



BARRELS & BLADES



August 2023



IMPORTANT NOTICE FOR SA MEMBERS

2023 Annual General Meeting

SA Members our next meeting is on the 3rd Friday of the Month at the Lutheran Church Hall 57-59 Botting Street (Corner of Osborne St) Albert Park SA. The hall can be entered from Botting Street. For those members who will be displaying items there is also car parking for approximately 13 vehicles in the rear carpark (off Osborne street), for members and visitors who are not putting on a display there is plenty of street parking.

Index

Membership Applications	2
SA Member Displays.....	3
Virtual Display – HAS Member Lee Blair-Jenke	29
HAS Members Grant and Abel on holiday.....	30
A late 17th century Silver Mounted Hanger by Thomas Vicaridge of London with slave trade associations – HAS Member Tony Willis	32
Remington 1865/6 rolling-block Navy pistol – HAS Member Keith Fisher.....	38
8173/1914 WW1 Clasp Knife A recent acquisition story – HAS Member Brad Cock.....	42
John & James Argyll Hewat 6 th Black Watch – HAS Member Benny Bough.....	44
The Reconquest Of The Sudan 1896-1898, Gunboats On The Nile Part 2 – The Campaign – HAS Member Dr John Bird	51
Meetings and Topics.....	72
HAS Member Business Directory.....	73
WANTED TO BUY	75

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The Association Email Address is: heritage.arms.society@gmail.com

Webpage: <https://heritagearms.com/>

Membership Applications

Nominee: Albert Bresca
Interests: Fencing swords
Location: Vale Park SA

Nominee: John Papadopoulos
Interests: Bayonets and Swords
Location: Prospect SA

Any member having objection to membership being granted to the above applicants should give reasons in writing, in confidence and without prejudice, to the Secretary, c/- 32 Teakle Street, Exeter, within 21 days of this meeting. South Australian applicants that do not have a current firearm or firearms collectors' licence will require a fit and proper person check from SAPOL.

SA Member Displays

JULY

United Kingdom



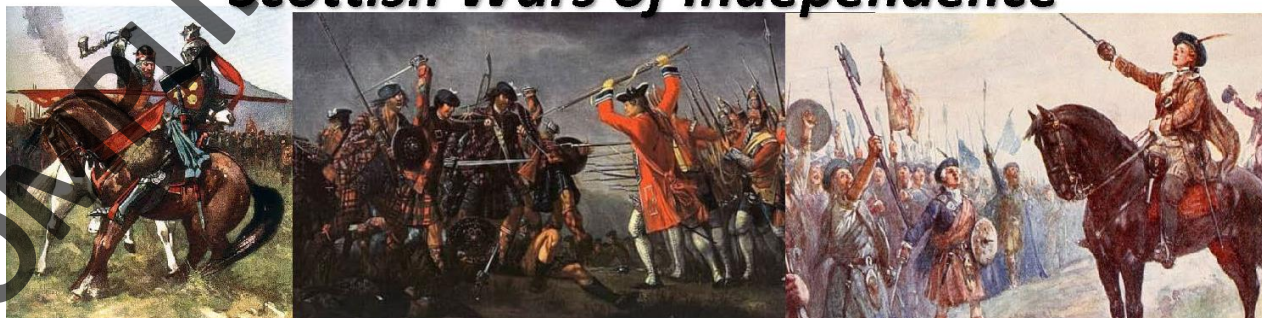
Volunteers & Militia



Headress



Scottish Wars of Independence



PLUS, Anything over 100 years old

United Kingdom, Volunteers and Militia, Headdress, Scottish Wars

Our focus for tonight is Scottish wars (primarily between England and Scotland), featuring some of the edged weapons used during their respective periods. The “Wars of the Three Kingdoms” 1632 to 1662, fundamentally between Scotland Ireland and England. This period was one of ongoing war and turmoil, needless to say much bloodshed and loss of life on all sides but what a boon for us collectors!!

These wars began with the Bishop’s wars between England and Scotland, followed by the Irish Rebellion of 1641, The English Civil Wars (which included Scotland) The Irish Confederate Wars and the final subjugation of Ireland and Scotland by the English Roundhead New Model Army under Oliver Cromwell!

The style of edged weapons during this period was interestingly similar on both sides:

Scottish Basket Hilt – c1640



An early type of Scottish Basket Hilt described as Irische by English Sources featuring a German blade by Wilhelm Clemens and stamped “ME FECIT SOLINGEN” (made in Solingen).

English Mortuary Sword – c1650



On the English side a mortuary hilted broadsword featuring the heads of Charles I and Henrietta. This also has an imported blade made by Andria Ferara.

When the wars ended on 9th September 1662 there was the Act of Indemnity and Oblivion combined with general pardon and exceptions all round. But peace was short-lived when this period was interrupted by the Jacobite rebellions between 1689 – 1746 culminating in the infamous battle of Culloden and the end of Bonnie Prince Charlie’s attempt to gain the Scottish crown.

Interestingly during the period of the Jacobite wars England made good political use of clan divisions and raised Independent Companies of militia loyalist Highland clans for policing and peacekeeping duties. These companies were commonly known in Gaelic as 'Am Freiceadan Dubh', or 'The Black Watch', due to their unpopular nature and their dark green government-issue tartan - the regiment wore kilts as part of its everyday uniform until 1940.

The regiment impressed the Duke of Cumberland with its Highland style of fighting with one company being sent north to fight the Jacobite's at [Culloden](#). In 1747 it was given a numerical ranking as the 43rd Foot, rising to the 42nd two years later when the previous 42nd was disbanded.

Scottish Highland Infantry Basket Hilt.



The highland regiments used the traditional basket hilts like this 1798 pattern that was in service throughout the Napoleonic period until replaced by the 1828 pattern. The blade is still most likely a German import.

UK Infantry Officer's Sword -c1796.



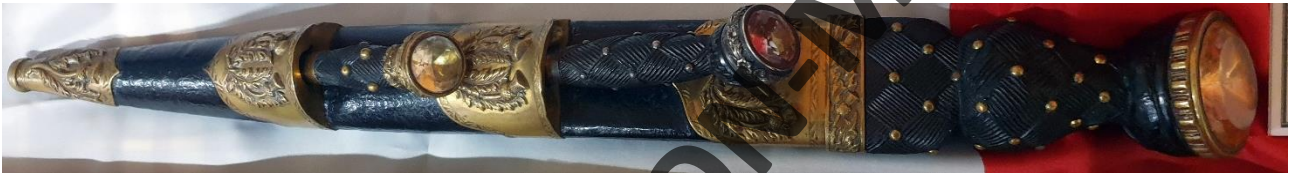
On the English side this Infantry officer's sword features the much-loved blue and gilt blade with gilt fittings and the all-important hinged folding guard to protect the uniform. Features King George crowned cypher.

The 42nd (Royal Highland) Regiment fought in the French and Indian Wars in North America before defeating George Washington at the Battle of Long Island in 1776 during the [American War of Independence](#) (1775-83). It served in both Egypt and Spain during the wars against Revolutionary and Napoleonic France and was mentioned in despatches for its service at Quatre Bras and [Waterloo](#) (1815).

Scottish Black Watch Officer's Sword c1828



The Victorian Officer's regimental sword engraved with XLII the 42nd regiment, commonly known as the Black Watch. Of course, it was important that the regimental dress featured some accoutrements such as: Scottish Cameron Highlander's Dirk c1880



An officer's Dirk set from the 79th Cameron Highlanders featuring the Citrine pommel and copper mounts with decorations of thistles and St Andrew, as well as the essential knife and fork set!

Scottish Royal Highlanders Swagger Stick c1881



No officer would be complete without his swagger stick. This features the Black Watch badge embossed on the head and likely to have seen operations in Egypt, Boer War and first World War.



Snider Enfield MkII** Artillery carbine.

Officially approved for service in May 1867, this example was converted between late 1867 to early 1868*.

It was issued to number 4 Battery, 12th Brigade whilst they were stationed at Gosport, Hampshire prior to the batteries move to Alderney in the Channel Islands in May 1868+.

No4 Battery was originally raised in 1846 as the 6th Company, 10th Battalion R.A., but on the 1st of April 1859. The Royal Artillery underwent a fundamental change from the Company/Battalion system to Batteries and Brigades#.

* Skennerton - .577 Snider-Enfield Rifles & Carbines, pgs. 153/156.

+ Personal correspondence, Royal Artillery Museum, Woolwich.

History of the R.R.A., Vol 2 1794-1815, Appendix C, pg. 473, & History of the Royal Artillery (Crimean Period), pg. 94, R.A. Museum/Naval & Military Press reprint.





United Kingdom & Volunteers & Militia

UK-Helmet-Hertfordshire-c1870-OR's-Black Plume

UK-Helmet-East Lothian-c1877-OR's-White Plume

UK-Helmet-King's Own Norfolk Yeomanry-c1902-OR's



Headress

Staff Officer's Forage Cap & Tin belonging to Brigadier William Henry Sitwell D.S.O. of the Northumberland Fusiliers.





UK-Foreign Service-10th Lincolnshire-c1917-SB101

Scottish Wars - Jacobite Rising 1745

The Jacobite's staged a series of rebellions in Scotland in the 18th century, attempting to overthrow the ruling House of Hanover and restore the House of Stuart to the British throne. They were encouraged and assisted by Britain's enemies, who saw their cause as a way of distracting Britain from its military campaigns overseas.



COMPLIMENTARY

NON-MEMBER COPY



The Scottish Side

UK-Basket Hilt-c1690-1720-Scottish-Farara Blade-Gemmill



UK-Basket Hilt-c1720-Scottish Broad Sword Andria Farara



UK-Basket Hilt-c1725-40-Scottish-Glasgow



UK-Basket Hilt-c1730-Scottish-Broad Sword Marked Blade



The British Side

UK-Basket Hilt-c1740-Infantry-S Type-Steel Hilt



UK-Basket Hilt-c1714-50-Cavalry-S Type-Brass Hilt



UK-Cavalry-c1681-Multibar Brass Hilted Sword



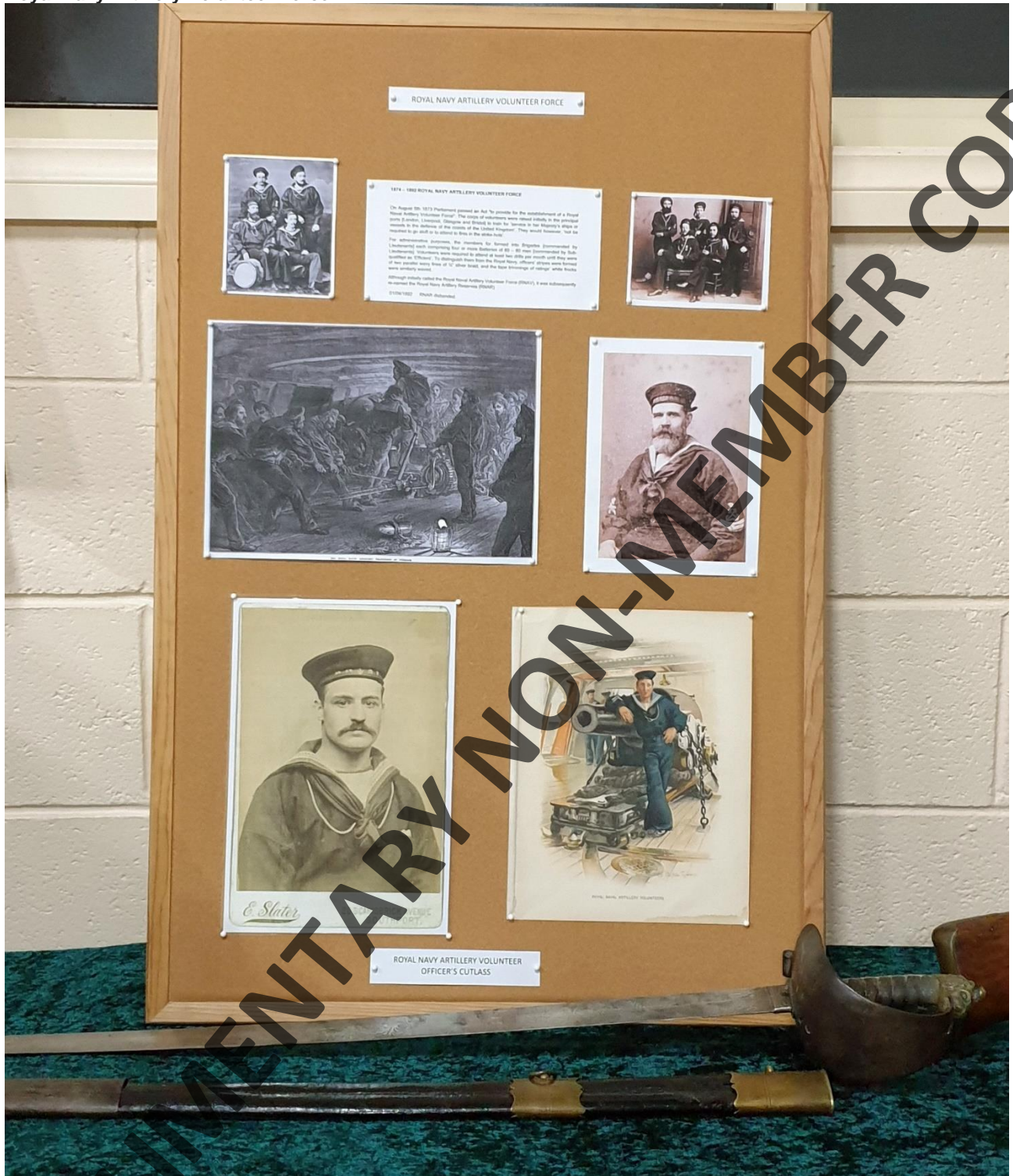
UK-Cavalry-c1740-80-Grenadier Troopers Dragoon



UK-Infantry Long Arm-c1795-Brown Bess Muscat



Royal Navy Artillery Volunteer Force



ROYAL NAVY ARTILLERY VOLUNTEER FORCE



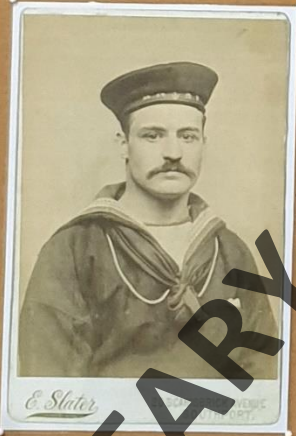
1874 - 1880 ROYAL NAVY ARTILLERY VOLUNTEER FORCE

On August 29, 1873 Parliament passed an Act "to provide for the establishment of a Royal Naval Artillery Volunteer Force". The object of volunteers was raised solely in the principal ports in the defence of the coast of the United Kingdom. They would however "not be required to go ashore or to attend to any of the duties of the regular force".

The administrative arrangements for members for foreign ships (beginning immediately by volunteering) were made with effect at such stations of 500 or more (commenced by Act) together as "stations". It distinguished them from the Regular Force, without arms were issued were primary arms.

Although initially called the Royal Naval Artillery Volunteer Force (RNVAF), it was subsequently renamed the Royal Navy Artillery Volunteer Force (RNVAVF).

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ROYAL NAVY ARTILLERY VOLUNTEER OFFICER'S CUTLASS

Royal Navy Artillery Volunteer Officer's Cutlass

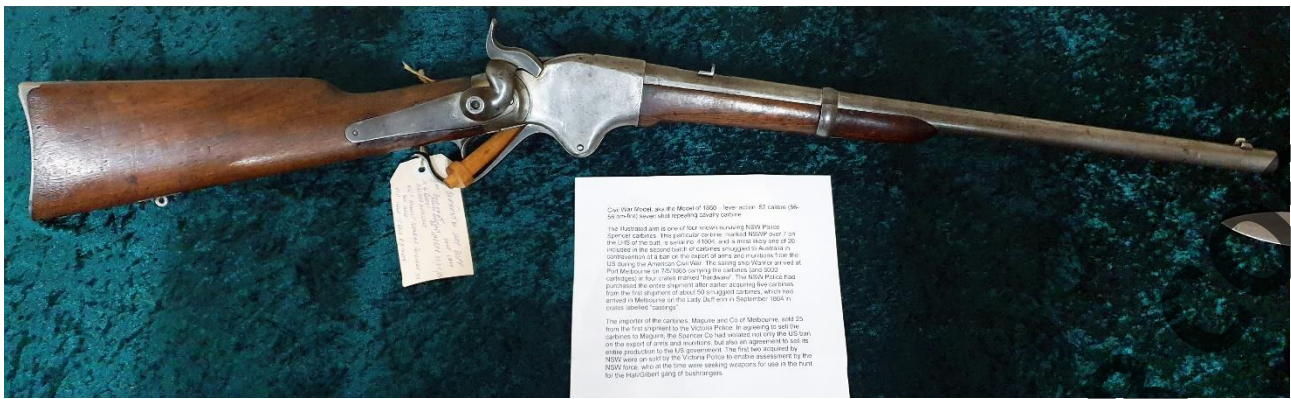


ROYAL NAVY ARTILLERY VOLUNTEER OFFICER'S CUTLASS

South Australian Infantry Officer's Sword Pattern 1822. This sword is one of 45 ordered from Wilkinson's under Indent A719 and arrived in South Australia on 7th May 1887. The blade is etched SA & VOLUNTEER INFANTRY. For further information see The Military Small Arms of South Australia by A. F. Harris.

South Australian Militia Infantry Helmet Plate used during the period 1886 to 1895. Many were later converted for SAMF General Service use by having the MILITIA INFANTRY peened out.





Civil War Model, aka the Model of 1860 – lever action .52 calibre (56-56 rim fire) seven shot repeating cavalry carbine.

The illustrated arm is one of four known surviving NSW Police Spencer Carbines. This particular carbine, marked NSWP over 7 on the LHS of the butt, is serial no. 41804, and is most likely one of 20 included in the second batch of carbines smuggled to Australia in contravention of a ban on the export of arms and munitions from the US during the American Civil War.

The sailing ship Warrior arrived at Port Melbourne on the 7th of May 1865 carrying the carbines (and 8000 cartridges) in four crates marked “hardware”. The NSW Police had purchased the entire shipment after earlier acquiring five carbines, which had arrived in Melbourne on the Lady Duff Erin in September 1864 in crates labelled “castings”.

The importer of the carbines, Maguire, and Co of Melbourne sold 25 from the first shipment to the Victorian Police. In agreeing to sell the carbines to Maguire, the Spencer Co had violated not only the US ban on the export of arms and munitions, but also an agreement to sell its entire production to the UD government. The first tow acquired by NSW were on-sold by the Victorian Police to enable assessment by the NSW force, who at the time were seeking weapons for use in the hunt of the Hall/Gilbert gang of bushrangers.



TOPIC: MILITIA & VOLUNTEERS

Items covering the topic of Australian Militia origin include:

1. Framed Badges Pre-Federation:
2. South Australian Militia
3. QLD Medical Department
4. Victorian Volunteer Rifles (c. 1859)
5. The Victorian Scottish Regiment (5th Inf Bn)
6. South Australian Militia infantry



Framed uniform Buttons and Badge of the NSW Military Force – early 1800's.



Sword with Rifle Brigade Badge (strung bugle motif) on hilt and blade, Pattern 1827, Manufacturer Charles Reeves (Birmingham).

Scabbard stamped V V/R = Victorian Volunteers.



Martini-Enfield Rifle Mk 1, introduced into British service 1895, converted from Martini-Henry Rifle Mk 111 in .303 calibre. The Butt marking is J / V M R = Victorian Mounted Rifles.

The Pattern 1895 triangular socket bayonet is displayed with the Rifle.



The July Display is Welsh Guards Bearskin and The Royal Dragoons Officers Black Plume Helmet and Irish Guards Peak Hat and French Republican National Guard Shako and Scott Guards Officer Sword 1854.



Flintlock Carbine

Although the carbine seen here is very similar to some English style military carbines of the earlier 1800s, it has no markings to indicate that it is military – for this reason I will call it a private purchase piece. It has a steel military style captive ramrod, along with the military style flat reinforced hammer (cock) brass furniture and simple steel rear “V” sight with a brass blade front sight. The barrel is held to the stock with two wedges. The lock is stamped “London”, and “W. Chance & Son”, with Birmingham proofs to the barrel – we can assume it was produced in Birmingham, because as well as the proofs William Chance & Son had shops in London and Birmingham from 1800 to 1846, with labour cheaper in Birmingham. No marks are present on the woodwork.

Statistics: - The smooth bored barrel is 24” long and .61” calibre, overall, it is 39 ½” with a weight of 5 lb 14 oz and was likely made around 1815.



Spanish Plug Bayonet

The unusual piece seen here consists of a plug bayonet combined with a miguelet lock and was made in the town of Ripoll, part of Catalonia, Spain, between 1700 and 1720. There are at least five variations of miguelet locks. This one is of the type known in Spain as “patilla”, a Spanish design first used in the 1600’s. The patilla lock is the most common design found on Spanish miguelets, with the name derived from the male name Miguel.

This weapon could be used as a bayonet on a musket or as a hand-held pistol. The handle of the bayonet is cow horn, with the ferrule near the hilt and the cap made of brass. Engraved on top of the barrel are the maker’s details, “R.Garve. Ripoll”. A shell shaped guard protects the hand from the pan flash. Some engraving graces the lock and the condition is generally very good.

This rare piece does not appear to be a “marriage” but made as a combination weapon from the outset.

I purchased this piece from a Parisienne dealer in 1997 and have never seen or heard of another such combination.

Statistics:- The blade is 12¾” long and extends past the muzzle by 6½”. The barrel length is 6¼”, smooth bored to 9.4mm (.370”). The overall length is 18¾” with a total weight of 1lb.11oz.



British current pattern officers sword (3 bar hilt) with Sam Browne belt and Ross Robbins Melbourne whistle



All Steel Scottish Pistols. Circa 1780.

This non-matching pair of Scottish belt pistols are an exquisite example of late 18th century Celtic design. Both pistols are made of steel with elaborate scroll engraving throughout. They are of flintlock mechanism with a classic ball type trigger shape. Both pistols have flat sided grips terminating in what is known as “Rams Horn Butt”, a classic feature of the time. In the centre of this design is a round ball which unscrews to reveal a long steel pointed vent pick (flash hole cleaning).



Upper display belt pistol is made by, W. MacLaughlan of Edinburgh Scotland, circa 1780.

Lower displayed belt pistol is made by T. Murdoch of Leith, which is close to Edinburgh, circa 1780 – 1790.

A muzzle loading percussion target rifle by Alexander Henry. Edinburgh. Scotland. Circa 1862.



This rifle is a purpose made muzzle loading black powder percussion type, chambered in .451” imperial calibre. It has much original finish with detailed scroll engraving on the lock plate and trigger guard. It has fully adjustable Vernier style front and rear sights. This firearm was a presentation piece, and an inlaid stock plate reads as follows :-

“Presented to Sgt: Chippindale K.R.V... for his services as secretary, by:- Lieutenant colonel the Viscount Hardinge. The Officers and Honorary members of the 14th Kent Rifles. July 1862.”

The counties of Kent and Sussex adjoin each other in south east England.





COMPLIMENTARY NON-MEMBER COPY

Scottish feather bonnet with white plume has red and white checkered band. A white metal badge of a rampant lion with scroll beneath bearing the words 'NEMO ME IMPUNE LACESSIT' (No One Provokes Me With Impunity) on a 'Gordon' tartan square.

Scarlet doublet tunic having yellow facings, it has rampant lion collar badges, 'D over VSR (D Company, Victorian Scottish Regiment) shoulder badges, and Edward VII Australian Commonwealth buttons. The rank of Sergeant (3 chevrons) is on the right sleeve. Also, with a 'Gordon' tartan kilt. Circa 1905.

The Gordon tartan.

Introduced in 1794 by Alexander the 4th Duke of Gordon in the north of Scotland, the Chief being known as the 'Cock o' the North'. He chose a tartan based on the Black Watch (or Government) tartan with a small yellow stripe to enhance the design. This tartan is still worn to this day by Scottish regiments and is particular to the Australian State of Victoria.





It was a display of UK swords consisting of a 1790 infantry officer's spadron, a 1796 pattern infantry flank officers sword, a Prosser made 1821 pattern cavalry officer's sword with a pipe back blade, an 1853 pattern cavalry troopers sword, and an 1897 pattern infantry officer's sword.



Virtual Display – HAS Member Lee Blair-Jenke

Pattern 1796 Coldstream Guards Officer's Sabre, etched with GR Royal Cypher and Guards Badge.



HAS Members Grant and Abel on holiday



We stumbled onto a national armour display, let's forget the hundreds and hundreds of swords on display as well. We will have some photos for you guys. The display by the French Govt is only on for the rest of the month.



A late 17th century Silver Mounted Hanger by Thomas Vicaridge of London with slave trade associations – HAS Member Tony Willis

This short essay describes an English hanger by the accomplished cutler and silversmith Thomas Vicaridge of London. The hanger is distinctive because of its blackamoor head pommel. The hanger is featured in Howard L Blackmore, "The blackamoor swords", Royal Armouries Yearbook, Volume 3, 1998, pages 74 and 75, Figs 14a / 14b, and is illustrated on our website www.albanarms.com in the "Showcase" section.

In the late 17th and early 18th centuries when swords were a popular weapon for gentlemen, hangers were a robust side arm intended mainly self-defence and not just for hunting as the name suggests. They were used by officers serving in the British Army and Navy. Hangers appear in some military portraits of the time.

The sophisticated hanger described here was a gentleman's weapon. The knuckle bow is stamped with Thomas Vicaridge's pre-Britannia maker's mark of "T V" in raised relief inside a shield, with a three-point crown above, and a pellet below. This dates the hanger to 1682 to 1697.



Vicaridge lived in optimistic and exciting times as London was remodelled in the decades after the turbulence of the Civil War period, the Great Plague of 1665, and the Great Fire of 1666. The city was outward looking, international trade was growing, military success was being achieved abroad and more interest and investment was being expressed in art, architecture, and culture. Vicaridge was one of the leading craftsmen of his day and the quality of his work typically represents the styles and fashions of late 17th and early 18th century Baroque London.

The hilt of the hanger is comprised of a bold faceted quillon block with a downward facing flattened circular rear quillon pierced and chased with a cherub's head on top of a double scroll. The knuckle bow is of flattened oval section and swollen in the middle where it is pierced with a foliate panel inside a cartouche on each side.





The pommel cap has a pronounced “V” shaped groove on top extending front to back and is scalloped around its folded edge which envelops the top of the natural stag antler grip. The pronounced blackamoor head sits prominently in the middle of the groove and is protected by its sides. The terminal of the knuckle bow is fixed into the pommel rim with the tip placed into the mouth of the blackamoor to emulate the playing of a musical instrument. The grip has a silver ferrule at its base with a scalloped edge.

Thomas Vicaridge completed his apprenticeship with Joseph Jones, a London Cutler, on 25th April 1682, when he was sworn “Free” upon completion of his term of servitude at a well-attended meeting at Cutler’s Hall. From 1682 Vicaridge could work and trade under his own name and until 1697, along with other silversmiths based in the City of London, Vicaridge used his own mark. Two examples of this mark struck onto a copper plate are still preserved at Goldsmith’s Hall in London.

In 1697, with the advent of the Higher, or “Britannia”, Standard for silver, silversmiths were required to record a new punch mark bearing the first two initials of their surnames. As a result, Vicaridge created and

recorded his Britannia mark of "VI" with a crown above and pellet below inside a shield. This mark was used from 1697 onwards until his death in 1715.

Only a few edged weapons by Vicaridge are known to survive and all are of fine quality. Whilst a relatively common sight at the time the silver hilts of hangers were often melted down and sold as bullion, or the silver was put to other uses, when they went out of fashion, which in part might explain their scarcity today.

The slightly curved single edged blade is 20 inches long (51 cm) and is forged with a short ricasso and a broad shallow central fuller which extends from the hilt almost to the pointed tip on both sides. A narrower, deeper fuller runs from the hilt underneath the blunt back edge for four fifths of the blade length after which it is double edged to the tip.



The sword is in good condition and has survived the centuries well. The hilt has retained its attractive shape and contours. There is some wear to the blade which has a light layer of old pitting and the stamps of Vicaridge on the knucklebow are worn. There are two stamps, both on one side of the knuckle bow. One is located underneath the central cartouche and is discernible, whilst the remains of the other located above, is just realisable, but only so when compared with the first.

Swords and other valuable ornaments had been produced featuring blackamoor heads as exotic adornments for European nobility for centuries before our hanger was made by Vicaridge. In his paper published in 1998 Howard L Blackmore explored the subject of "The blackamoor swords" made with this feature for over a period of two centuries in Europe.

In the last part he describes four English silver hilted hangers of the late 17th century with blackamoor heads which he thought at the time was the entire known population. He describes these as the "last of their kind" from a time when the blackamoor had lost much of its previous mystical appeal and after which it did not

appear again in the same manner as it had in the past. By the end of the 17th century black Africans were not perceived as exotic any longer and were instead reduced to being perceived more as slaves and trade cargo. In his conclusion he suggests in explanation for the swords that they may have been made for members of a secret society, or a bizarre club in London, that used the blackamoor head as its emblem. This is unlikely. A more likely explanation is as follows.

Figure 15 illustrated in Blackmore's paper shows another hanger by Thomas Vicaridge which Blackmore dates to around 1700. Significantly, the middle of the knuckle guard has a royal bust with a crown above which undoubtedly represents an English monarch. This is not a one-off. A similar bust appears on another sword by Thomas Vicaridge with a blackamoor head pommel which was recently sold through our business. There were almost certainly many more made at the time which have not survived. The link between the royal bust and the blackamoor head should be explored further.

The ruling monarchs of England held a monopoly on the British slave trade through the Royal African Company that lasted from 1660 to 1698. Blackmore dates his Figure 15 to "about 1700" indicating that the date is uncertain. The hanger is described as in a private collection and is not available for examination. It is probable that both hangers were worn as symbols by employees and others to affirm their association with the Company, engaged because of the Crown's involvement in the slave trade, either before or after the monopoly was opened up, and English merchants were allowed access to this business. The regal bust, together with the blackamoor pommel, seems sufficient to establish a connection between both these hangers and royal patronage of the slave trade. Subsequently, it follows that further hilts mounted with this unique blackamoor head pommel, but not stamped with the royal busts, have the same association.

The sword featured here is illustrated in Figure 14a and 14b by Blackmore. However, there are errors in his description. Blackmore dates the sword by its hallmarks to 1702, yet none are present, and he does not acknowledge the presence of Vicaridge's pre-Britannia stamp on the knucklebow which clearly dates the sword to 1697 or before.



Of the four "blackamoor" hangers in Blackmore's paper three are complete and one is a detached grip. So, five hilts of this type are now known if we include ours discussed here. Blackmore assumed that the swords may not all have been made by Vicaridge because two are not stamped with his mark. However, of the

population of five, three are known to be by Vicaridge. The marks on the other two are probably too worn to identify Vicaridge as the maker or have not been examined well enough. However, the workmanship involved in these two hilts is so similar to the other three blackamoor swords stamped by Vicaridge, and other surviving swords by Vicaridge with more usual pommels, that we can reasonably assume he made all five mounted with the blackamoor heads.



Some of these other surviving hangers with more usual pommels are discussed in a paper dedicated to Vicaridge by Leslie Southwick published in the Royal Armouries Yearbook (Volume 5 in 2000). The styles of grip, ferrules, guards, and quillon terminals are notably similar to the blackamoor pommel group.

Taking into account all of the above, production of these blackamoor pommel hangers can be tied down to a short time period at the very end of the 17th century. It seems that Vicaridge alone was specifically commissioned to make these hangers for people who were associated with the Royal African Company, and the slave trade, probably when it was still a royal monopoly, for specific reasons which remain unknown.

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Remington 1865/6 rolling-block Navy pistol – HAS Member Keith Fisher

The day this appeared on Catawiki I was instantly captivated... it was so unique in every respect. The more I researched, the greater my attraction. It cost me a lot of money, but realising how rare this pistol was – in any condition, and how immaculate this particular example was, I kept bidding. I've never regretted it.

If I'd been fighting back then, this would have been a second weapon alongside my revolver, which – with the enemy bearing down on you – was useless when empty. This rolling-block could keep firing big fat rounds until your bandolier was empty.

While the American Civil War was raging, the U.S. Navy was already casting about for a metallic cartridge replacement for their cap-and-ball revolvers. When they functioned, they functioned well, but cap-and-ball handguns, exposed to a saltwater environment, had their drawbacks. Charges got damp and wouldn't fire. Reloading was slow. Percussion caps were hard to handle in the cold and susceptible to corrosion; the nipple channels themselves could corrode and become clogged if not kept scrupulously clean.

Remington was in the process of refining what would be their most successful design: the rolling-block, breech-loading action, patented by Lenard Geiger in 1863 and refined by Joseph Rider, a mechanic at Remington.

The rolling-block action, consisting primarily of two parts, was simple: a rotating breechblock and a hammer locking the breechblock in place at the moment of firing. It was fast to operate (it was said a competent rifleman could get off 17 aimed shots a minute; a pistol just over 2 seconds). It was strong and readily made the transition from black powder to modern smokeless cartridges. And it was safe: as long as the block was open the trigger was blocked and could not be pulled.

The first handgun to use the rolling-block breech-loading mechanism was the Navy pistol of 1865. It was chambered for a .50-caliber rim-fire cartridge carrying a 300-gr. bullet powered by 30 grains of black powder. It featured an 8.5" barrel, sheathed spur trigger and walnut grips; while the receiver, breechblock, hammer, trigger, and sheath were colour case hardened. After fully cocking the hammer, a tab alongside is pulled back, rolling the breechblock open and extracting the spent cartridge. A fresh cartridge is inserted, and the breechblock closed, allowing the gun to be fired.

The Navy purchased 6,500 in 1865/6. Then in 1870, about 6350 of these initial production models were converted by Remington to .50 centrefire, refitted with traditional trigger guards and the barrel shortened to 7".

5,000 Army models were subsequently produced with the grip frame redesigned, the trigger and guard moved forward, a distinctive bump offered better control (see photo). The front sight was changed to a long blade and mainspring power was transmitted to the hammer via a stirrup. It was still chambered for the .50 centre-fire pistol cartridge. Definitely an improvement – apart from the reduction in barrel length.

ID	Profile	Headstamp	Manufacturer
13396			Remington Arms Union Metallic Company Bridgeport Connecticut USA
1815			Winchester Repeating Arms Co. Bridgeport Connecticut USA



COMPLIMENTARY NON-MEMBER COPY



COMPLIMENTARY NON-MEMBER COPY



8173/1914 WW1 Clasp Knife A recent acquisition story – HAS Member Brad Cock

Always trawling through antique & second-hand shops , on the lookout for military blade ware etc., this WW1 veteran caught my attention a few months ago. At first glance it looked like a small, fixed blade knife with a leather belt sheath, I could make out a name on the price tag 'A.Dodson'. I was immediately interested, my first thought was, 'I don't know of any knife maker by that name ?', perhaps it is the name of the person who had owned the knife?

A quick search of the 'A.I.F. Project' website revealed a Sgt.Aubrey James Dodson 782 D Company 27 Battalion A.I.F., address listed as Chad Street, Rosewater.



Wow, that is a local to this area, I was in the Port Adelaide Antique centre. I asked if I could have a closer look at the knife, on examination it was immediately recognisable as a pattern 8173/1914, a pattern commonly referred to as a 'gift knife'. No military inspection marks are present on these knives, but they are known to have been bought and issued in large quantities to British Empire troops in WW1. It was in fairly tired condition, some light rust, bumps & knocks, the main blade hinge pin was showing unmistakable evidence of being replaced or otherwise tampered with. Looking closely at the base of the main blade revealed the maker, it was in fact 'A. Dodson' of Sheffield. So much for my glimmer of hope that it had belonged to our local AIF soldier.



A bit of bartering and negotiating on price with management and I had another 8173/1914 by a different Sheffield maker. Now to clean it up a bit, first treatment, 15 minutes in a small ultrasonic cleaner, this removed any loose particles & gunk in the liners & recesses.

2nd stage was a one-hour dip in a shallow electrolysis bath, this process is very effective at removing rust gently.

3rd stage, an overnight soak in an oil bath followed by about 6 hours on a drain off hook.



By this time all loose particles & surface contaminates are gone, the overall appearance has improved, a couple of small dark spots affected by scale rust are easily addressed with a light rub of very fine emery paper and 0000 grade wire wool to avoid leaving scratches. I then gave a wipe & rub with carnauba wax, a wipe off of any surplus and a final coat of renaissance wax. The leather belt sheath is a bit of an oddity with a folding knife, perhaps the previous owner had found it useful to wear and carry the knife in the 'blade open' position? A wipe over with beeswax & the leather softened up well.

Further enquiry about the maker, revealed that Alfred Dodson was born in 1884, the son of Frank Dodson a spring knife cutler and Mary Dodson nee Watkinson while living at 10 West John Street, Sheffield. Alfreds mother died shortly after his birth and by 1901 he was working as a spring knife cutler living with his sister and brother-in-law in Walkley. Eight years later Alfred married Mary Ann Costello and moved to Hawthorn Street also in Walkley. The 1911 census described him as a spring knife manager/cutlery manufacturer. Two years after the census , Kelly's 1913 directory included Alfred , a spring knife cutler ,located at 151 Arundel Street where he probably continued working until retirement. By the time the 1939 Register was taken, prior to WW2 , Alfred & Mary Ann were living at 47 Brooklands Avenue and his occupation was recorded as a cutler. Alfred died at the Royal Hospital 25th December 1955 , aged 71, leaving effects of £4536 9s 9d. Mary Ann lived for a further sixteen years and died, aged 92 in Chesterfield. (information courtesy of Ken Hawley Collection Trust).

Having treated the knife & found out a bit about its maker , I still felt curious about the soldier with the same name & initial as the knife maker , particularly as he had been a local to the place where this knife turned up. A read through of 782 Sgt A.J.Dodson's National Archives file reveals that he was on Gallipoli in September 1915 , he received a gunshot wound to his head, neck & ear , evacuated to Malta then U.K. , returning to Australia in 1916 , he continued to serve in the Army until 1920 rising to the rank of Warrant Officer class 1.

I can't help wondering if an Anzac soldier had actually carried a clasp knife made by a Sheffield knife maker with the same surname , 'Dodson'.



COMPLIMENTARY NON-MEMBER COPY



John Crafton Argyll Hewat (Left)







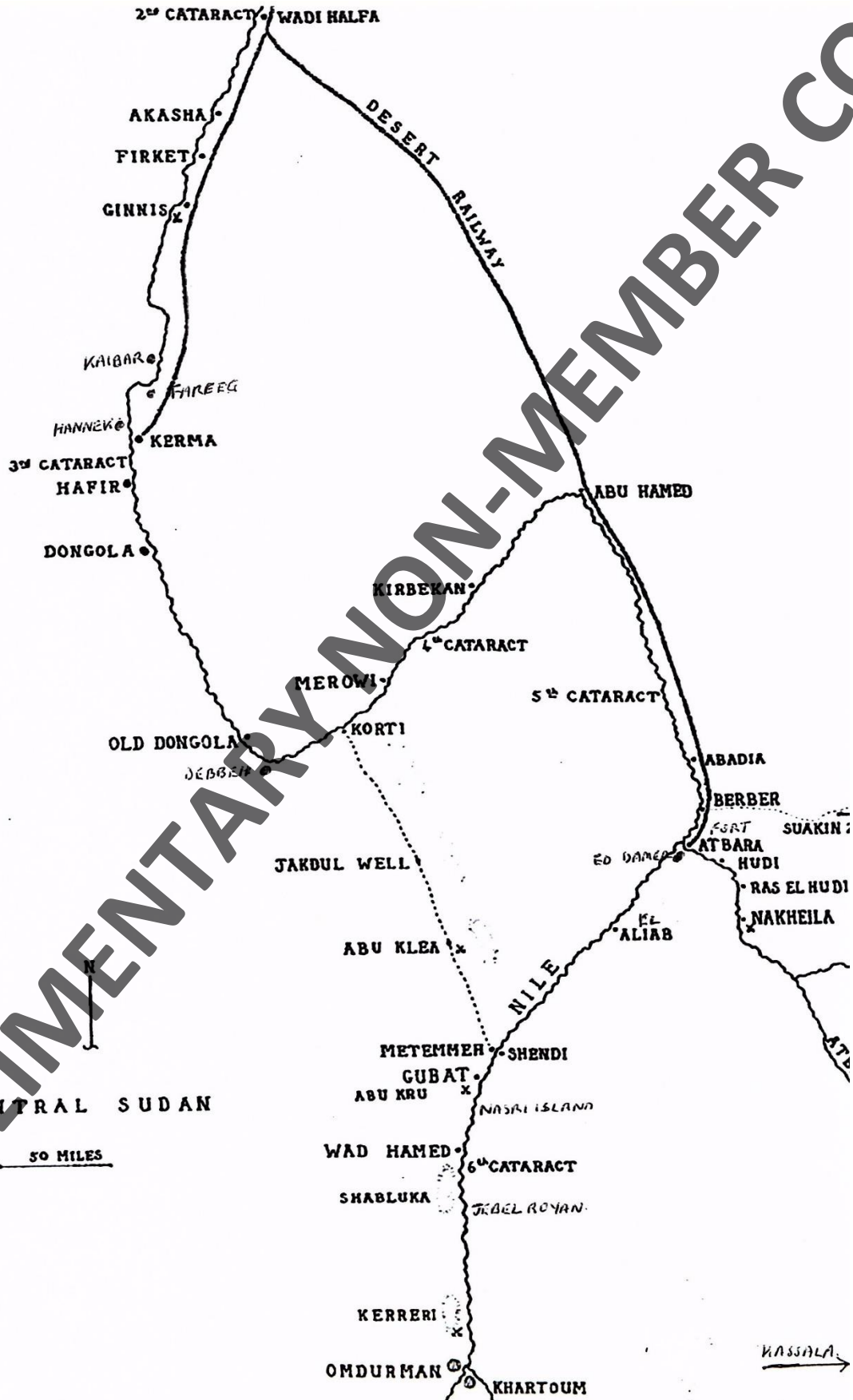
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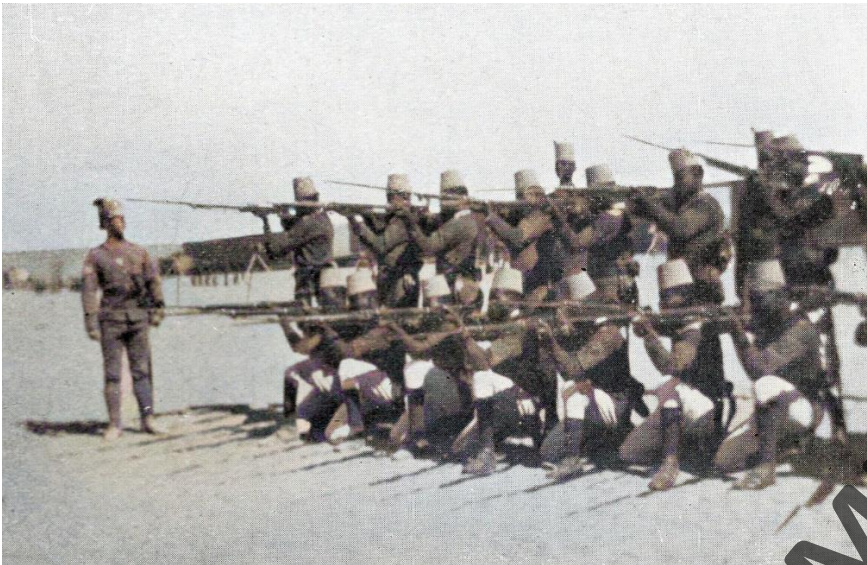
The Reconquest Of The Sudan 1896-1898, Gunboats On The Nile Part 2 – The Campaign – HAS Member Dr John Bird

OPERATIONS OF 1896



COMPLIMENTARY NON-MEMBER COPY

The Egyptian Army was brought up to war establishment. 16 years of active service had turned the British trained Egyptian army into an effective fighting force. It was an army consisting of Egyptian recruits conscripted for five years and Sudanese who generally served for life. Work began to prolong the railways for transport of troops and supplies.



Sudanese Infantry



Maj. General Kitchener, The Sirdar

In early March 1896, the British crossed the Sudanese border to begin the three-year campaign to reconquer the Sudan. Kitchener (the Sirdar) established an advance base at Wadi Halfa with a railway terminal. His first objective was the capture of Dongola. In these early months of 1896, the Sirdar had the use of four old stern wheel paddle steamer gunboats ABU KLEA, EL TEB, METEMMEH and TAMAI. Later in the year they were joined by three improved stern wheelers ZAFIR, EL FATEH and NASIR.



Tamai and El Teb in the advance on Dongola after passing the third cataract- dhows lashed to them.

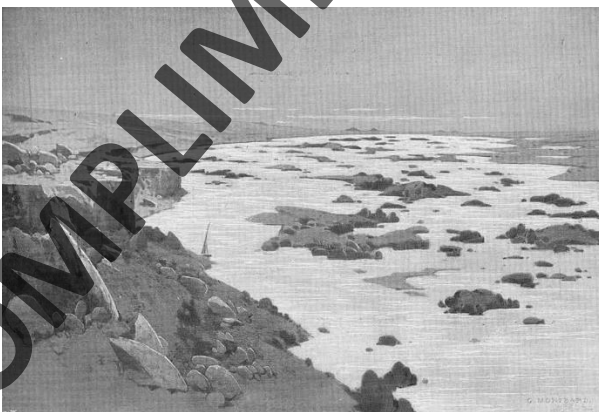
17 officers and 7 men of the Royal Navy with 5 officers and 28 marines were sent to serve on the gunboats. They were 'on loan to' and 'paid by' the Egyptian Government for service in the Nile Flotilla gunboats. They were immediately sent to Wadi Halfa where they were employed fitting out and mounting guns on the older gunboats and instructing the Egyptian gunners.

By 4/6/96, Kitchener had concentrated a large mainly Egyptian and Sudanese force at Akasha within a day's march of the nearest Dervish position at Firket. On 7/6 the only Dervish force in the region of the frontier was defeated.

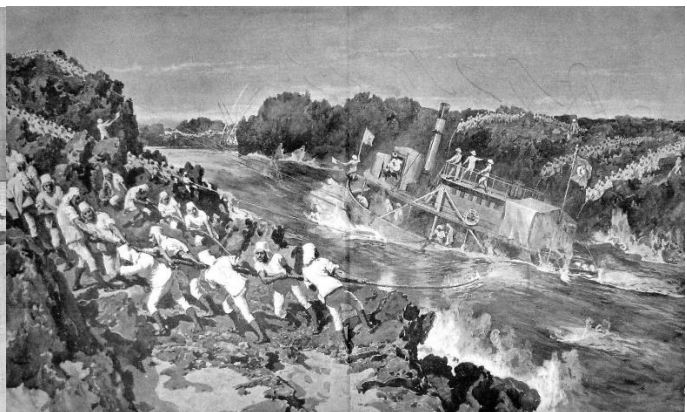


Battle of Firket

By mid-August, the river was of sufficient height to enable the 4 gunboats and 3 manned post-boats to be hauled over the 2nd cataract which was 9 miles long with a descent of 60 feet. One boat was pulled through daily. Five immense cables were attached to the boat, 2 on each side and 1 in front. 400 men were on each cable being relieved every 15 minutes. The 'Big Gate' was a gorge in the 2nd cataract 15 yards wide with a fall of 10 feet in 70 yards. It took 90 minutes to pull a boat through this gorge.



The second cataract South of Wadi Halfa



Hauling the first gunboat through the "great gate"

At the same time 10-ton sections of the new sternwheeler gunboat ZAFIR arrived at Kosheh, about 80 miles south of Wadi Halfa, between the 2nd and 3rd cataracts on 16/8. A shipyard and railway terminal, with a branch line brought to the river edge, were established. At the dockyard 20-ton shears and other equipment were used to assemble the new gunboats. She was launched four days after the arrival of the sections. By 23/8 all gunboat sections had reached Kosheh where the improved stern wheeler ZAFIR was near completion.

The advance was delayed by a cholera outbreak followed by a freak thunderstorm on 25/8 and flood which swept away a 14-mile stretch of the vital railway. The line was repaired by 8/9 and on all was ready for the final assault on Dongola. The railway line reached Kerma, 50 miles short of Dongola, from which the boats had open water for about 220 miles to the 4th cataract. On 11/9 ZAFIR burst either her low-pressure cylinder or boiler (depending upon which account is read) on her first day of operational life and replacement parts had to come from Assouan. She returned to service on 23/9. The gunboat speed was 12mph down river and 4mph upriver. The advance from Kosheh started on 12/9. At night camp was by the river under the protection of the gunboats. The Kaibar cataract was passed easily 14/9 and the army was concentrated at Fareeg on 16/9. During the advance on Hafir, EL TEB was wrecked at night when she struck a submerged rock near the 3rd cataract and had to be abandoned.

The gunboats TAMAI leading with ABU KLEA and METAMMEH first came into action near the village of Hafir on 18/9. The earthworks along the riverbank were protected by a ditch and a loop-holed wall 5' high, 2' thick and ½ mile long. At the south end of the works was a gun-bank with 5 guns, strengthened by a big ditch. The circular forts of some 120' radius were mud emplacements for a single gun with three embrasures looking to the front, ½ right and ½ left. The guns could only be fired as they bore on a boat in line with one of these. After shooting up a group of enemy supply boats, the gunboats began to shell the north end of the town, driving clouds of dust and splinters into the air. The Maxim guns searched the parapets and 2 Coy. Staffordshire Reg. on board two unarmoured steamers AKASHEH and DAL fired long range volleys. These boats had to keep a safe distance until the Dervish guns were silenced.

As they came opposite Hafir, where the channel narrows to about 600yards, they were suddenly heavily shelled by 2 well screened guns which had hitherto escaped detection and by numerous riflemen at the water's edge, positioned in a double row of rifle pits between the guns or in the palm trees. These latter commanded the decks of the gunboats and presented a problem to the crews. One shell hit the ABU KLEA, commanded by Lt. Beatty, on the waterline and entered the magazine but did not explode. Beatty personally threw it overboard. 3 shells hit MATEMMAH. Commander Colville was wounded in the wrist on TAMAI which retired downriver to report to the Sirdar who ordered them to continue the attack.

With the field artillery in support on the opposite bank, the gunboats returned to attempt to force a passage past Hafir but again the enemy's fire proved too heavy. METEMMEH which was leading suddenly swung around and was temporarily forced to withdraw downstream. At 9am a passage was found from our bank to a small island opposite the enemy lines where the river was only 600 yards wide. Four batteries and Maxims were immediately sent across escorted by two Sudanese companies. At about 10.30am under the cover of these guns, the TAMAI succeeded in forcing a passage and followed by the other two gunboats at 150yard intervals they anchored upstream.

The gunboats had been considerably knocked about. ABU KLEA had been hit 86 times. The Dervishes fired 9lb shells with wooden percussion fuses, but generally the shells broke up on impact rather than exploding. They also tried time fuses but with little success. 27 boats of grain were captured and the Dervish steamer EL TAKIRA was sunk. The artillery silenced the enemy guns and when the guns came up to closer range the Dervish began to retire to the south. Rifle fire continued throughout the day. During the night, the Dervish tried to reach their 27 gyassas moored by the bank. These were laden with all their food and grain. However, it was a moonlit night and as they emerged from cover, the Maxims on the opposite bank opened fire. Eventually they gave up their attempts and, seeing their lines of retreat to the south threatened, they threw their dead into the river with stones tied around their necks and abandoned the town that night. The army then crossed the river in the captured gyassas which had been emptied of their food and grain.

The Dervish fortifications were found to be much damaged. It was also found that the loopholes were constructed so men could only fire straight in front of them. The gunboats continued to Dongola which was shelled and subsequently also abandoned by the Dervish on 22/9. Commander Colville landed unopposed with a party from the boats and raised the Egyptian flag over the local governor's house on 23/9. The Dervish river craft were either captured or sunk. The army marched to Dongola with the sick and wounded carried by water in the gyassas. The mounted troops continued the pursuit. ZAFIR rejoined having been repaired in Kosheh.

As there was no further work required for the Stafford's, they were sent back to Cairo immediately due to their existing sickness level and the fact that it was highly inadvisable to keep British troops in the Sudan a day longer than it was necessary. The gunboats towed the men in gyassas. The progress downstream was 12mph compared to 4mph moving upstream. They stopped at Kerma for a few hours to lay a cable across the river to Hafir thereby putting Dongola in telegraphic communication with the rest of the world. Then they stopped at Hannek where the two boats tried unsuccessfully for several hours to pull EL TEB off the rocks where she had been stuck since before the battle of Hafir. The troops then disembarked and marched north in order to lighten the weight so that the boats could pass through the 3rd Cataract. They landed in Kosheh, entrained for Wadi Halfa then via rail and river to Cairo.

On 7/10 the last Dervish were driven out of the Dongola Province. The mounted Dervish moved across the desert to Omdurman while the infantry made for Berber along the Nile, always keeping well out of range of the gunboats which could only pursue them to the 4th Cataract. METEMMEH seized Debbeh until relieved on 3/10. Korti was occupied and troops on ABU KLEA hoisted the flag at Merowe which became HQ for the Army at the foot of the 4th cataract. The Sirdar returned to Cairo. Peace, law, and order had been restored to the Dongola Province.

Commander Colville was replaced by Commander Keppel as CO. of the Nile Flotilla. Phase One of the Sudan Campaign was thus completed.

The British troops returned to Cairo via gunboat, towed boats, and train. The Egyptian army concentrated on Debbeh, Korti and Merawi.

Following the occupation of the Dongola Province, there followed a period of consolidation during which large quantities of stores were shipped upriver. New troops were beginning to arrive.

The older gunboats were overhauled and fitted with additional guns and protective shielding in preparation for the 1897 offensive when the Nile would again be in flood, allowing the gunboats to traverse the cataracts and move upriver. During this build up, the gunboats were employed moving troops and stores forward, probing the enemy's positions and strength and other intelligence gathering missions.

The British Government contributed ½ million pounds for expenditure to the Egyptian Government. By the end of 1896, the railway reached Kerma which became the southern terminus.

A CATARACT

A Nile cataract is caused by ridges of granite crossing the river- bed causing the bed to fall in a series of steps. It may be short or miles long. The water above and below is smooth and navigable.

When the Nile is in flood it flows with tremendous force but with comparative smoothness down the rugged stairway but as the waters subside the rocks appear, the angle of descent becomes steeper, and channels appear. In these lower stages, a boat propelled by oars or poles or moved by sail or dragged by towropes can zig-zag from rock to rock, while the force of the current is not as fierce but when the Nile is in full flood and has submerged the rocks, the descent is easier, but ascent is very difficult against the swift current.

Occasionally the river narrows to a gorge known as a 'gate' through which flows an enormous churned up mass of water with immense force.

OPERATIONS OF 1897

In June, the Khalifa suppressed a revolt in Metemmeh but there were no signs that the Dervish empire was weakening. The Sirdar was advancing slowly and deliberately, paying close attention to the supply and protection of his forward posts. From the rail terminal at Kerma there was an unbroken stretch of 220 miles of navigable river to the 4th Cataract.

A new railway was being constructed at about 1 mile per day across the Nubian desert from Wadi Halfa toward Abu Hamed, which would eventually have to be taken. By the end of July, the railway had made such good progress that it was considered unsafe to bring the working parties nearer to the raiding Dervish from Abu Hamed until the place was in the Sirdar's possession. The time was right for a further forward movement.

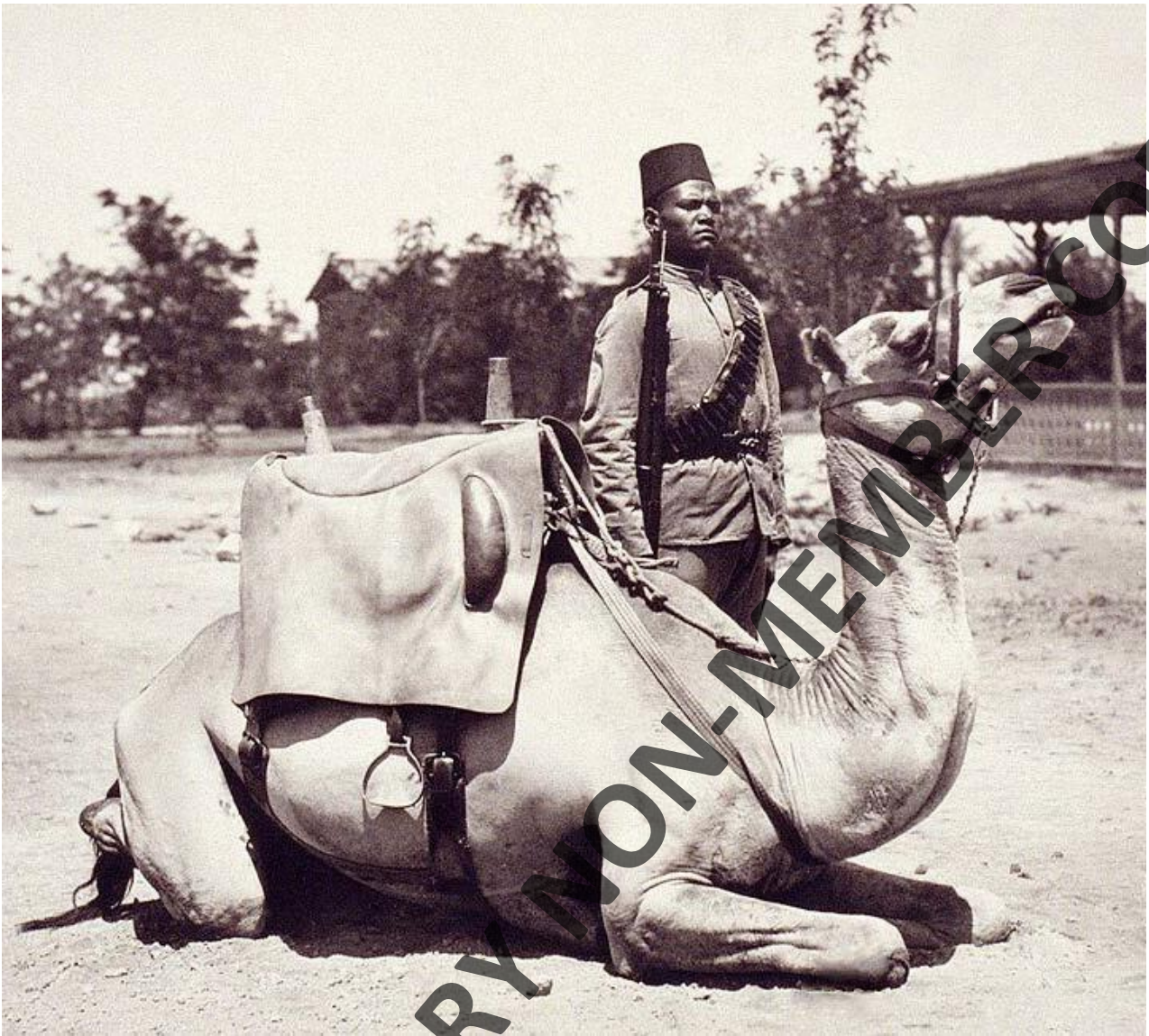


Battle of Abu Hamed

In August 1897, Maj. General Hunter marched 148 miles in eight days, mainly at night in the hottest time of the year, with an Egyptian/Sudanese force from Merowi and took Abu Hamed in house to house fighting at the point of a bayonet. A strong force of the Camel Corps was sent from Merowi south to counter any possible interference in this attack from the Dervish at Metemmeh.



The Egyptian Camel Corps



The Egyptian Camel Corps

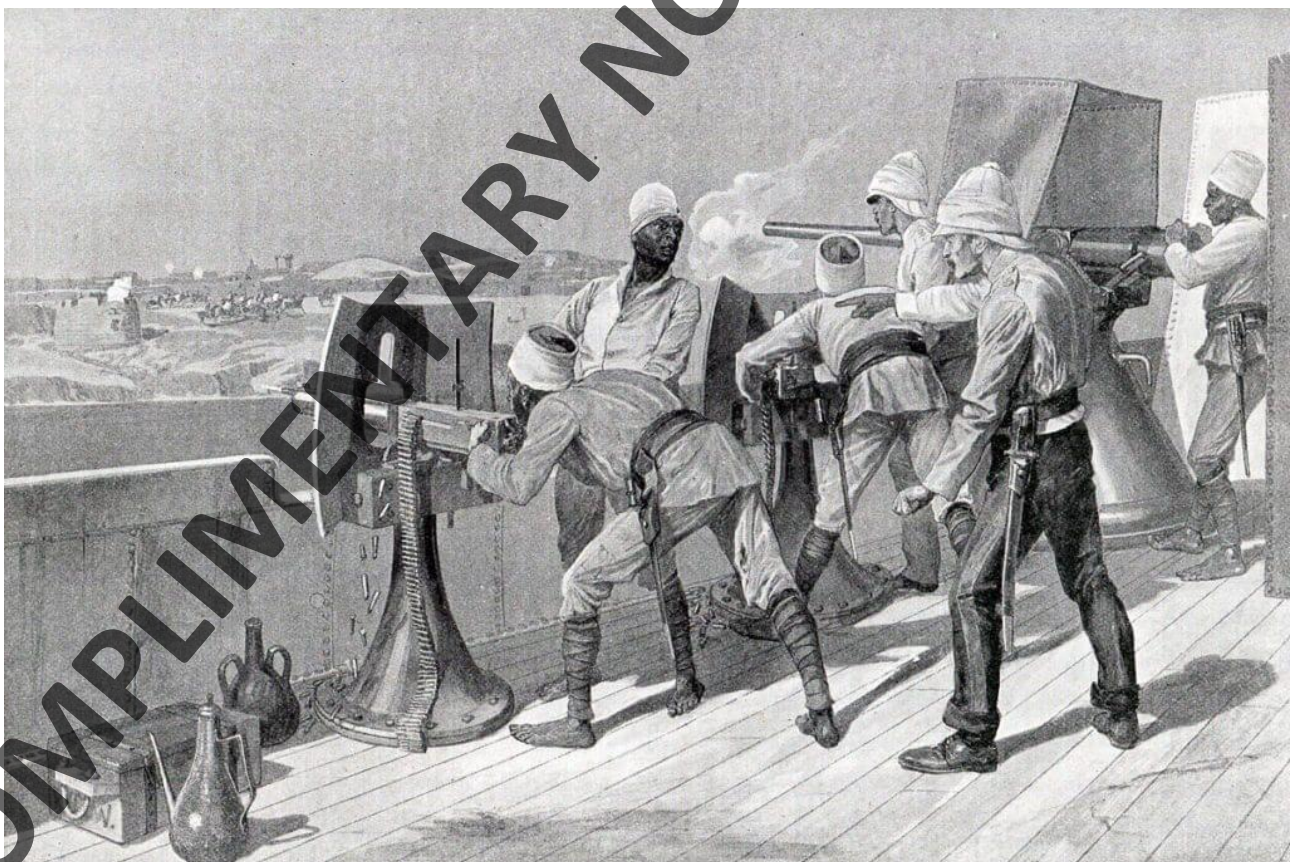
This did not eventuate. This allowed the railway from Wadi Halfa across the Nubian desert to join the Nile at Abu Hamed. At the same time, when there was enough water, the gunboats, followed by the sailing vessels, were sent across the 4th cataract, a series of cataracts over 60 miles. This was the most obstructed portion of the Nile. Many local people were pressed into gangs to drag the boats and other vessels. EL TEB capsized in the 4th cataract. Lt. Beatty and the crew were lucky to escape with their lives in the raging water. Two Egyptian crew members were rescued from inside the capsized hull when it grounded downstream. She was salvaged and returned to service in 1897 being renamed HAFIR. Lt Beatty later took command of EL FATEH. The 5 gunboats had reached Abu Hamed by the end of August and with the Nile at its height (early September) passed the 5th cataract under steam without any difficulty, no ropes being necessary.

Shortly after the capture of Abu Hamed, the Sirdar heard that the Dervishes were evacuating Berber as no help was forthcoming from Metemmeh. Kitchener had only planned to advance to Abu Hamed. Although advance to Berber would extend the capacity of his forces further, to occupy Berber now would save a lot of effort later even though it would be more vulnerable to attack from Metemmeh and from the east as would the garrisons holding the river line back to Dongola. Kitchener was worried concerning a possible Dervish counterattack. Maj. Gen. Hunter with 350 Sudanese soldiers boarded TAMAI, ZAFIR, NASIR, and FATEH on 3/9. On 5/9 the Egyptian flag was hoisted over Berber.

Having disembarked the troops, 2 gunboats were sent south of Berber to Ed Damer at the junction of the Nile and Atbara rivers to harass the retreating emir. The next day they caught him moving in disorder along

the riverbank and opening fire, driving the Dervish into the desert. 14 large boats laden with grain were captured and sent back to Berber. Fort Atbara, 140 miles from Khartoum, was built near Ed Damer, near the junction of the Nile and Atbara rivers. It became an enormous depot of grain, ammunition, and other materials. Kitchener advanced no further. Until the desert railway could be brought to Abu Hamed supplies had to come about 270 miles from Merawi on camels. The Eastern Sudan was now clear, and the Suakin Berber route was re-opened for traffic.

About 10000 Dervish, including those from Berber and Ed Damer, were concentrated in Metemneh and Shendy with some at the 6th Cataract. Although Metemneh was well fortified, it was in no position to hold out for any length of time owing to scarcity of food. The Khalifa supplied them by boat. The Sidar decided to send gunboats to capture the enemy's boats. On 15/10 ZAFIR, EL FATEH, and NASIR left Berber to reconnoitre Metemneh which was 1000 yards from the river, protected by 7 thick-walled mud forts close to the river's edge and extending for a couple of miles. The gunboats opened fire at 4000 yards with good effect, soon enveloping them in smoke and dust. The Dervish opened fire immediately with seven guns but due to the inferiority of their brass guns, their shot either fell short or went high. However, one shell fell on ZAFIR severing a water pipe then passing through the deck killing a Sudanese crewman. A shrapnel burst over FATEH and a 7lb common shell tore through the awning and smashed a supporting pole. After about an hour of long-range firing the fleet moved up opposite the position, pouring shell, shrapnel, and double shell into the enemy. The Dervish fire slackened. As the gunboats passed the forts the Dervish fire ceased. It was discovered that their embrasures only commanded the northern approaches and once the gunboats were to the rear of the forts, they enjoyed immunity from fire. While the gunboats were hugging the eastern bank, they came under concentrated rifle fire at range of around 100 yards. A couple of volleys and raking Maxim fire from EL FATEH silenced these Dervishes. The boats steamed past the town, turned, and shelled it again as they retired downstream. On their way they captured about 6 boats containing various goods. They stopped at an island 6 miles north of Metemneh for the night.



Maxim Gun and 12pdr of a Sultan Class at Metemneh - RMA Sergeant directing fire.

The next day 17/10 the gunboats got into position opposite Metemneh before daylight and repeated the manoeuvre, taking care to stay out of range of the enemy's guns. After 2 hours shelling, they retired down

the river to Berber. They had fired 653 shells and several thousand rounds of Maxim cartridges. A system of regular gunboat patrolling was established on the upper reach to gather intelligence, harass the enemy when possible and keep the vicinity of the river free of Dervish. Each gunboat carried, in addition to its crew, a half company detachment of Egyptian or Sudanese troops under a British officer. This force could be put ashore at will to raid enemy depots and strong points, to capture prisoners, to obtain intelligence and to support advanced patrols of the army. One gunboat was always at Fort Atbara taking a week in its turn to rest and repair anything needful. The other boats were patrolling, one off Shendi and the other between Fort Atbara and Shendi. When not in action the boats carried mail, stores and brought back the sick and wounded. On 1/11 ZAFIR, NASIR, METEMMA were joined by EL FATEH, which had been patrolling the Atbara River, and they again steamed south, shelled Metemmeh's forts again and destroyed a large camp without sustaining any damage then proceeded to the 6th cataract. The country was deserted, no Dervish boats being found as most had been removed above the 6th cataract for safety. At times it was only by drilling holes in the bottom of their own boats and sinking them that kept them safe during the day. The gunboats returned to Berber. The Khalifa's refusal to send supplies to Metemmeh left the garrison in a sore state. They resorted to raiding the surrounding districts. By moving at night, they usually evaded the patrolling gunboats but on occasions were caught.



Dervish Riflemen fire on Fateh

In November little happened. The Nile was falling fast, and impassable rapids began to appear. The Sirdar had to decide whether to keep his gunboats on the upper or lower reach. If they stayed in the lower reach their patrolling limits would have been restricted and they would no longer be able to watch the enemy at Metemmeh. He decided to leave them on the enemy side of the obstruction. This involved the formation of a depot guarded by an Egyptian battalion where simple repairs could be executed, and wood and other necessities stored. Nothing further could be done till the Nile flooded again. It would not be till the end of July 1898 that the Nile was navigable to Khartoum. Kitchener had no intention of doing without the transport and support of his gunboats in his final push to Khartoum. His forces went into summer quarters at various points along the Nile between Atbara and Berber.

On 31/10 the railway reached Abu Hamed on the Nile from Wadi Halfa and was being continued to Berber. Journeys that took weeks by camel now were made in hours by train.

On 25/12, Kassala to the east near the Eritrean border was handed over to Egypt by Italy.

OPERATIONS OF 1898

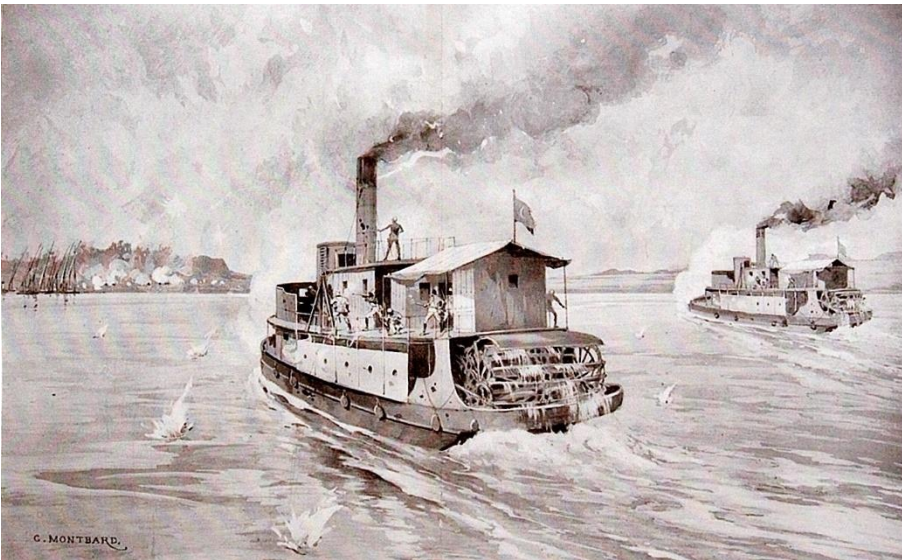
At the beginning of 1898, the Egyptian army was in Berber and Abu Hamed with important posts along the line of communications to the rear. Their most advanced position was at Ed Damer at the junction of the Nile and Atbara rivers. At the beginning of January, the railway was 70 miles south of Abu Hamed. 40,000 Dervish were at Omdurman and 20,000 at Metemmeh. Up to this point, Kitchener had advanced step by step, consolidating his position with a force of one and a half divisions of Egyptian and Sudanese troops. Now for the final advance a brigade of British troops, the 21st Lancers and a second artillery battery started to arrive in the third week of January at Wadi Halfa from Cairo, bringing the Anglo/Egyptian army to 25000 with 10 gunboats.

For the decisive campaign, the Nile Flotilla was strengthened by the arrival of 3 new gunboats, MELIK, SHEIK and SULTAN, twin screw vessels more powerful than the Zafir and Tamai Classes but they could only accommodate 65 whereas the Zafir Class 250-300. They were prefabricated in England, shipped in sections to the Sudan and reassembled in June at Abadia ,15 miles below Berber, under the supervision of Major Gordon RE and Engineer E. E. Bond RN. 3 Chief Engine Room Artificers and 3 leading stokers accompanied the boats followed in May by a detachment of Royal Marine Artillery of 6 sergeants and 1 corporal to replace those who had returned home. A gunboat was manned by an English officer in command, 2 European civil engineers, 2 RMA NCOs as gunnery instructors, Egyptian artillerymen, Arab sailors, and black firemen. As part of their reconnaissance role, an observation tower, a native bedstead lashed on top of poles about 25' above the ground with a palm leaf roof to protect the sentry from the sun, was erected on Shebaliyah Island south of Ed Damer. Shaded lookout platforms were also erected in some of the gunboats to allow them to see around the river bends and warn against possible ambush.

The Khalifa declined to offer battle at several defensible positions because he felt it was to his advantage to lure Kitchener further into the desert and to fight near Omdurman far away from Kitchener's main base. He felt that the situation was similar to the defeat of Hicks in 1883 whose supply line, relying on camels, mules, and horses, failed. The Khalifa did not appreciate that two stakes had been driven into the heart of his empire, the railroad, and the Nile Flotilla. He had also had a dream that he would defeat his enemy at Omdurman. In March 1898, under pressure from his emirs to impede Kitchener's advance, the Khalifa ordered Mahmud's 18,000 Dervish with 10 guns to cross the Nile from Metemmeh to Shendi and advance northward downstream with a view to attack Berber from the flank and then the railway. They were carefully observed by the gunboats who were so successful in harassing their progress that, having reached El Aliab about 8 miles from Shendi, they were forced to move away from the river- bank and head north-east to Nakheila on the Atbara River. This made a flank attack extremely difficult. The Dervish established a fortified camp, entrenched behind a zariba. The Egyptian army of 10,000, reinforced by a British Brigade of 3500, who had come from Wady Halfa to Berber by train and march, camped 10 miles north of Atbara at Ras el Hudi on 4/3, 18 miles from the Dervish Army. An Egyptian battalion was left to guard Fort Atbara.

Mahmud had taken the precaution to leave a garrison three miles south of Shendi with a good supply of stores. The Sirdar decided to attack and cut off Mahmud's contact with Omdurman and his line of retreat.

On 26/3 3 gunboats ZAFIR, FATEH and NASIR, a battalion of Sudanese infantry and friendly Arabs were sent to raid and destroy Shendi. One of the boats went aground and it took some hours to get her off. The boats went slowly, stopping for wood, as they did not want to attack in the afternoon which would give no light for pursuit. The enemy were warned so that when they landed early next morning, they were met by the enemy drawn but were defeated easily. There were four forts and three circular earthworks, but the guns had been removed. The forts and town were destroyed. Grain, ammunition, cattle, horses, camels, and mules were taken. 600 slaves were released. They pursued the fleeing Dervish to the 6th cataract.



Zafir class gunboats bombarding Dongola.

The Atbara River was too low at this time of the year to permit the gunboats participating in the attack on the Dervish at Nakheila. Mahmud's position was desperate, cut off from supplies, retreat, and Omdurman. He decided to sit tight. Despite continuous mounted scouting which kept the Dervish scouts from the army, it was not till the 30/3

that the Dervish camp at Nakheila was found. The position lay on the Atbara River facing the desert. It was entrenched, surrounded by a three-mile zariba. There were several reasons Kitchener wished to bring on a battle. The Dervish would not remain indefinitely due to the onset of starvation. Kitchener would have difficulty feeding 12000 men by camel even though only 17 miles from Atbara, the effect of heat, poor food, and poor shelter on the health of the British troops and a falling of moral due to inactivity. When Kitchener failed to lure the enemy out in the open, having noticed the enemy camp was surrounded by dry grass, he requested the presence of a rocket detachment from the gunboats. On 5/4 Lt. Beatty, 1 RMA sergeant and 14 native gunners with a rocket tube and 25lb Hales Rockets joined the army encamped before Atbara. Early in the morning of 7/4 the naval rocket detachment opened fire on the Dervish camp at a range of 500 yards, starting many fires. After a 11/2-hour artillery bombardment the army advanced and the Dervish camp fell in forty minutes to sustained volley firing and finally to the bayonet. The Dervish army was destroyed but their cavalry escaped. 5 RMA and 1RMLI also took part in the Battle of Atbara.



Cameron Highlanders at Battle of Atbara

There was now no substantial Mahdist force intended for aggressive purposes between Kitchener's army and Omdurman and the whole desert north of the 6th Cataract was clear of the Dervish. The final advance took several months to prepare.

The railway reached Abediah on 20/4.

Over the next several months the gunboats were used in the movement of troops and stores in preparation for the final assault on Khartoum. This work fell almost entirely on the sternwheelers as they were by far the most efficient in towing. It was estimated that a single Zafir Class gunboat was the equivalent in transport



work of at least 2,000 camels and that without these boats the success of the expedition would not have been possible. During July a store depot, chiefly forage for animals, was established at Nasri Island, situated 15 miles below the 6th cataract and several Egyptian battalions advanced south of Atbara Camp to form a great wood station for the gunboats to avoid any delay to the advance. Further British troops left Cairo and were all at Fort Atbara by August 10th.

Wood station on the way to Omdurman.

CAMP AT WAD HAMED

The Sirdar's HQ was now at Atbara so he could personally observe the events.

The final advance began on the morning of the 13th August, divided into a land and a river column. The Egyptian cavalry and Camel Corps, the 21st Lancers (except for the last squadron), and all the transport mules and camels with baggage crossed the river at the Atbara Camp and marched along the left bank of the river to Wad Hamed while the Sultan Class gunboats provided protection from the river. To conserve energy, they travelled only 8 to 10 miles per day. Each night a Zariba was erected, and the army drew its food and water from the Nile Flotilla.

The rest of the army was carried by steamer, large steel double-decker barges and native boats (gyassas). The ZAFIR class either towed or had fastened alongside 2 barges and towed 2 gyassas each, TAMAI class 3 gyassas each and AKASHA class 2 barges each. A barge carried 320-340 men, a Gyassa 75-120 men according to the boat size, a ZAFIR class 250 men and the TAMAI and AKASHA class steamers 50-100 men. The total compliment for each vessel in addition to the crews was approximately ZAFIR class 1100 men, TAMAI class 350 men and AKASHA class 750 men. When British troops were carried the stowage was not so close, the numbers being about 1/3 less. The aim with the new unconditioned British troops was to spare them unnecessary exertion and keep them fresh and fit.



Gunboat Zafir with double deck barges



steamer with barges

The approximate 100mile trip to Wad Hamed was slow, 1mph, due to moving against the current carrying a great weight. It took on average 3 days. However, the Nile was nearly at its height and the passage was reasonably easy. There were no rocks and advantage as taken of any slack water to increase the speed of progress. Two days food was ready cooked, the third meal to be cooked, when possible, without causing delay to the passage. Having landed their troops and stores, the steamers immediately returned downstream, with their empty barges and gyassas, to Atbara. This passage only took about 12 hours. The steamers burnt wood fuel but on their last trip coal, ZAFIR and MELIK class taking in 30 tons, about 10 tons for smaller ones. They also loaded around 500 rounds of ammunition per gun.

By 25/8 Kitchener's entire army was at Wad Hamed within 50 miles of Omdurman. Almost all apart from the mounted troops and the transport had ridden to war.

THE ADVANCE FROM WAD HAMED

Wad Hamed was evacuated on August 25th as the army moved south from camp to camp, the steamers towed barges and sailing-boats with supplies, a barge containing a howitzer battery and ammunition, a Gyass containing two 40pdr RBL gun with ammunition and a large barge fitted as a field hospital. Other steamers brought the men and stores from the depot at Nasri Island up to the army. Others, usually the MELIK class, moved ahead of the army. As the Nile was at its full height, the Shabluka Pass and gate, 9 miles long with granite walls up to 300', of the Shabluka (6th) Cataract was easily traversed. Barges and gyassas were towed through. It had been intended that the sailing-boats be pulled through the Pass by manpower but due to the strong current, the very strong southerly wind and thick bushes and trees close to the riverbank, progress was slow, and they were also towed by steamers.

There were several forts at the entrance to the Pass which could have caused trouble, but they were undefended due to the Khalifa having a dream that the British would be defeated on the plains of Kerreri, and it would be disrespectful to Allah to seek to oppose them elsewhere. At one stage a chain had been stretched across the narrow gate but had been removed so the gunboats passed unhindered.

A store depot was established at Gebel Royan just above the Pass on the right bank, the army being on the left bank. On 27/8 the army left Gebel Royan for the march on Omdurman. Village by village on the banks were cleared with the aid of the gunboats. On 28th the gunboat ZAFIR suddenly sprung a leak and sank near Shendy 60 yards from the shore, the vessel's funnel and mast remaining visible. The barges in tow were cut adrift. Captain Keppel was last to leave the boat. He transferred his flag to SULTAN. Two Maxims were rescued but no lives were lost. On 31/8, 6 miles short of the Kerreri Hills, Egyptian cavalry and the Lancers were sent to reconnoitre the hills. They found a Dervish camp and were fired upon. SHEIK was sent upriver in support. She fired 30 shells into the area causing the Dervish to retire.

SEPTEMBER 1ST 1898—THE DAY OF THE GUNBOAT

Sudanese irregulars under Major Wortley advanced village by village, clearing the east bank as far as the Blue Nile in order to enable the howitzer battery to be landed in a position to shell Omdurman. If they met stubborn resistance the gunboats were called upon for support.

At about noon the advancing army halted near Kerreri, 7 miles from Omdurman. The gunboats SULTAN (flagship), NASIR, FATTEH and MELIK pushed on in line at 300-yard intervals to reconnoitre in force while TAMAI towed a barge containing a howitzer battery. The Khalifa had built 17 new forts, 2 at Khartoum, 2 on Tuti Island, 2 on the east bank and 11 between the banks of the Nile and the city wall. They contained 32 guns. 2 guns were mounted on steamers and 29 were held in reserve. These guns were not equal to those of the British but still posed a considerable threat to the gunboats. At 11am the gunboats opened fire when out of range of forts' guns. 3 forts which opened fire on each bank at Halfya were quickly silenced and occupied by friendly Arabs. The fire from forts at Omdurman was heavy but ill-directed. When steaming past the forts at a range which at its lowest was only 50-100 yards, the rapid and accurate fire from the gunboats disrupted the Dervish aim.



A fort at Omdurman

The gunboats put the forts' guns out of action by the simple method of placing a shell just above the embrasure bringing down a heap of earth thus masking the guns. Any attempt to clear away the debris was rendered dangerous and futile by raking Maxim fire. On passing Tuti Island they came under sustained fire from guns which had been well concealed in the palm groves and undergrowth and proved very difficult to silence. The gunboats replied with well-aimed 12pdr shrapnel shells which eventually systematically silenced them. The gunboats suffered a few hits causing minor damage and casualties, but the engines, boilers and magazines were not injured. The flotilla stopped on the right bank behind the north end of Tuti Island where the howitzer battery was landed in a position, seized by friendly irregulars, to shell Omdurman, Tuti Island being too swampy at Nile highwater. This was 1600 yards from the Omdurman forts and 3000 yards to the Mahdi's Tomb which was used as the ranging mark. TAMAI and NASSIR were left to guard the battery.

After silencing the forts, the gunboats turned their attention to the city walls which were breached in many places. The centre of Omdurman was also shelled to dissuade the Khalifa from making a stand in the city. The Khalifa changed his plan from defending the city to fighting on the plain thus losing his best chance of victory. The British were thus spared costly house to house fighting in Omdurman. At 1.30pm the howitzers joined in. The Mahdi's tomb was badly damaged. Other targets were sought including the barracks on the banks on the Nile.



Effect of Shell fire upon Wali (Nulazim Enclosure)



The Mahdi's Tomb

The threat of the gunboats caused the Dervish great concern. Attempts were made to block the Nile in front of Khartoum below the junction of the White and Blue Nile. To begin with a series of buoys were stretched across the river linked by a heavy chain. The weight of the chain drew it just below the surface so that an unsuspecting gunboat would find their paddles or propellers entangled and could be boarded. Some of the buoys were not tethered properly. The current swept them to the centre of the river where upon the chain snapped and sank to the bottom of the river. There was not enough chain still available to repeat the procedure. Then 2 large rusty boilers in the Khartoum dockyard were packed full of explosives and fitted with an electrical detonator which could be set off from the bank. The first of these blew up prematurely sinking the old paddle steamer ISMAILIA. The second malfunctioned due to charge becoming wet.

Having silenced the forts, breached the city walls and sinking a Dervish steamer, the Flotilla returned to camp to protect the flanks of the army. Two gunboats were left to cruise off Omdurman.

By midday, the bulk of the army was at the ruined village of Egeiga. Soon after starting to build the zariba the Dervish were seen to be pouring out of Omdurman and advancing. Then suddenly at about 12.45pm they halted 5 miles from the Anglo-Egyptian army. Traditionally the Dervish attacked at night or in the uncertain light of dawn. Through informants, Kitchener led the Khalifa to believe he would attack at night. The Khalifa decided to wait and if no action had occurred by morning, he would act giving himself the whole day to annihilate his enemy.

As night approached the gunboats searchlights swept over the Dervish lines and the plains across which an attack could come. Their lights were not powerful or constant enough to detect all movement, but they could no fail to make a surprise night assault difficult. Kitchener recognised the danger of a night attack. If the enemy pierced the zarefa there would be confusion and the superiority of modern weapons would be negated by the vastly superior Dervish numbers.

The night passed quietly but not without anxiety for both armies.

SEPTEMBER 2ND 1898--THE BATTLE OF OMDURMAN

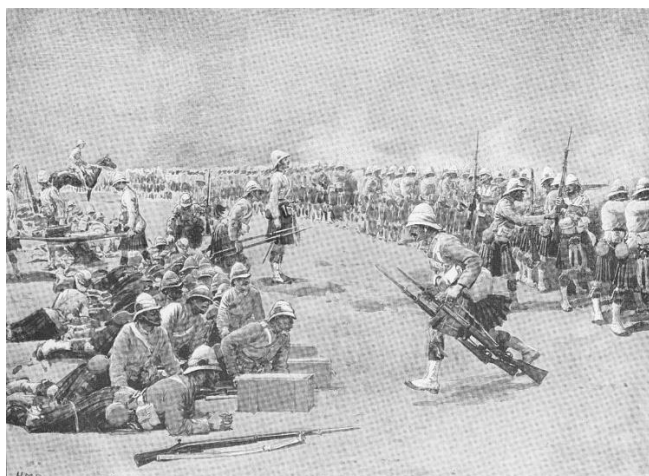
The battle took place on 2/9/1898 on the plains of Kerrerri. The Mahdi's army was about 55,000 strong, the Anglo-Egyptian army 26,000.

The Anglo-Egyptian army were deployed in an arc on slightly elevated ground centred on the village of Egeiga with both flanks resting on the river, the Kerrerri Heights to the right, the Jebel Surgham hills to the left and a wide flat expanse of desert to the front covered with scrub. The British were on the right behind a zariba, the Sudanese in the centre and the Egyptians on the left in a shallow trench. They spent the night under arms in double ranks. They stood to arms before dawn at 3.30am. At dawn, the cavalry went forward to reconnoitre. At 0600 the enemy were seen to be advancing on a 5 mile front on the left over the slopes of Jebel Surgham hills. At 0615 the British artillery on the left opened fire at a range of 2000 yards with devastating effect, soon to be joined by the gunboats. The cavalry was recalled back into the zarefa.

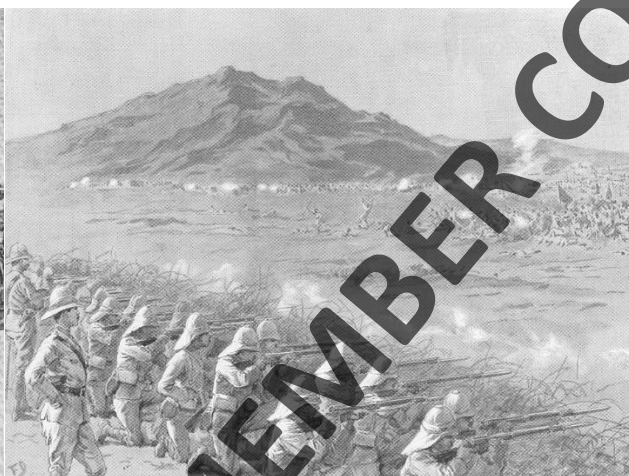


The Dervish at Omdurman

At 0615 the British on the left, armed with Lee-Metford rifles, opened fire at 2000 yards. The dervish could get no closer than 800yards and edged to the right to attack the Sudanese and Egyptians who were armed with Martini-Henry rifles. However, they could get no closer than 300 yards. In 40 minutes, the Dervish suffered 2000 dead and 4000 wounded. The rest were pinned down. At 0730 they began to waver and had been repulsed by 0800.



Cameron Highlanders At The Battle Of Omdurman



Lincolnshire Reg. Behind Zariba At Battle Of Omdurman



Sudanese infantry at Omdurman

During the battle both flanks were secured by 2 gunboats moored off the riverbank while the other boats remained free to intervene in the action wherever necessary.

Their great asset was their mobility. NAZIR, FATEH, SHEIK, EL HAFIR and another protected the south flank while SULTAN, MELIK and TAMAI guarded the north.

These gunboats provided fire support for the army, doing great execution on the dense masses of the advancing enemy.

The right of the army was protected by the mounted brigade stationed in the Kerreri Hills 1 mile to the front.

The Egyptian Camel Corps and cavalry numbering 2,000 were surprised by a large Dervish force of 20,000 in the Kerreri Hills. The slower Camel Corps was ordered back to the zareba while the fast cavalry prepared to shield their retirement and endeavour to entice the Dervish to follow them. Their Camel Corps' retreat toward the river was slow due to the rocky ground and the fast-moving Dervish were threatening to cut them off and with annihilation. MELIK immediately dropped downstream to find the Camel Corps about $\frac{3}{4}$ mile from the river being harried from behind and in danger of isolation from the zariba by the Dervish pouring

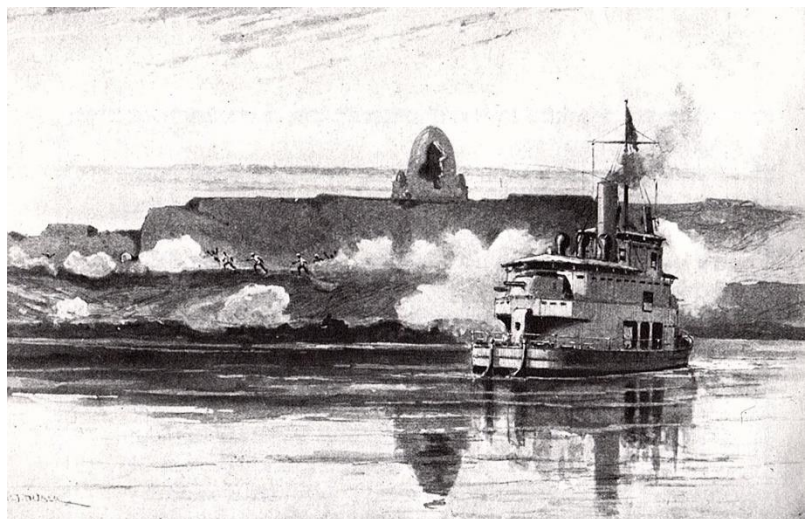
down from the hills. The Dervish were being shelled from the Zariba, but the range was long and the fire ineffective. MELIK opened fire 100 yards from the shore with her QF guns and MAXIMS. At this short range, the effect on the dense mass of Dervish was devastating. When ABU KLEA appeared, the Dervish fell back from the river allowing the Camel Corps to slip past into the safety of the zareba. The horse artillery delayed limbering up till the last possible moment and lost 2 guns in the process.



The gunboat Melik saves the camel corps at Omdurman.

Having lost their prey, the Dervish turned their attention to the fast-moving cavalry and pursued them 3 miles into the desert to the north and hence out of the battle. The cavalry looped back along the bank of the Nile down a path cleared for them by the gunboats.

By 0800 the road to Omdurman 7 miles ahead appeared open. Kitchener decided to advance even though the enemy still had 35,000 men in the field. The Khalifa attacked from the west but as this faltered, the Dervish, who had been drawn away to the north by the cavalry earlier, reappeared and attacked from the north, being repelled in a near run engagement. The Dervish were finally broken for good with estimated 11,000 dead, 15,000 wounded and 5,000 prisoners. The British had 450 casualties. Kitchener's losses were 45 killed and 425 wounded.



The gunboat Sultan clearing the banks with maxim fire.

The Khalifa fled.

During the Dervish retreat from Omdurman, Beatty on METEMMEH was ordered to open fire on the fleeing refugees. He did so but with little enthusiasm as he thought there had been enough slaughter for one day. Charles Neufeld, a German merchant who had been held in Omdurman gaol for 11 years, was freed but it was not till the next day on board the SHEIK his leg irons could be removed.

The gunboat BORDEIN, captured by Mahdist after being wrecked, was recaptured at Omdurman, and employed carrying troops.

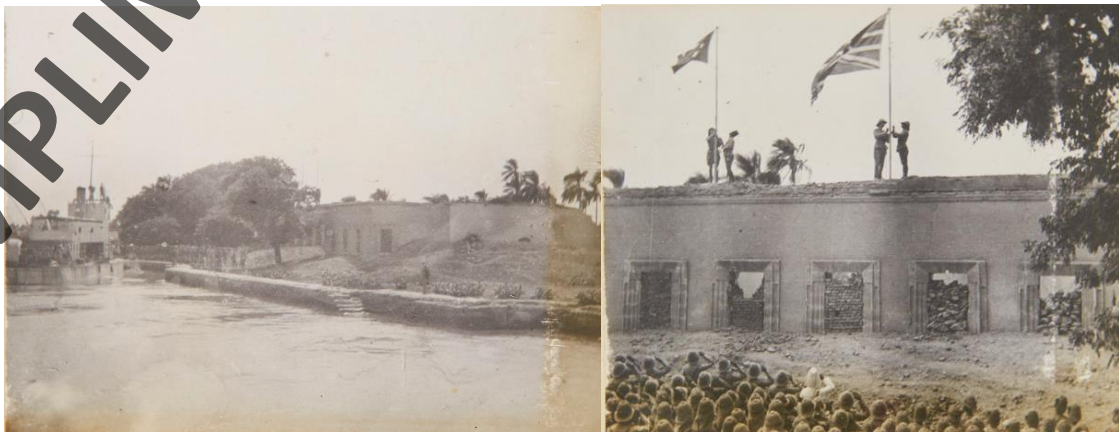
In the space of nearly five hours the Dervish had mounted four great mass attacks each made with tremendous courage, but each had foundered under the destructive power of the bullet and shell. The slaughter had been horrific. Countless thousands were killed and wounded. Many of Kitchener's army expressed great admiration and respect for their enemy's bravery and were glad when the firing ceased.

THE PURSUIT

The pursuit and capture of the Khalifa now became the main preoccupation of the Anglo-Egyptian army. The task fell to the exhausted cavalry with the Camel Corps following. The 21st Lancers were in no shape following their previous ill-judged charge. After recruiting 2 guides, they left that evening. They carried no extra supplies as it was intended that METEMMEH would go upriver at night with forage for the horses and provisions for the men. The project was doomed to failure from the start. Nobody knew in which direction the Khalifa had gone. He had headed east into Kordofan to join his still loyal supporters. The going was difficult due to either swampy ground or harsh rocky country. Next morning, they approached the river and saw METEMMEH 400 yards away but could not reach her due to impenetrable marsh. They continued south in the hope of finding a suitable landing spot but to no avail. The marshy banks got worse. At 2pm they turned back and reached Omdurman late morning the next day. The Camel Corps captured a group of the Khalifa's wives including his senior wife.

THE MEMORIAL SERVICE

A parade and memorial service in honour of General Gordon was held. On Sunday 4/9/98 the gunboats ABU KLEA and MELIK (with the Sirdar aboard) and sternwheelers DAL and AKASHEH brought representatives of every regiment and corps across the Nile to Khartoum, docking at the dilapidated stone quay where the troops were formed up in front of the palace ruins. After the Union flag then that of Egypt was raised on the roof of the palace, MELIK's 12pdr fired a single salute. There were 3 cheers for the Queen and the Khedive followed by a 21gun salute. Live rounds were fired over the heads of the congregation into the hopefully deserted plains beyond the city as no blanks were available. Three cheers for the Sirdar were followed by a service conducted by four chaplains. The Guards band, the Sudanese band and a piper provided the solemn music.



Khartoum ceremony for General Gordon-Melik at the pier

Raising the flags on the ruins of the palace-Khartoum.

FASHODA

Shortly after the return from the pursuit of the Khalifa up the White Nile, news came that a European expedition of unknown nationality had arrived at Fashoda 918 miles south of Khartoum. On 10/9/98 the Sirdar left Omdurman on the unarmed steamer DAL, accompanied by NASIR, FATEH, SULTAN, ABU KLEA, 2 battalions of Sudanese infantry, Egyptian artillery, and a company of Cameron Highlanders. Passage was easy as the Nile was at its height. The chief difficulty was the scarcity of trees for wood and the difficulty getting to the shore owing to the high-water level mark. On reaching Fashoda, it was found to be occupied by a French force of 100 Senegalese infantry with native levees under the command of Major Marchand. After a conference onboard DAL during which an international incident was avoided, it was decided that Britain controlled Egypt and the Sudan. Leaving NASIR with a Sudanese battalion and 2 guns, the Sirdar sailed further south to Sobat. There he left ABU KLEA with part of a Sudanese battalion. Then the Flotilla returned to Omdurman, leaving SULTAN at Fashoda.

The bulk of the British forces returned downstream to Cairo and hence back to Britain. Several officers and RN personnel were replaced. The Flotilla continued to patrol the White Nile.

As a result of the Battle of Omdurman, the Dervish power was broken in the Sudan which returned to Anglo-Egyptian rule. Several hundred miles of railway had been constructed and the Nile was now open to commerce and development.

The greatest difficulty in the Sirdar's path was lack of funds. From beginning to end the strictest economy had to be observed.

THE SUDAN MILITARY RAILWAY

Kitchener placed great importance on transport and communications. Reliance on river transport, and the vagaries of Nile flooding was not an option. This required the building of new railways to support the invading forces.

1. Railway Wadi Halfa to Kerma

The first phase of railway construction followed the initial campaign up the Nile to the supply base at Akasha and then to Kerma. This bypassed the 2nd Cataract ensuring supplies could reach Dongola all year round, whether the Nile was in flood or not. Workshops were built at Wadi Halfa. The line reached Akasha on 26 June and Kosheh on 4 August 1896 where the three ZAFIR Class gunboats were assembled, their sections having been brought south by rail. At the end of August 1896 a storm washed away a twelve-mile section of the railway as preparations were being made for the advance on Dongola. 5000 men working night and day rebuilt it in a week. After Dongola was taken the line was extended south to Kerma.

2. Railway Wadi Halfa to Abu Hamed and Atbara

This 225-mile line crossed the Nubian Desert. Lt. Percy Girouard, who had worked on the Canadian Pacific Railway, directed a group of subaltern Royal Engineers during the construction. Work began on 1st January 1897 but began in earnest in May once the Kerma line was completed. By 23 July 103 miles had been laid. Trains brought the construction materials to the railhead. Increasing attacks by Dervish from Abu Hamed was relieved by the town being captured on 7th August 1897. The line reached Abu Hamed on 31st October. There was no pause. Work began immediately on the 149 miles to Atbara to bypass the 5th Cataract.

There were major problems to overcome in the desert. Luckily two sources of water were found, and wells dug. Water was also brought down the line in 1500-gallon tanks. Kitchener had to keep within a tight budget. The first section of the line was built from materials scavenged from the derelict Ismail railway. Old broken and derelict engines and rolling stock were patched up. Steam engines were borrowed from South Africa with new ones came from England and the USA. There was also a shortage of drivers, firemen, fitters, and mechanics. The workforce was conscripted Railway Battalions

The Sudan Military Railway was described as the deadliest weapon used against Mahdism. The 230 miles of railway reduced the journey time between Wadi Halfa and Abu Hamed from 18 days by camel and steamer to 24 hours by train, all the year round, independent of the state of the Nile. 630 miles of telegraph cable were laid. Reconnaissance's, and 19 telegraph offices built along the railway line. Small stations were built along the line for water, a bypass, driver changes and sleeping huts and tents.

EXPENDITURE

The greatest difficulty in the Sirdar's path was lack of funds. From beginning to end the strictest economy had to be observed. Costs in pounds sterling were:-

Railway	1,210,906
Telegraph	22,371
Gunboats	158,807
Military Expenditure	1,021,129
Total	2,415,213

KITCHENER'S DISPATCH from OMDURMAN 5 SEPTEMBER 1898

Kitchener's recognition of the Nile Flotilla:

"The excellent service performed by the gunboats is deserving of special mention. These gunboats have for a long time been almost constantly under fire, they have made bold reconnaissance's past the enemy's forts and rifle pits, and on the 1st and 2nd of September, in conjunction with Irregular levies under Major Stuart Wortley, and the Howitzer Battery, they materially aided in the capture of all the forts on both banks of the Nile, and in making the fortifications at Omdurman untenable. In bringing to notice the readiness of resource, daring and ability shown by Commander Keppel and his Officers, I wish also to add my appreciation of the services rendered by Engineer E. Bond, Royal Navy, and the engineering staff, as well as of the detachments of the Royal Marine Artillery, and gun crews who have gained the hearty praise of their commanders."

AWARDS

THE QUEEN'S SUDAN MEDAL 1896-1898

17 Officers and men of RN, 27 Officers and men of RM who served afloat in the gunboats of the Nile Flotilla or on shore whilst attached to the army.

13 local 'seedies' who were employed by the naval forces.

25 civil marine engineers who were employed to operate the river gunboats and the transport vessels.

Although the battle took place at Omdurman, the battle is commemorated by the clasp 'Khartoum.' 37 medals were awarded to the naval forces, RN14, RM20, RMLI3.

THE KHEDIVE'S SUDAN MEDAL 1896-1898

Authorised by the Khedive to commemorate the military operations in connection with the reconquest of the Dongola Province. Medals with more than two clasps (normally 'The Atbara' and 'Khartoum') are rare to British recipients.

Hafir 16, Sudan 1897, The Atbara 6, Khartoum 33, Gedaref 9, Gedid 5, Sudan 1899 6.



Queen's Sudan Medal and Khedive's Sudan Medal 1896-1898

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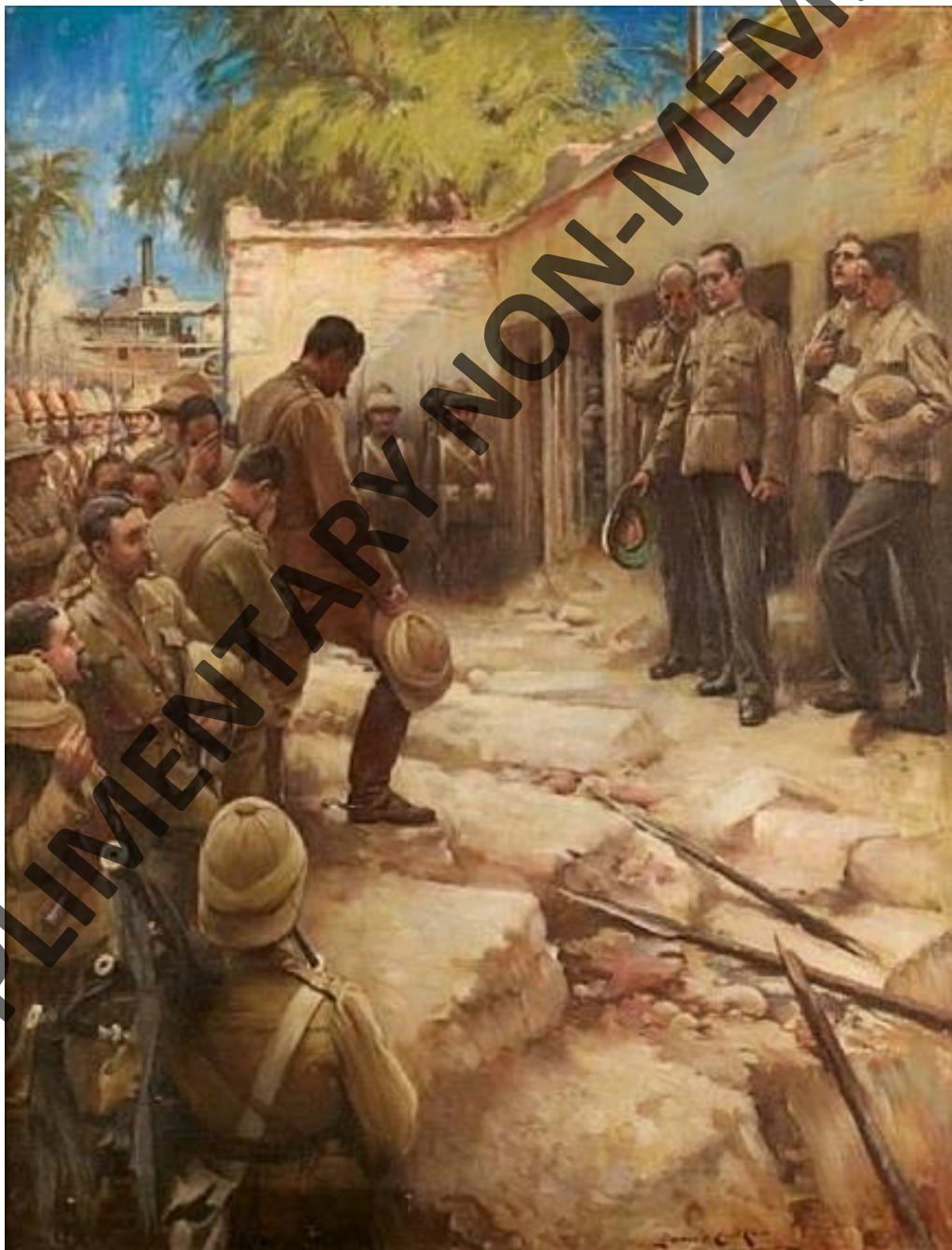
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Gunboat Bryan Perret Cassell & Co 2000

British Battles and Medals Hayward, Birch, and Bishop Spink



In Memory of Gordon, Killed 26 January 1885. Illustration for The Graphic, 1899.

Meetings and Topics

All members are reminded and encouraged to bring along items for display. **If you don't like the topic categories on the night, no problem, pick your own, if it is over 100 years old, we would love to see it.** Note: All ammunition, must be securely contained to prevent handling.

Calendar of Topics








Note: Display topics may change as required to accommodate special requests.

Month	Where	Who	What	Famous/infamous
Aug	Caucasus & Eurasia	Yeomanry	Medals	Trafalgar
Sept	Mediterranean	Hunting & Sport	Failures, Blunders & Bad Ideas	Waterloo
Oct	Imperial Germany	Police	Curiosa	Zulu & Boer Wars
Nov	Japan	WWI Combatants	Maker Marked, Presentation, Religious or Royal	Crimea
Dec	Islands	Civilian	Uniforms	Boxer Rebellion
Jan	Europe	Artillery	Buttons & Badges	Conversions, Restorations & Fakes
Feb	Africa	Cavalry	Axes, Polearms & Clubs	Civil Wars, Mutinies & Rebellions
Mar	America	Engineers	Accoutrements	Napoleonic
Apr	Australia	Infantry	Firearms	Egypt, Soudan & North West Frontier
May	Asia & the East	Navy	Loading Equipment	Peninsula Wars
Jun	Colonies	Pirates, Bushrangers & Highwaymen	Edged Weapons	As seen in the Movies
Jul	United Kingdom	Volunteers & Militia	Headdress	Scottish Wars

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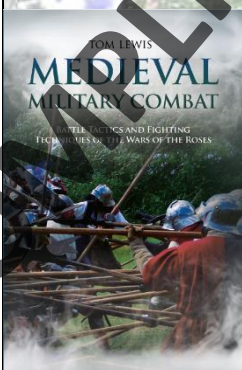
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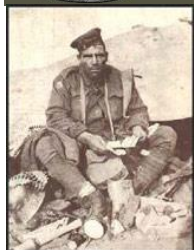
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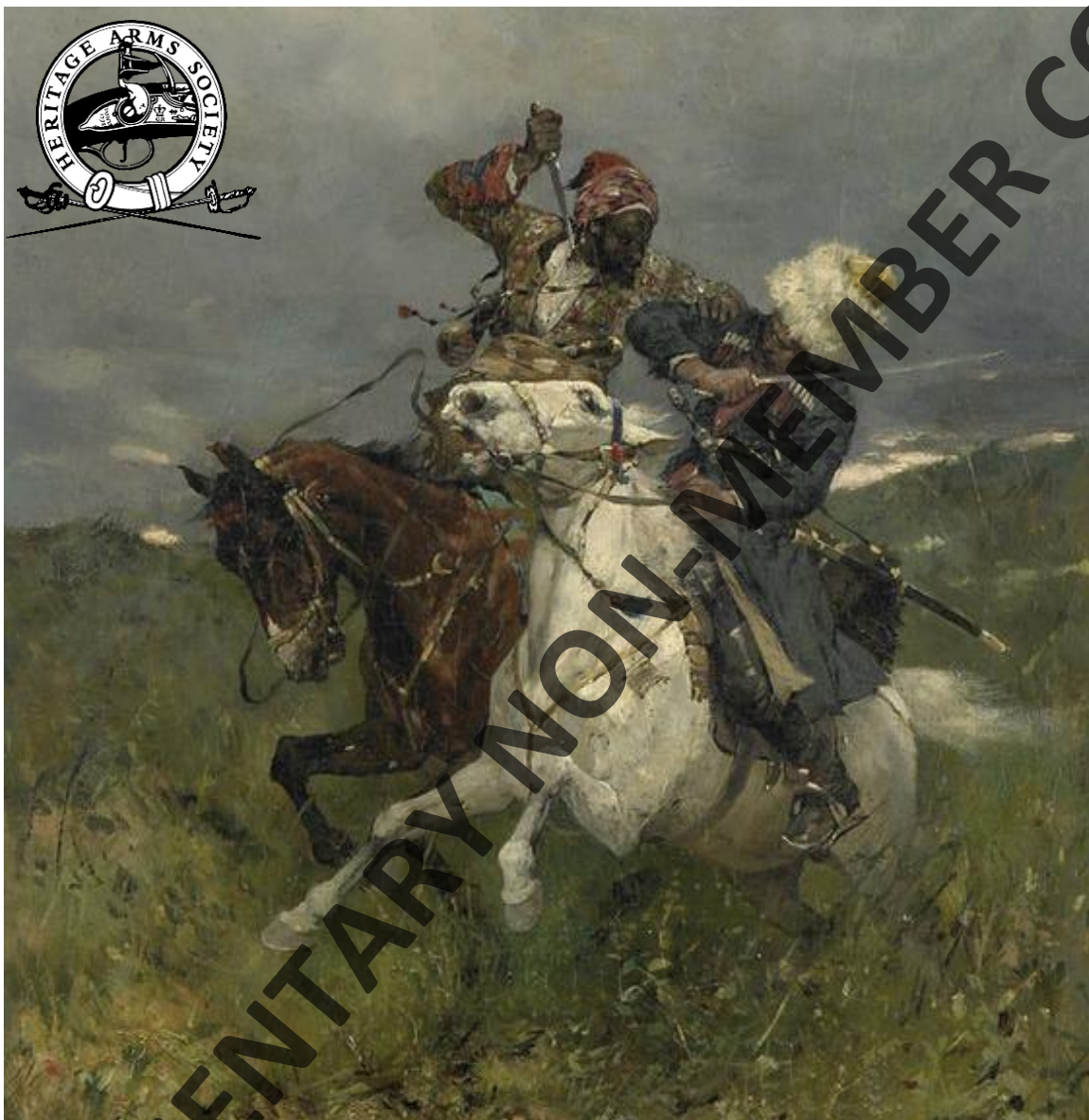
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