

# VANGUARD

JOURNAL OF THE INNS OF COURT AND CITY YEOMANRY ASSOCIATION



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**D-Day - 75th Anniversary Special**  
**News from the Squadron**  
**Farewell 'Band Master'**

# Who's Who

## Inns of Court & City Yeomanry

**Honorary Colonel:** Col Nigel Pullman

## 68 (IC&CY) Signal Squadron

**Officer Commanding:** Maj Matt Cahill

**Second in Command:** Capt Leonard Johnson

**PSAO:** Capt John Donaldson IG

**Sergeant-Major:** WO2 (SSM) Anderson

**Headquarters:** 10 Stone Buildings,  
Lincoln's Inn, LONDON WC2A 3TG

**Telephone:** 020 7405 8112

**Fax:** 020 7414 3496

**E-mail:** iccy.li@virgin.net

**Drill Hall:** TA Centre

900 Lea Bridge Road,  
Whipps Cross, LONDON E17 9DW

**Telephone:** 020 8556 0938

## The Band of the Royal Yeomanry (Inns of Court & City Yeomanry)

**Director of Music:** Maj David Hammond PhD

**Headquarters:** Holderness House,  
51-61 Clifton Street, LONDON EC2A 4EY

**Telephone:** 020 7539 3447

**E-mail:** band@royalyeomanry.co.uk

## 35 (IC&CY) Signal Squadron ACF

**Det Comd:** Sgt P Anderson

**Headquarters:** TA Centre,  
900 Lea Bridge Road,  
Whipps Cross, LONDON E17 9DW

## IC&CY Museum

**Curator and Deputy**

**Chairman, Museum**

**Trustees:** Maj M O'Beirne, TD  
Michelob666@ntworld.com

## IC&CY Association

**Website:** www.iccy.org.uk

**Facebook:** IC&CY Association

**President:** Col Nigel Pullman

**Vice-Presidents:** Maj (ret'd) A A Shipton, MBE TD, Maj (ret'd)

A S Collins TD

**Chairman:** Maj (ret'd) Edward Marshall TD

**E-mail:** edward\_marshall@nhs.net

**Deputy Chairman:** Mr T D Taylor

**E-mail:** iccytaylor@aol.com

**Secretary:** Maj (ret'd) P B Corfield QVRM TD

**Address:** 8 Ascot Road, St Mary Cray,

Orpington, Kent BR5 2JF

**Telephone:** 01689 827496

**E-mail:** iccyassociation@btinternet.com

**Hon Treasurer:** Philip Gordon

**Address:** Flat 20, Kenet House, 80 Kings Road,  
Reading, RG1 3BJ

**E-mail:** philip.gordon@uwclub.net

**Committee:** A J Benbow, Mr D H Durkin, Maj J Fern TD,

Mr EJ Hendrie, Maj E H Marshall TD, Maj M O'Beirne, Mr J

Sabini, Mr T Taylor, WO2 Paton, WO2 A Tear

## ICCY Home Service Force ( BlackBrogue )

**Point of Contact:** Mr J Sabini

**Telephone:** 020 8527 6871

**E-mail:** john.sabini@btopenworld.com

**Website:** www.iccy.org.uk

## ICCY Benevolent Fund

**Secretary:** Maj (ret'd) J Prince TD ACIS

**Telephone:** 01962 779227

**E-mail:** johnrbprince@gmail.com

## Devil's Own Sergeants' Club

**Secretary:** Jacinta Stellema, Flat 7, Fosbury House,

Ferndale Road, Stockwell, LONDON SW9 8AX

**Telephone:** 07417438007

**E-mail:** jacinta.stellema@hotmail.com

## Vanguard

**Publisher:** Richard Bundy

**E-mail:** rabundy@mac.com

**Editor:** Lt Col Vickie Sheriff

**E-mail:** vickiesheriff@mac.com

**Editorial committee members:** Vickie Sheriff, Andrew Collins, Denis Durkin and Richard Bundy

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# From the Honorary Colonel

For me, and certainly many others, the highlight of 2019 was marking the 75th anniversary of the D-Day Normandy landings, most specifically to honour the men of C Squadron of the Inns of Court Regiment who landed on the beach at Graye-sur-Mer on 6th June 1944.

Elsewhere is a full report of our visit, but a particular acknowledgement to the Band, who played a major part in the ceremonies, and to the serving members of our Signal Squadron who made the journey to remember their predecessors, along, of course, with an excellent turn-out from the Association, which generously helped with the funding. As always, our welcome from the good folk of Graye-sur-Mer was as generous as it was heart-warming.

Last year, I reported on a time of change. Now we have welcomed a new Signal Squadron Commander, Major Matt Cahill, and as I write, Major David Hammond is about to take over as the Band's new Director of Music. By now, Major Cahill is well established in his post, and I'm sure Major Hammond will quickly follow, and we welcome them both.

I warmly endorse Tim Weale's tribute to Major Roy Falshaw (p 24) following his 22 years' service as our DoM, for which he was recognised with the award of the MBE in the Queen's Birthday Honours this year. Meanwhile, David Norris is stepping down as the Association's Honorary Treasurer, and I thank him for his quiet efficiency and long service in the role.

The City of London likes to do things differently from every other part of the realm, and hence, rather than award military units the Freedom of the City (as is customary elsewhere), the City Corporation confers 'Privileged Status' – though only rarely. Partly to mark the centenary of the Royal Corps of Signals in 2020, but maybe also to address a glaring omission in that the successor unit of the City of London Yeomanry had not received this honour already. That was put right earlier this year when 71st Signal Regiment was granted Privileged Status, in a ceremony at Guildhall. And as is customary, early next year, the Regiment will march through the City to Guildhall, though probably not with bayonets fixed!

In other news, the Signal Squadron is preparing to head off to Cyprus for 'Camp', and the training of riders for the Mounted Detachment in the Lord Mayor's Show is well advanced. But by the time you read this, that will all be history and another successful year at Whips Cross, Stone Buildings and Holderness House will be over.



**Colonel Nigel Pullman, September 2019**

# From the Chairman



Eddie Marshall, our Chairman

## IC&CY Association

October saw our very splendid Rough Riders service at St Bartholomew the Great with a very smart turnout from our Guard of Honour. It is excellent that the Secretary has been able to de-conflict the service with the busy Squadron programme. The Belgium Night was well supported. I am very much of the view that the Association's subsidy towards this dinner is money well worth spending. It's also a chance for all ranks to sit down together. For those on Duty in the Lord Mayor's Show the following day, it was an early rise. Full marks go to Captain John Donaldson on his set up at Temple Gardens where he recreated the much appreciated 'Pit Stop'. All the better for having our own Cavalry in attendance!

Remembrance Sunday is always an excellent occasion to catch up with 'faces past' and there can't be many old comrades' events with such high-class musical accompaniment. After the morning service, once again we enjoyed the great privilege of marching around the square at Lincoln's Inn following our own band. Normandy in June was a great success thanks to a huge amount of work from the Vice Chair Andrew Collins, ably assisted by Denis Durkin and Captain John Donaldson. Day one was the mandatory church service in Graye-sur-Mer, ably led by Padre Nick Leviseur (but I couldn't for the life of me work out if there was some insect infestation in the church as there seemed to be a lot of fumigation required at the start of the service).

In the afternoon the local school had the honour of Pat Moore Veteran of 85th Field Company, Royal Engineers in attendance



Holy smoke



Visibility was poor in Graye-sur-Mer church

for a naming ceremony.

The Parade Day started with a moving Field Service at Jerusalem Crossroads followed by the march down the hill to the small cemetery by the Field Dressing Station; we were then welcomed to a very nice Vin D'honneur at Condé-sur-Seulles. In the afternoon it was back to the beach; another service was followed by various stops to celebrate all eight countries that had landed on D-Day:

- The Inns Of Court Regiment Memorial (La Valette)
- D-Day Memorial (Gaye-Sur-Mer Breach)
- "One Charlie" Tank
- The 1st Polish Division Memorial
- The Canadian Memorial
- General De Gaulle Avenue
- The Wash House (Royal Winnipeg Rifles Commemorative Tablets)
- The Village Memorial, Graye-sur-Mer

If participants didn't know the words of the Marseillaise at the start of the day, they certainly did by the end!

Finally, we marched back to the campsite where the opening of the new 'All Weather Games Pitch' took place or more precisely the Inauguration of the Playground Juno Beach 1944. This was kindly subsidised by the Association.

On the following day, we enjoyed some R&R (and some interesting map reading) to find the new Normandy Bronze War memorial. In the evening we enjoyed the All Ranks Dinner to host our French dignitaries. The hospitality of our French hosts was much appreciated throughout the weekend.

Back to our home base, can I thank the various hard-working association members, our Secretary, Vice President and our long serving Treasurer David Norris for keeping the show on the road.

I look forward to catching up with you all at a forthcoming Association event.

**Eddie  
EJH Marshall TD  
Major (Ret'd) Chairman IC&CY Association**



The new Normandy Memorial Trust memorial

# Secretary's Report



The names of the fallen will not be read out during the service. The 2019 Service of Remembrance will take place on the 27th October at 10.30am. I would like to see more members attend this important remembrance event.

The Field of Remembrance at Westminster Abbey was attended by eight Association members. The two plots were fronted by the Honorary Colonel and Chairman. So few members attend that a substantial number of tickets were unused. I have again reduced our ticket requirements for this year. Those wanting to attend must contact me as soon as possible to avoid disappointment.

Belgium night was again an excellent evening where 11 members attended. Dates for this year's diary are on the right.

Remembrance Sunday was well attended with a total of 33

The Rough Riders Memorial Service at St Bartholomew-the-Great was well attended and supported by the Guard of Honour provided by members of the Serving Squadron. The Service format has not changed for many years, but next year

Association members forming up for the initial parade and final march past. Sadly, this was the last parade of the Band under the command of Major Roy Falshaw MBE and I am sure you will all wish him well for the future.

The Normandy 75th Anniversary visit was a great success, with all members enjoying the opportunity to formally parade with the Squadron. The Sports Arena, partly funded by the Association, was officially opened by the Mayor and the day ended with a seven-course dinner and a concert provided by the Band. We have further cemented our relationships with the population of Graye-sur-Mer and surrounding areas.

## Dates for your diary:

### 2019

27th October	Rough Riders Memorial Service
7th November	Field of Remembrance, Westminster Abbey
9th November	Lord Mayor's Show
10th November	Remembrance Sunday

### 2020

25th January	71 Sig Regiment Affiliation Parade, St Andrew's Church
8th October	Association AGM
25th October	Rough Riders Memorial Service

**Major Barrie Corfield QVRM TD  
Secretary**

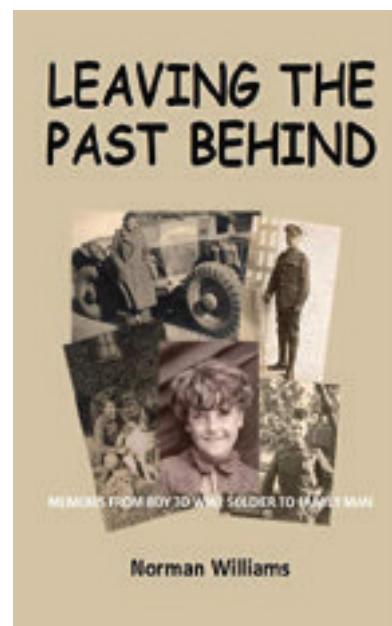
# Book Review

### Leaving the Past Behind by Norman Williams

Our oldest DOSC member, who was also Sgt in A Sqn Inns of Court, has published an entertaining and poignant account of his life. Written as the memoirs of a young lad brought up in North Wales who fought for his country in WW2 and his subsequent return to civilian life, the author gives the reader glimpses of the horrors of war interspersed with some hilarious and often touching anecdotes about a boy growing up in the 1930s. Reviews describe it as an emotive journey that makes you feel the author has shared his experiences with you in order to make some sense of his life. 'There is no doubting the honesty and perhaps significance of this work there are lessons here for all who read it,' says the Amazon review. Another for the Christmas list.

Profits raised by sales of this book are being donated to military charities.

Published by: [www.staffordpublishers.com](http://www.staffordpublishers.com) at £9.99



# Squadron Commander's Report



Major Matt Cahill

I am delighted to be given the opportunity to address the wider IC&CY family through the very valuable Vanguard, conscious of the fact that there are so many of you reading this that have a passion to see the Squadron succeed in all that it does but may not have had the opportunity to visit the serving soldiers in person over the last year. Hopefully I can give you a small insight into the command level of the Squadron and reassure you that the IC&CY brand is still very much alive and well.

I assumed command in January 2019, my second sub-unit command appointment, after six years away from mainstream Royal Signals regimental duty in a variety of staff and phase 1 training posts. Taking command of an organisation that you have not worked with before comes with some trepidation. However, I immediately realised what an incredible piece of good fortune I had in having 68 (IC&CY) Signal Squadron to command. I was welcomed warmly and whole heartedly into the Squadron family, as was the new Squadron Sergeant Major.

As you can imagine the first few months have been incredibly busy as I establish working routines and practices that fit both my style of command and the needs of regiment, understand the Squadron's and Regt's battle rhythm and get around all those personnel that make up the unit. I lean heavily towards mission command, setting an environment that allows leaders at all levels to lead and command, without the need to refer decision making, this of course needs the right calibre of leader. I am blessed that I have Officers that are exceptional across all levels, are professional, inspirational and dedicated. Couple this with Warrant Officers and Senior NCOs who are hardworking, knowledgeable and experienced and I believe that I have an exceptional command team.

The previous six months have been focussed on preparation for the demanding overseas exercise in October. Consequently, the Squadron has spent a number of weekends on the range and in the field on platoon level exercise, away from our normal trade related training. Given the fact that the troops will eventually complete five days of live firing in Cyprus culminating in an Individual Battle Shooting Range (IBSR) practice and live fire transition from rifle to pistol in a close-quarters environment, this training has been essential to ensure the competence and safety of our soldiers. However, it also serves as reminder to us all that we must master our individual war fighting skills.

During this period, I also had the privilege to lead the Squadron in its participation of the Normandy 75 celebrations. A truly inspiring trip and without a doubt a highlight of my reserve service career. I was particularly proud of the way our soldiers conducted themselves under both public and media



scrutiny, all of those involved should be congratulated for their outstanding role as ambassadors for the IC&CY and the wider Army.

Looking forward, we have the aforementioned Cyprus exercise and then preparation for the Regiment's privileged parade in the City of London in January. It will be a demanding 2020 as we relearn the skills that make the Squadron part of the Army's communication experts. The Squadron will of course maintain our standing commitment to the mounted detachment's participation in the Lord Mayor's Show, I hope that some of you may be free to come and support us on the day. As it stands, we are halfway through the training programme and have asked the Household Cavalry's Mounted Regiment for an uplift in mounts as we have a number of new officers and soldiers asking to ride this year.

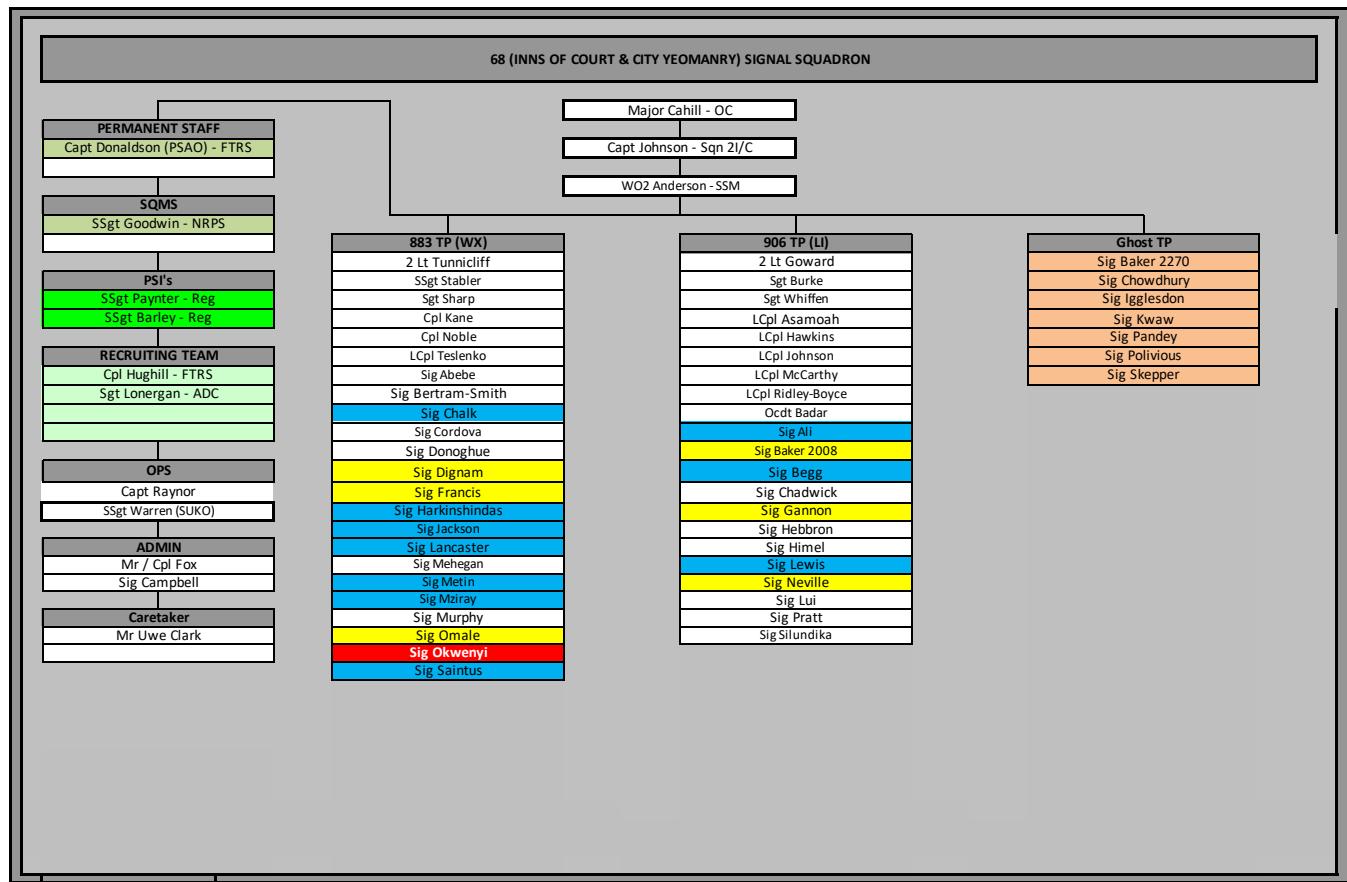
Still further ahead I would like to see the success of our Squadron Recruiter reinforced and the Squadron grow its juniors' mess. We have over 20 soldiers in various parts of the complex recruit training pipeline at this time. A testament to the hard work and importance of Squadron recruiting. All the command team understand that this area is vital ground for the unit and have been enthusiastic in their support. I am sure that we, as a Squadron, can expect another outstanding year and I look forward to reporting more success in the next issue of Vanguard.

**Major Matt Cahill**

# Getting to know our new OC

Major Matt Cahill joined the Territorial Army in Jan 1990, posting into RHQ Defence Troop of 31 Signal Regt as a Driver Lineman at Hammersmith TAC. During this period he deployed across Europe on the Calm Fence series of exercises before defence restructuring saw him re-trade and eventually become a clansman Detachment Commander. Steady promotion saw him become the Squadron Sergeant Major of 83 Signal Squadron before being selected as the Senior Volunteer Warrant Officer for 31 Signal Regiment. At the end of this posting he was commissioned and appointed Troop Commander of C Troop 41 Signal Squadron and eventually became Squadron Second in Command. Major Cahill left Regimental duties to take the post of Officer Commanding, Initial Training Company, Army Training Unit (South) and had a rewarding period delivering phase I training for the Army Reserve. He was then seconded to Oxford University Officer Training Corp as Second in Command before a permanent posting to Head Quarters London District as a Military Liaison Officer. During his reserve service he has travelled extensively including attachments to the Queen's Gurkha Signals in Hong Kong and the United States Marine

Corp. A keen shot, he has competed at Corp and Army level and enjoys coaching new and emerging shots. He has recently taken up orienteering and competed at district and Corp level. Married to Elizabeth (a headteacher), they have 2 daughters. In his spare time he enjoys motorcycling, angling, clay shooting, reading, hill walking and both watching and playing football.



KEY:  
 Phase 1 recruit  
 Phase 2 recruit  
 Awaiting discharge or transfer  
 High Readiness Reserve

# The Squadron's Year

## by Sgt Clare Sharp



### **Belgium Night Dinner**

The Belgium Night continues to go from strength to strength, with more members of the Squadron and Association attending than ever before. This year the OC had the SNCOs and Officers in mess dress to make the event slightly more formal than it has been in previous years. The event was a great success and as always, an excellent way to start the Remembrance weekend.

### **Lord Mayor's Show**

The IC&CY were once again represented in the LMS this year. Capt Johnson\* led the detachment on the veteran charger



Empress who certainly proved there's life in the old girl yet, as captured for posterity by the BBC! The rest of the detachment was as follows:

SSgt Paynter \*  
Sgt Sharp  
LCpl Hawkins \*  
LCpl Johnson  
LCpl Stewart  
Sig Badar  
(\* first time riding in the LMS)

Everyone acquitted themselves well and both riders and horses made it around the route and back to Hyde Park Barracks in one piece, albeit very soggy! Sadly, due to lack of availability of sufficiently skilled riders to manage the increasingly challenging horses available from the HCMR, we were reduced in number last year. It's to be hoped that this year we will be able to increase the number back to at least nine if not 13.

### **Remembrance Sunday**

Remembrance Sunday saw the clouds part and glorious sunshine bathed the current and veteran soldiers of the IC&CY and their guests. It was a magnificent turnout as is only appropriate given the significance of the day and last year in particular. The padre did an excellent job of marking the centenary of Armistice Day.





*CO ho ho! CO Lt Col Scottie Rankin serves up at the Christmas Social*



### **Ex Himalayan Phoenix**

LCpl Asamoah and Sig Abebe had the good fortune to be selected to participate in a once in a lifetime opportunity to trek the Himalayas on a Regimental Adventure Training trip in November. LCpl Asamoah put his photography and film-making skills to good use and captured incredible shots and clips which have been featured on the 71 Regiment social media channels.

### **Phoenix Communicator**

After the frenzy of activity surrounding the Lord Mayor's Show and Remembrance Sunday, the Squadron resumed its normal training with an exercise at Blandford. Making the journey to the home of The Corps is worth it for the opportunity to conduct Bowman (current radio platform) training using the Land Rover Based Training Aids (LBTA) to advance personnel's knowledge on basic skills and key capabilities. The LBTA's are classroom-based Land Rover chassis fitted with radio kit which are training simulators.

### **Christmas Social**

The final exercise before the Christmas break saw the Regiment gather at Colchester for a range package followed by a Christmas social with a number of party games and competitions between ranks as well as the different squadrons. 68 acquitted itself well and won the sharpshooters competition as well as a number of the party games.

### **Ex Phoenix Communicator 2/Phoenix Trot**

In January we participated in a Regimental Exercise designed to test not only the detachments but also the officers in performing their 'reports and returns' duties as well as handling the changing situation as per radio traffic during the exercise. 68 successfully established a VHF rebro (rebroadcast) which was a significant achievement.



### **Young Officer Networking**

During a cold weekend in January, 71st (City of London) Yeomanry Signal Regiment welcomed 'Young Officers', those in the rank of Second Lieutenant to Captain, from up and down the country. Some came from as far afield

as Scotland and Northern Ireland to our Officers Mess in the heart of the City. The purpose was to learn and shout about our respective diverse identities, both 'Trade' and 'People', and to promote integration Corps-wide, Regular and Reserve, amongst the exact cohort of our future leadership pipeline. Second Lieutenant Goward of 68 Squadron presented an excellent insight into our close relationship with the City of London, namely its Livery Companies. It was well-received by the guests who learnt about the rich and colourful traditions of the City... not least during the evening activity - a formal Mess Dinner to facilitate further networking and topical debate.

### **Phoenix Flight – Blandford MATTs and Bowman training**

The main effort for February was completing the Mandatory Annual Training Tests (MATTs) in order to demonstrate that our soldiering skills are still up to scratch and earn our Certificate of Efficiency (as well as our financial reward!).

### **Ex Phoenix Warrior I**

March is the end of the training year and often sees last-minute attempts to complete MATTS training to earn a Certificate of Efficiency and of course 'Bounty'. This year, in light of our deployment to Cyprus for annual camp, the training programme has had a significant infantry and shooting focus and March saw the first of these exercises. The Squadron deployed on the Ides of March to do battle on Bramshot Common. Naturally, we acquitted ourselves well, but a special mention is deserved for





Sig Gannon, who, as a new recruit part way through training, was keen to attend and until this point hadn't fired a rifle. He played a key part in every section attack over the weekend and impressed everyone with his enthusiasm and grasp of 'mil skills'.



### Ex Horseshoe Knowledge

Whilst the ORs were doing battle, the Officers travelled to Stafford to gain valuable information and insight at a Brigade level on Ex Horseshoe Knowledge. According to Capt Raynor, "The days were filled with discussion groups and lectures on the latest equipment upgrades, our impressive Cyber capability



and recruitment updates to name a few. Two heavy lecture days were punctuated by an excellent Corps dinner, with the guest of honour Maj Gen William O'Leary giving an excellent speech and discussion on the direction of the Reserves. All in all, an informative weekend with good opportunity to socialise with peers across the signals Reserve."

### Squadron Awards

The annual Squadron Dinner was held at Lincoln's Inn on 12th April and the following awards were announced: The Limerick Cup – best recruit – Sig Chalk. The Cartwright Cup – highest standards of soldiering skills combined with comradeship – Sig Bertram-Smith. The Fern Cup – highest standard in trade training – Sgt Lonergan. The William Hine Award (DOSC silver salver) – best all-round contribution to the Squadron - Sgt Whiffen.

### Medal Time!

At the end of April our Honorary Colonel, Col (ret'd) R K Wilkinson QVRM TD DL VR, the Chief Executive of the East Anglia RFCA, visited us to present a number of medals, clasps and a commendation. Sgts Sharp and Whiffen were presented with the Volunteer Reserve Service Medal (VRSM) for 10 years' qualifying service.

### Race the Sun



Thursday 2nd May 2019 saw 71st (City of London) Yeomanry Signal Regiment send a team to York to compete in 'Race The Sun'; a 15-stage, 182-mile, multi-discipline relay race starting at sunrise and finishing before the bar shuts. Thirty teams from across the Regular and Reserve Army took part in this event organised by 2 Signal Regiment that's designed to test the team



spirit, physical robustness, courage, determination and navigation skills of troops. 71 Regiment fielded 11 competitors this year, three of whom were from 68, namely our SPSI SSgt Barley, Sig Lui and Sig Hebron. The team was placed 19th out of 30 teams with a finishing time of 16hrs 7mins 16secs.

### Triathlons

Sig Hebron had a busy few months of sporting endeavour. Not only as a member of the Race the Sun team, but also as part of 71 Signal Regiment's triathlon team that competed at the Army Triathlon Championships at the beautiful Dorney Lake in Windsor. No medals were won on this occasion but it was a good rehearsal for the Royal Signals Championships that took place in July at Colerne. A 500m swim, a 20km bike ride and a 5km run...on a very hot day too. Sig Hebron produced a fantastic time of 1 hour 15 minutes while Warrant Officer (Class 1) Adrian Keeble finished in a very respectable 1 hour 24 minutes.

### Glorious June and July...busy, busy, busy!

Other than our fantastic trip to Normandy, June saw the first session of riding at Sandhurst. Thirteen potential riders from the Squadron attended, 3 of whom were complete novices. Everyone did very well, managing to perform a trot which is very encouraging. The riding training continued in July with three sessions crammed into the month in addition to another range weekend and another infantry exercise in preparation for the annual camp in Cyprus. The level of commitment across the board was outstanding, particularly with respect to the range weekend, with riders travelling to Sandhurst on Saturday morning and then on to Pirbright to shoot. No peace for the wicked...The Regiment has been posting about our efforts on social media and we have even featured on Army-wide channels!

### Potential New Recruit?

Sig Cordova is now the proud father of Liana, who was born at the beginning of the month. I'm not exactly sure when, because the shell-shocked father seemed only to remember her name and that she was 6lb! Many congratulations to the proud parents.

### Reserves and Armed Forces Days

An outstanding effort was made by the Squadron to mark Reserves Day (in conjunction with Armed Forces Day). Second

Lieutenants Almasi and Tunnicliff and also Sigs Jackson and Metin supported the day's events. Feedback from the Home Office was full of praise and it is clear that all concerned represented the Squadron and ultimately, the Regiment to a high standard. 68 Signal Squadron members Lt Goward and Sig Gannon also featured on social media as part of 71 Regiment's media campaign for Reserves Day.

### 75th Anniversary D-Day

Soldiers and officers from 68 (Inns of Court and City Yeomanry) Signal Squadron paid tribute to the fallen heroes of the Inns of Court Regiment, names of whom line the streets of Normandy. This was a truly monumental parade and was covered widely on social media again! More details to follow in a separate article.



### Regiment 50th Anniversary Families Day

With some fantastic weather in store, the Regiment assembled on Barrack Field in Woolwich for fun, sun and a BBQ. The main activity being a cricket match held between the Officers' and Warrant Officers' and Sergeants' Mess, where we fielded two full teams for a 30-over match with several juniors playing too. According to the SVWO, WO1 Keeble, victory was inevitable for the WOs & Sgts and the Officers were literally annihilated! Some fine bowling and tight fielding restricted the Officers to 52, while the WOs & Sgts managed to clock up 94 in return. Our very own SSM, WO2 Colin Anderson (37 runs) helped secure the victory. Elsewhere we saw a fantastic BBQ served up by our Master Chefs and an ice cream maker: free ice cream for all, was obviously a big hit! As the day drew to a close there was just enough time to present the trophy and cut the cake.





### Representing and Rugby

Sigs Bertram-Smith, Metin and Murphy had the fantastic opportunity to represent the Armed Forces at an England versus Wales rugby match in August. From providing assistance around the stadium to marching onto the pitch as flagbearers, they certainly made us proud!

### Pride in London

Pride week was celebrated with a parade through the city centre and amongst those parading was our very own Sgt

Lonergan. This was a special year for Sgt Lonergan, as it marked his 10th year taking part in the parade, having attended every single one consecutively for the last decade! Sgt Lonergan has been and continues to be a fantastic role model for so many of the soldiers in our Regiment. His continuing dedication to highlighting the contributions and achievements of LGBT+ personnel across the Armed Forces is something we are all very grateful for and all better off for. Thank you! Just in case you weren't aware, the British Army itself is listed by the charity Stonewall as a Top 100 LGBT+ Employer. Everyone in the Army, no matter their sexual orientation or gender identity, has the right to be treated fairly, with dignity and respect.



### Promotions

This has been a great year for promotions within the Squadron. Sig Abebe was promoted to LCpl upon successful completion of her PNCO course and two of our young officers, 2Lt Goward and Lt Raynor are now Lt and Capt respectively. Congratulations all!

### And finally...

A big thank you to the Association for all the support that it continues to provide the Squadron and the serving soldiers.



Passing out parade for Sigs Ali and Lewis



# NORMANDY 75

Denis Durkin recounts the Association and Squadron's special commemorative events marking the 75th Anniversary of D-Day

**A** coach containing a mixture of serving and past members of IC&CY units and others left Lincoln's Inn, unusually almost on time at 0800hrs on Wednesday 5th June 2019 bound for the Chunnel and thence to Normandy.

After a pleasant journey with no delays, we hit security checks a few miles short of our destination, just when minds were looking forward to stretching their legs and easing springs. En route we encountered more motorcycle Gendarmes than you would find at an international Harley-Davidson Chapter convention.

Met on arrival by our French friends and host family members, those in the coach party were allocated their billets – rather like evacuees from The Blitz – all that was missing were their little name tags in a buttonhole.

We were then subjected to the most serious movement lockdown I can remember. No traffic movements in or out of the area unless you had a pass.

Thus, on Thursday morning, the 6th, we attended a Requiem Mass at the parish church of Graye-sur-Mer conducted by the Rev Major Nick Leviseur assisted by the Rev Vernon Lidstone (ex IC&CY) and Major Michael O'Bierne.

That afternoon was one of the highlights of the visit – the renaming of the village school in honour of Pat Moore RE. Pat had been seriously ill beforehand but found the inner strength and determination to make it to Normandy. The ceremony was very moving with the schoolchildren playing a major part. The confidence shown by six-year-olds in public speaking was incredible, not one was tongue-tied. All credit to Charlotte, the School Director.

By Friday the 7th we had been joined by more carloads of IC&CY and combined with a contingent from 26 Squadron Royal Engineers, we were in for a very busy day indeed.

First, the parade at Jerusalem Crossroads which was the scene of the blue-on-blue disaster in 1944. Two half-troops from C Squadron ICR were conferring at the Crossroads when US Thunderbolt fighter bombers mistook them for Nazis. The RE half-tracks that formed part of the half-troops, were packed with explosives. The rocket attack destroyed the unit and obliterated the hamlet leading to a significant loss of life.

At the Jerusalem Crossroads ceremony, we were joined by Mark Rodgers, ex RE, grandson of Cpl (later Sgt) Jack Rodgers who was wounded there. Mark was pleased to be asked to lay a wreath at the memorial. Being a Harley enthusiast, he was attired in leathers and accompanied by several others from the Harley-Davidson Invicta Chapter. Then down to the cemetery for a brief service and a further wreath-laying ceremony before retiring to Condé's Salle des Fêtes for a generous reception before heading

back to Graye-sur-Mer for part two.

At Graye-sur-Mer, we were joined by the Band, led by the new Director of Music, Major David Hammond, members of the Royal Winnipeg Rifles and the 1st Polish Division. Then commenced the usual progression of parades starting with the ICR memorial at La Valete, then on to the other three ceremonies in the dunes. These took place at the D-Day Memorial at the 'Charlie One' RE Tank [which Pat Moore RE played a leading role in recovering and restoring in the 1970s – see Obituaries], the 1st Polish Division Memorial and the Canadian Memorial.

In addition this year, we also had a ceremony at La Brêche, where King George VI, De Gaulle and Winston Churchill came ashore. It involved raising the flags of the eight allied nations who took part in the liberation of Western Europe whilst their respective anthems were played.

We then formed up and marched back to the village, stopping on the way at the washhouse (a first aid post in 1944) and where the Rev Vernon Lidstone gave a short address, then on to the village memorial for our last ceremony before being dismissed at La Ruche.

Our own contingent of 68 Squadron performed well with a very smart Guidon Party of Sgts Clare Sharp, Ros Whiffen and Richard Burke.

At all stops Last Post and Reveille were played faultlessly by John Spenser and the RY cornetist, including a duet.

There then followed the inauguration of the new village youth sports centre, named 'Juno Beach 1944', involving a series of speeches. A large part of the cost of the centre had been borne by the ICCY Association in memory of John Bright.

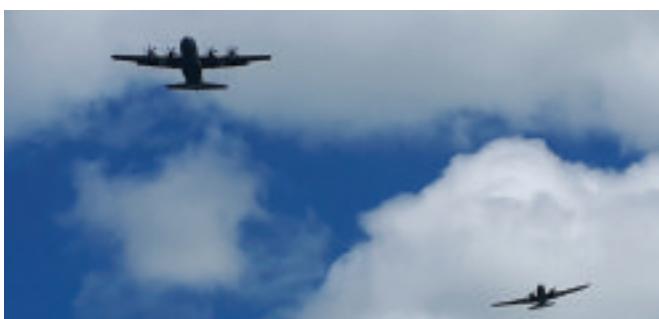
There followed a reception at La Ruche with a concert, first by the Band, followed by a gig featuring Nathan Moore, Pat's great-nephew, accompanied by his father Johnny and of course Pat. And so, to bed.

The visit was rounded off with a very successful dinner at La Ruche on Saturday night where over 80 people sat down to a very good meal accompanied by a seemingly endless supply of wine, and, of course, calvados.

Sunday morning saw us up and away early for the return trip – an equally not-delayed journey back to London where the coach decanted some very weary bears indeed at Lincoln's Inn.

These events do not evolve out of nowhere and thanks must be given to the organisers on both sides of The Channel for all the hard work they put in over several months that resulted in the best trip ever.

**Denis Durkin**









# Normandy 75 Diaries

Squadron and Association members share their thoughts and experiences about the visit to Normandy in June 2019 to commemorate the Inns of Court Regiment's role in D-Day and the days that followed.

## Capt James Raynor Squadron Operations Officer

It's hard to imagine what it must have been like hitting the sand on the 6th July 1944. The enormity of the task at hand must have been entirely overwhelming. There is no benchmark to measure against it, even for those in the Squadron who have deployed on active operations. There may never be anything like it ever again. I found myself looking out from the ferry, 75 years to the minute after the first troops landed, watching the sunrise over Normandy as we approached the port. I was thinking about those men and what must have been going through their minds. It was a truly humbling experience.

The next few days continued to both humble and inspire me. A highlight for me was meeting a Royal Signal D-Day Veteran. He told us of how he'd cut into a wire and heard German through his receiver, of supporting troops with intelligence and of operating in one of the most hostile environments in military history. It's hard not to embarrass these men by fawning over them – such is the awe and respect they inspire. But their modesty also humbled me – they have the same humility, wit and Army humour which I see every time I turn up on a Tuesday night or attend an exercise.

Beyond my personal experiences I can safely say the trip was a tremendous success. My thanks go to Captain Donaldson for playing such a vital role organising the event, to the Squadron Association for continuing to robustly support our Squadron Family and by heavily attending these events, but also I want to thank our soldiers. It was a great to see them engaging so proactively with the local community, veterans and the Association. They did themselves and the Squadron family proud. 68 Inns of Court and City Yeomanry Signal Squadron stands ready to deploy on operations should the time come. I only hope that if the call comes, we conduct ourselves with the professionalism, bravery and determination of those that landed on the beaches 75 years ago. We will remember them.

## Sig Gannon

The Squadron arrived at the village of Graye-sur-Mer, the coastal village where 75 years ago saw soldiers from 'C' Squadron of the Inns of Court Regiment - pioneers of the volunteer service - land in the first wave of the Juno beach assault.

Sixty-eight Squadron and Association members were warmly welcomed by locals who proudly lined the village streets with allied flags and pictures of fallen soldiers.

We visited Arromanches, the famous location of Mulberry B, a temporary harbour tugged over the Channel to facilitate the rapid offloading of cargo. The town was bustling with people;

servicemen, veterans and civilians of all nationalities gathered in the streets to commemorate the brave efforts of those who fought for our freedom. Crowds cheered as veterans passed by for the heroes' reception they deserve. Many of those in the town were in period dress which, along with the countless WWII military vehicles and constant fly pasts overhead, gave a sense of what it must have been like to fight during that time. Dignitaries and veterans then gathered in the central square for a service to remember that fateful day.

Officers from the Squadron spoke with a Royal Signals D-Day veteran who told heartfelt stories of his experience landing at Juno beach 75 years ago.



Maj Cahill and officers of the Sqn meeting the Royal Signals D-Day veteran

Even before the brutal onslaught at the beaches, he spoke of the difficulties boarding the landing craft due to the bad weather; his staff sergeant breaking both his legs before he'd even made it to shore. A few kilometres inland he was tasked with clearing a church with a suspected sniper on the roof. He entered the church alongside his brother, who he fought alongside for much of the conflict. They heard noises coming from the upper floor and feared a stick grenade before quickly discovering it was a goat. Despite his horrific experiences, he managed to find the humour in many of his stories which made them all the more humbling. Injured four times in total, he fought for the remainder of the war, all the way to Germany.

A parade consisting of 68 Signal Squadron, 26 Royal Engineers and the Royal Yeomanry Band paid their respects in a day of memorial services. Two ICCY association Padres, along with the Honorary Colonel and local Mayors, told stories of the bravery of Inns of Court Regiment soldiers 75 years ago. At Jerusalem Crossroads, many of the local in the community attended the service and watched the parade despite the foul weather. The

Padre likened the weather conditions to those the soldiers faced on D-Day itself.

On the Squadron's last day, we visited the American cemetery and memorial located at the hilltop overlooking Omaha beach and the resting place of 9,388 soldiers. Visiting any military cemetery is a harrowing experience but this was especially so being at the site of the bloodiest of all the landing beaches and seeing the challenging terrain they faced. Everyone took a moment to stand in front of a single headstone in a sea of immaculate white marble crosses and think about the sacrifice that fallen soldier had made. There is no order to the buried, neither by rank, date, regiment or name. It was a visit to the cemetery that everyone will remember.

68 Signal Squadron is committed to keeping the D-Day stories of the Inns of Court Regiment alive and upholding the strong relationship with the Graye-sur-Mer community. The Squadron thanks the IC&CY Association and the locals of Graye-sur-Mer who made this remarkable trip possible.

### **Capt (ret'd) Tim Weale**

I have three stand out memories...

1. Having never done the Jerusalem Crossroads commemoration before that for me was the most poignant. Coachloads of British soldiers and veterans turning up holding a service at a small village crossroads with almost everyone from the village attending. Then without any preparation a smartest of smart march to the cemetery where a further commemoration was held in one of Normandy's smallest war graves cemeteries. All very English and understated.

2. Being accompanied by the finest reserve band in the UK under the masterful baton of our new Director of Music Major David Hammond who was debuting having only conducted them once before at his audition — and with such aplomb! I counted that the band played the various National Anthems 29 times throughout the day!

3. How impressive the Squadron Leader was again never having done Normandy before and having to think up drill movements on the hoof!

And I haven't even mentioned the church service .....

### **Lt Col Vickie Sheriff**

This was my first trip to Normandy for the commemorations, and my first 'tour' with the Association. I joined tour-veterans Andrew Collins and Jane Dodd for the road trip from London in 'Chauffeur Collins' motor. I was first to be collected promptly from my doorstep in West London and was immediately charged with navigation (you know the adage about officers and maps – or in this case the Audi's sat nav system. I prefer maps!). Well, we made it to Jane Dodd's house in Clapham without incident. So far, so good. Five minutes later we'd already stopped for essential supplies of caffeine and pastries before heading for the Channel Tunnel at a pace.

We met up with the coach party at the Chunnel, lots of hellos and sharing of pin badges. More caffeine and we were off. Musical entertainment kept us in good spirits and Collins kept us guessing what he going to play next. It was certainly an

eclectic but enjoyable mix in his CD collection. One minute we were singing along to David Bowie and Coldplay, the next it was Herb Albert and his Tijuana brass (look it up on Spotify!). Our firm favourite, and fit for the occasion, was listening to the 1961 recording of Her Royal Highness The Queen Mother and the then CO Lt Col Digby Thompson on the occasion of the presentation of the new Guidon to the newly merged unit, the Inns of Court and City Yeomanry. The Regimental March featured which we thoroughly enjoyed as the French countryside sailed by. We seemed to listen to that CD on a loop for a fair bit. Lunch was a truck stop outside Abbeville, not quite the bijoux bistro we had in mind, but for only 15 Euros it served up a very reasonable three-course lunch and a glass of wine.

We could tell that we were getting close to the Normandy coast as a Hercules flew in low overhead and we started to see replica WW2 army jeeps on the backs of low loaders, or more randomly being pulled along behind motor homes. An odd sight, but the commemorations were bringing in the re-enactors in all their colours and it certainly gave the place atmosphere.

Along with the Honorary Colonel, Maj Collins had organised some 'very basic B&B' accommodation for us in the chateau at Courseulles-sur-Mer. I couldn't believe my eyes as we drove up the crunchy gravel drive to the staircase that swept up to the main entrance. It wasn't quite what I was expecting but it was a nice surprise.

We met up with the Squadron in the town that evening and had a really lovely evening of good food, nice wine and funny conversations. We retired to the Chateau in a very good mood, looking forward to the days ahead. We all had a night cap of Calvados, and that was my first introduction to the 'Firewater of Normandy'. It certainly lives up to its name!

Up bright and early the next morning and it was time for Church and the start of the commemorations. It was a memorable service, very moving and emotional, if a little incense heavy. Sadly, we weren't able to see any of the official ceremonies or get near the beaches due to road closures set up for the many VIPs who were whizzing around from ceremony to ceremony.

One of the day's highlights of 6 June was attending the renaming of the School in Graye-sur-Mer in honour of the Royal Engineer Patrick Moore. It was a moving ceremony that started with words from the children and ended up with Pat entertaining them on his guitar over squash and cakes. There was a good contingent of Inns of Court & City Yeomanry present as the crowd was peppered with hats donning ICCY colours and regimental ties.

As a newbie to the commemorations with the Inns of Court, I was mightily impressed and really enjoyed the many parades of the following day. The Squadron was well represented, and they were clearly enjoying events. The moving service at Jerusalem Crossroads – learning about the tragedy that had happened there – and the warmth and generosity of the local French people to us Brits was overwhelming. The Guidon Party did a grand job, adapting to each parade (as not one was the quite the same) whilst looking smart and military and doing the unit proud. There really isn't anything that tops swaggering down the road

marching behind the Colours and your own band (and what a band!). It's such a rare experience for most Reservists, but to get the opportunity to do this on numerous occasions on one day, in such an historic setting, will stay with me for life.

The next morning, Andrew, Jane and I found the new Normandy memorial that is being built above the Juno beaches. It had been officially unveiled only the day before by President Macron of France and Prime Minister Theresa May. When we arrived, we were greeted to a free concert by the band of the Yorkshire Regiment which was rather nice, if not another peculiarity of events. When in Normandy...

My tour was soon to be over as I flew back to London from Caen later that day. I was struck by the number of Second World War planes that lined the airfield. I was wondering which one I was going to be led onto with my boarding card! Seeing them fly before my slightly boring passenger plane took off was the icing on the cake for such an incredible and memorable few days. Thank you to everyone for making me feel so welcome on my first trip and a very many thanks to the Squadron staff who made the trip such a success and to our French hosts who were so generous. A personal thank you too to my personal tour guides Andrew Collins and Jane Dodd; I was sorry to miss the road trip home.

## Calvados

Andrew Collins provides an essential briefing on the drink of choice when visiting Graye-sur-Mer. A word of warning, there's a very good reason why we Brits call it the 'firewater of Normandy'!

Calvados is one of the coastal départements of Normandy, named after a group of rocks lying off its shores. There is an older rumour that the rocks themselves were named after a Spanish galleon that came to grief on them. Ignoring how the area may have acquired its name, it is probably unique in that its eponymous eau de vie is far better known than the place. Few of us visiting the beaches will have managed to avoid a glass or two of Calvados but equally few might know that it was a district. Would you think of rounding off your meal with a delicious glass of Wapping?

But what of the drink itself? You don't have to be a sommelier to know it's made from apples and is a spirit. It is in fact one of the world's greatest spirits. Defined as 'an apple brandy indigenous to Calvados' it has for centuries been an essential part of the social and gastronomic life of that part of France. No feast in Normandy is complete without the obligatory – and essential – trou Normand (literally 'Norman hole' but meaning a glass of Calvados) to allow room for yet more delicious food. To refuse a glass is a grave insult; but then, why would you?

Today, the best Calvados is produced by family businesses. However, prenez garde if you are offered a calvados du ferme by an unshaven old farmer with a squint, wielding an unlabelled ex-brandy bottle; his distilling standards may not be that scrupulous and his calvados may contain wood alcohol (methanol) which is highly poisonous and can cause blindness and even death.

On that happy note, enjoy your trou Normand!

**Andrew Collins**



# The Inns of Court Regiment on D-Day

**H**istorian, former Yeomanry officer and author of the new authoritative history of D-Day Sand and Steel, Peter Caddick-Adams paints a vivid picture of D-Day in an exclusive for Vanguard.

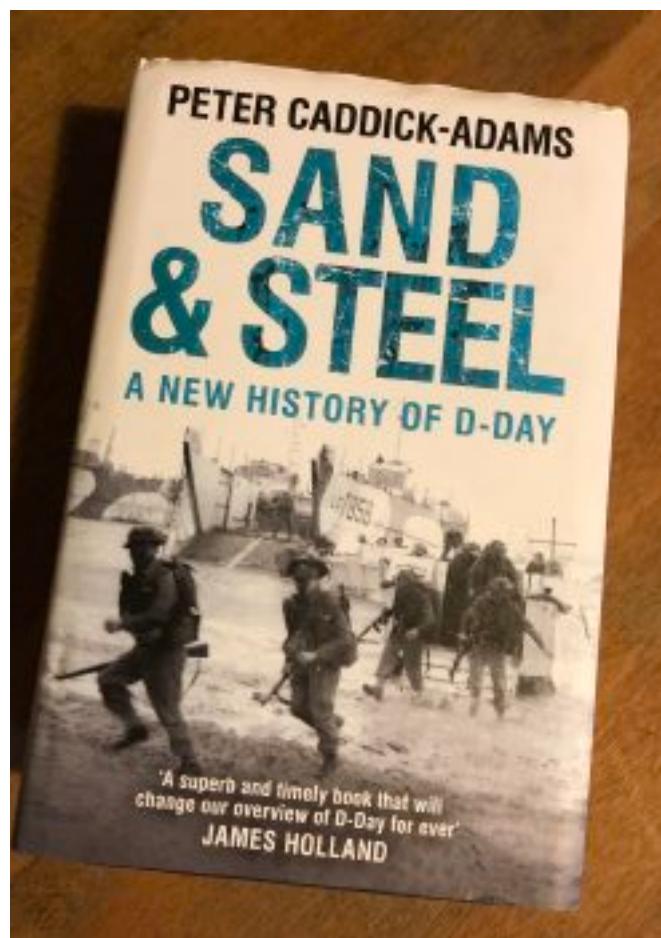
The weather was appalling. Rough surf and rain squalls lashed the French coast in the vicinity of Graye-sur-Mer, a mile west of the river Seulles. The time was 0830, or H+45 in the parlance of D-Day, and the Inns of Court Regiment had arrived off Mike Green beach, in Normandy. Just ahead of them, two Canadian infantry battalions, the Royal Winnipeg Rifles and Canadian Scottish, had stormed ashore in the previous 45 minutes.

Of all the units that landed on 6 June 1944, the ICR had perhaps the most unique role planned for them. This was a mark of their professionalism, and the leadership of Lt.-Col. Robert (Bertie) Albert Glanville Bingley. A Sandhurst and Sandhurst man, he had been commissioned into the 11th Hussars in 1923, serving as Adjutant of the ICR from 1936. When the regiment relinquished its horses in 1940, understanding the volunteer ethos as he did, Bingley was a natural choice to lead the newly-mechanised unit and took command that December. He effectively re-raised the newly-established Inns of Court Armoured Car Regiment and chose to lead 'C' Squadron ashore on the great day.

Equipped mostly with 2-man Dingo scout cars and 3-man Daimler armoured cars, the ICR was the eyes and ears of General John Crocker's I Corps, but attached to 11th Armoured Division for the assault. Only one sabre squadron of ICR would land in the initial assault, putting the first wheeled vehicles on Juno beach. Their special role was to escort fifty men of 85th Field Company, Royal Engineers, laden with explosives and mounted in M5 half-tracks, and range well beyond the initial beachhead to destroy thirteen bridges across the River Orne, south-west of Caen. The bridges were small, but it was hoped their destruction by the engineers would slow the arrival of German reinforcements, particularly the 21st Panzer Division.

This is how and why the regiment's very own little flotilla of two tank landing craft appeared off Juno beach. Leaving Southampton on 4 June as part of Force 'J' (bound for Juno beach), LCT-513 - commanded by Lt Cdr. Robert Hawkey - arrived with seven Dingos, eight Daimlers, six half-tracks and 69 Sappers and men of the ICR. Also accompanying LCT-513 was a BBC War Correspondent, Richard North. Sailing in company was LCT-507 with another twenty-one RE and ICR armoured vehicles and an identical number of personnel. The captain of this craft was Lt Cdr. Gerald Ashcroft, who as a civilian sea scout had rescued troops at Dunkirk. "Having taken the troops out, I thought I ought to volunteer to take them back", he recalled. In 1940 Ashcroft had been aboard the celebrated motor cruiser *Sundowner*, famous because its owner was Charles Lightoller, senior surviving officer from the *Titanic*.

Unusually, aboard both LCTs each armoured vehicle was painted black. All sported the Allied five-pointed white star, and on their mudguards the regimental serial number: the figures '44' on



square painted green over blue, with a white bar at the top. As they would be operating far ahead of the rest of the Overlord force, the armoured cars were given a yellow band round the turret, when possible would travel with the gun facing to the rear, fly a red and yellow flag and deploy yellow smoke when necessary. The extent of these details, contained in the ICR's War Diary (Ref.WO 171/854 at the National Archives) indicate just how dangerous their mission was considered to be.

For this special task, C Squadron was divided into twelve packets of a half-track, Dingo and armoured car each. The remaining vehicles comprised Colonel Bingley's RHQ group. The Unit Landing Officer had arrived 20 minutes earlier and other ICR liaison officers were attached to flanking units, including 50 Division landing on Gold Beach. Shepherding them across the Channel to Juno beach were many coastal craft, including a Motor Gun Boat manned by the future novelist Douglas Reeman. He recalled "Tall waterspouts shot towards the sky and then drifted down again very slowly. Lines of red and green tracer ripped across the water and were answered immediately by the destroyers and gunboats". Nearing Juno, he noted the destruction of several landing craft around him: "Another of them was hit, vivid blobs of tracer licking out from the shore in straight, lethal lines".

Aboard LCT-507, Ashcroft recalled a “grim voyage, shipping water over the armour, with the pumps running all the time”. The awful weather tossed the flat-bottomed craft around mercilessly, inflicting the misery of seasickness on virtually everyone, including the RNVR reservists manning the LCTs. Flanking them were 48 Royal Marine Commando who landed on Juno at a similar hour. One of their officers noted, “The surf was incredible, with beached and half-sunken landing craft wallowing about in it”. This commando unit lost about half of their number, drowned or wounded, before even reaching the beach. Things similarly went wrong for the ICR.

The sea state slowed the whole of Force ‘J’, and H-Hour was delayed by ten minutes, with the ICR’s two LCTs arriving at 0830 hours. Padre the Rev. John de Boulay Lance remembered, “I was asked by the Colonel to land with ‘C’ Squadron. The Royal Army Chaplain’s Department thought otherwise and ordered me to stay in England. Rather than find myself at the centre of a row, I told some fibs and went,” recorded the future Archdeacon of Wells. “Our craft struck two mines, which caused some minor casualties and one scout car was damaged. The vehicle, parked just over the explosion, was mine and I was sitting on top of it. It did not harm me, but the suspension was ruined”. As Lance’s Dingo was blocking the ramp he reminisced, “There was nothing for it, and I watched thousands of pounds worth of armoured vehicle being tipped into the sea”.

However, with the loading ramp buckled, the vehicles behind could not land until the tide had receded and the LCT was beached. Padre Lance aboard LCT-513 grabbed his “communion vessels, medical box, bedroll” as his scout car slid beneath the angry waves, but the rest of the armour had to wait. “The infantry landing craft either side of us were blowing up in all directions”, remembered Lt. Cdr Ashcroft. Under mortar and machine-gun fire, his LCT-507 disgorged its ICR and RE vehicles “in a maximum of seven minutes”. Ashcroft recollects Rommel’s shoreline obstacles, “three lines of railway lines or scaffolding rammed into the sand with mines and shells attached to them”. LCT-507 lingered no more than 45 minutes before heading back to Southampton for another load.

However, due to a lack of exits and congestion on the sands, permission was not given for the force to advance until 1030 hours. One armoured car, three scout cars and two half-tracks were knocked out in the water, or on the beach waiting to advance. The armoured car was Lt. Shaw’s Daimler, hit by an 88mm round on the beach, which killed his driver and wounded him and his gunner. Shaw – who later died of his wounds in a nearby Regimental Aid Post – was talking to the CO at the time. The first German shell literally passed between the two officers, but the second hit its target. Colonel Bingley was lucky to escape with his life; the ICR memorial now graces the exact spot.

The Canadian 3rd Division’s orders specifically refer to the ICR’s task. Once the German minefields had been breached, and on the orders of Brigadier Harry Foster (of 7th Canadian Brigade), ‘C’ Squadron plus the engineers would advance to the River Orne as quickly as possible. They were to carry out general reconnaissance and delay the advance of opposing formations.

In detail, they were to prepare for demolition of all road and rail bridges over the River Orne from Thury-Harcourt to St. Andre-sur-Orne. If the force failed to reach the Orne, it was to create an obstacle along the River Odon instead, additionally cratering and mining roads. In contact, the squadron was to delay the Germans for as long as possible, gradually withdrawing and reporting enemy movement. By the time the force came into Corps reserve near Douvres, the rest of the ICR would have landed.

Once under way, Lt. Reeve’s Daimler was struck by a German anti-tank round which struck the turret, the impact spinning it round, leaving the crew shaken but otherwise uninjured. Six three-vehicle packets eventually crossed the River Seulles from 1500 hours onwards but all surprise by then had been lost, resulting in the ICR’s deep reconnaissance and destruction tasks being overtaken by events. Not only was increasing opposition holding them up, but friendly units had no idea who they were. Despite all the recognition symbols, another ICR vehicle was destroyed by a Canadian tank, killing Sgt. Wright & Trooper Smith.

Whilst the survivors harboured for the night in the area of Vienne-en-Bessin, an indication of the violence of a confrontation with an armed opponent was illustrated the following day. On 7 June a halted ICR column at a road junction in the hamlet of Le Douet de Chouain was overflowed by a gaggle of US P-47 Thunderbolt fighters. Despite their extensive recognition precautions, the vehicles were machine-gunned. A rocket then caught one of the Royal Engineer half-tracks carrying explosives. It blew up with such force that the accompanying four vehicles were obliterated, killing six troopers and five civilians, and the surrounding buildings were reduced to brick dust. The site was later marked on British maps as Jerusalem crossroads.

It fact it would matter not that none of the regiment’s D-Day objectives were reached and no bridges blown, for this was the ICR’s good fortune. Without doubt, they would certainly have been destroyed by the fanatical troopers and superior armour of the 12th SS or 21st Panzer Divisions racing towards the invasion. The Inns of Court would have been sacrificed for no appreciable gain. As it was, for the rest of June ‘C’ Squadron and the remainder of the ICR were more appropriately and valuably employed in traditional communication and liaison duties, before returning to I Corps headquarters. For his leadership on 6 June and subsequently taking his regiment through the meat-grinder of the Normandy campaign, Lt. Col. Bingley would be awarded a rare ‘D-Day DSO’, and the padre, Rev. Lance, would win an MC before the war’s end.

**Peter Caddick-Adams**

# Riding in The Lord Mayor's Show 2018

As Acting OC, after agreeing to lead the 68 Sqn riding detachment for the Lord Mayor's Show (LMS) 2018 I was immediately filled with trepidation because I had no riding experience at all. My only experience with horses was from an ex-girlfriend who I would travel around the country with, when I was on leave to watch her participate in various show jumping events. Her horse was called Big Mac and despite her repeated attempts (for a year) to get me on her horse and teach me how to ride I'd refused and preferred to do the mucking out.

So now many years later, along with approximately 20 other volunteers, I 'signed up' for six basic riding lessons at the Royal Military Academy Sandhurst's Saddle Club. Corporal of Horse Evans had the pleasure of watching a variety of new riding styles, none of which particularly impressed him, however we were fortunate that his encouragement and enthusiasm were boundless.

We progressed to the next phase of the training at Hyde Park Barracks, still under the tutelage of Corporal of Horse Evans and we all knew that we needed to make significant improvements in all areas. However, during our first lesson after a long summer break and under the scrutiny of the Riding Master, it was evident that we were all 'rusty' and unfortunately one of our number was unhorsed, twice. The Riding Master obviously had concerns but thankfully postponed judgement. Despite the inauspicious start, the riding detachment rode in formation on the last session in front of the Riding Master who gave his approval for us to ride on the parade.



Capt Anderson with the mounted troop getting ready



The Support Team



A lively moment



Practice at Hyde Park Barracks

On the day of the LMS the detachment was woken up at 4am to arrive at Hyde Park Barracks in time to prepare the horses and kit. The day itself went (relatively) smoothly and was an honour and privilege for all of us.

After approximately six hours in the saddle we were all still excited, waiting in a side road for the Horse Guards to finish their parade so that we could follow on behind them and all ride together back to the barracks. As soon as they arrived and we started to make our way back, the heavens opened and there was a torrential downpour. It felt like a tropical rainstorm and it drenched us during our 30-minute ride back. We were utterly soaked and smelling of sheep (wet wool uniforms are rather pungent!) and the tourists were videoing us from under their umbrellas with big smiles on their faces. They couldn't understand why we were all still smiling and laughing despite being drenched as if we'd jumped into the Thames. We were still 'high' from the parade and we were not going to let a massive downpour dampen our spirits!

Many thanks to the Association for funding the detachment again. A big thank you to the ground crew that supported the riders on the day; thank you to all who participated in the phase 1 and phase 2 rider training; and of course thank you to Corporal of Horse Evans and the Riding Master at Hyde Park Barracks.

**Captain Leonard Anderson**

# Farewell Friend

## Our Director of Music Major Roy Falshaw MBE BA FLCM ARCM psm Retires



In 1997 Roy Falshaw, who retires this autumn, took up the baton as only the second Director of Music of The Inns of Court & City Yeomanry Band of the Royal Yeomanry after a distinguished 24-year career in the Regular Army. (Originally the Band had been led by a WO1.)

Roy Falshaw enlisted into the Grenadier Guards as a Junior Musician in 1973 and trained first at the Guards Depot, Pirbright. In 1986, after serving with the Staff Bands of the Royal Army Medical Corps and Royal Army Ordnance Corps, he attended the Student Bandmaster's Course at the Royal Military School of Music, Kneller Hall. Graduating in 1988, he won prizes for composition and arranging.

In 1989, he was appointed Bandmaster of The Royal Scots Dragoon Guards. On the reorganisation of Army bands in 1994, he became the first Bandmaster of the newly formed Band of the Hussars and Light Dragoons.

In addition to most Western European countries, Army music-making has taken him to Cyprus, the United Arab Emirates, Hong Kong, Canada and the USA. In the first Gulf War he served with The Royal Scots Dragoon Guards as part of the 7th Armoured Brigade (Desert Rats) in Saudi Arabia, Iraq and Kuwait.

After retiring from the Regular Army in 1997, he was commissioned as a Captain (later promoted Major) into the TA and appointed Director of Music of our Band. Roy has taken his Band to new heights of musicality earning high praise from many quarters including RSAM Kneller Hall, and was until retirement recognised as one of the most eminent Directors of Music in the British Army in recent history.

The Band is now entitled one of the few Ceremonial State Bands carrying out prestigious events including Buckingham Palace Changing of the Guard, playing at The Guards Chapel, as well as leading the nation's remembrance at Bayeux Cemetery for 'D-Day 70' in 2014. The Band is in high demand not only in London but across the country and this is in addition to supporting both the RY and ICCY. The Band playing at the Lincoln's Inn Remembrance Service is both memorable and a

highlight of our Regimental year.

Roy has combined this appointment with his full-time position as Director of Instrumental Music at Danes Hill School, Oxshott. In addition, he works as a freelance trumpeter, is Associate Conductor of the Farnborough Symphony Orchestra, Deputy Conductor of the Pelly Concert Orchestra and is a Residential House Master for the National Youth Brass Band of Great Britain.

The ICCY have indeed been fortunate to have enjoyed Roy's friendship as Director of Music over the past 23 years during which time he has endeared himself to us all and we were delighted when his career in Army music was recognised by an MBE in the 2019 Birthday Honours list.

He retires in October 2019 after some 46 years in uniform and we wish him well.

**Tim Weale**



# The Band of The Royal Yeomanry (Inns of Court & City Yeomanry)



**D**uring the year, the Band performed many high-profile engagements, including support for State Ceremonial Public Duties such as the Changing of the Guard and choral matins services at the Guards' Chapel. However, the most notable set of engagements took place in Normandy when we took part in events to mark the 75th anniversary of the D-Day landings.

The Band's Annual Continuous Training was held at Fort Blockhouse in Gosport. During our time there, we explored a new repertoire for a full concert band. Concerts were given in the grounds of Winchester Cathedral and at the Sir Harold Hillier Gardens in Romsey. Due to my absence, the Band was ably conducted by LCpl Richard Allen. I am grateful to him. Unfortunately, the outdoor concert planned at Portsmouth's Gunwharf Quays was well and truly rained off!

Due to the continuing crisis in the manning of Regular Army bands, our musicians have been loaned out many times. In addition, we bolstered other Army Reserve bands: Sgt Richard Llewellyn enjoyed working with the Band of the Royal Gibraltar Regiment in their Changing of the Guard ceremonies, and SSgt Graham Dare, Sgt Jan Dare, LCpl Jo McDermott and Musician Mark Farrar enjoyed 10 days with the Band of the Princess of Wales's Royal Regiment on tour in Cyprus.

On the sporting front, musicians Sara Marsh and Mark Farrar enjoyed free-fall parachuting and musician Rosie Bergonzi achieved black belt in karate... be warned!

At the time of writing, I retire from the Army Reserve in two weeks' time. It has been an honour to have been the Director of Music of the Band for the past 22 years. I wish the Band's musicians, both past and present, all the very best for the future.

My successor is Major David Hammond. He is an exceptionally fine musician with a wealth of experience gained in the bands of the Parachute Regiment, the Blues and Royals and, most recently, with the Countess of Wessex's String Orchestra. I wish him a long and happy career with the Band and the regimental families of both the Royal Yeomanry and the Inns of Court & City Yeomanry.

**Major Roy Falshaw MBE BA FLCM ARCM  
psm VR Director of Music**

8 October 2019



## Introducing the new Director of Music

**M**ajor David Hammond PhD joins us in October as the new Director of Music for the Royal Yeomanry and Inns of Court & City Yeomanry Band. Some have already met him as he gamely stepped into Roy's shoes to lead the Band for the Normandy 75 commemorations. With 29 renditions of national anthems and an evening entertainment programme all on one day, it was no mean feat for him or the Band! With a background as Director of Music for a number of military bands,

not least the Band of the Blues and Royals with whom he led the mounted music for State ceremonial in 2014, our dear band has attracted a high calibre leader to take it on as Maj Roy Falshaw steps down. A very warm welcome to you, Major Hammond.



the devil in common with the Inns of Court. The Canadian 'devils' were the infantrymen alongside whom our troops from C Squadron of the Inns of Court Regiment would have served during the events of D-Day and after in Normandy.

The Royal Winnipeg Rifles (RWpgRif) is one of fifty-one Primary Reserve Infantry units in Canada. The RWpgRif is headquartered in Winnipeg, Manitoba, which is geographically, the longitudinal centre of Canada.

Canadian Army Primary Reserve units have a paid establishment of a Battalion HQ minus and a Company minus. The mission of the RWpgRif is to generate a company headquarter and a composite light infantry company for domestic and expeditionary operations. Since 2007, the unit is tasked to stand up and train one of four Arctic Response Company Groups (ARCGs). Average paid strength of the RWpgRif is 160, including the Regimental Band.

The Royal Winnipeg Rifles originated in Winnipeg, on 9 November 1883, when the '90th "Winnipeg" Battalion of Rifles' was authorised to be formed. The Regiment was mobilised for active service on 10th April 1885 for the North West Rebellion, a violent, five-month insurgency against the Canadian government, fought mainly by Métis and their Indian allies in what is now Saskatchewan and Alberta.

The rebels used to the traditional army red coats were awed by the determination of these soldiers in their almost black (dark rifle green) uniforms. Captured enemy asked who these little black devils were. The name stuck, and it became official with the insignia of a black devil carrying a trident and offering a chalice. Hence, with the regiment's motto 'HOSTI ACIE NOMINATI', which means 'Named By The Enemy'.

The RWpgRif was involved in the 1884 Nile campaign to relieve Khartoum, served in the South African War, the two World Wars and Korea. They were part of Canada's contribution to the NATO Brigade in Germany, as well as providing volunteers for UN Balkans operations and Afghanistan.

The RWpgRif's first action as a unit in the Second World War was in June 1944. It was the Battle of Normandy that started a momentum that resulted in the Allied liberation of Western

# The Other Devils

Those of you who travelled to Normandy this summer could not help but notice the 'other devils' who were commemorating the events of 75 years ago. Col Brian Batter, seen here sporting the 'little black devil' insignia of the Royal Winnipeg Rifles, joined us at our parades and the opening of the children's playground. Col Brian sets out here the history of this unit and why they too have

Europe. Codenamed Operation Overlord, the battle began on Tuesday, 6th June 1944. Also known as D-Day, and the Longest Day, it saw some 156,000 American, British and Canadian forces land on five beaches along a 50-mile stretch of the heavily fortified coast of France's Normandy region. The Canadian beach, where 21,400 landed, was codename Juno. The Royal Winnipeg Rifles assaulted near the town of Courseulles-sur-Mer where the Juno Beach Centre is now located. This is how one infantry battalion of over 800 men, mostly in their 20's spent the weekend and the first days of their work week. We will follow one of six companies, B Company, on their journey.

Most of the battalion were from Winnipeg and Manitoba so they all had something in common. Many of the Winnipegs were what we called 'originals' who had joined the battalion back in 1940. Still, this was their first battle experience. They saw friends with whom they had lived in the barracks for years cut to pieces by vicious enemy gun fire. Still they found the strength to carry on.

On Friday and Saturday 2nd - 3rd June, along with tens of thousands of others, the battalion left their marshalling camp and were transported to Southampton old docks. On board ships the men were told that after years of rehearsal and

*In 1885, captured enemy asked  
who these little black devils were,  
and the name stuck*



training they would be in the first waves of the assault and were given tasks and objectives. At noon on Sunday the landings were postponed due to bad weather which increased the feeling of apprehension. Monday saw the final battle preparation, including receiving the actual maps of where in France they would be assaulting.

On Tuesday, 6th June 1944, the first-wave Company's troops clambered into the Landing Craft Assault (LCAs) and were lowered away shortly after 0500hrs, ten miles from the coast. Seas were rough and the flat-bottomed landing craft pitched like wild horses with burrs under their saddles. The men were faced with a long run through heaving seas toward a hostile shore and an alert enemy.

The riflemen huddled on the benches in the LCAs could do little other than hold on and wallow in the depths of their misery and seasickness. As the first wave neared the beach, it became obvious that the defenders were alive and shooting.



The Royal Winnipeg Rifles cap badge (below)



Canadian troops at Southampton Docks (top), German position on Juno Beach (middle) Aerial reconnaissance photograph of Juno Beach (bottom photo above)

B Company's mission, with one platoon of C Company and one section of Regimental Pioneers, plus one and one-half sections of No. 6 Field Company, Royal Canadian Engineers, was to assault and capture Red Beach of Mike Sector at Courseulles-sur-Mer. The 150-man B Company, commanded by Capt Phil Gower, was tasked with assaulting three strong points and twelve machine-gun emplacements. The men in their LCAs had come under heavy machine gun, artillery and mortar fire 700 yards from shore, and many were hit while still in the water or even

before they left their LCAs. Closer to shore, enemy fire from snipers and MGs began to rip into the LCAs. When an LCA halted, the men jumped off the ramp into chest-high water and began to wade ashore on an open beach at low tide under heavy fire. It was now 0749hrs in the morning. By the time Gower and his men finally fought their way through the deadly maze of bunkers, trenches and barbed wire, B Company mustered only the Company Commander and 26 men fit for duty: 80 per cent of the Company, 125 men, had become casualties within a few hours. The Battle of Normandy was just beginning as the Company fought its way inland.

Capt Gower was gazetted the Military Cross:

'Eye-witnesses of his command stated that throughout this action and in spite of having lost his helmet during the landing, Captain Gower stood upright on the beach, coolly directing the employment of his sub-units and by his personal example of bravery, skill and daring reduced the defences one by one until the beach defences were overcome. Had it not been for this officer's courage and outstanding devotion to duty in the face of tremendous odds, the landing and advance inland of the remainder of the Battalion would have been seriously hampered.'

He was captured on the afternoon of Thursday 8th June when the understrength RWpgRif was overrun by the 2nd Battalion, 26 SS Panzer Grenadier Regt, (12th SS Panzer Division 'Hitler Youth') at Putot-en-Bessin. Fifty-eight rifleman were subsequently murdered by the SS.

Major Philip Gower died on 9th December 1956 while returning from Korea when his aircraft crashed into a mountain.

Compiled from Regimental sources by Lieutenant-Colonel (Retd) J. Brian Batter MMM CD who served with The Royal Winnipeg Rifles 1962-2007

# DEVIL'S OWN SERGEANTS CLUB (DOSC)



*Cheers! John Lucas and Band Sergeant Major Dave Peacock raise a glass to our French hosts during the dinner at La Ruche*

This year promised to be quite a busy one, and so it proved to be. This 75th Anniversary year of the D-Day landings in Normandy got off to a sad start when news was received in early February that one of the Inns of Court Regiment's last surviving veterans of the D-Day Campaign, Ken Davey, passed away aged 94. (See Obituaries.) R.I.P.

The Annual Club lunch, which is usually held in early April, had to be put back this year to the 18th May. Unfortunately, attendance was down on previous years due to some prior engagements and clash of holidays. It is hoped to secure the usual date for next year's lunch.

A few members attended the ANZAC day parade and service on 25th April, followed by a (probably) liquid type of lunch at the Civil Service Club in Whitehall.

Organised by John Sabini, some three members attended the parade of homage on the 2nd June in the City of London, followed by lunch at Finsbury Barracks, home of the H.A.C. The annual President's prize, a bottle of Clarke's 'Devils Own', a bourbon whisky liqueur infused with cinnamon, was won this year by Ralph de Bedic Perks.

The big event of the year was of course the trip to Graye-sur-Mer in Normandy as part of the 75th Anniversary of the D-Day Landings, hosted by the Association. A full report of the visit appears in this magazine. However, many of the DOSC contingents were housed at the Canadian Scottish campsite, adjacent to the sports field where the Inns of Court memorial stands. The campsite boasts some six mobile homes, and this year due to the number of people attending the ceremonies, the DOSC contingent were mainly housed in them!

Thanks must be recorded to the Commune of Graye-sur-Mer, the Mayor M. Jean-Pierre Lachevre, and in particular to the hard-working secretary of the Mairie, Madame Karine Fauvel for

arranging the accommodation. The choice of venue became even more appreciated when those who were new to the Canadian Scottish campsite, discovered that just thirty yards from the mobile home accommodation, the camp bar/café was located! Determined to make the proprietors of the camp bar/café multi-millionaires, the DOSC contingent swiftly made it our temporary HQ for the duration! 'Saucisses et Frites' became a great success story! Not to mention the inevitable occupation of the bar for the afternoon/evening!

The occasion also led to two former members of 68 Signal Squadron joining the club whilst in Normandy! So we welcome new members Susan Edwards and Peter Dawes to the Club. Are there any more former Sergeants out there who are not members of the DOSC?

If so, this is your Club! Come along to Lincoln's Inn and join us on the third Tuesday of each month, apart from August and December.

## John Lucas, Hon. President DOSC



*The DOSC enjoying the hospitality of the Canadian Scottish campsite bar by day...*



*... and by night!*

# The Black Brogue

The Black Brogue started off as an informal group of former members from the 348 IC&CY HSF Sqn. It has been running for more than 20 years and over this period it has developed to encompass people who have not served in the HSF Sqn. but are interested in and support our activities. We are now a general group of ex forces and civilian supporters. There is no formal membership requirements and the door is open to all. There are no rules as such, no membership fees and best of all no formal 'command & control' organisation. In addition to doing our 'own thing' we support formal IC&CY functions and events.

## Why Black Brogue?

Approximately 21 years ago an HSF Grove was installed at the National Memorial Arboretum in Staffs. At the time there was an



## The Home Service Force – a short history

At the time of formation there were three Home Service Force units in London District, the IC&CY, 10 Para and Honourable Artillery Company. The HSF Squadron based at Lincoln's Inn was badged as IC&CY and designated as 348 (IC&CY) Signals Squadron HSF from 1987 to 1993. It wore the original IC&CY cap badge and 348 was organised on the lines of an infantry rifle company. Its role was to defend key points in London. The HSF unit ran on for another 12 months as a semi-official Defence Platoon, its final parade being in 1994. The IC&CY HSF was different from the other two HSF units in London District. 10 Para and the HAC were restrictive and selective in whom they accepted as recruits. But the IC&CY was open and welcomed recruits as long as they qualified by having a minimum service record of two years in the TA, Regular Forces or MOD Police. The open-door policy meant that the IC&CY HSF had an impressive mix of skills for a company/squadron sized unit. We covered most Corps and infantry regiments namely The Queens Regiment and the Royal Green Jackets. The mix was approximately 80 per cent ex-TA and 20 per cent ex-Regular. All of the ex-regulars had deployed on Operation Banner so brought some useful experience to the unit. We did have a couple of non-army men with us, one from the RAF and one from the MOD Police.

In essence, the Squadron had the natural enthusiasm of the TA soldier and the relaxed experience of regular soldiers. Although based at Lincoln's Inn and administered by 68 Signal Squadron, the HSF was under the direct command of London District and would be deployed by them operationally.

## Notable events and achievements include:

1988 - winning the Regimental Patrol Race, much to the shock and surprise of other squadrons of 71 Signal Regiment taking part. To keep the profile of this achievement alive The HSF Squadron annual lunch is known as The Patrol 88 (P88) lunch.

1991 - a 48-hour live ammunition guard at the Woolwich Garrison. This was to take the pressure off of the Royal Artillery who had deployed the bulk of their personnel to Gulf War One. At the time, the Provisional IRA were active on the UK mainland and the first task of the IC&CY guard commander was to sign over 200 rounds of 7.62 ammo. This the first and only time an HSF unit was deployed operationally and issued with live ammo on a genuine key point location.

During its time, the IC&CY outshone all other HSF units in London District hence they were trusted to undertake the Woolwich deployment.

active national HSF Association and we (ex 348) were invited to attend the dedication as we had made a donation towards the grove. Five of us decided to attend. It was going to be an early start for us to get to NMA in good time for the dedication. One of our party who lived in Essex needed to get up at half past silly to meet up with the rest of the party and got ready in the dark in order not to disturb his better half - all good so far. In the cold light of day it turned out he was wearing 1 x Oxford shoe & 1 x Brogue. When challenged about this by our former SSM (Jim Wolfe) he said he had another pair like it at home! As we had no formal designation as a group we adopted the 'handle' of The Black Brogue from then on.

Images: After the Beating of Retreat and a prosecco reception at the Royal Military Academy Sandhurst (the person in the middle is the designated driver, so sober!) [Left]

St Fagg's Day at The Civil Service Club [Below]

Armed Forces Day lunch in progress. [Below Right]



## The Black Brogues 2019

Working on the basis of 'if it ain't broke don't try to fix it' our main activities carried over from previous years. These being:

**April:** St Fagg's Day Lunch at The Civil Service Club.

For more information on St Fagg visit [www.aajlr.org](http://www.aajlr.org) the 'Guard House' section. Anzac Day Lunch at the Union Jack Club.

The City of London Yeomanry (Rough Riders) took part in the Gallipoli Campaign and this lunch helps keep the memory of this alive.

**June:** Armed Forces Day Lunch again at the Civil Service Club.

This event had lapsed until brought back this year but will stay as part of the diary from now on.

**October:** HSF Squadron Annual Lunch at Lincoln's Inn.

A well-attended gathering of former members of the IC&CY Home Service Force Squadron and guests.

## Some new activities that got into the mix this year:

### Lectures at the Union Jack Club

A small group attended lectures on the 1974 invasion of Cyprus and WW2 Operation Sea Lion. These were lunchtime talks which included a two-course meal within the ticket price.

### Sounding of Retreat at the Royal Sandhurst Academy

This took place in August. Major Nick Holder who was the last OC of the HSF squadron and a member of the Surrey ABF published the event - and three intrepid BBs made a rather tortuous drive around the M25 to attend. The band of the Parachute Regiment carried out the retreat ceremony and there was a pre-parade prosecco and canapés reception in the Indian Army Room. As the BB 3 deemed the event a success, next year's Retreat will be added to our agenda.

### Rifle Brigade Annual Lunch at the Union Jack Club

This will be in November and a recce group of four are booked in, and subject to feedback may become a regular event. There is a direct connection between the Rough Riders and the Rifle Brigade from prior to the amalgamation of the ICR & COLY hence our eligibility to attend the RB lunch. So a good mix of 'something old and something new' during 2019!

**John Sabini**

# The Regimental Museum

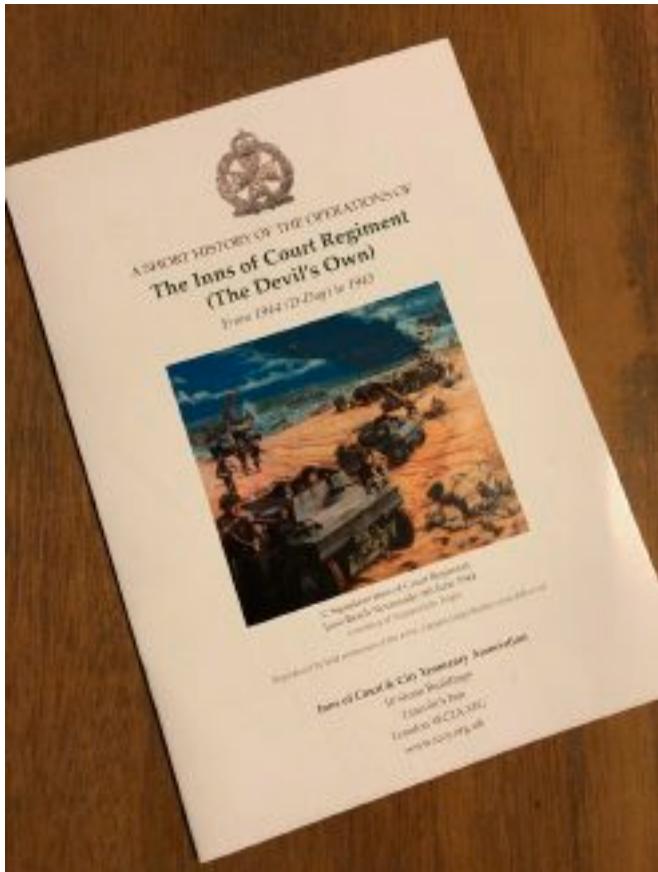
This last year has been eventful and interesting. First, the Museum has had a new recruit join the curatorial team, Philip Lenanton. He had been commissioned into the Queen's and on leaving the Regulars joined the ICCY Squadron in 1984 and left in 1987. Welcome back.

Lots of the public have been escorted round the Museum and have given us many compliments. Having discussed financial matters with AMOT (the Army Museums' Ogilby Trust who oversee military museums), they were surprised that we are not charging fees for research and visits, unlike most other army museums. For example, you won't get far with inquiries of deceased relatives with the Army Personnel Centre, Glasgow, without shelling out a fair bit with your credit card. I am therefore reviewing our policy in this area.

AMOT have also been very helpful in arranging to scan some of our old documents. Recently, as a result of the surge of public interest in the First World War they received a wad of money from the Treasury, taken from the huge Libor fines, to enable army museums to have their documents professionally scanned for the period 1899 to 1929. The aim



*Lt Raynor and the Sqn OC Maj Cahill try out an immaculately restored Dingo armoured car (above)*



*An history from the landings to the cessation of hostilities produced for Normandy 75 – available online (above)*

is to enable the public to have easy access to a vast spread of documentation about the War (and before and afterwards). We have assembled a large number of books, photos, albums, Regimental Orders and the like and I'll update you next year with the progress.

Incidentally, the professionals at AMOT were rather impressed with our home-grown computerised system with its extensive recording and searching ability.

The Museum was represented by the author and Philip Lenanton at the June ceremonies at Graye-sur-Mer to mark the 75th anniversary of D-Day. Others will be describing the more interesting episodes but one of permanent memory was serving at the Requiem Mass at the old church for all those ICR members killed during the D-Day assault. In preparation I had brought my ancient Roman Missal from my school days in case the celebrant, Major the Rev Nicholas Leviseur, decided to say a Latin Mass. In the end it was a curious hybrid of Latin, English and French, but no matter, the Almighty can cope with three languages!



A Victorian Army Chaplains' Department neck collarage with Lt Col insignia (Above)

The other memory was of Arromanches, almost entirely taken over by a brigade's worth of keen military re-enactors. The large Polish contingent had clearly done their research because what should appear near the edge of the clifftop but an immaculately restored Dingo armoured car. The Poles had driven their vehicles all the way from somewhere east of Warsaw!

The Squadron OC jumped into the front and was surprised at how cramped it was and how thin the armour was too. Yet these small but nimble vehicles were one of the keys to ICR's highly successful recce operations during the war.

In preparation for the visit, the Museum pulled out all the stops and prepared a detailed illustrated booklet of the history from the landings to the cessation of hostilities. It is now on the Association website.

We have had a variety of gifts. One of the most interesting was a captioned photographic album presented by Gary Swift. His grandfather, Edward Radcliffe, had joined in ICR in 1942 and served to the end of WW2 and beyond till demobbed. He

had assembled the photo album and included many postcards of places en route across Belgium, Holland and Germany. Unusually, he has photos of several Staghound armoured cars. These vehicles, made by Ford in the USA, hardly get a mention in any of our histories or journals. They were too large for convenient tactical use in some parts of Europe and seem more to have been deployed at base locations.

Major the Rev Nicholas Leviseur presented a Victorian Army Chaplains' Department neck collarage with Lt Col insignia. This looks like a small highly embroidered scarf worn round the neck with mess kit. Apparently, these were worn by those who were members of temperance societies, of which many existed in Victorian times to combat alcoholic consumption. That said, the Army has never been known for its avoidance of alcohol!

At the grand farewell dinner at Graye-sur-Mer in June, Emile Touffaire presented the Honorary Colonel with a few items that he, as a lad at the time, had found in the area of Graye-sur-Mer after the troops had landed, including a British Army map, a note book and various messages and cypher codes.

We also received some memorabilia of Captain A T Cockle from his son, Peter Cockle. Captain Cockle had served with the Rough Riders in the period before WW2 and had been trained on the 40mm Bofors gun. By the outbreak of war, he was working for Burmah Oil and joined the local 3rd (Burma) Light AA Battery, RA, BAF. He served in the jungle on a variety of special operations and after the war was a founding member of the Special Forces Club. The items donated include RR photographs and pictures in the jungle and various publications.

The Honorary Colonel presented an ordinary looking cardboard box, which from the writing on the lid had once been used for storing chess pieces. In fact, it turns out to be a gas mask container from WW2, the sort carried by countless civilians and their children during the war. The string to carry it had gone long ago but it is in remarkable condition and quite rare.

Finally, I must thank Major Tony Benbow, Major Andrew Collins, Denis Durkin, Philip Lenanton and the Squadron's permanent staff for their continued interest in and support of the Museum and, of course, our donors and future donors. Without you the Museum would swiftly cease to function.

**Major Michael O'Beirne TD**

**Hon Curator**

# Devil's Own Regatta

This year's prestigious IC&CY Yacht Squadron Regatta took place on 3 May 2019, at Sea View Yacht Club, Seaview, Isle of Wight. Six boats were confirmed for the day and the racing was splendid with a hot contest for first place. The weather was clement (better than last year by all accounts), the wind blew kindly and a fun day of sailing competition was had. The whole event was topped off by a delicious dinner in the clubhouse, overlooking the Solent.

This year's winning boat was Dougie's Drifters, skippered by Major Matthew Douglas (pictured) and crewed by Major Jeremy Field. The runners up boat, the Colonel's Cutter, was skippered by Major Rupert Sawyer and crewed by Major George Cordle.

A special award, with grateful thanks, was awarded to Angela Jewel and Captain Tony Jewel for their long time and extremely valued support of the event over a number of years.

Next year the event will take place on Friday 1 May 2020. Anyone serving or retired from the Association is very welcome to join and is positively encouraged to do so. Our inhouse historian is a little sketchy on the history of The Devil's Own Regatta. But with complete confidence he writes: "I think the IC&CYYYS was founded in either 1981 or 1982 and Major Rupert Sawyer started The Devil's Own Regatta about two years later. If I'm right that means we are about to celebrate our 35th year! A history of the Yacht Squadron with

pictures is sure to follow for next year's edition of Vanguard. It's believed that Major Sawyer has the documents from over the years, and he even has the letter written by one 'refreshed' officer and the Landlord from The Master Builder Hotel at Beaulieu just before closing time, seeking Col Digby's consent to form it. The Devil's Own Regatta followed our being barred from the RAC regatta, allegedly because we won the main trophy (the Golden Bowl, I think) and they were allegedly a bit cross. More to follow next year..."

(below left) Winners Being Awarded - Maj Matthew Douglas skippered the winning boat.

(below right) All action on the Solent.



## Expat Adventures

### Capt Julian Allen

Capt JJ Allen is still living in Dubai and working around the Middle East. In January he took his son (aged 7 and hopefully soon to be Cadet Allen) into Iraq to visit a Syrian Refugee Camp. They also climbed into the Zagros mountains with some local rangers to replace a camera trap in order to track the remaining seven Persian leopards identified in the area.



Visiting a Syrian Refugee Camp in Iraq (above)  
Capt Allen and his son in Iraq (right)



# Expat Adventures

## Maj Sean Olohan

Greetings to the greater ICCY family! Olohan here, writing a few notes on my recent travels to the Middle East.

From last summer to February this year I was a liaison officer to US Forces in Jordan, Syria and Iraq on Operation Inherent Resolve (the complete destruction of ISIS).

I was based, predominantly, in Amman Jordan under the excellent 'life support' supplied by the British Embassy but was mostly working out of the US Embassy and was wonderfully treated by our American cousins.

I travelled throughout Jordan, Iraq and Southern Syria focusing mainly on humanitarian issues and the coordination of International Organisations and NGOs in close proximity to major fighting zones.

The tour culminated in facilitating a major food and basic supplies convoy into the largest IDP ('refugee') camp in Southern Syria - Rukban. We managed to feed well over 40,000 people and were fortunate enough to provide enough force security (courtesy of the US Green Berets) to be able to arrange vaccinations for nearly 8,000 children.



Banksy mural in the West Bank (above)

Olohan and Darth Vader!  
Jordanian Door Gunner (top right)

Maj Olohan catching a black hawk into Syria from King Abdullah Airfield Jordan (bottom right)



# 'Wilkie' and the Belgian Resistance Movement

**'I was lucky to have been working on level 700 otherwise my number would have been up'**

**D**enis Durkin recalls meeting Belgian resistance movement POW, Gilles Wilkin.

These words form part of the memoirs of Gilles Wilkin (Wilkie) who used to come to London as part of the Belgian contingent for Remembrance Sunday at Lincoln's Inn, and of course, attending the Belgium Night Dinner.

I remember asking him what the small oval lapel badge – a silver B on a black ground – was for. In answer he rolled back his cuff and showed me a tattooed number (48808) and said Buchenwald.

In wartime Belgium and other occupied countries you stayed on your parents ration card until you were 18 when you had to register at the Town Hall and also receive your adult identity papers. This is when the Germans got you for forced labour, unless you were in a reserved occupation – railway

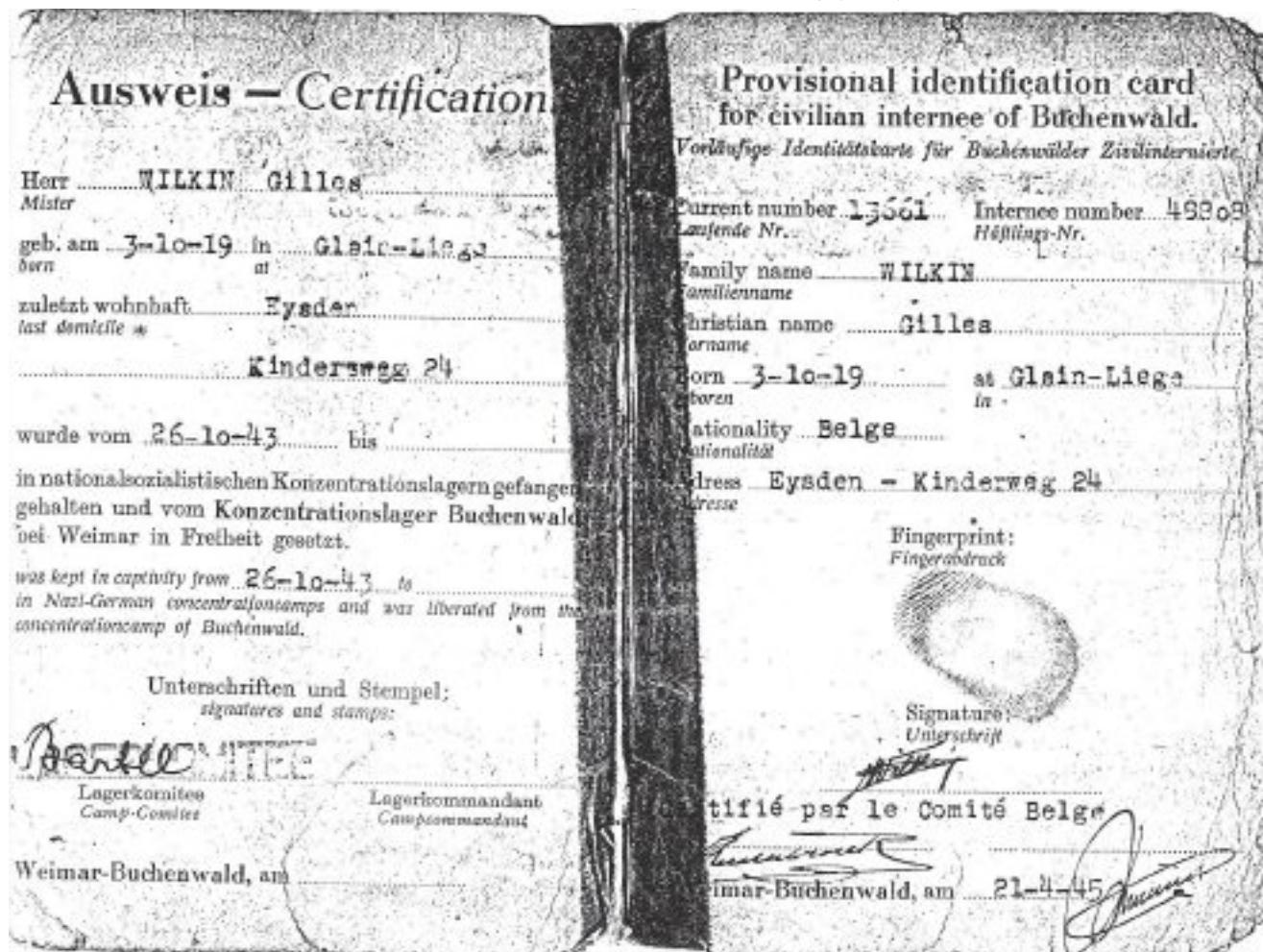
worker, civil administration and the like.

You therefore either had to register, and end up working in atrocious conditions, go into hiding or go on the run. You could register and then disappear but you had to be pretty sharp about it.

The alternatives to just registering would put your parents and others under strain as they would be visited by the Gestapo and pressure exerted to find out where you were. Anyone caught hiding you would also be in considerable peril. If you chose to go on the run you had to obtain false papers with a cover story that ensured you were not rounded up and to be continually moving around, perhaps joining a resistance group.

Another friend Roger Hardy, who became a Colonel in the Belgian Air Force used another method. His father was a gendarme and with the entire station aware of what was going on he was issued with false papers saying he was on the strength and he sat at the back of the office in an ill-

Gilles Wilkin's Ausweis from Buchenwald POW camp (Below)





*Fortress Breendonk (Above Left), Torture chamber (Above Right)*

fitting uniform entering data from one ledger to another. This worked until after the invasion when he fled and joined the 5th Belgian Fusiliers.

To protect his parents and take heat off them, especially as his brother, Jean, was in the armed resistance, Gilles registered and was assigned to a coal mine – Eisden in the Limbourg-Meuse area of Belgium.

On the night of 25th/26th October 1943 he was on the night-shift and due to work on level 780. However, there had been a collapse on level 700 and his team were directed to go there and clear the tracks and shore up the tunnel. When they arrived they found the whole tunnel completely collapsed and it took them their entire shift time to clear things up and finish at 6am.

On returning to the surface he was going to the lamp-store to hand his in when a friend, Anton Gielen passed him, and without stopping, said in Flemish 'Gilles, it's for you'. Arriving at the store he put down his lamp (no 4700) and a hand grabbed his wrist and a large gun was pushed into his chest, and this is when he realised what Anton was trying to tell him. After cleaning up he and others were hustled out to a black van where he discovered his brother had also been arrested. It was a common tactic of the Nazis to arrest others in the same family.

They travelled for about two hours and were taken to Hasselt prison where they were subjected to the usual brutalities – Schell, schell accompanied by kicks and blows.

They were stripped before interrogation and this is where the lucky bit came in. If he had gone down to level 780 he would have returned with 4 sticks of dynamite hidden in his trousers, and after torture to extract all he knew about the resistance, he would have been shot.

Gilles suffered all sorts of privations whilst at the fortress of Breendonk. On the 11th April 1944 through a window that had had a small area of black paint removed, he witnessed his brother being tied to a post and shot. He was sure his brother looked towards the window as he passed saying goodbye.

At the beginning of June 1944, he was transferred eastwards in the usual '8 horses, 46 men' wagon to an unknown destination. His friend Georges Helobelinck, the designated group leader, went off and returned to say 'Everything is OK Gilles we are in Buchenwald'. Evidently of those places Buchenwald was considered not too bad compared with others.

Even towards the end of the war, when the writing was on the wall, the Germans did not give up and large convoys of prisoners, especially Poles and Russians, were taken away for liquidation.

The SS and other camp guards disappeared and on the 11th April 1945 they saw US tanks in the distance and soldiers arrived on the 12th followed by a visit from General Patton on the 15th.

Gilles was repatriated by air on the 3rd May 1945 to try and take up the threads of a normal life.

**Denis Durkin**

# A Life-Changing Coincidence: 'Join The Reserves To Find One!'

It is fairly true to say that a significant coincidence, whether considered great or small, occurs in most people's lives. When enlisting in the Inns of Court Regiment (Territorial Army) in early 1961, little did I realise or expect that this decision would be the cause of such a coincidence of life-changing proportions for me.

In 1960, I returned home from a year's work experience in a printing company in Zurich. I then took up the relatively free and relaxed life of a London-based student on a two-year Management in Printing course. It meant I had considerable time for other activities.

In those days, it was compulsory to join the Combined Cadet Force at my school and this encouraged my interest in matters military. I was not yet of an age for National Service due to my studies, so it was the Territorial Army that offered a natural progression for my military interests.

My initial application to join the Inns of Court Regiment was followed in short order by a summons to attend the recruiting board. This was chaired by the Commanding Officer, Colonel Digby Thompson, at Regimental Headquarters in Stone Buildings, Lincoln's Inn.

I was only in my late teens and quite daunted to be in front of four senior-ranked officers. The interview concluded with my enquiry to apply for a commission. The answer was 'there are sufficient numbers of commissioned officers from National Service, why not sign-on for four years and your application can be reviewed then!'.

*The author, Ian Agnew, with Maj Jane Dodd at the 75th anniversaries of D-Day on Juno Beach (below)*



Major A.W. Read OC B Sqn ICR 1944 (above)

A few weeks later, I found myself at my first drill evening with B Squadron in Merton Road drill hall, Southfields, and being tested by Sgt Duval in driving a Dingo Scout Car; pre-selector gears and all, around Wimbledon Common - much to the consternation of evening rush-hour traffic!

This exercise led to me being posted as Dingo driver to 2 Troop's Corporal, Eric 'Satch' Hendrie; and so began a TA career of weekly drill evenings for 'D&M' and No.19 set radio training, weekends of 'advanced reconnaissance' exercises around the Home Counties, annual camp etc. A full and varied programme to keep our operational training up to speed.

At the end of one such drill evening in October 1962 while at the bar in Stone Buildings I was approached by Lt Christopher Gough of HQ Sqn, who had learnt of my previous time in Switzerland, with the quip 'I understand you can ski?'. He then suggested I join the IC&CY ski team that he was organising to compete in the British Army Alpine Ski





IC&CY Ski Team 1963 (left to right): Lt Chris Gough, team 'mascot' Mandy Wyndham-Read, the author, Tpr Simon Meredith-Harvey (above)

Championships in St Moritz next January. He didn't have to ask twice!

With £100 from the regimental funds - sufficient for one three-person room in the Bellevue Hotel for one week – Lt Gough, Troopers Chris James, Simon Meredith-Harvey and myself hit the Swiss slopes with gusto. We achieved the unexpected but reasonable team result of 10th place out of 22 competing regimental teams. Not bad for rank amateurs with only six days' pre-race training.

Thus, it was on this trip that the coincidence referred to, began. At the beginning of our bachelor-like existence, our first week was pleasantly interrupted by an influx into our hotel of six young ladies. One of these ladies, Mandy Wyndham-Read, was on a two-month skiing holiday. She very quickly caught my attention and was adopted by the IC&CY ski team as our 'mascot' for our last week of racing. Later, in 1964, Mandy became my wife.

By the time Mandy returned home from her ski holiday in 1963, I was aware her father 'had been in the Army (regiment unknown) in World War II and had not survived'. It was his photograph in uniform on the mantel piece in Mandy's home that accelerated my curiosity. With his loss still very poignantly felt within the family, I was asked not to raise this subject directly with Mandy's mother but to talk directly with her maternal grandfather, Brigadier General Raymond Scott, retired Indian Army.

So, it was from him that I learnt that by June 1944 Mandy's

father was Major A. Wyndham Read, OC B Squadron, Inns of Court Regiment.

This coincidence was further enlarged in discovering Major Read's closest friend from school days was his brother-in-law and Mandy's uncle, Major Hilary S Scott DSO, OC A Squadron, Inns of Court Regiment.

With A and B Squadrons landing in Normandy on 1-3 July 1944, both Majors experienced the enormity of hostilities through the early days and weeks of the Normandy campaign.

Major Read was killed in action on 2 August 1944 by a mortar explosion on the back of his scout car. He had been moving forward from Squadron Headquarters to investigate the 'hold up' of B Sqn centre troop at a bridge near Le Tourneur.

Major Scott survived, commanding A Sqn through Normandy and beyond, reaching the River Maas in Belgium by the end of October 1944. He then handed over A Sqn command on his appointment to regimental and brigade staff duties. Ill-health forced him to leave the Regiment in February 1945.

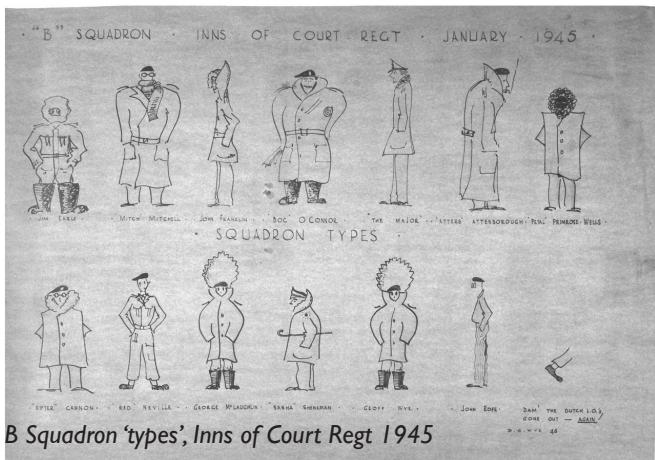
Even though I had a shortish part-time career, joining the Inns of Court Regiment in 1961, amalgamating with the 'Rough Riders', being commissioned into the IC&CY in 1963 until I left in 1967 - this life-changing coincidence would never have happened had I not joined the Territorial Army. It was all so totally worthwhile!!

**By Lt (retired) Ian Agnew, IC&CY A Squadron, 2 Troop**



Major H.S. Scott DSO (on right) with driver and Daimler 'Dingo' Scout Car 1944 (Above)

# Lt Angus Mitchell ICR and the Liberation of Boxmeer



B Squadron 'types', Inns of Court Regt 1945

Lieutenant Angus Mitchell served in the Inns of Court Regiment during World War II from 1944 to 1945. He was feted for liberating the Dutch town of Boxmeer, which lies about 30 miles south of Arnhem. After the war he was decorated as a Ridder – a knight – in the Dutch Order of Oranje-Nassau, and returned to Boxmeer in September 1994 to celebrate the 50th anniversary of its liberation, laying a wreath from the ICR at the war memorial and giving a short talk recalling his arrival in the area. Sadly, he passed away last year (see obituaries). Here, we reproduce his story of the liberation written for the 50th anniversary. It is translated from the Dutch original and kindly provided by his son, Jonathan Mitchell. The author is unknown, but we are grateful for the story he/she has captured.

## Boxmeer liberated by a cycling Scotsman

The first Briton to arrive in Boxmeer was the young Scottish lieutenant Angus Mitchell CB, CVO, MC from B Squadron of the Inns of Court Regiment. Mitchell also received the Dutch bravery award 'Knight of the Order of Orange with swords' for leading an attack on the Rhine under heavy enemy fire. Furthermore, the initials after his name stand for 'Commander of the most Honourable Order of the Bath', 'Commander of the Royal Victorian Order' and 'Military Cross'. At present, he is living in Edinburgh so I have been able to reconstruct a number of events with him. After that, I spoke several times with Major R J B Gentry from the same regiment. Mitchell's arrival in Boxmeer on a bicycle was noteworthy enough!

The bike, together with numerous other ones, had been abandoned by a fleeing platoon of Germans. Just as the British were having a look at the [rather] handy little cart [sic] there emerged a resistance fighter from Boxmeer, Frans Vercouwen, who sadly died some weeks later. The British obviously thought it was his bike and they offered him 50 guilders for it. Frans immediately snapped up [what was on offer] so both sides were very content [with the bargain], because it seemed like an excellent bicycle.

The British patrolled with their reconnaissance units between their positions near St Anthonis and the railway line. The railway line constituted the eastern boundary of their patrol area. Beyond that boundary anything that moved and looked like a military vehicle was fired on by RAF Typhoons. Frans Vercouwen assured Mitchell that the Germans had left. He [Mitchell] then went and carried out an inspection by bike, after which he asked by radio for permission to pedal in [to the town]. This was on 26 September at about 12 noon.

After about an hour he received permission and was able to ride into Boxmeer. He and his men were to reconnoitre the situation and later set up observation posts so as to be able to keep an eye on the German activities on the other side of the [river] Meuse and give [targeting] information to the British artillery.

There was not really an atmosphere of celebration in Boxmeer. It was and remained completely quiet. Mitchell still remembers a conversation with the wife of Dr Korte who spoke English, something that most inhabitants of Boxmeer couldn't do in those days.

Mitchell later noticed that townsfolk remained reserved, on the one hand because they obviously didn't trust the British (cattle rustling, and so on) and on the other hand because they were disappointed that they had been abandoned again by the British during the night.

The aforementioned reconnaissance post naturally had to be set up on the highest spot, and that proved to be fatal for most of the church steeples etc. in and around Boxmeer.

The first reconnaissance mission that day went via the Veerstraat and the castle towards the Meuse near Beckers, where they were to see what was going on there. After having been observed on the Meuse for about ten minutes, the Germans opened fire from the opposite bank, whereupon the British retreated.

In the meantime, Frans Vercouwen reported that Germans were moving towards Sambeek. Mitchell then asked for artillery support. The monastery in Sambeek was then hit and two nuns were killed. In Sambeek, Mitchell set up an observation post in the [wind]mill. Mitchell and his troop then went half-way between Vortum and Mullem where they came upon Germans and retreated.

According to Mitchell, it was about 6pm that an American unit drove in their tanks towards Vortum, but they drove through the fields to the south of Sambeek. It is also quite possible that they met up with British units from the 15th/19th Hussars, who are known to have been making their way through Boxmeer towards Vortum that day.

In those September days, the Inns of Court Regiment was stationed to the south-west of St. Anthonis, possibly in De Rips. The troops probably went to Helmond to have a bath, etc. A complete reconstruction of the state of affairs

at that time is no longer possible. This is partly because of the well-known incident involving German half-tracks in St Anthonis, when various high-ranking British officers were killed, including the famous Colonel Silvertop, DSO, MC, commanding the 2nd Royal Tank Regiment and Colonel Ord, commanding the 3rd Monmouthshire Regiment. All the accounts concentrate on this incident.

On the 26th a reconnaissance patrol was also led towards Cuijk and Oeffelt. This was done by the D-platoon. The bridge over the Meuse at Oeffelt was a particularly important destination during that patrol. The road went via Rijkevoort and Beugen. In Beugen, a British scout-car was hit by a Panzerfaust anti-tank rocket and both its occupants, including lieutenant J. Briggs, the officer in charge, were wounded and taken prisoner. Air support had to be called up and it was again provided by Typhoons. [Command of] the patrol heading for the bridge was assumed by Lieutenant Thomas, who reached the bridge via Mill and Haps and observed that the Germans had wrecked the bridge. Besides that, the British were labouring under the illusion that there was another passable bridge at Oeffelt. That was no doubt just a residual memory from 1940, when the Germans had indeed built an emergency bridge over the Meuse, but that had been demolished at the end of 1940. The patrol got back to St Anthonis via Beugen, where by now there were no longer any Germans because after the skirmish they had retreated over the Meuse with their prisoners. Lieutenant Thomas later received the Military Cross for his activities on that day.

So, on that day the whole area between St Agatha and Sambeek was reconnoitred. Reconnaissance missions were carried out in the direction of Overloon as well, but they came up against hefty resistance from German tanks and infantry.

Besides all that, it was announced both in Beugen and

Oeffelt that Germans were carrying out observations in the area disguised as English [soldiers]. It was also said in both places that Germans who were spying there had been taken prisoner. The Germans evidently had an observation post in the Haapseweg in Oeffelt from where they could transmit their observations by radio.

A series of engagements lasting for months now broke out in front of Boxmeer. The Germans were far from having disappeared from the area. To the south of a line from Sambeek to Overloon there was the strong [German] bridgehead that was supplied via Venlo and the Germans were still in control of the far side of the Meuse. The British army kept on top of the situation in the daytime but at night it withdrew behind the railway line. There wasn't enough infantry in the region to consolidate the area.

The Germans regularly came back over the river by night, so that in reality there was a sort of no-man's-land. But from October the British patrolled at night-time as well, so that the Inns of Court Regiment and the 2nd Household Cavalry actually turned into a sort of infantry regiment.

During their training it was made clear that the work of a reconnaissance regiment was characterised by short periods of very intensive activity, followed by longer periods of boredom. Until now the Regiment had had little opportunity to acquaint itself with the phenomenon of boredom, but it was now to be used for five months as a jack-of-all trades.

Not that it was now so terribly peaceful on the Meuse. On the contrary. But continually patrolling in the same area whilst not being able to do very much was demoralising. The whole area was under control in the daytime but at night the regiment generally withdrew behind the railway. It is true that men from the Regiment sometimes spent the night in the area, *inter alia* on a farm near Sambeek. There was a panic here because in the middle of the night one of the men suddenly started screaming. [His comrades] thought they were being attacked but it turned out that a couple of rats had crept into his shirt.

There was another incident. One day an armoured car came off the road near Sambeek and landed in a ditch. The men had to withdraw behind the railway for the night so they took all the important items from the vehicle with them. The next day they came with a tank to pull the vehicle free, but they then saw that in the night it had been completely stripped. Of course, the culprits were never captured.

*Mitchell with his troop and an armoured car in Boxmeer. A star can be clearly seen on this vehicle. In Boxmeer there were repeated reports of American armoured vehicles. This star is probably the cause of that misunderstanding (right)*



5 TROOP, B SQUADRON, INNS OF COURT REGT, NEAR ST. ANTHONIS, NETHERLANDS, OCTOBER 1944  
Trooper Trooper Sgt. Corporal Trooper Trooper L/Cpl 2nd Lt. Trooper Driver  
Grainger Clarkson Gasson Stevens Skye Eglen Doubtfire Mitchell Jones Armoured Car  
(Folkestone) (W. Malling) (Brixton) (Beeston) (Cardiff) (Norfolk) (London) (Hants) (Luton)

# Obituaries

## Honouring former comrades now deceased

Mr Gavin Clark - Home Service Force Squadron  
Mr Ken Davey – Inns of Court Regt  
Major David Duckworth - Inns of Court Regt  
Major Keith Hall TD - Inns of Court Regt  
Mr Frank Hoy - Home Service Force Squadron  
Lt Angus Mitchell – Inns of Court Regt  
Mr Pat Moore – Royal Engineers  
Lt Col Carel Mosselmans TD - The City of London Yeomanry (Rough Riders) and Inns of Court & City Yeomanry  
Dr David Pratt CBE – Royal Engineers  
Mr Ian Probert-Lewis - Inns of Court Regt  
Capt John Rigby – Coldstream Guards, PSAO IC&CY  
Major Alan Smallbone - Inns of Court Regt

### GAVIN DAVID CLARK

Gavin died on 14th June 2019, just short of his 62nd birthday. Born and brought up in Glasgow he attended Glasgow University and after graduating with a BSc in chemistry joined the pharmaceutical industry where he soon achieved executive status and travelled all round the world, including China, on business. In later years he set up his own consultancy business.

He had previously served with The Berkshire Yeomanry, was an early member of 348 (IC&CY) Sig Sqn HSF and very quickly was promoted to Sergeant. He continued to serve until final disbandment in October 1994.

### KEN DAVEY

Ken died on 1st February 2019, aged 94, in Torbay. Ken, service number 14408393, was called up on 14th October 1942 and after initial training was posted to The Inns of Court, serving as driver to Major A W Read (Ian Agnew's father-in-law). He was demobilised on 10th October 1946, returning to Torbay where he established and ran a successful business in Kingsbridge for many years. The service celebrating his life was held in Slapton but the cortege, with the coffin draped with an IC&CY flag, then drove a round-about route to Torquay Crematorium (some 40 miles) taking in all the places associated with Ken's life.

### DAVID DUCKWORTH

David died on 10th February 2019 in Christchurch, New Zealand. He rose to the rank of Major in the Inns of Court Regiment and served in B Squadron. He qualified as a solicitor and emigrated to New Zealand some years ago.

### KEITH HALL TD

Keith died on 27th January 2019, aged 89, the younger brother of Sir Basil Hall KCB MCTD hence his nickname of "Baby". After National Service in a cavalry regiment, Keith followed his brother into The Inns of Court Regiment and was for many years a member of B Squadron, retiring in 1961. He was Chairman of The Association; Regimental and Benevolent Funds Trustee and for many years a keen supporter of The B Squadron Reunion and other events, until

his retirement to the West Country.

### FRANK HOY

Frank Hoy died on 14th July 2019 aged 82. Frank did his National Service in The Royal Signals, previously having worked for the General Post Office as a telegram boy riding a motorcycle. Later on in life he joined 36th Regiment, Royal Signals TA and served around 10 years. During this time, he was working with SPD as a lorry driver.

In 1987 he joined 348 (IC&CY) Signal Squadron HSF as a driver, storeman, and cook. He served for nearly eight years, enjoying the comradeship and the friendship of the Squadron. He was promoted to Lance Corporal during this time. He was best known on exercises for making the tea and ensuring everyone had a cup together with sweets. During this time, he worked for the Blood Transfusion Service as a driver. He sorely missed the life, being with the boys in the unit. By Bob Smith

### DR ANGUS MITCHELL CB CVO MC, Legion d'Honneur

Angus died on 26th February 2018, aged 93. He was commissioned into the Inns of Court Regiment in 1943 and landed in France on 1st July 1944 as troop commander of B Squadron. At the age of 19, he was younger than all of the men under his command. Shortly afterwards, he was injured when, literally sticking his head above the parapet of his armoured car, a German sniper's bullet ricocheted metal fragments from the periscope into his head. On recovery, he went on to serve in France and Belgium and played a leading role in the liberation of many towns and villages from Nazi rule. Read the story of when he liberated Boxmeer by bicycle in this edition of Vanguard – a story shared by his son, Jonathan Mitchell QC.

Lt Mitchell went on to cross the Rhine and came under the command of the British 6th Airborne Division. He and his troop went on to lead the Division's advance for several days under heavy enemy fire. It was during this time, when carrying out reconnaissance missions to identify enemy positions, that he earned the Military Cross.

His troop carried on across Germany to the River Aller where he brokered a local truce to save inmates dying of typhus in Belsen concentration camp. He went on to take the tens of thousands of prisoners, following the Red Army's capture of Berlin. He demobilised in 1946 with the rank of Captain and began his degree in modern history at Brasenose College. There he met his future wife Ann. They were married in 1948 and had four children. It was thirty years later that he learned that she had worked on decryption at Bletchley Park during the war!

Angus moved and lived the rest of his life in Edinburgh where he had a distinguished career as a senior civil servant, including working in the Scottish Office, for which he was

made a CVO, acting as an usher at Winston Churchill's funeral and holding a variety of posts in other government departments for which he was recognised with a CB. He was awarded an honorary Doctorate of Laws by Dundee University in 1883 and he retired the following year. Among the many non-executive roles that Angus went on to fill, he chaired Stirling University's Council for eight years and was awarded an honorary doctorate by Stirling. His hobbies included recording gravestone inscriptions, which led to a role as vice-president of the Scottish Genealogy Society. In 2012 he wrote his memoirs for his family after he wrote an article for his parish magazine entitled 'How to die in nine easy lessons', which provided practical advice for the inevitable. A year before he died, he was interviewed by Forces TV about his memories of the war serving with the Inns of Court Regiment. He is survived by his wife Ann, four children and six grandchildren.

#### **PATRICK MOORE RE, Legion d' Honneur**

Pat died on 14th July 2019, aged 98. He was the last surviving member of his unit that landed on Juno Beach on D-Day 1944. Many who travelled back to Graye-sur-Mer will remember Pat, a Royal Engineer veteran who was held so warmly in people's hearts. A local school in Graye named their school after Pat and many Association members witnessed the moving naming ceremony involving local dignitaries and children from the school.

When the Second World War was declared Pat was a volunteer boy scout employed on stretcher bearer duties at St Leonard's Hospital London. In 1940 he was elevated to Scout leader at the age of 18 and was assisting at operations and medical work. Sadly, the very first air raid on London destroyed Pat's home with everything the Moore family possessed and Pat's mother moved back to the Lyons family home in Southern Ireland.

In 1941 at the age of 19 Pat was called up for military service and he reported to Barton Stacey where he carried out military training before joining 85 Field Company Royal Engineers.

Between 1941 and 1944 Pat and the 85 converted from a Chemical Warfare unit to Field Company RE and spent three years training for the liberation of Europe.

Within the first hour of the D-Day landings a 23-year old Sapper, Pat Moore, landed on Juno Beach Graye-sur-Mer. During the D-Day landings Pat witnessed the Armoured Vehicle Royal Engineers' Charlie I, of 26 Armoured Coy RE, driving into a flooded crater where the crew bailed out and were then mortared.

The 85 remained in the Graye-sur-Mer area until the 26th July 1944 improving beach access which included the construction of the reinforced concrete bridge 'Pont Nottingham' which is still in use to this day. During this time Pat met an 11-year-old boy, Michelle Grimaux, who later became the mayor of Graye-sur-Mer.

In 1954 Pat became a founder member of the 85 Old Comrades Association (OCA) which was formed to commemorate the 263 man unit that landed on D-Day. Pat returned to Normandy many times with his family and established very strong links with the local mayors during his time as President of the 85 Association.

In 1974 Pat was instrumental in locating the buried AVRE, Charlie I, and assisted with the vehicle's recovery by 26 Armoured Engineer Squadron. He also arranged for that unit to assist Bill Bunn, the original driver, to attend the 70th D-Day anniversary in 2014.

Pat has an exemplary record of commitment to many voluntary organisations that he supported over the last eighty years. This has included the Royal Engineers Association, MENCAP and the Royal British Legion.

Pat often visited the St Thomas's School Sevenoaks, annually giving talks and demonstrations on WW2 bomb disposal, much to the children's enjoyment.

In 2016 Pat chose to have his Legion d' Honneur presentation in Normandy, at Graye-sur-Mer, along with his fellow D-Day veteran Tom Finnigan, a great honour.

On January 7th 2019, Pat was admitted to Pembury Hospital suffering from pneumonia and a kidney infection. His main concern during his hospitalisation was that his wife Audrey was safe and cared for.

He was determined to recover so that he could attend both the 85 Association reunion at Winchester in May and the 75th D-Day ceremonies in Normandy in June. Thankfully, he achieved both his aims and was proud to represent his 85 Fd Coy RE at Ver-Sur-Mer and Juno Beach where he met President Macron, Prime Minister May and Prime Minister Trudeau. His greatest honour, however, was to have the school named after him in Graye-sur-Mer and to play his guitar for the children of the village. He is survived by his wife and son. *With extracts from a eulogy by Major Graham Merrett RE*

#### **CAREL MOSELLEMANS TD**

Former Commanding Officer, Lt Col Carel Maurits Mosselmans died on 1st March 2019 at the age of 89. Col Carel was born in England of Dutch parents and was brought up at a well-known Arts and Crafts house called 'Clouds' at East Knoyle in Dorset. He was the seventh child of a family of nine but tragically both his elder brothers died in World War II.

Whilst at Stowe, Carel excelled at sports and, with a fellow schoolmate, won the Junior Tennis Pairs Championships at Wimbledon.

Before university he completed his National Service in the The Queen's Bays (2nd Dragoon Guards) joining them at Dale Barracks in Chester after basic training. He was Gazetted as 2nd Lt with effect from 20th August 1948 and moved with his regiment the following year to Wessex

Barracks, Fallingbostel as part of 7 Armoured Brigade, his Emergency Commission being converted to Regular with effect from 19th July 1950.

Then to Trinity College, Cambridge for the next 2 years where he is credited with re-starting polo after the war taking his team on tour against American universities in the long vacation. This was merely following in his Father's footsteps as he, when at Cambridge, had formed a polo team called The Blue Birds which had also toured in the US. On graduation from Trinity in 1952, he joined the Lloyds brokers, Sedgwick Collins & Company, becoming a director in 1963 and managing director of Sedgwick Collins (Underwriting) Ltd. in 1971. From there he continued his upward movement through the Group eventually becoming Chairman of Sedgwick Group Plc in 1984 until he stepped down from that office five years later. However, that was far from retirement as he took on any number of non-executive roles in the insurance and fund management sectors, only retiring in 2003 at the age of 73. Throughout his working life he was an early riser and quick worker with a reputation for extremely short conversations on the telephone which practice was no doubt reflected in any meeting run by him. When Colonel Carel came down from Cambridge he joined the City of London Yeomanry, then an armoured regiment equipped with tanks, but upon its being converted to infantry in 1956, he transferred to the Inns of Court Regiment only to find that in 1961 the two regiments were merged to form the Inns of Court & City Yeomanry of which he commanded A Squadron upon much the same efficient if taciturn manner in which he conducted his business affairs. In 1966 he was appointed Commanding Officer thus effectively taking charge of both his former TA regiments.

In 1962 he married the Hon Prudence Fiona McCorquodale with whom he had two sons. In time, there were grandchildren, to join the family dogs. At home and with friends his seemingly boundless energy was joined by a zest for fun, good humour and everything social. Although a Londoner, he loved the countryside and the sporting opportunities which it offered. Each year they would look forward to their time in Scotland with friends and relatives for the shooting and fishing. That apart he was a first-class golfer playing regularly at Sandwich and elsewhere. As if that list of achievements and interests were not enough, he was also a talented musician loving his music almost as much as his parties! By Andrew Collins and Ian Agnew.

Despite his obvious success in life, Carel Mosselmans was a kind and caring man. One of his former employees recalls that a colleague, having just become engaged to be married, foolishly decided to buy the engagement ring after celebrating with his workmates. Almost needless to say the expensive engagement ring was left on the tube. The groom-to-be was beside himself with remorse and was little comforted when he was summoned to his boss's office. "I hear that you've had bit of bad luck" said Carel tossing a roll of banknotes across the desk "now get out!"

### **MICHAEL NASH**

Michael died on 17th August 2018, aged 87. After National

Service in the early 1950s in Egypt, Michael joined The Rough Riders when they were Royal Armoured Corps, then transferred to Rifle Brigade. He retired in 1961 with the rank of Sergeant. He was a keen supporter of The Rough Riders Survivors Club, attending the Memorial Service and other parades. He was well known in Maidstone business circles and Denis Durkin recalls him telling him that to celebrate his 80th birthday he held a lunch in Maidstone. The menu was double egg and chips, the fare at Mustapha's Café in Cairo (8 piastres) and what kept him going during his days in Egypt!

### **JOHN RIGBY**

John died on 12th June 2019 aged 82. He is fondly remembered by the Association as a former Permanent



Staff Administrative Officer for the Inns of Court and City Yeomanry. Major General P G Williams CMG OBE, formerly of the Coldstream Guards remembers John's colourful Army career:

"After a brief spell as an apprentice motorcycle mechanic, he joined the Coldstream as a boy soldier on 21st April 1954 and was posted to the 3rd Battalion at Wellington Barracks before moving on in August 1954 to Krefeld and the 2nd Battalion in which he served for the next decade or so in Germany, England, Kenya and Aden, where he was the Intelligence Sergeant and Battalion Arabic Interpreter. During this period, he became a Drummer, passed a Drum Majors course and spent some time instructing a King's African Rifles corps of drums. In Kenya he had passed the Swahili language course and in Aden he passed the Colloquial Arabic exam; his desire to master other languages was to be a distinguishing feature of his highly unusual career."

In 1966 he was posted as an Acting Colour Sergeant to HQ 51st Gurkha Infantry Brigade in Borneo. On his return to England and the Guards Depot in early 1967, John seized the opportunity to marry Lorna Stalker, a schoolfriend of his youngest sister. He then left for Arabia again, initially refreshing his Arabic in Aden before moving on to spend almost two years with the Trucial Oman Scouts in Sharjah, once more as an Acting Colour Sergeant.

After a year with the 2nd Battalion in Wellington Barracks and Münster, John's posting as CQMS of No 13 Company at the Guards Depot from 1970 until 1972 coincided with the births of his and Lorna's two elder daughters, Helen

and Claire. In July 1972 he was promoted and joined the 1st Battalion for the first time, serving in London, Northern Ireland and West Berlin as CSM of No 1 Company and then of Headquarter Company. During this time he was an outstanding Intelligence Warrant Officer during the 1st Battalion's tour in West Belfast, playing the role of 'Gordon, My Superior' in support of the author.

In August 1976 John was promoted again and was posted as the Regimental Sergeant Major and WO1 Chief Instructor of the Kuwait Military Academy, an appointment for which he was ideally suited as a fluent Arabist, both spoken and written, and as one of life's natural diplomats and problem-solvers. It was while they were in Kuwait that in March 1979 Lorna gave birth to Joanna, their third daughter. John was so deeply respected by his Kuwaiti comrades that they insisted on him registering Joanna as a Kuwaiti citizen, a unique honour that reflected the bond that John had created with them.

In April 1980 John received a commission in the Regiment, a decision that was thoroughly deserved and long overdue in the opinion of those who knew him well. Starting as the Families Officer in Caterham, in 1981 he became the 2nd Battalion's Technical Quartermaster in Fallingbostel before moving on to be the 1st Battalion's Quartermaster in 1984, serving as such in Caterham, the Falklands and Hong Kong. He was an unflappable operator, coping with whatever challenges presented themselves, not least the task of creating at almost no notice a tented camp for thousands of Boy Scouts in the New Territories. During this tour he is even said to have taught himself basic Cantonese by watching the Chinese television subtitles.

Leaving regimental duty after 33 years, John was appointed

as an Instructor at the Army School of Training Support in Beaconsfield before moving in 1989 to Bielefeld to serve as SO2 G3 (Operational Training) at HQ 1st British Corps. In October 1990 he was transferred to the SO2 G5 (Host Nation Support and Arabic Interpreter) post as the Corps prepared itself for Operation GRANBY, the operation to liberate Kuwait from its occupation by Saddam Hussein. Rarely can someone with such a depth of previous local knowledge have been available at such a critical time.

In March 1991 he returned from Kuwait to discover that he would receive no further promotion and so he decided to bid farewell to the regular Army. He spent the next six years at Lincoln's Inn as the Permanent Staff Administrative Officer for 68 (Inns of Court and City Yeomanry) Signal Squadron before finally leaving the Army in March 1997, after 43 years of military service.

Whereas some people retire to the golf course, John moved on to another career, spending the next six years as the Town Clerk of Horley, near Gatwick, dealing with many issues that would be familiar to soldiers and even more that would not. Even after he handed over the job in Horley, John kept his hand in as a problem-solver, acting as the part-time Town Clerk of Caterham-on-the-Hill. In 2017 he went on to serve with distinction as the President of the Riding Masters, Quartermasters and Directors of Music of the Household Division Association.

John and Lorna enjoyed a long and happy marriage and were utterly devoted to their three girls. Tragically Joanna and Claire predeceased John and so it is to Lorna and to Helen and her family that our thoughts and prayers must go as we mourn the death of a most exceptional gentleman and a Coldstreamer who was truly second to none."

#### **ALAN FREDERICK SMALLBONE**

Alan died on 30th August 2019 after a short illness, aged 89. He was commissioned during his National Service into an RAC Regiment and took part in the Suez Campaign of 1954, being awarded the General Service Medal with the Canal Zone when this was authorised in 2003. He then joined the Inns of Court Regiment, B Sqn and served until 1961, retiring with the rank of Captain. He was for many years a Lloyd's Insurance Broker. He regularly attended Regimental events, including Normandy, the last time being in 2014, the 70th Anniversary of D-Day.



# Caption Competition



A bottle of Champagne is up for grabs for the best caption to this photo.

Submit your captions to:

[vickiesheriff@mac.com](mailto:vickiesheriff@mac.com)

by 31st January 2020.

Entries will be judged by the Editorial team and the winner will be announced early next year and published in next year's magazine.



**Inns of Court & City Yeomanry Association**  
10, Stone Buildings  
Lincoln's Inn  
LONDON WC2A 3TG