had gone very cold and pained me terribly… The smell of blood mingled with the first dressings [?] was a very sickening odour…".

Leaving aside the lack of accommodation, medical services were hopelessly overstretched. William explains that attending the many wounded were "two European and three native doctors and half-a-dozen orderlies". There was no question of hygiene: "I shall never forget my disgust and horror at finding myself crawling with loathsome insects; the bedding they gave us was verminous. The foul brood even invaded my dressings and penetrated my gaping wound. I was unable to rid myself of them until I reached Basra hospital, where my clothes, filthy with dirt and blood, were destroyed in an incinerator… The lack of hygiene led to an outbreak of dysentery which affected about one in four men. A more horrible state of affairs can hardly be imagined as some of the wounded men could not move quickly enough…".



Lt-Colonel Mace Munn

From the battalion's perspective, the most critical casualty was Lieutenant-Colonel Mace Munn, who was badly wounded. Command passed to Major Fraser, who was himself killed six days later and was replaced by Captain Body. Body's initial command was temporary but, over time, he became the established Officer Commanding and led the 5th Buffs until it was merged with the 4th under the Geddes cuts of 1923.

Lt-Col Mace Munn clearly remained in contact with the battalion for some time. When asked to give an account of the battalion's doings, for the June 1916 edition of *The War Dragon*, he gave a brief reply: "The old "Weald " has had a bitter experience of the realities of war, and its roll has been sadly depleted of officers and men." He was invalided to India where he remained for the rest of the war. In all, 22 men



Major Fraser



Captain Body

were killed on 7th January with a number of others dying from wounds later. This includes Captain Buss who received a head wound and died, following an operation to remove the shell splinters from his brain, in November 1918. Between 6th and 8th January, the 35th Brigade suffered 127 dead whilst the total British force lost 708.

Brigadier-General Rice, commanding the 35th Brigade, praised the 1/5th for their efforts saying: "No battalion, no regular battalion of seasoned soldiers, could have done better than you have, and I cannot tell you how much I appreciate what you have done for me and for the forces in Mesopotamia in general." Undoubtedly welcome words, if somewhat loaded with motivational flannel. The 1/5th Buffs fought two more actions in January, at Wadi and Hanna, before being taken out of the line. In March 1916 it was back in action, still pushing towards Kut.

During an attack on the 7th March, the 1/5th was rewarded with a sight of the distant city before being forced back, along with the rest of the British force. General Townshend and his now starving garrison hung on until 29th April 1916 before surrendering. It is worth remembering that the mainly Arab inhabitants of Kut were in a worse state, their food supplies having been commandeered to feed the British army.

And what of William Jay? He was eventually sent back to Basra where the bullet in his arm was removed. He returned to the 1/5th Buffs in May 1916 and fought on with them. In December of that year the new GOC, General Sir Stanley Maud, opened an offensive towards Baghdad aiming to retake Kut *en route*. On 13th February 1917, the 1/5th Buffs took part in an action against Turkish positions at Dahra Bend, which lay before Kut. On that day, the battalion took 600 Turkish prisoners, at the cost of 12 Other Ranks killed with one officer and 67 ORs wounded. Among the dead was Private William Pryor Jay, aged 23. He was originally buried near where he fell but his body was later transferred to the concentration cemetery at Amara. Kut was finally retaken on 23rd February, opening the way for an attack on Baghdad. That city fell on 11th March, the 1/5th Buffs being the first to enter the city with Captain G. Harrison raising the Union Flag over the Citadel.

There remains William's writings to consider. I think all writers including me, write for themselves as well as for any potential reader. William's diaries fall into two parts. The first is descriptive, covering the voyage to India and the first month there. It was probably intended as a serial letter to be sent home. It covers what he feels comfortable telling his family and normalises his experiences in the context of his upper middle-class culture and interests. The tone of the second diary is still descriptive but, where the first avoided accounts of his life as a soldier, the second does the opposite recounting how soldiering was impinging upon his very existence. My thought is that he wrote it whilst he was convalescing in Basra, in part to anchor his memory but also to remind him of his contact with people away from Mesopotamia.



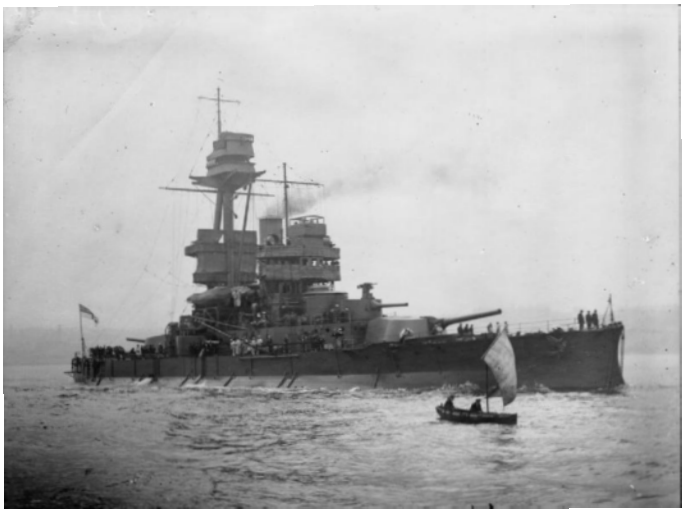
Private William Pryor Jay (National Army Museum)

Despite his experiences, it is not likely to have been intended as a valediction and memorial, but that was what it proved to be. □

John Drouot

The Explosion on Board HMS *Glatton* in Dover Harbour, 16th September 1918

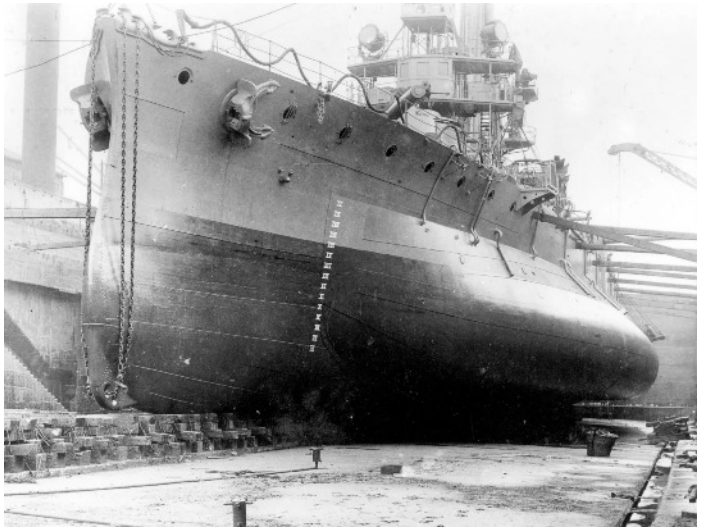
In May 1913, the Armstrong Whitworth shipyard on Tyneside began constructing two warships for the Royal Norwegian Navy. The *Nidaros* and the *Bjørgvin* were coastal defence vessels; cruiser scale ships but with more armour and larger guns: in this case two 9.2-inch and four 6-inch guns. The vessels were nearing completion in August 1914 when they were compulsorily purchased by the British Government for the war with Germany. They were renamed HMS *Gorgon* and HMS *Glatton* respectively.



HMS Glatton ("I Was There no 45". WFA Website)

Coastal defence vessels were used by countries that could not stretch to the cost of battleships but wanted to project a degree of force. The British Admiralty had no need for such ships but had a long tradition of using small vessels with oversized guns. Monitors, as they were known, were mainly used either to bombard enemy coastlines or to provide fire support to land forces, often from lakes and rivers as in Mesopotamia. For this, they needed shallow drafts to allow them to get close inshore and very good underwater protection: the *Gorgon* and the *Glatton,* as they were designed, had neither and changes were necessary.

The ships were originally built to burn just coal. The Admiralty had their engines converted to spray oil onto the burning coal giving greater heating efficiency; their fuel bunkers were rearranged accordingly. A large tripod mast was erected, astern of the funnel, and equipped with gunnery control positions for the 9.2-inch and 6-inch batteries (presumably the Norwegians had intended to leave control with the Gunners in each turret). The hulls of both ships were remodelled to provide large anti-torpedo bulges giving them a cross-section akin to a very broad-bottomed pear.



HMS Glatton undergoing conversion. Note the extent of the anti-torpedo bulges (www.destinationsjourney.com)

The bulges protected the hull from the blast of torpedoes and mines: firstly by distancing the actual hull from the explosion and secondly by providing sealed compartments to restrict any subsequent flooding within the bulge. The alterations to the hull's profile should have had the effect of decreasing the ships' drafts making them more suitable as monitors, however they simply counterbalanced the impact of the other changes. These major alterations took time, especially as the yard was already committed to building ships for critical fleet work, e.g. light cruisers. It is for these reasons that it took until 1918 to finish two ships that had been nearing initial completion in 1914. The Dover Patrol had a large concentration of monitors, used primarily to bombard German positions in France and Belgium. The *Gorgon* arrived at Dover on 6th June 1918 and the *Glatton* on 11th September.

The Officer Commanding *Glatton* was Commander Neston Diggle. Readers may be interested to note that it was Diggle who, in January 1914, had replaced George Gipps, (*Between the Lines* 84) after the latter had been dismissed from HMS *Newcastle* for having provoked her stokers to mutiny. After *Newcastle*, Diggle had gone to the Dardanelles where he served as a Beach Master on V Beach at Gallipoli during the first landings on 25th April 1915. For this, he was later made a Companion of the Order of St Michael and St George. At Gallipoli, Diggle was shot in the knee, a wound that was to haunt him for the rest of the war. Whilst recovering in Malta, he wrote a letter to Winston Churchill, then the First Lord of the Admiralty, describing conditions on the beaches. The letter shows that he and Churchill were well acquainted. Diggle was also on friendly terms with

Vice-Admiral Roger Keyes who was C-in-C Dover from January 1918 to March 1919.

Following his wound, there were official doubts that Diggle would ever again be fit for a sea going command. He was "surveyed" at the Admiralty on a number of occasions during 1915 and I wonder if he only got his next posting to the Dover Patrol in September 1915 through the influence of his friends. Dover was, perhaps, a compromise because there he would never be at sea long enough to be a liability. His first command was to commission the monitor HMS *General Wolfe* and he then moved on to command the light cruisers *Arrogant* and *Active,* in their roles as Destroyer Flotilla Leaders. In June 1918, Vice-Admiral Keyes (C-in-C Dover) recommended Diggle for promotion to Captain. He was gazetted with that acting rank and sent to Tyneside to commission the soon-to-be-completed HMS *Glatton*. He had her crewed and ready for sea by September 1918 and, after a week of speed and gunnery trials, took her down to Dover to begin working up. She arrived on 11th September.

On Sunday 16th September, with HMS *Glatton* anchored in the harbour and preparing to take on coal, Diggle went ashore to visit Admiral Keyes and his family near the South Foreland. In the late afternoon, the two officers took a cliff-top walk which, at about 6 o'clock, was interrupted by a loud explosion from the harbour. According to Keyes, in his autobiography, phone calls to his house told him that there had been an explosion aboard *Glatton* and she was on fire. The two men were driven down to the docks by Mrs Keyes in her Ford car. On arrival, they saw *Glatton* ablaze amidships. Tugs were alongside her, hosing down the fire and evacuating the wounded.

The explosion had taken place in the *Glatton*'s 6-inch magazine, partially blowing off the roof of Q turret. Survivors, mainly from the forward part of the ship, reported seeing a flash then hearing one or two explosions followed by a much larger one. At this stage, the fire was being accelerated as a nearby store of paraffin ignited. The paraffin was there to fuel lanterns in the many parts of the ship not served by electricity. Soon the whole superstructure was engulfed, with smoke and flame filling the after part of the ship. In the 1920s' magazine of the Great War, "*I Was There* No. 45", Captain Pearce of the tug *Lady Brassey*, described the scene when he and his crew climbed aboard *Glatton*. "The sight that met our eyes was appalling. On the *Glatton's* deck were dozens of officers and men, terribly wounded. Some were lying prostrate; others writhing in agony from burns. Many of the men were naked. I learned afterwards that they had been bathing when the explosion occurred" – the crew had been washing after coaling ship.

Despite the fire fighting efforts of tugs like *Lady Brassey,* the flames did not seem to be slackening and Diggle and Keyes feared for her magazines. The 6-inch one had exploded, leaving *Glatton* intact but ablaze; the greater risk came from the fore and aft 9.2- inch magazines. An explosion in one would be enough to destroy Diggle's command, but it would also probably set off the magazines of other nearby warships. To make matters worse, near to the *Glatton* was the SS *Gransha* with her holds full of munitions for the Western Front. There was the serious risk of a chain of explosions that would destroy much of Dover. In their later accounts, both Captain Pearce and Admiral Keyes, refer to the disaster at Halifax, Nova Scotia on 6th December 1917. There the French ammunition ship SS *Mont-Blanc* exploded following a collision; areas of the town were destroyed; over 1,700 people killed and 9,000 injured. There were fears that something similar was about to happen.

The obvious solution, and one built into the design of all warships, was to flood the two remaining magazines. These were only accessible from below deck and, whilst it was possible to get to the forward magazine, the route to the after one was blocked by the fire. This was now getting worse as *Glatton*'s fuel oil began to burn. Keyes then decided that the only solution was to sink the *Glatton* thus extinguishing the fire. It was believed that there were men trapped in the hull but, with the fire out of control, their deaths were the least worst choice. Keyes ordered the opening of the sea-cocks but, again the fire prevented access to enough of these to do the job. All that remained was to sink her with torpedoes.

The destroyer HMS *Cossack* had steam up, and Keyes had her manoeuvre into the harbour and fire an 18-inch torpedo at *Glatton*. It struck the ship but failed to explode because its arming screw had not had time to wind in. A second with its safety mechanism disabled exploded, holing the ship. Unfortunately the anti-torpedo bulge did its job; the hull was not penetrated and *Glatton* remained afloat. Keyes then transferred to HMS *Myngs* which was equipped with 21-inch torpedoes. Once in position, she launched one aiming at the area already damaged by *Cossack*. This time, the explosion penetrated *Glatton*'s hull and, at 8:20, she turned over and sank taking the dead, and any trapped living, with her. HMS *Glatton* now lay on her starboard side, the fire extinguished and her port anti-torpedo bulge sticking out of the water.



HMS Glatton on her side in Dover Harbour. (Wikipedia)

Later, a Court of Inquiry was convened. Its three-fold purpose was to establish responsibility, to identify specific causes and to make recommendations. The Court took evidence from surviving crew and other witnesses. The initial question was to find out what caused the 6-inch magazine to explode. Because *Glatton* had only recently been commissioned, the details of the shells and cordite propellant in the magazine were well documented. Cordite from the same production runs as *Glatton'*s was examined and found to be sound. It was not so easy to trace the shells, but the Court established that the nature of the explosion indicated that it was the cordite and not the shells that had initially gone up. Fuses from the same batches provided to *Glatton* were examined. These again proved sound although it was accepted that one could have exploded if it had been severely mishandled. The possibility of this was considered small as, at the time of day the magazine exploded, it would have been unlikely there were any men working there. The tentative nature of the Court's findings in these matters is indicative of the lack of direct evidence left from the explosion, fire and sinking.

Given that the quality of the munitions was considered sound, the Court moved on to the question of the environment in which they were stored. Magazine discipline required that the temperatures in the magazines were checked daily. By whatever chance, *Glatton*'s readings were available. These showed that although magazine temperatures had reached 70ºF, this was well within the tolerances set for the materials concerned and indicated that the mechanical cooling systems were functioning. What, then, might have caused a sudden and uncontrollable increase in temperature to a level that the cordite would burn and, in the confined space of the magazine, explode?

The Inquiry shifted its attention to the now sunken ship's construction. Fortunately, the Court had access to HMS *Gorgon*, a ship built to the same design, in the same yard, at near enough the same time, although *Gorgon* had been in commission longer. The structure of the magazines of both ships was identical: a layer of cork insulation sandwiched between an interior layer of painted wood and an external layer of steel. Tests were conducted with the same materials which showed that only extremes of heat, applied externally, could penetrate the cork insulation. The search for sources of such heat established flaws in the ship's design and construction. The 6-inch magazine was located between the stokehold and the engines but the cork insulation and cooling systems were intended to be sufficient to deal with the routinely high temperatures in both locations. What had not been anticipated, from the munitions perspective, were the facilities provided in the stokehold for the disposal of clinker from the furnaces.

Clinker, the residue of coal from the boilers, had to be regularly removed. This was done by stokers equipped with long rakes, known as "clinker knockers". These were used to drag the red-hot clinker out onto the deck in front of the boiler. In some ships, the red-hot ash was then hosed down with sea water, but in *Gorgon* it was shovelled into skids and dumped in, what was described by the Inquiry as a "pocket", an out-of-the-way space next to the ash elevator. It was then allowed to cool before being lifted to the deck and pitched overside. No-one seems to have been aware that this "pocket" and its red-hot contents were right next to the bulkhead of the 6-inch magazine.

It was considered that the insulation in the magazine should have coped with the heat but, when the wooden lining in *Gorgon*'s magazine was removed, it was found that the paint on the inside was blackened and blistered in three places, all close to the stoker's clinker dump. More alarming still was the absence of cork insulation there; the shipyard had made the gesture of filling the gap using old newspaper. From the perspective of HMS *Glatton,* this was all circumstantial evidence, but the Court concluded that it was highly probable that similar engine-room practices and a similar structural deficiency had probably existed in her. Tests on the charred paint, by the National Physics Laboratory, showed that temperatures in *Gorgon* must have sometimes reached 400ºC. In retrospect, it is a wonder that either ship survived.

The Court's final question was, who was at fault? I can find no indication that Armstrong Whitworth was ever held accountable, probably because the evidence against it in *Glatton'*s case, was circumstantial. Someone had to be held responsible for the loss

of the ship and that had to be her Captain. Neston Diggle's promotion to Captain was turned down and he was notified of the displeasure of Their Lordships of the Admiralty at the poor magazine-discipline aboard his ship.

Possibly because of the uncertainties about his wound, possibly because of the *Glatton*, Diggle never had another seagoing command. He remained in the Navy and received the Belgian and the French *Croix de Guerre* for his service in the Dover Patrol. He was a gifted linguist and his next major posting was as Naval Attaché in Rome. He remained a Commander until 1926 when he was placed on the Retired List with the rank of Captain. He served briefly between 1939 and 1940 and lived until 1963.

The wreck of the *Glatton* was raised in 1926 and towed to a part of the harbour where it was no longer a hazard to shipping.



The Glatton in 1926. She surfaced keel first. (I Was There No. 45)

In 1930, much of the wreck was broken up and, in the process, any human remains that were found were collected up. On a rainy 3rd April 1930, they were buried, in a single oversized coffin, in Gillingham Woodlands Cemetery. The parts of HMS *Glatton* that the ship-breakers did not want, remained in the harbour until they were covered over during the construction of the car-ferry facilities at the Eastern Dock.



The Glatton Memorial Tablet, Gillingham. © WMR-1586 – available under Creative Commons Licence

Ninety-eight men are recorded as dying as a result of the explosion aboard HMS *Glatton* and her subsequent sinking. The dead can be grouped into three categories: those who died on 16th September and whose bodies were recovered at the time; those who subsequently died of wounds; and the dead whose bodies remained on board. There are only two men in the first category. This suggests that they had been alive when taken ashore as, at the time, removal of the dead would have had a low priority. Thirty-nine other men were to die ashore from their burns and blast injuries over the following days and weeks. Finally there are the 57 missing men who were still aboard, alive or dead, when HMS *Glatton* sank. The monument in Gillingham suggests that all are buried in the grave but the brutal fact is that, after 12 years' underwater, only some of the remains of some of the men lie there. Captain Diggle attended the burial but Admiral Keyes sent a representative. □

John Drouot



Another brilliant postcard design from the Great War

This superb postcard design was produced in Ruhleben civilian internment camp, just outside Berlin, in 1916. This particular Christmas 1916 postcard was, unfortunately, not used but the design of the postcard with the two internees looking out beyond the perimeter fence to 'sunnier lands' in 1917 speaks for itself. Sadly, the internees had to await at least another year before they were released. Three postcards sent home by a prisoner-of-war British soldier are reproduced on page 15 complete with written messages and postmarks. □ **JB**

No Longer Forgotten

Whilst researching the names on the King's School World War One War Memorial, I discovered that Lieutenant Stuart Underwood Baily was not included on the Commonwealth War Graves Commission website despite having died of wounds while serving near Ypres.

As he was in the 490th (Home Counties) Field Company, Royal Engineers, I made an appointment with the archivist at Brompton Barracks. Chatham, who was able to produce a copy of the unit's War Diary which named him as one of the officers wounded on 11th August 1917. The school records show he did not die until 15th September 1918. I was then able to obtain a copy of the death certificate which gave the following information.

Died 15th September 1918.
Lieutenant R E
Died from sarcoma and the hardship of wounds received during campaigning.

This certificate together with a copy of the War Diary entry was sent to the CWGC and, as a result, is now included on their website and they have also taken over the responsibility for maintaining his grave in Fairlight Churchyard, near Hastings.

Stuart Underwood Baily was born at St Leonards-on-Sea on 17th May 1886, the eldest son of Cornwall Stuart Baily, solicitor, and Marion (nee Underwood) of St Leonards-on-Sea. He was educated at the King's School, Canterbury, May 1901 to June 1903, after which he went to Glasgow to study locomotive engineering and worked for the Caledonian Locomotive works 1904-1910. He then went to Canada to work on the Grand Trunk Railway in Montreal.

He arrived back in the UK on 6th August 1914 and enlisted as a private in the Hastings Contingent of the Sussex Regiment on 14th February 1915. He applied for a commission and was granted the rank of 2nd Lieutenant in the 8th Battalion Middlesex Regiment on 2nd March 1915. On 27th December 1915, given his knowledge of engineering, he transferred to the 1/1st (Home Counties) Field Company, Royal Engineers which later became the 490th Company (Home Counties) Field Company on 31st January 1916. By June 1916, the Company was at Marzingarbe, south of Béthune, before moving to Albert where they were involved in the 1st day of the Somme fighting. By October 29th, the Company was at Longueval for the attack on Le Transloy. They remained in the Somme region until June 1917 when they moved to the Ypres area.

He was promoted to Lieutenant on 1st July 1917 and later that month he received a GOC certificate for gallant conduct and coolness under fire for laying track east of Ypres whilst under heavy fire during operations on 31st July and 1st August 1917. It was while he was at Dominion Camp near Ypres that enemy aircraft bombed the camp on 11th August, killing the company's CO, Major Cecil Clive Bryan DSO, severely wounding Stuart Baily along with one other officer and sixteen Other Ranks. He had been wounded in the back, the scalp and the hand and was evacuated to England on 18th August via Calais and Dover.

On his release from hospital, he joined the 5th Reserve Company, Royal Engineers and was posted to Maidenhead for light duties. He was then posted to Caterham for a course in bridge building and then to Aldershot where he began to be troubled by his wounds and was admitted to Burdon Military Hospital, Weymouth.

A medical board sat at Burdon Hospital on 29th March 1918 which reported on his condition:

Tumour left side of neck, myalgia and neurasthenia. He states he caught a chill in December 1917, was laid up in bed for a week with pain in left groin, thigh and since then had several acute attacks. There is a growth under the left sternocleidomastoid, the size of a hen's egg, noticed three weeks ago, which is painful and tender. His general health has not been good since he was wounded by a bomb from an aeroplane in August 1917 whilst on active service. General condition and appearance not good. He is thin, weak and has lost flesh latterly. The tumour is not removable and has grown rapidly. It is possibly a sarcoma. His myalgia is still troublesome, and he suffers from traumatic neurasthenia, the result of the explosion which caused his wound which is now healed."

A further medical board which sat at Netley Hospital on 24th May 1918, concluded that he was no longer fit for service. He was sent home on 25th May 1918, relinquished his commission on grounds of ill health on 29th June 1918. He died at his parents' home in St Leonards-on-Sea on 15th September 1918. He was buried in a private grave in Fairlight Churchyard, near Hastings. □

Ed Holman



Enemies at Loos

Back in November 2025, at a postcard fair, I came across a number of German Great War postcards that were clearly parts of a set. In the same box was a card sent home by a British soldier. The four German cards had all been sent by the same person to the same soldier, from July to 1 September 1915. They had clearly come into British hands, as the slogan on the front of each card had been translated into English, written in pencil. Whilst I don't read German, my son, Andrew, who has written extensively about the Saxon Army of the Great War, does. (See royalsaxonarmy.co.uk)

The postcards were written to Ersatz-Reservist Ernst Fähnrich (an odd surname – it is German for ensign). Ernst was serving in the 2nd Company of Reserve Infantry Regiment 22 (RIR 22) in 117 Division. The sender was a civilian, L. We100lz, writing from Ober Wüstergiersdorf in Silesia (now presumably in Poland). Andrew advised 'The first name is in the signature and may be 'Lissa' but I am not sure. The tone is friendly, but not passionate, and the relation to the recipient is not specified-if the sender is indeed a woman, I would suspect she may be his sister or another female relative (maybe an aunt or cousin). The content is all about the receipt of various letters which he has sent, about someone else having home leave, etc - nothing really noteworthy.' He advised that Ernst's birthplace, noted in German records, was Rudolfswaldau, about 4 km east of the sender's location.

As none of the cards is dated after early September 1915 and, knowing that 117 Division took the full weight of the British offensive at Loos beginning on 25 September 1915, I thought the cards might have been taken by a British soldier at that battle with Ernst being killed or taken prisoner. The captor, presumably, had added translations of the German titles on each card. Looking at the French card, I had bought at the same time of a wounded French Zouave, I noticed that the handwriting closely resembled that of the translations added to the German cards. The French card had been written by Lance Corporal Henry 'Harry' Stocker, 1260, 'C' Company, 6th London Regiment (City of London Rifles), serving in 47th Division. It was franked on 28 March 1915, soon after his arrival in France, and sent to his mother, in Edmonton. According to his 'Pension' record on Ancestry, Henry Stocker was a clerk who enlisted as a Territorial, aged 17 years 11 months in October 1911. (He re-enlisted, as 320089, on 16 October 1915.) 47th Division was engaged at the unsuccessful British attacks at Festubert and Aubers Ridge, before participating in the Loos Offensive, commencing 25 September 1915.



"*Trust in God". One of the German postcards sent to Ernst*

So, would Ernst Fähnrich and Harry Stocker have encountered one another? 47th Division, on the British right, made a very successful attack on the first day of Loos. 6th London were in the first line of 47th Division's central brigade,140th. RIR 22 was the left flank unit of 117 Division, so directly facing the Londoners. According to Jack Sheldon (*The German Army on the Western Front 1915*, p.214), RIR 22 'had effectively broken. Panicked by the gas they gave ground rapidly.' Remnants of the regiment then fought on, having suffered heavy casualties.



French postcard showing a nurse attending a wounded Zouave, sent by Harry Stocker to his mother



Men of RIR 22 in the Loos Salient - 11 September 1915

47th Division, with good artillery observation, detailed pre-battle planning, and the advance covered by gas and smoke, 'conducted the most successful attack of the entire day, achieving its limited objectives within three hours and spending the rest of the day consolidating its newly won positions.' [N. Lloyd, *Loos 1915*, p.138] It took 310 prisoners, most of whom would have been from RIR 22, and six guns. The following morning, with 15th Division, it 'shot to pieces' a badly-organised German counter-attack that had started under cover of night. (Lloyd, p.186.)

117 Division sustained 5,600 casualties between 21 and 29 September. (Lloyd, pp.159-160). A substantial proportion of these must have been from Ernst's regiment. But as for the battle as a whole, Haig failed to exploit what successes there were effectively, and whilst the German line was forced back, there was no proper breakthrough. Furthermore, the British had taken considerably heavier casualties than the Germans.

Andrew advises 'The Prussian Verlustliste of 26 October 1915 (which has an EXTREMELY long list of casualties for RIR 22, as one would expect) lists Ernst Fähnrich as lightly wounded - so he was presumably at Loos, and survived the battle.' It would seem likely, therefore that Harry came across Ernst's abandoned possessions, and gave the cards to his mother.

Andrew has reconstructed the later movements of RIR 22 from various German unit histories. 117 Division was transferred to the Ypres Front to recover, then in March given an extended period of rest and training. From early May, however, individual battalions of RIR 22 were lent to the Wurttemberg 26 Division in XIII Armeekorps at Hooge, prior to XIII Armeekorps' major operation against Hill 62 on 2 June. Ernst's battalion was at Hooge from 12 May, and involved in intensive hand-grenade battles over the next two days at the 'Preussensappe'. RIR 22 took over the sector entirely on 23 May and on 6 June stormed the enemy position near Hooge following a mine detonation. It then suffered a gas attack on the evening of 10 July. Ernst appears in the Prussian casualty lists for 25 July 1916 as Killed in Action, although his death is likely to have been some weeks previously, so almost certainly killed at Hooge.

The photograph, from Andrew's collection, is of soldiers of RIR 22, taken at Cite St. Pierre, in the Loos Salient, on 11 September 1915. In the map of Hooge, 'Preussenhaus' is the stables.

47th Division spent the winter in the Loos Salient, then moved a little south to Souchez in March 1916. In April Harry suffered a 'gunshot wound', which fractured his skull. It seems likely that he sustained this on 26 April, rather than on 25 April as his record suggested. On 25 April, his battalion was out of the line and the battalion war diary mentions no casualties. However, on the following day, 'C' Company was sent to reinforce 19th London at Carency, ahead of 6th London relieving them. This was because a German mine explosion was expected.

The mine was blown and there was a storm of gunfire. 'C' Company lost an officer and two ORs killed, and three ORs wounded. As a sergeant, 'Harry' was discharged medically unfit in May 1917, receiving a Silver War Badge. In the 1921 census, he is shown married to Flora, living in Edmonton as a furniture maker and has a baby son, Henry John. In the 1939 Register, he is shown as a bus conductor. Henry Stocker died in 1975 in Enfield, aged 81. □

Michael Lucas



German positions at Hooge - March to May 1915
(from the history of Grenadier Regiment 119)

Canterbury Remembers

Since 1926, a short daily Service of Remembrance has been held in Canterbury Cathedral at 11am which includes the Turning of the Page of The Buffs' Book of Remembrance. After the Cathedral obtained the bell from HMS *Canterbury* in 1934, the ringing of the bell six times became part of the ceremony. CCF Cadets of the King's School regularly lead the ceremony in the Cathedral on Saturday mornings which has been conducted by the school's affiliated regiment, the Princess of Wales' Royal Regiment (PWRR) and its antecedents since 1926 and remembers all victims of war.

Saturday, 13th June 2026, marked the 100th anniversary of the ceremony and, to mark the occasion, an extended format was conducted by Warrant Officer Class 1 Johnson Behary VC alongside Cadet Sergeant Major Josie Madney. In addition, both serving and retired members of the Princess of Wales' Royal Regiment were also in attendance. A bugler from the PWRR sounded *The Last Post* and *Reveille*. □

Ed Holman

Addendum

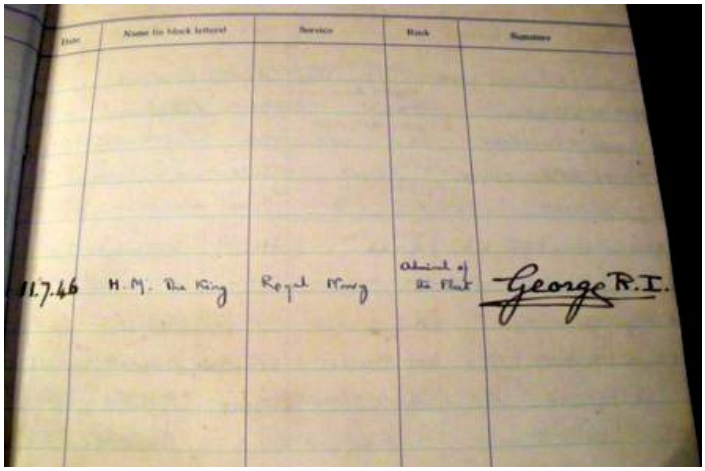
Nowadays, it is usually a verger who rings the bell but anyone who has served in the Royal Navy is entitled to ring it. His Majesty King George V1 was one such man. Am I remembering correctly that the smartest recruit at Howe Barracks marched down to the Cathedral to ring the bell many years ago? □

Richard Young

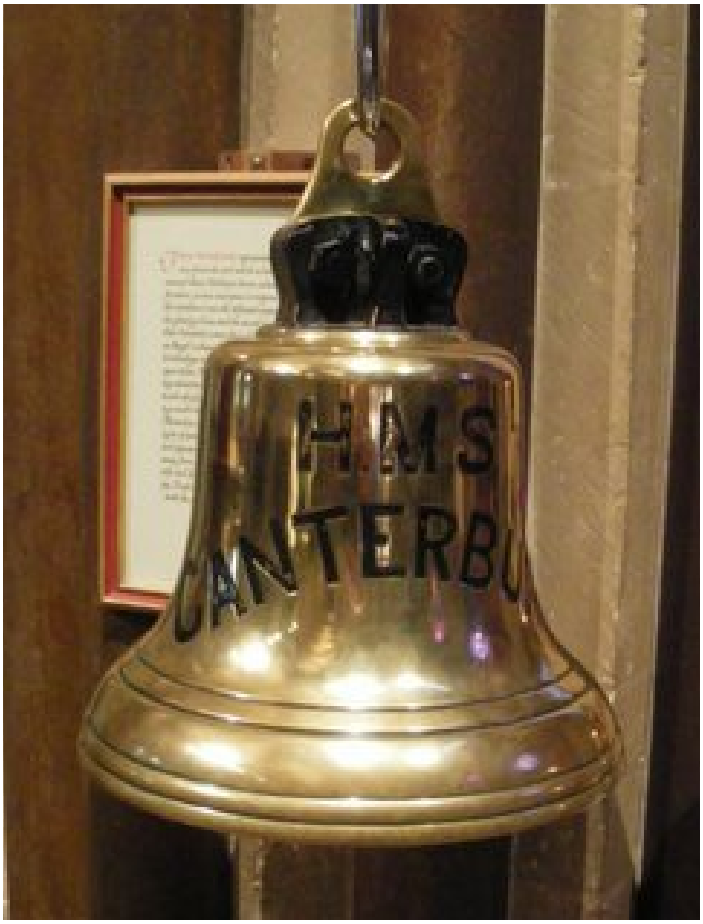


The bell hanging from a wooden frame near the Warriors' Chapel in the Cathedral

HMS Canterbury *was a C-Class light cruiser of the British Royal Navy. She saw active service between 1916 and 1918, including participation in the Battle of Jutland - Ed*



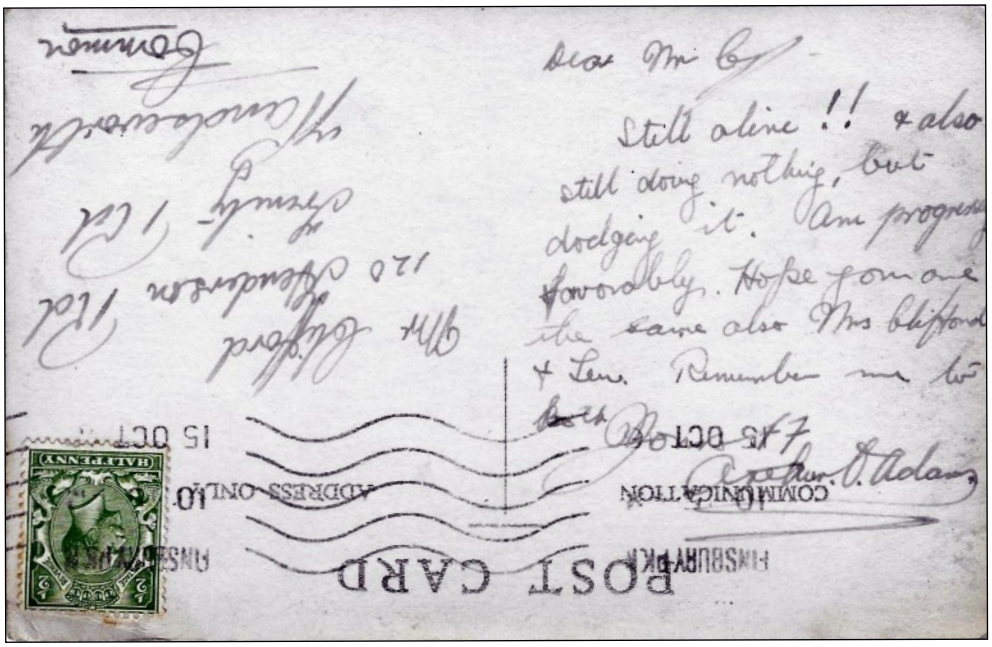
King George VI signed the visitors' book when he rang the HMS Canterbury *bell during the ringing of the bell ceremony in Canterbury Cathedral on 11th July 1946*



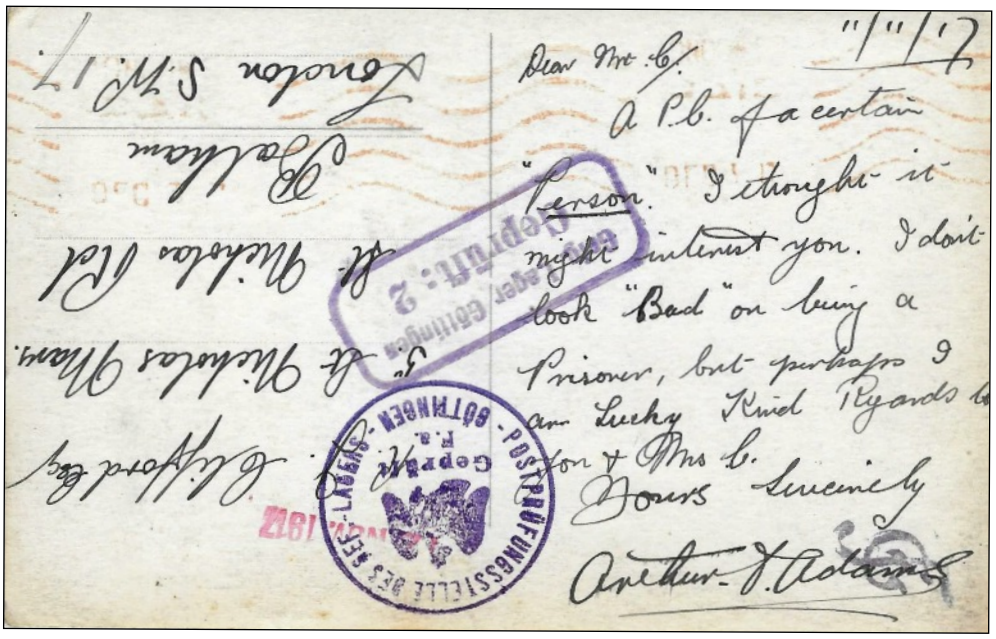
A close up of the bell from HMS Canterbury

Three signed postcards sent home by 203861 Pte Arthur Otto Adams, 17th Middlesex Regt in 1916, 1917 and 1918 when held as a prisoner-of-war at Gőttingen Camp, Germany





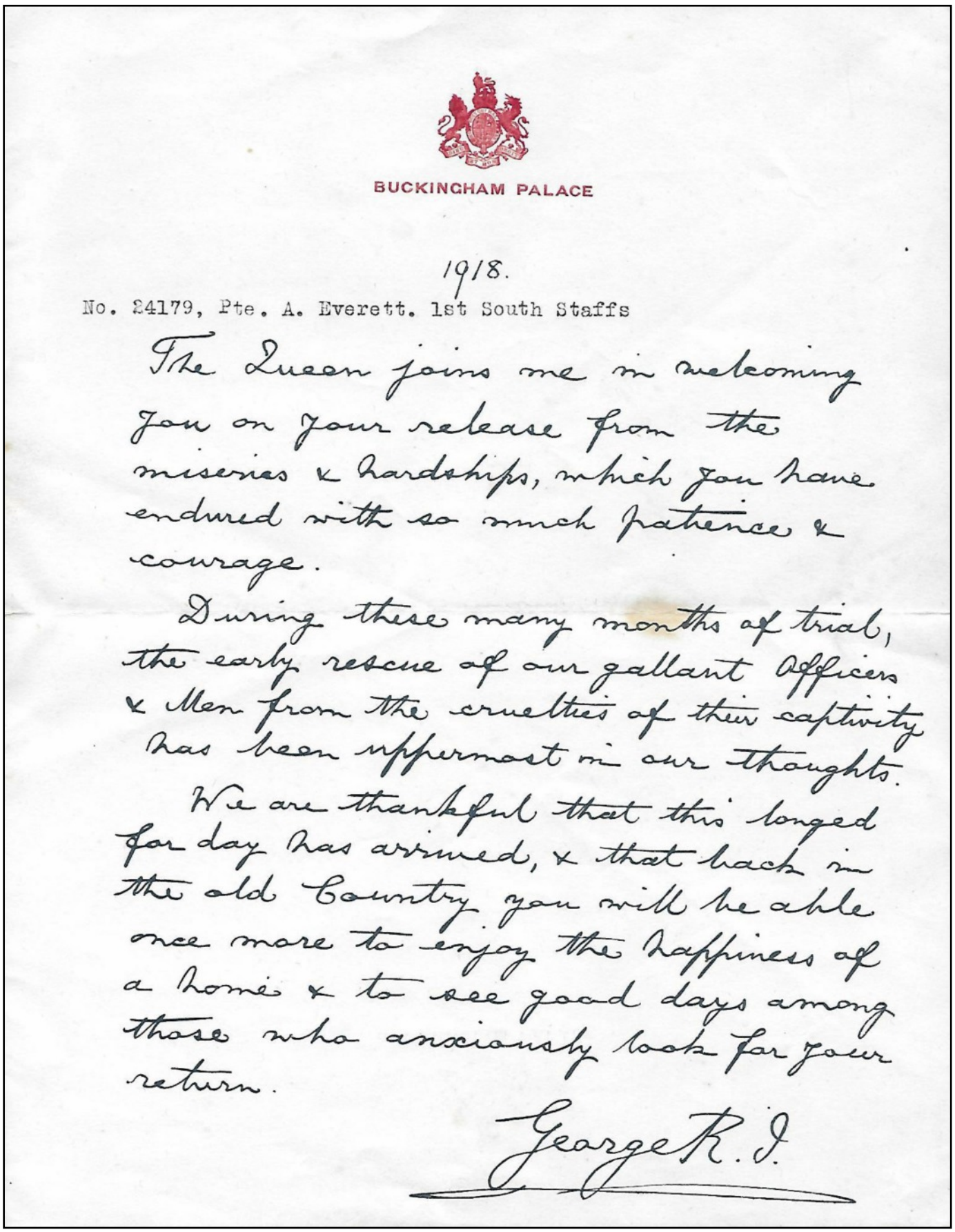








King George V's message to returning prisoners-of-war



BUCKINGHAM PALACE

1918.

No. 24179, Pte. A. Everett. 1st South Staffs

The Queen joins me in welcoming you on your release from the miseries & hardships, which you have endured with so much patience & courage.

During these many months of trial, the early rescue of our gallant Officers & Men from the cruelties of their captivity has been uppermost in our thoughts.

We are thankful that this longed for day has arrived, & that back in the old Country you will be able once more to enjoy the happiness of a home & to see good days among those who anxiously look for your return.

George R.I.

King George V's message to all British Prisoners of War on their return to Blighty. The above copy was given to 24179 Pte Arthur Everett, 1st South Staffordshire Regiment. He was awarded the British War Medal and the Victory Medal, which suggests that he was a conscript . For some reason, I was unable to find his pension record on the WFA website.

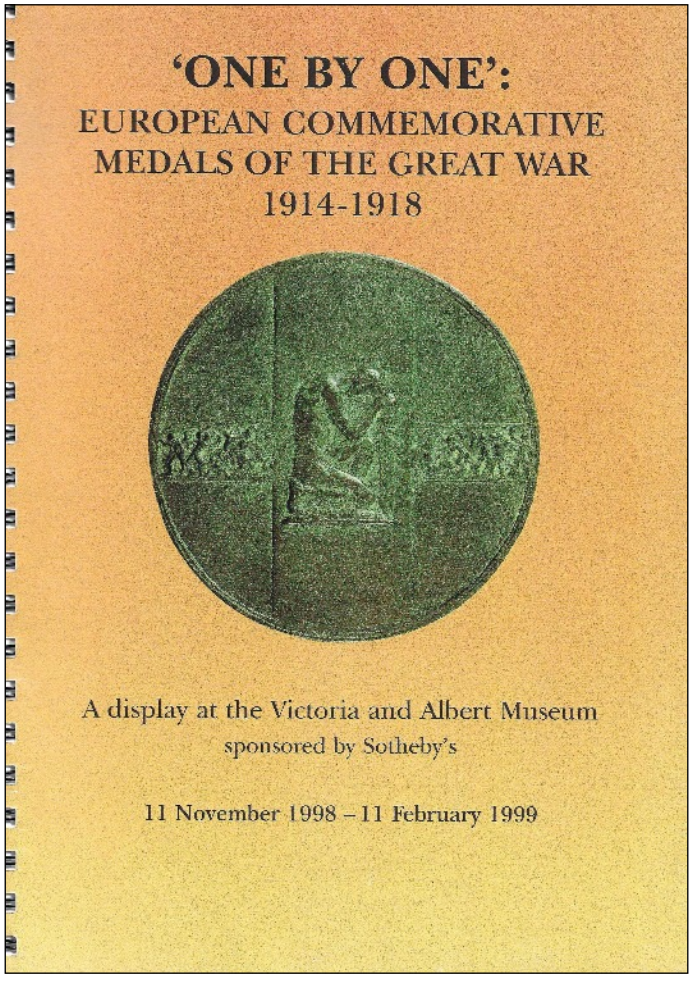
Some Great War Medallions

I have collected medallions relating to the Great War since the 1960s. As I remember, the first medallion I collected was the Lusitania medallion (see *Between the Lines* No. 86, page 18) followed by the Armistice Day medallion (see page 18 of this issue). I added more to my collection as the years passed but it was not until I borrowed the book *Spink's Catalogue of British Commemorative Medals* (published 1984) from Godalming Public Library in the mid-1980s that I became aware of many other British medallions that were issued relating to the Great War and which I was inspired to add to my collection. In addition, I added a number of French and Belgian medallions to my collection which also related to the Great War. These were often found on my visits to militaria fairs, junk shops, car-boot, sales etc. This all happened before the internet and online auctions. I had no idea about values and their scarcity; I was simply interested in their design and made my own judgement as to their value.

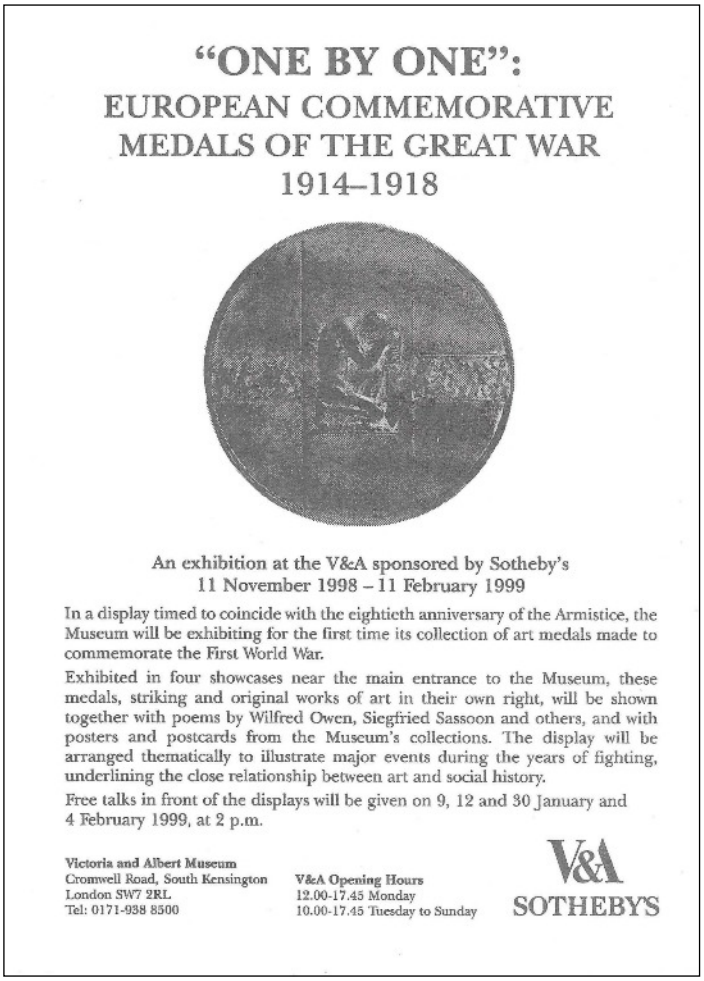
Then, in 1998, an exhibition was held at the Victoria and Albert Museum of commemorative medallions (sometimes referred to as medals). I understand that the exhibition was the idea of Dr Alan Borg (Director and Secretary of the Victoria and Albert Museum from 1995 to 2001) to mark the eightieth anniversary of the Armistice. The exhibition was on display for just three months from 11th November 1998. In my opinion, it was a small but brilliant exhibition. My one regret regarding the exhibition is that only the obverse of each of the medallions on display was shown and not the reverse. The booklet which accompanied the exhibition was well worth the £5 for the wealth of detailed information it contained on each of the medallions on display. My only criticism of the booklet is that none of the medallions were illustrated - apart from the one on the front cover of the booklet. I made three visits to the museum during the exhibition just to take it all in. In 1998, I had not progressed to having a digital camera and was thus not able to photograph each of the medallions and the other exhibits that were on display. Oh, how I wish that I could turn back the clock! It is some consolation to me that it is now possible to search on the web for each of the medallions using the primary information contained in the booklet. I have managed to call up and to copy images of most of the medallions in the exhibition, but not all. When I have a few moments to spare - which is not often - I look to see whether I can find on the web images of those medallions which have, so far, evaded me.

I have illustrated on the following pages just a few of the medallions in my collection. Not all of the medallions illustrated were on display in the exhibition.

JB



The A4 booklet which accompanied the exhibition at the V&A Museum



The A4 leaflet which promoted the exhibition held at the V&A Museum

The medal, designed by Charles Leighfield Doman, to mark the Tenth Anniversary of the Armistice

Armistice Day Medal.

LONDON, November 1.

COMMEMORATING Armistice Day, the Royal Mint has struck a medal, designed by Mr. C. L. Doman (of Wimbledon). The obverse, typifying deliverance, shows a figure of Great Britain, supporting a young warrior with the broken shackles of war, offering a wreath in memory of the fallen. The reverse depicts the Cenotaph, surrounded by the words, "Their Name Liveth for Evermore." The medals can be obtained from the Chief Clerk of the Royal Mint. The large size is 3in. in diameter, each costing 30/ in silver, and 10/ in bronze, or £15 per dozen in silver, and £4 in bronze. The small size is 1¼in. in diameter in bronze only, costing 1/9 each or £8/5/ per 100.

The issue has caused great surprise. It is not stated who will benefit, but presumably it will be the Government.

Mr. Doman, in the course of an interview, said: "I was given the commission as the result of a competition, in which about half a dozen sculptors were invited to enter a design. It is intended as a message of peace, distinct from war. The authorities gave the hint that it should contain nothing vindictive to the Continental countries, which already have struck medals. We are about the last to do so."

The above press report is from The Queenslander (Brisbane, Australia), Thursday, 8th November 1928

According to The Perth Mint Australia website, some 8,000 copies of this medal in total were struck by the Royal Mint of which only 547 were struck in silver. Each of the medals came in a presentation case.

The bronze medals came in cardboard cases whereas the silver medal came in a more substantial case with a hinged-and-sprung lid. Examples of these medals can often be found on internet auction sites such as eBay.



Small size (1¼inches in diameter) in bronze in its original presentation case - these sold for 1/9d each



Large size (three inches in diameter) in silver sold for 30/- each. Reverse showing the Cenotaph, 'THEIR NAME LIVETH FOR EVERMORE' and the date of the Armistice



Large size (three inches in diameter) in bronze sold for 10/- each Obverse showing the figure of Victory holding, horizontally at shoulder level, a large sword in its scabbard. Standing beside and partially supported by her, his shoulders against the scabbard, stands the "unknown warrior", his eyes closed, naked except for drapery around head and loins, his wrists adorned with broken shackles. He holds a laurel crown in his extended right hand

The reverse of the medal shows the Cenotaph designed by Sir Edwin Lutyens. The medallist, however, chose not to use the inscription 'THE GLORIOUS DEAD', as shown on the Cenotaph, but instead preferred the biblical inscription 'THEIR NAME LIVETH FOR EVERMORE' for his medal. This medal is one of my favourites.

JB





Diameter 65mm

I found this medallion some 50 years ago and had no idea about it. 1914 YSER ON NE PASSE PAS! 1918 on the obverse and with HOMMAGE a STALMANS François TITULAIRE DE LA CARTE DU FEU on the reverse. The sculptor was Eugène Canneel. It is believed that this medallion was issued in 1932 to those Belgian soldiers who had fought on the Yser front. The medal can also be found both in silver and in silver gilt. It is believed that the variations in metal depended on the length of service on the Yser front. Note the soldier stands firmly in the flooded plains of the Yser front holding his rifle, with barbed wire and ruins in the distance.





Diameter 72mm

This bronze medallion was issued to mark the sixtieth anniversary of the Battle of Verdun. I purchased this medallion in the shop inside the Douaumont Ossuary in 1976 when, together with my first wife and our son, we visited the Verdun battlefield for the first time. For me, it was the perfect souvenir of that memorable visit: I still treasure this medallion which I purchased half a century ago!



Height 75mm, width 49mm

I found this bronze medallion twenty-five years ago in its original presentation case in a second-hand shop in North Island, New Zealand. I had never seen one before and it made - for me - the perfect souvenir of my visit to my son and his family who live in New Zealand. As can be seen on the obverse, the medallion was presented to J J Dunn (believed to be 10/324 Pte James John Dunn, Wellington Infantry Battalion, Hihitahi, North Island, New Zealand).

According to a display (February 2002) at the National Army Museum, the medal was struck in 1966 for award to survivors and next-of-kin of Australian and New Zealanders who had served at Gallipoli. It is believed that the medallion was intended to mark the fiftieth anniversary of the Gallipoli landings in 1915.



Diameter 52mm

This "Pro Deo Et Patria" 1914-1918 silver medal (Latin for "For God and Country") is an official commemorative medal issued by the Kingdom of Hungary to honour the Hungarian soldiers who fought on the front lines during the First World War. This commemorative medal was issued in 1929. The above example has lost its original small loop at the top of the medal through which the ribbon would hang. Nevertheless, it is a most striking design.



Height 62mm
Breadth 43mm



Bronze
Plaquette in
original case



Obverse: A LA GLOIRE DES ARMÉES DU DROIT ET DE LA LIBERTÉ

Reverse: LE PALAIS DE LA NOUVEAUTE A SON PERSONNEL MOBILISE 1914-1918

Sculptor: Jules-Prosper Legastelois



Diameter 25mm



Obverse Reverse

The Commission for Relief in Belgium (CRB, or simply Belgian Relief) was an international, predominantly American, organisation that arranged for the supply of food to German-occupied Belgium and northern France during the First World War. The Commission's leading figure was its Chairman and future President of the United States, Herbert Hoover.





Width 28mm

The "ai confini 1914" medal, also known as the "Grenzbesetzung Aux Frontieres! Ai Confini! 1914" medal, is a commemorative medal from World War I. It translates to "Border Guard at the Frontiers! At the Borders! 1914". This medal was given to soldiers who served on the Swiss border during the initial mobilization of 1914.





Diameter 53mm

MBL = Mint Birmingham Ltd

The Birmingham Peace Medallion showing, on the reverse, the shields of (left to right): United States of America, Japan, Portugal, Belgium, United Kingdom, France, Greece, Serbia and Romania The obverse shows the figure of Peace holding an olive branch and surrounded by flags. The reverse shows a farmer with his plough and oxen signifying Peace. Note that the reverse is entitled EUROPEAN WAR

… and to end this article on Great War Medallions, I show a French one, which was featured in the V&A exhibition, and a superb British one issued to commemorate Peace in 1919





Diameter 25mm

Because of its size, this medallion is referred to as being a medalet

LA SOMME DÉVASTATEÉ 1914-1918

Albert Roze and P. Ansart

Note: The larger version of the above medalet was displayed in the exhibition at the V&A Museum in 1988





Diameter 69mm

PAX ET CONCORDIA

Medallion - To commemorate the Victorious Peace 1919

GREAT BRITAIN/SOUTH AFRICA/ITALY/NEW ZEALAND/BELGIUM/EGYPT/UNITED STATES/INDIA/SERBIA/CANADA/FRANCE/AUSTRALIA

Future meetings:

Meetings are held on the first Tuesday of each month at The Hall, St Andrews United Reformed Church, Watling Street, Canterbury CT1 2UA

7:30pm start (hall open from 7:00pm)

2026

6 October
Peter Hodgkinson: 'A tale of two Quadrilaterals (6th Division's attacks in 1916 and 1918)'

3 November
Fraser Skirrow: Most of the credit, most of the blame, none of the credit - platoon commanders in the First World War'

1 December
Pip Gregory: 'Wartime cartooning - a legacy of laughter'

All are welcome

WFA branches are entirely self-supporting. A donation towards the expenses of the meeting is very much appreciated

For further details, please contact:

Hazel Basford
[redacted]



Another photo from the archive

Group photo taken at the Australian Memorial at Villers-Bretonneux during the Branch visit to Le Hamel on 11th June 2013

Our guide - Andrew Thompson - can be seen pointing in the direction of Le Hamel