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April 2020



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Hello Swamp Foxes, Welcome to the April 2020 Newsletter.

Well it seems like forever since we had our February meeting, I hope all our members and their families are keeping safe and well along with the rest of the World population

I think as modelers we are somewhat well adapted to adjust to the restrictions, More time at the benches in many cases cannot be too bad, Postal Services are doing a Stirling job and most online stores are operating a near normal service, Hobby Lobby and New Brookland ceased trading this week 6th March until further notice, Now we know why we have stashes.

Finally a big shout out to all The Emergency services, Doctors/Nurses/Police/Fire and The Military and so many others that are helping us all get through this

Now go build a model

From the Front Office...

Howdy, all. I trust you are all well and spending any down time you might have at the workbench. I know it isn't all that much fun to be kept close to home, but I'd rather be at home than in a hospital with double pneumonia. As I said last month, please take care of yourselves. This is a mean, nasty virus that has the potential to kill you. Follow good hygiene practices and do the social distancing thing, and we'll beat this thing.

I'm going to set aside the normal agenda format, since it appears we will not have an April meeting. The library has not responded to calls and e-mails. We'll see what comes for May.

In the meantime, keep posting your work to the Facebook group. If you don't do Facebook, send your work to John so he can include it in the newsletter. Remember to include the following information with your pictures:

Subject

Kit(s) Used

Scale

Short description of what you did to the basic kit

If you feel especially froggy, perhaps you could write an article on your model. It is nowhere near as difficult as you might think it is. If you have questions, ask! We'll help you.

On another note, we are still planning to host our show in June, as planned. We're monitoring the COVID-19 situation, and will adjust the schedule if need be. I would have liked to have done some judges training, but we'll manage. I have ordered medals, and I have started a second round of seeking raffle donations. If you're interested in donating to the raffle or sponsoring the show financially, contact me and I'll get you squared away.

Keep calm, keep safe, and model on. Personally, between the completion of the RPICORD diorama and the shutdown, I have winnowed my "Shelf of Doom" down to one model airplane, a wooden ship model, and a few figures. So I got that going for me. Which is nice.

Cheers, all! Keep watching your e-mail for updates. Please pass this along to those who don't have or don't regularly check their e-mails, would you?

I'll be a-thankin' you...

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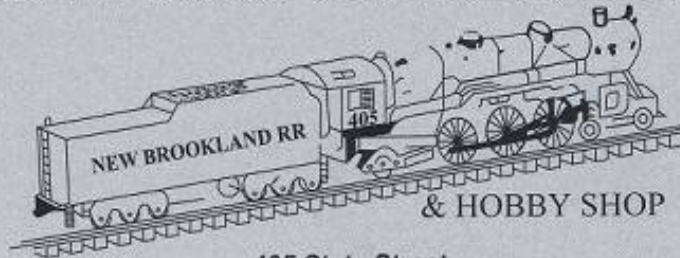


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Back In The Day: The MPC “Profile Series”

When I was a young modeler, I would see kits on the shelves of toy and hobby stores from the likes of Monogram, Revell, AMT, Lindberg, Hawk, and MPC. At the time, I wasn't picky—I would build cars, trucks, ships, airplanes—at that point in time, any model kit I would get was a great model kit in my eyes.

As I grew older, I began to settle on a particular collection (World War II aircraft) and a scale (1/48). I would stick to these guidelines until I was in college. But as I learned more about the airplanes used in that conflict, the more I wanted to build beyond those P-38's, P-51's Corsair, Hellcats, Spitfires, and Messerschmitts.

One day, I was in the local Lionel Playworld when I spied kits of two of my “Most Wanted” subjects--a PB4Y and B-26 Marauder--in white boxes with airplane profiles on them. The label said MPC, but I never remembered them doing airplanes—they were car folks, in my mind. The top of the box said “Profile Series”. Since they were in 1/72 scale, I didn't really pay any more attention to them.

Years later, I saw some of them at our local club Christmas kit auction and had a look inside. What did I find? Well, before you get the answer, a short history lesson is in order.

In 1963, a man named George Toteff started Model Products Corporation, or MPC. Toteff was a long-time employee of Aluminum Model Toys (AMT), and it was Toteff who pioneered the use of slide molding and the famous “3-in-1” car kits that made AMT famous. Like AMT, MPC began by offering promotional models (“promos”), built-up model cars that dealerships would give to potential buyers. AMT and another company, Jo-Han Models, were at the time taking their promos and marketing them in an unassembled kit form. MPC, through Toteff, had some ties to the auto industry, and they, too started offering model car kits.

Beginning in the 1960's, MPC entered into an agreement with Airfix of England, where each company would market the others' kits in their home country. In 1970, General Mills (under their “Fundimensions” branding--Lionel Trains was one of their other products) bought MPC and Airfix. MPC had marketed a few Airfix kits before, complete with additional chrome plated “customizing” parts and wild, colorful, psychedelic decals—after all, the auto scene in the States was big on customs, so why not custom airplanes? They didn't sell as well as imagined...

In 1971, MPC took another stab at aircraft. This time, they would market the Airfix 1/72 aircraft under a new name—The Profile Series. The decal options and box profiles were taken from the Profile Publications series of aircraft monographs published in the UK between the early 1960's and the 1970's. Each kit was molded in (usually) white plastic, and came with three decal options.

Some modelers were over the moon, but others who were more concerned with “getting it right” weren't so happy. The plastic didn't always represent what the decals did. For instance, Airfix's F-4 Phantom kit, although it supplied all sorts of parts to build multiple variants, simply could not fit all the requirements—it was, and still is, a thin-wing Navy Phantom regardless of what nose you put on it. The Profile Series kit offered decals to build a Navy F-4B of VF-111, an Air Force F-4C in Southeast Asia camouflage, or a Thunderbirds F-4E.

On the surface, it should be a good deal, right? Even if you knew the differences and did the work to make the kit more accurate, you'd still have two more decal options, right? In the day, having more decal options was great, even if the decals weren't that good. The MPC decals ran hot and cold—some

were nicely printed, others were smudged or smeared during printing. If memory serves, they tended to yellow quickly (shades of the ESCI decal sheets of the period).

The majority of the kits were released between 1971 and 1973. A few more were added in 1975, and the last kit released under "Profile Series" was the B-26 Marauder in 1978. MPC released 35 aircraft under the Profile Series:

Avro Lancaster (1971)

Bell P-39 Airacobra (1972)

Boeing B-17G Flying Fortress (1973)

Boeing B-29 Superfortress (1973)

Consolidated B-24 Liberator (1973)

Consolidated PBY Catalina (1973)

Curtiss P-40 Warhawk (1972)

deHavilland Mosquito (1973; as "D H Mosquito")

Dornier Do17E (1972)

Douglas A-26B/C Invader (1973)

Douglas DC-3 (1972; with C-47 decal options)

Douglas SBD (1972; as "Dauntless SBD")

Focke-Wulf Fw190D-9 (1972)

General Dynamics F-111 (1973)

Grumman F4F Wildcat (1971)

Handley-Page Halifax (1975)

Hawker Hurricane Mk.I (1971)

Heinkel He111 (1972)

Heinkel He177 "Grief" (1972)

Junkers Ju52 (1975)

Junkers Ju87 (1972)

Junkers Ju 88A-4 (1971)

Lockheed P-38F (1973)

Martin B-26 Marauder (1978)

McDonnell F-4 (1971; as "F-4 Phantom")

North American B-25 Mitchell (1972)

North American P-51D (1971)

Northrop P-61 Black Widow (1972)

Republic P-47D (1972; razorback)

Sikorsky SH-3 (1972; as “Sea King”)

Supermarine Spitfire Mk. IX (1971)

Vickers Wellington (1973)

Ling-Temco-Vought A-7 (1973; as “Corsair II”)

Vought F4U-1 (1971)

Vought OS2U-3 Kingfisher (1971)

In 1972, MPC issued six of the Casadio (better known for their metal 1/20 scale Grand Prix automobile kits now sold under the Revival International brand—the plastic ship kits have been re-boxed by ESCI, Revell, and Zvesda) 1/1200 scale ships as “Profile Series”, too:

USS Iowa

USS Missouri

IJN Yamato

IJN Shinano

USS Enterprise

USS Hornet

MPC would move the Airfix tooling from the UK to France in the early 1980's. Airfix would be sold to Borden (Humbrol's corporate parent at the time) in 1986. In 2006, Humbrol went insolvent, and the Airfix brand was purchased by Hornby Hobbies, LTD., the current owner.

MPC would be bought by the Ertl Company in 1985, as a result of General Mills' exit from the toy and hobby business. Ertl was sold to Racing Champions in 1999 and was quickly assimilated by Tomy. Round2, LLC would license the MPC line from Tomy in 2008, and finally acquire all rights to the name in 2011.

The Profile Series ended publication in the 1970's, but you can view all of the aircraft Profiles at the Box Art Den's Reference Gallery. They also have the Automobile Profiles and Warship Profiles available, along with a lot of other great reference publications. Check it out...



Royal Naval Division/63rd (Royal Naval) Division

Kerkhoflaan cemetery in The Hague

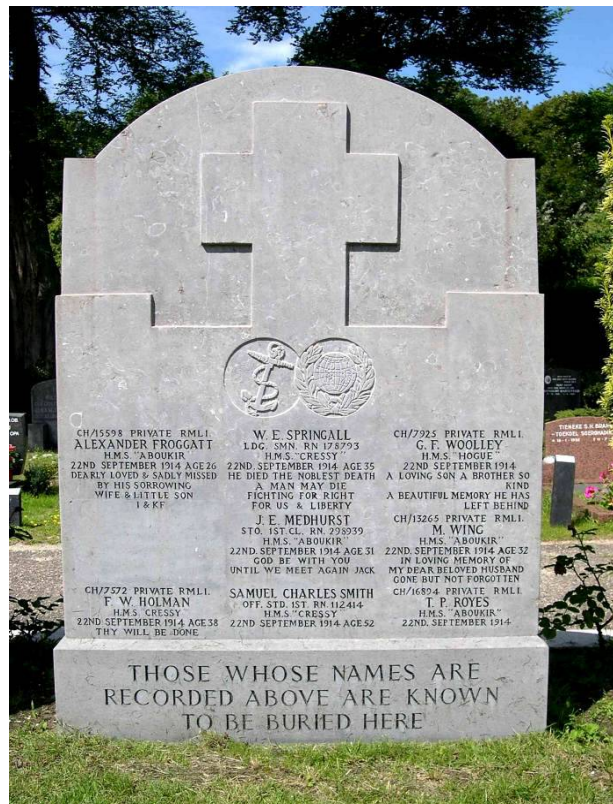
At cemeteries along the North Sea coast such as in s-Gravenzande, Noordwijk and The Hague are a small number of British war graves with victims of the First World War. Often there are also some casualties from the Second World War, united together under the *Cross of Sacrifice*.

Most often pilots, the dead from the *Great War* are mostly sailors, part of which have remained unknown and have been buried in a mass grave. The number of deaths, including the unknowns, does not exceed 100. So a small number compared to the Western Front.

This is also the case at the Municipal Cemetery Kerkhoflaan in the Hague near the bushes of Scheveningen. The small plot with war graves consists of a memorial stone on the mass grave for 22 naval men with behind it a few rows of individual graves for 33 fallen soldiers.

The mass grave contains crew members of the armored cruisers HMS Aboukir, HMS Cressy and HMS Hogue, torpedoed by a German submarine, off the Dutch coast on 22 September 1914.

The memorial stone has the inscriptions of an anchor and a globe surrounded by a laurel wreath. Emblems of a navy that ruled the seas around the world. *Rule Britannia, Britannia Rules the Waves*.



Memorial stone for 22 victims of the Cressy, Aboukir and Hogue in the Kerkhoflaan Cemetery in The Hague

Kerkhoflaan Cemetery also contains two British war graves that at first glance do not differ from the others with the inscriptions of an anchor and a globe on the gravestones.

One is the grave of 'Able Seaman GM Davis RNVR, Benbow Battalion RND' and the second of 'Lance Corporal RMLI, PE Rayner, Royal Naval Division' They were not from either of the ships lost on the 22nd September 1914, so why are they here? RNVR stood for *Royal Naval Volunteer Reserve*, the British Navy's voluntary reserve unit formed before World War I. 'RMLI' stood for the *Royal Marine Light Infantry* in other words the British Marines. Both were naval units that together formed a division. the *Royal Naval Division*(RND).



The Graves of AB Davis and Lance Cpl Rayner in the the Kerkhoflaan Cemetery in the Hague

Both Davis and Rayner died in 1918 and as mentioned are not victims of the armored cruiser sinkings. Their gravestones do not tell why they are here, nor does the internet database of the *Commonwealth War Graves Commission*, but that is not that important for this story either. What matters, however, are the inscriptions of the anchor and the globe, especially when frequently seen on gravestones in British military cemeteries along the Western Front, like the river Ancre, a tributary of the Somme, or around Gavrelle east of Arras. Surely not all could have been washed up sailors, hundreds of miles inland.

The *Royal Naval Division* was therefore not a normal naval unit, Read On

The birth of the Royal Naval Division

The Royal Navy at the beginning of WWI had a very large surplus of naval personnel, including reservists, who had no place on the ships of the powerful British navy. There were far more men than warships - numbers are given from 20,000 to 30,000 when war broke out in early August 1914 when all reservists, including volunteers from the Royal Naval Volunteer Reserve, were called up. To their amazement, Two Royal Naval Brigades were formed from the reservists and the volunteers which was to act as an infantry. They may be needed during the war to capture enemy ports or defend any naval

bases outside of Britain.



Royal Navy Division Badges

The two brigades were later forged together with an existing brigade from the Royal Marines to become the Royal Naval Division. Their first commander was Major General Archibald Paris, from the Marines.

The division was commanded by the Admiralty and mockingly became known as Churchill's private army or Churchill's little army. Winston Churchill served as Secretary of the Navy in the cabinet of Prime Minister Herbert Asquith from 1911 to May 1915, or as it was so beautifully called First Lord of the Admiralty, many of you may know the history of the Landship(Tank) Minister of the War, Lord Kitchener was not interested in these war machines, but Winston Churchill took the idea and brought it under the Admiralty wings and the first Landships (Tanks) were manned by Royal Navy personnel and fitted with Naval guns.

In the Royal Naval Brigades, naval ranks were conducted, naval uniforms and insignia were worn, and naval traditions were observed. There was a strong esprit de corps and naval ratings considered themselves superior to the ordinary soldier.

In each brigade, four battalions were formed, bearing the names of British naval heroes and admirals,

and not numbered as in the army.

The eight naval battalions were: Benbow, Collingwood, Hawke and Drake in the 1st Brigade and Howe, Hood, Anson and Nelson in the 2nd Brigade.

Younger officers included the poet Rupert Brooke, the son of British Prime Minister Asquith, Bernard Freyberg and the writer Alan P. Herbert. For example, in 1915, Herbert carried the typical naval rank of lieutenant-at-sea third class in the Hawke battalion.

The four marine battalions were named after the sites of the depots: Chatham, Deal, Portsmouth and Plymouth. They were closer to the army and had army ranks.



Emblems of the naval battalions in the Royal Naval Division as affixed to their memorial at Gavrelle, Collingwood and Benbow never had badges, The Collingwood design never left the drawing board (Collingwood and Benbow disbanded during the Gallipoli campaign).

So how did the Royal Naval Division end up with graves in cemeteries across the western front when it was supposed to be used to guard and man Ports and facilities?????

The Royal Naval Division goes to War

Into Battle

Ostend

Following early Belgian and Entente defeats in the German invasion of Belgium and cut off from the rest of the Allies by the German advance, the majority of the Belgian army fell back towards the fortified port of Antwerp, in late August 1914. Belgian troops were also withdrawn from ports along the Belgian coast. The Admiralty wanted to deny the Germans submarine bases in Belgian ports for operations in the English Channel. On 24 August, German cavalry patrols were reported near Ostend and it was decided to land a small naval detachment to secure the town. Further south, the French armies and the British Expeditionary Force (BEF) conducted the Retreat from Mons, with the German armies driving south-west after them, leaving very few units to guard lines of communication. The

Admiralty planned to use the Channel ports as a base to attack German land supply routes, with the Royal Marine Brigade forming the basis of a landing force.

The Deal Battalion was still assembling, so only the Chatham, Portsmouth and Plymouth battalions were sent to Flanders; two landing at Ostend in the early morning of 27 August and the other the next day. They were ordered to hold the town until Belgian troops who had retreated into France could be transferred and 4,000 Belgian troops arrived on 30 August. The rapid Allied retreat led the War Office to decide that supplies would have to be brought through ports in western France, as the existing arrangements in the Pas de Calais ports were too exposed. This would be more demanding on naval escort ships, leaving too few to support the force at Ostend. The Marines were re-embarked on 31 September and returned to their ports.

Antwerp

The Division participated in the Siege of Antwerp. The Royal Marine Brigade arrived opposite Lier in requisitioned London buses on 4 October and occupied a position around the northern fringe of Lier, which turned out to be sections of a shallow trench between hedgerows, with one strand of wire in front. The two Naval Brigades arrived early on 6 October to reinforce the Marine Brigade but were diverted to forts 1 to 8 of the inner ring, where the trenches were again found to be shallow and the ground cleared for 500 yards in front, which made them easily visible to German artillery observers. On the night of 6/7 October, intervening trenches between forts 2 and 7 were occupied by the two Naval Brigades and the 4th and 7th Fortress regiments, with the Belgian 2nd Division and the Marine Brigade in reserve. The British forces under the command of Major-General Archibald Paris were ordered by Winston Churchill to continue the defence for as long as possible and to be ready to cross to the west bank (near The Netherlands frontier) rather than surrender.

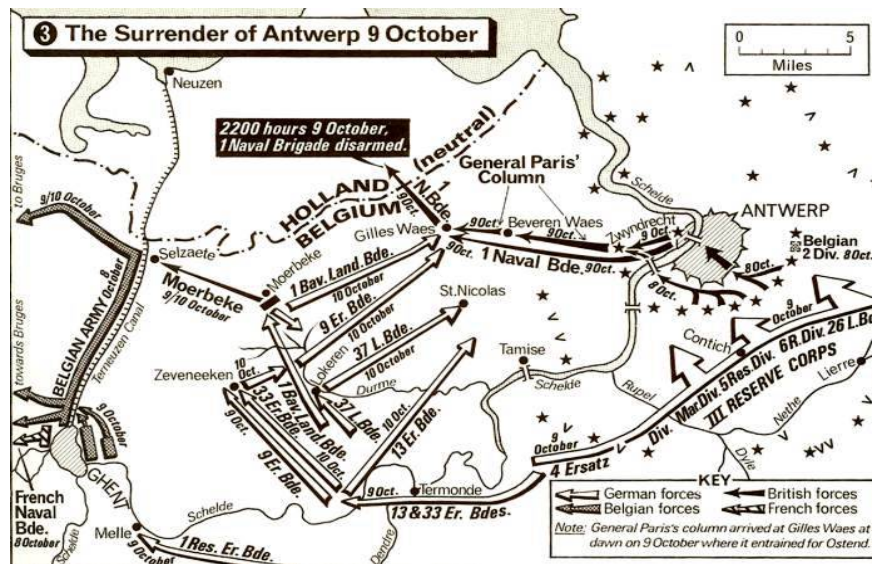
The Belgian commanders decided to continue the defence of Antwerp with the garrison troops and move the 2nd Royal Naval Brigade and the British troops across the Scheldt; it was decided that if forts 1 and 2 were lost, the Royal Naval Division would withdraw at dusk.

Fortress Antwerp was heavily bombed by the Germans and on October 8, 1914, the Belgian field army retreated across the Scheldt towards West Flanders to finally stand behind the river Yser. British troops, with only a few deaths and injuries, withdrew on 9 October and returned home via Ostend.

About 900 men, mostly Marines of the Royal Marine Brigade, who were the rearguard of the British column, were captured together with Belgian soldiers by the Germans at Moerbeke-Waas when their train was stopped there.

A number of battalions in the front trenches did not receive the order for the retreat, or received it too late and missed the trains that would have taken them away. More than 1,500 men of the First Royal Naval Brigade, mainly from the Hawke, Benbow and Collingwood battalions, were trapped when the German ring joined the Belgian-Dutch border near Zeeuws-Vlaanderen.

The Commander, Commodore Henderson, decided to head for the Dutch border to the north with the remnants of the First Royal Naval Brigade and with about 30 thousand Belgian soldiers. The British were interned in Groningen for the remainder of the war in what became known as the 'English camp' also dubbed HMS Timbertown, a name inspired by the wooden huts where they were quartered.. During that internment, eight of those who died are said to be buried in the South Cemetery on Hereweg in Groningen.



Map with the last phase of the battle of Antwerp; the departure of the British troops under Major General Paris and the departure of the First Royal Naval Brigade to the Netherlands

So what happened? besides the poorly pre prepared positions, the major factor in the Royal Naval Divisions poor showing was unlike the Marines, the Royal Naval Brigades reservists were barely trained as an infantryman. Some had only shot the newly issued rifles a few times. The men of the *Royal Naval Volunteer Reserve* before the war had often only been sailors in their spare time.

The Royal Naval Division in Gallipoli

After the fighting in Antwerp, the brigades in the division were re-formed by recruiting recruits. These came via the Royal Navy depots in London and from a number of ports along the British coast.

Blandford Camp in Dorset and Crystal Palace in London were set up by the Navy as training places for the new recruits. In naval language, training in London was referred to as boarding the HMS 'Crystal Palace'.





Posters used in the recruitment of recruits to the Royal Naval Division in the early part of the war



Sailors of the Royal Naval Division underwent intensive training back in the UK after Antwerp

After the Western Front got stuck, resulting in the trench warfare, votes were cast at the end of 1914 to start an operation on the Eastern Front. This culminated in the Gallipoli campaign to attack Germany's ally Turkey. The operation would also support the Russian ally.

Churchill was one of the initiators and believed that the British Navy could eliminate the Turkish forts along the Dardanelles to clear the way to Constantinople (now Istanbul). That turned out to be not so simple, the British-French fleet sailed on a minefield and the Turkish fortresses remained partly intact.

Landing troops were also formed to carry out an invasion. Given Churchill's involvement in the Gallipoli campaign, it was only natural that his Royal Naval Division should play a significant role in this.

The division, together with the 29th Division, consisting of professional soldiers, formed the British share of the assembled force, which further consisted of a large Australian and New Zealand quota (the ANZAC troops) and a French division. A total of around 75,000 men led by British General Ian Hamilton. Later that number would be expanded considerably.

Rupert Brooke The poet Rupert Brooke was one of the young British officers who had left expectantly for the romantic Middle East. Where the Greek heroes from Homer's Iliad had fought at Troy. Brooke was one of the war volunteers in the Royal Naval Division. Joined the Anson battalion in September 1914, he had experienced the Antwerp debacle. He died on April 23, 1915, not in battle, but of blood poisoning from a mosquito bite en route to Gallipoli.

However, this was hidden from the British public, and Brooke was portrayed as a martyr and hero. He was buried on the Greek island of Skyros, where the Royal Naval Division was anchored on troop ships. His grave is still there. The first lines of his patriotic sonnet The Soldier have become very well known:

*If I should die, think only this of me:
That there's some corner of a foreign field
That is for ever England.*

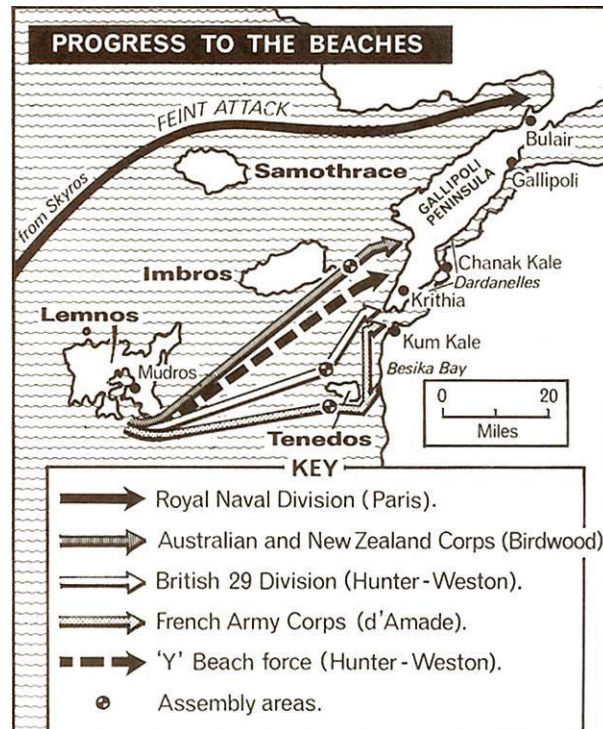
Bernard Freyburg

Another personality emerged in Gallipoli campaign. Part of the Royal Naval Division carried out a mock attack on the north side of the peninsula near Bulair. In the twilight, landing boats rowed with troops to the coast to be deliberately spotted by the Turks, then returned to the ships in the dark.

Lieutenant Bernard Freyberg of the Hood Battalion swam in the cold water from a boat a mile to the Turkish coast to light flares there so that the Turks believed the troops were camping on the beaches, he then crept inland and observed the Ottoman defences. Freyberg found that the defences were dummies and returned safely to report. Just after dawn, the decoy force sailed south to join the main landings, This was part of a successful diversionary effort to divert the Turks from the actual landings on April 25, 1915 on the south side of the Cape Helles peninsula.

The division then disembarked at Cape Helles. The Benbow, Collingwood and Hawke battalions did not arrive until May. The three brigades still did not operate as a division unit, but rather as separate brigades.

The 2nd Brigade camped on the southeast side of the peninsula with a view of the blue waters of Morto Bay and was even added to a French division for a period.



Overview map of the Aegean Sea with the mock attack of the Royal Naval Division at Bulair

The brigades would participate in the following months in the attacks on the Turkish positions towards the hills of the Achi Baba above Cape Helles. Battles that have become known as the battles for the place of Krithia. However, the Turkish troops, under control of the German military adviser General Otto Liman von Sander, were not so easily dismissed.

However, they were fully involved in the various hopeless attempts to break through from Cape Helles to the north. Thus, the 2nd Brigade was part of a joint force of about 30 thousand men during the third battle of Krithia that started on June 4th. An attack that, like the first two attempts, was stopped by the Turks again.

Significant Losses

The Royal Naval Division suffered significant losses during those fighting or from diseases in the subtropical climate. These were estimated at 330 officers and 7,200 troops. The losses of the division had already risen in June to such an extent that the Benbow and Collingwood battalions were disbanded (never to be reformed) and the men split between the other battalions. In August, two of the four Marines battalions suffered the same fate. The division would then no longer be used in frontal attacks on the Turkish positions.



Charge! The best photographic record of a charge yet published, showing men of the Royal Naval Division leaving the trenches in Gallipoli to attack the Turks with cold steel. On the extreme left the officer is seen leading the attack, while the hills in the background are typical of the difficult country to be traversed before Constantinople falls to the Allies.

It would be a few more years before the British military command understood that the war could not be won by attacking with *cold steel*. However, despite courageous struggles with large losses and new landings on the west side of the peninsula, nothing was achieved by the Allied forces. Constantinople did not fall, it never came close.

In late 1915, it was decided to withdraw the troops, and on January 9, 1916, the Gallipoli campaign was over. For Churchill, the failure marked the end of his Ministry to the Navy, but after a while in front of the Western Front where he could actually go to war, he would rejoin a new British cabinet in 1917 as Minister of Munitions. However, his Little Army continued to play a role.

After the Gallipoli campaign, the Royal Naval Division ended up in France via Marseille instead of the channel ports, Discussions on it's future took place, it was finally decided to maintain the Division, but to incorporate it into and under the command of the Army instead of under the Admiralty.

The name was changed to **63rd Division** Replacing the disbanded **63rd (2nd Northumbrian) Division**, the Royal Navy subtitle was retained and thus became the **63rd (Royal Naval) Division**.

The three brigades were numbered 188th, 189th, and 190th Brigades according to the army classification. Two marines battalions and the Anson and Howe battalions together formed the 188th Brigade, the other four naval battalions (Hood, Nelson, Drake and Hawke) the 189th Brigade.

Khaki uniforms were worn, but with the navy insignia. The two Marines battalions became the *First and Second Royal Marine Light Infantry*. Four regular army battalions were added to the division to

strengthen and formed the 190th Brigade.

For the first time, the *Royal Naval Division* became a real division with its own artillery and support services. The further history of the division therefore does not differ materially from all other troops that stayed on the Western Front.

Battalions and brigades were deployed, fought one or more days with mostly large casualties during a battle, and were withdrawn to be re-strengthened with new recruits or recovered wounded. And then again into the fight.

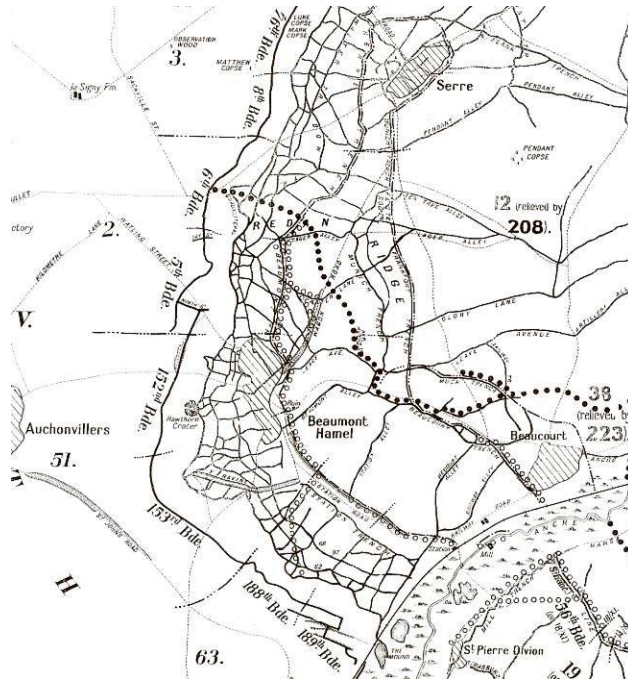
Battle of the Ancre

The Division participated in the final phase of the [Battle of the Somme](#), advancing along the River Ancre to capture Beaucourt. The division had four objectives during the [Battle of Ancre](#), the German front trench, then the road to Beaucourt station. The road ran along a fortified ridge. Then a trench which lay beyond the road, around the remains of Beaucourt on its south-west edge and the final objective was to consolidate beyond Beaucourt.

The plan was for the battalions to leap-frog towards the final objective. The 1st RMLI, Howe, Hawke and Hood battalions were assigned the the German front trench, and the Then the trench which lay beyond the road, the 2nd RMLI, Anson, Nelson and Drake battalions were to take the road to Beaucourt station and then secure the consolidation area. When the battle began in the early hours of 13 November, platoons from the 1st RMLI crawled across no-man's land towards the German line. A [creeping barrage](#) was fired by the British artillery but many casualties were suffered in no-man's land, about 50 percent of the total casualties occurring before the first German trench had been captured. German artillery-fire and machine-gun fire was so effective that all company commanding officers of the 1st RMLI were killed before reaching the first objective.

The German trenches had been severely damaged by the British bombardment, the attackers lost direction and leap-frogging broke down. The commander and second-in-command of the Drake Battalion were killed and the Hawke battalion lost its commander and several company commanders. Freyberg, having been promoted to temporary lieutenant-colonel and command of the Hood Battalion, led it to the road to Beaucourt station and pressed forward with the remaining men of the Drake Battalion. The station road served as a landmark and allowed the attackers to orientate themselves and re-organise the attack. The next creeping barrage began on time at 7.30 am and led the British towards the trench at Beaucourt Station. The Nelson, Hawke and Howe battalions had suffered many casualties; Lieutenant-Colonel Burge of the Nelson Battalion was killed whilst attacking a fortified section of the German front trench and Lieutenant-Colonel Wilson was severely wounded attacking the same objective. Lieutenant-Colonel Saunders was killed early in the battle but the Anson Battalion still managed to capture the Beaucourt station road and advance to the second trench, after making contact with the 51st Highland Division to its left. By 10.30 pm Beaucourt had been captured.

Beaucourt came under a German bombardment, but remained in British hands. After the battle, there was little left of the village of Beaucourt, and only one wall remained from the station. The Scottish 51st Division had managed to capture Beaumont-Hamel. Because progress had also been made on the right bank of the Ancre, the front had moved in its entirety.



Map showing the battle of the Ancre. The 188th and 189th Brigades belonged to the Royal Naval Division.

The solid line represents the position on November 13, the solid dotted line indicates the position that was finally reached on November 19, 1916.



Ruin of the Beaumont-Hamel station in 1916

The battle of the Somme ended on November 19, 1916. Haig was satisfied with the results achieved in recent days and had received support for the upcoming talks with government leaders. It was not the big breakthrough, but a partial success. Despite the deep suspicion Lloyd George had against him, he remained in office until the end of the war and even received the title of Field Marshal on January 1, 1917.

Again significant losses

The *Royal Naval Division* had shown it was worth it, at the cost of large losses. There were nearly 4,000 casualties, of which 1,600 died, during the attack on November 13 and 14, 1916. Whether the seriously injured were as satisfied as Haig is of course questionable. But it was not for them to ask that question. *Theirs not to reason why* as Alfred Tennyson wrote in his poem about the victims of the senseless cavalry charge of the *Light Brigade* during the Crimean War in 1854.

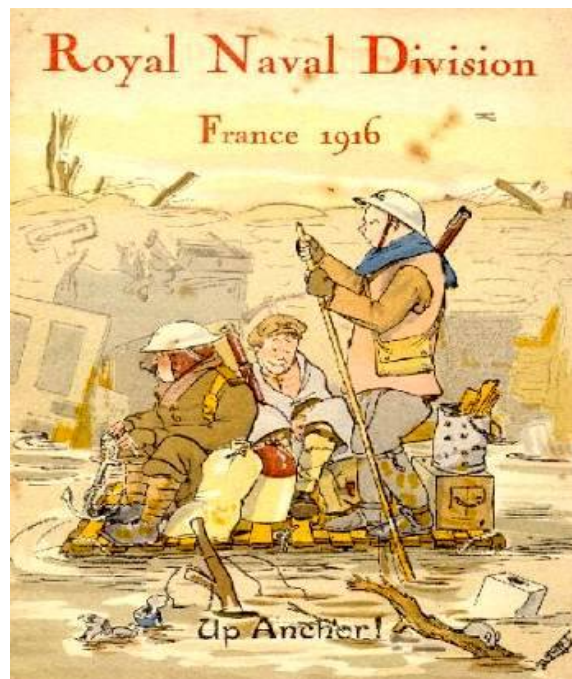
Sir Alan Patrick Herbert one of the officers from Hawke Battalion and one of only two officers from Hawk Battalion that survived the battle of Ancre.

Herbert lost many friends during the attack and when he returned to the Ancre area - where *new men* were positioned - in 1917, he wrote the poem *Beaucourt Revisited*. The last two verses of the poem read:

*I crossed the blood red ribbon, that once was no man's land,
I saw a misty daybreak and a creeping minute hand;
And here the lads went over and there was Harmsworth shot,
And here was William lying - but the new men know them not.*

*And I said, 'There is still the river and still the stiff, stark trees,
To treasure here our story, but there are only these';
But under the white wood crosses the dead men answered low,
'The new men know not Beaucourt, but we are here, we know'.*

Despite losses, the division issued a Christmas card in 1916 with a pun - *Up Anchor!* - after their performance at the river Ancre. The sailors apparently could use their sailor skills to survive in the mud sea of the trenches. Gallows humor is a way to deal with difficult circumstances.



Christmas card from the Ancre. The anchor is raised on the left

Heroes and Cowards

Bernard Freyberg again

During the fighting for Beaucourt, Bernard Freyberg, the commander of the Hood battalion, distinguished himself again as in Gallipoli.

He was wounded several times during the attack on Beaucourt and obtained the *Victoria Cross* for his actions. A good commander can sometimes make the difference between a victory or a defeat and Freyberg was such a man, below is the citation for the Victoria Cross

'By his splendid personal gallantry he carried the initial attack straight through the enemy's front system of trenches. Owing to mist and heavy fires of all descriptions, Lieut-Colonel Freyberg's command was much disorganized after the capture of the first objective. He personally rallied and re-formed his men, including men from other units who had become intermixed. He inspired all with his own contempt of danger. At the appointed time he led his men to the successful assault of the second objective, with many prisoners being captured. '

Freyberg was a star and deservedly so, he later went on to command the 58th Division, remained in the Army after WWI also entered politics, Commanded the 2nd New Zealand Expeditionary Force and the 2nd New Zealand Division in WW2. He later went on to become the 7th Governor-General of New Zealand.

The Coward

Edwin Dyett



Lieutenant Commander third class Edwin Dyett

Just as some people rise above themselves under pressure and become a hero, other people can sometimes no longer handle the tension and are considered cowards. That was the case with Edwin Dyett, a third class lieutenant-at-sea in the Nelson Battalion of the 189th Brigade. He was the son of a merchant navy captain and volunteered in the Royal Naval Division in the spring of 1915. The Nelson battalion served as a reserve in the attack on Beaucourt on November 13, 1916 and was deployed in the second wave. During the battle in which Freyberg was declared a hero, the basis of a tragedy was also laid.

Dyett claimed he lost his way when he and his men stepped forward. Dyett was ordered to follow a

staff officer, who searched for stragglers on the battlefield. But Dyett chose to return to his brigade's headquarters for new orders, given the chaotic situation.

Dyett disappeared from the scene for some time, and when he surfaced without an adequate statement, he was arrested and charged with disregard of an order. The staff officer had filed a report on the incident.

Dyett was court-martialed on December 26, 1916, found guilty of cowardice and desertion, and sentenced to death. In his defense, he indicated that he was neurotic and found himself unsuitable for front service. He had previously requested a transfer to sea service.

The recommendation for court martial leniency was endorsed by his division commander Shute, but Douglas Haig upheld the death sentence. Dyett's execution had to set an example. A British officer was not allowed to forsake his duty.

On January 5, 1917, Dyett was executed by men from his own battalion *at dawn* (*Shot at dawn*). He was only 21 years old and is buried in the cemetery in Le Crotoy, a place at the mouth of the Somme. On his tombstone is mentioned a quote from the New Testament: "*If ye suffer doing well this is acceptable with God*".

There were other Royal Naval Division soldiers who were sentenced to death for cowardice during the war, but Dyett was the only one actually executed. In 2006 Lt Dyett was one of around 300 troops granted a conditional posthumous pardon, expressing regret for the death sentence but falling short of quashing the convictions.

The 63rd (Royal Naval) Division took part in all the major battles, such as;

Actions of Miraumont

Battle of Arras

Second Battle of Passchendaele

Action of Welsh Ridge

Battle of St. Quentin (First Battle of Bapaume)

Battle of Albert (1918)

Hundred Days Offensive



The Passendale mud pool in November 1917



Artistic impression of the battle for the windmill in Gavrelle, the fighting around Gavrelle claimed around 3,000 from the Royal Naval Division and 850 from the Royal Marine Light Infantry.



The Royal Naval Division monument in Beaucourt



The special Royal Naval Division monument in Gavrelle



Graves of four Royal Naval Division sailors at Point-du-Jour cemetery near Gavrelle

The end of the Royal Naval Division

The Royal Naval Division was permanently disbanded in April 1919. This officially happened during a parade at Horse Guards Parade in London. The parade was conducted by the Prince of Wales in the presence of Winston Churchill, the division's founder. Like the division, he had passed from the Navy to the Army and became Minister of War in January 1919.

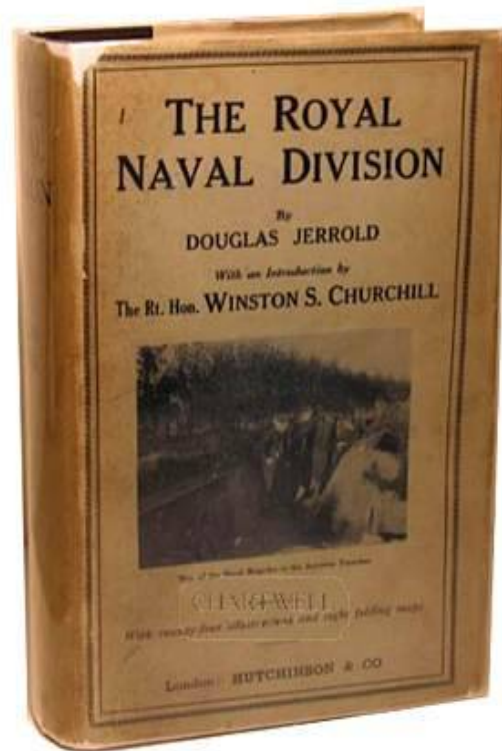
The Royal Naval Division was and would remain a unique war formation. But one that had fought from beginning to end in all the major battles of the British army in the Great War. And who had acquired a good reputation. During the war, the division suffered a total loss - killed, wounded, missing - of approximately 47,000 men, of which around 37,000 were on the Western Front. Six Victoria Crosses were assigned to the division. It is somewhat ironic that more than 40 percent of the Royal Navy's losses during the First World War were incurred in the trenches.



The Royal Naval Division monument in London

In 1925, a monument to the division was erected at the Admiralty building in Whitehall, the center of the British Navy. It is a fountain with an obelisk. The monument was moved in 1939 in connection with the Second World War, but was restored to its original location in 2003. It bears a patriotic inscription with the text of a poem by Rupert Brooke:

*Blow out, you bugles, over the rich dead
There's none of these so lonely and poor of old
But, dying, has made us rarer gifts than gold
These laid the world away, poured out the red
Sweet wine of youth, gave up the years to be
Of work and joy, and that unhopèd serene
That men call age, and those who would have been
Their sons they gave, their immortality.*



Douglas Jerrold's 1923 book *The Royal Naval Division* on the history of the division. Jerrold served in the division and fought in Gallipoli and France. The book is just as much a memory as a physical monument. Foreword was written by Winston Churchill. Douglas Jerrold served in the Hawke Battalion

Research for this article consisted of but not limited to online services.

A good link

<https://www.longlongtrail.co.uk/army/order-of-battle-of-divisions/63rd-royal-naval-division/>

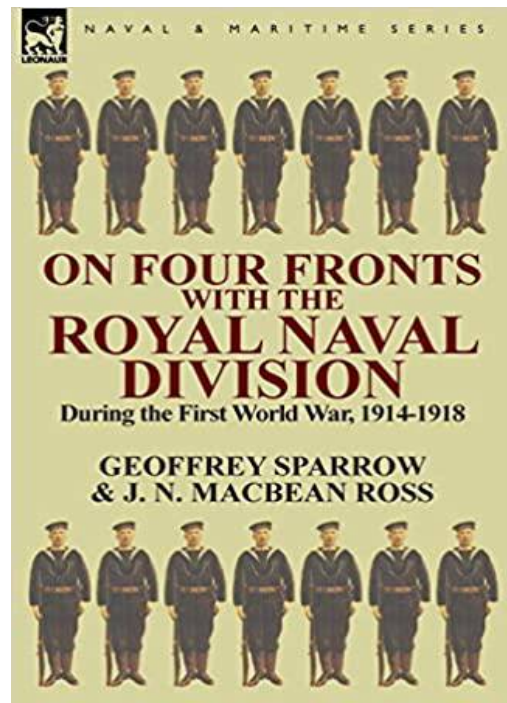
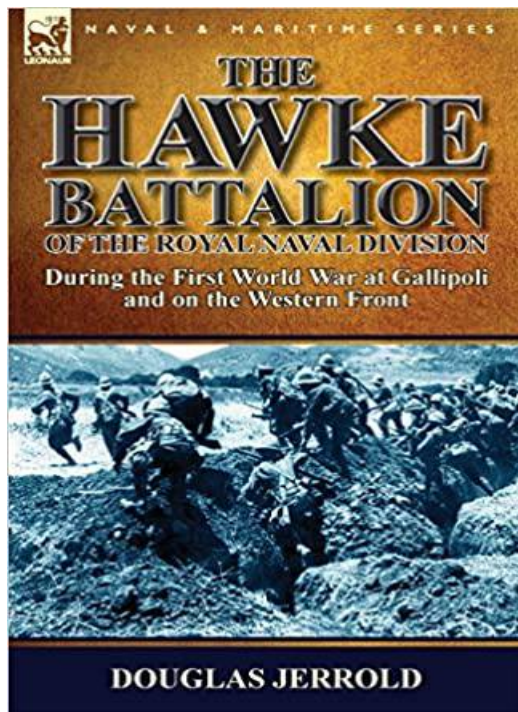
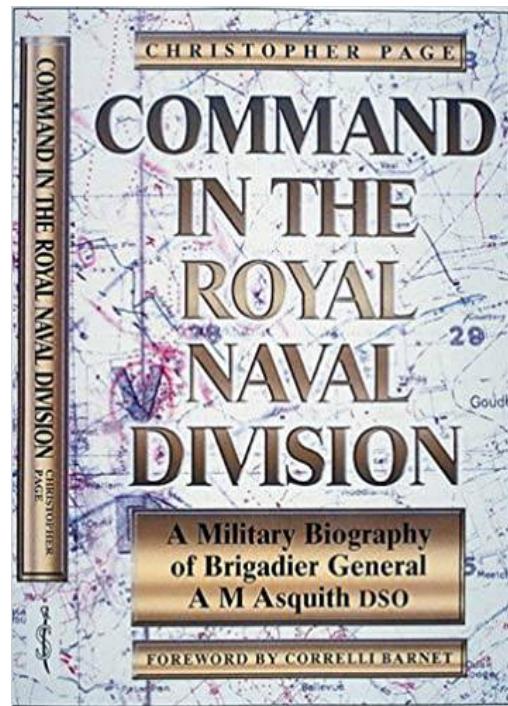
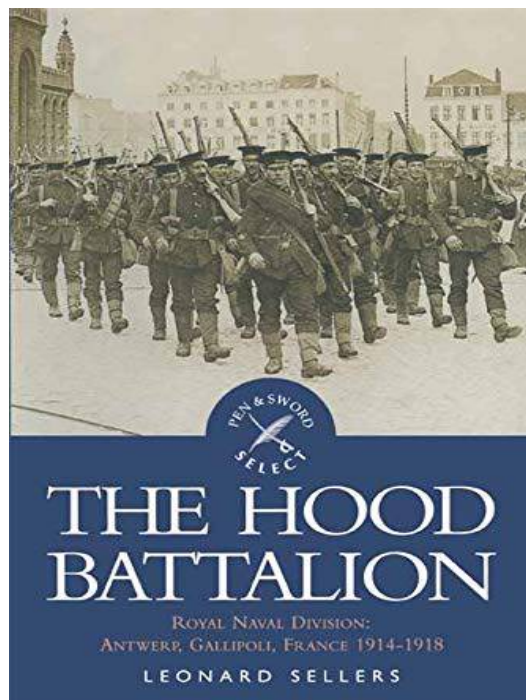
Books

McCarthy, C. (1995). *The Third Ypres: Passchendaele, the Day-By-Day Account*.

Thompson, J. (2001). *The Royal Marines, From Sea Soldiers to a Special Force*.

Hart, P. (2005). *The Last Shake on the Ancre*.

Some of these are available on Kindle via Amazon



Royal Naval Division in Pics



Hood Battalion Officers





BZ/4448 Frederick Leslie Chettle MM Nelson Battalion RND

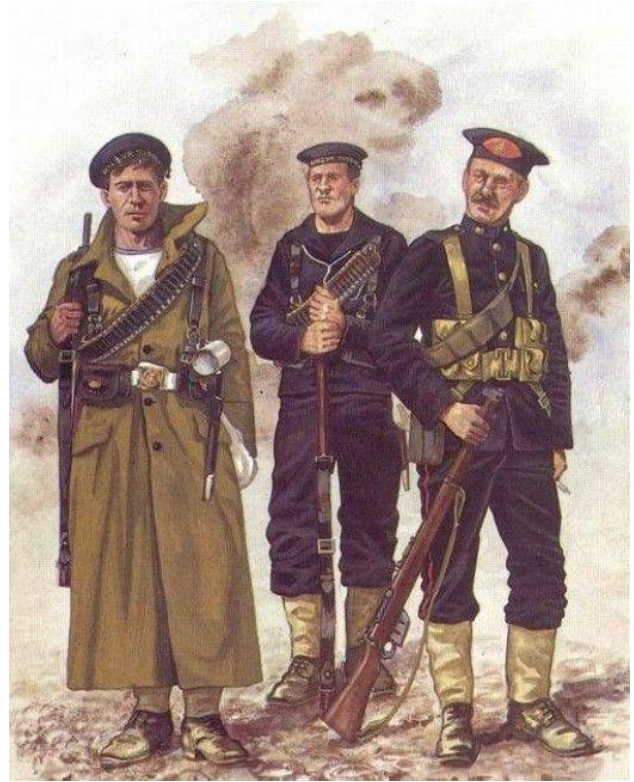




Battle of Cambrai, 1918. Prisoners taken by 63rd (Royal Naval) Division being marched in near Noyelles, 8 October 1918.



Semi-formal group portrait of 8 Platoon, B Company Hawkes Battalion, Royal Naval Division



Royal Marines and Royal Navy



Gallipoli



Collingwood Battalion Officers Pre Gallipoli Deployment



Hood Battalion – Cold Steel



Royal Marines

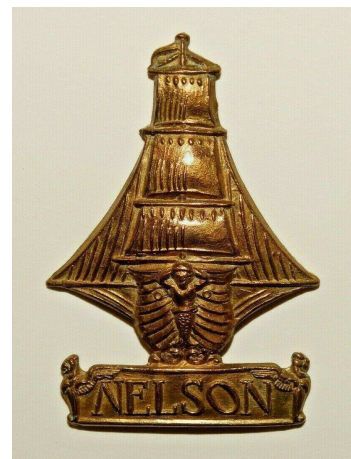


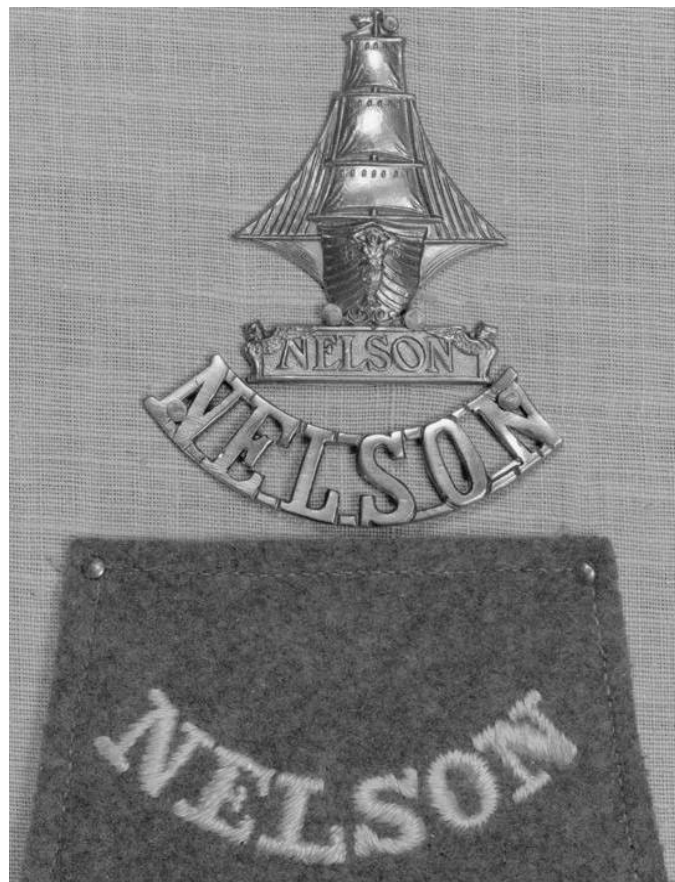


Royal Marines filling canteens near Antwerp



Badges







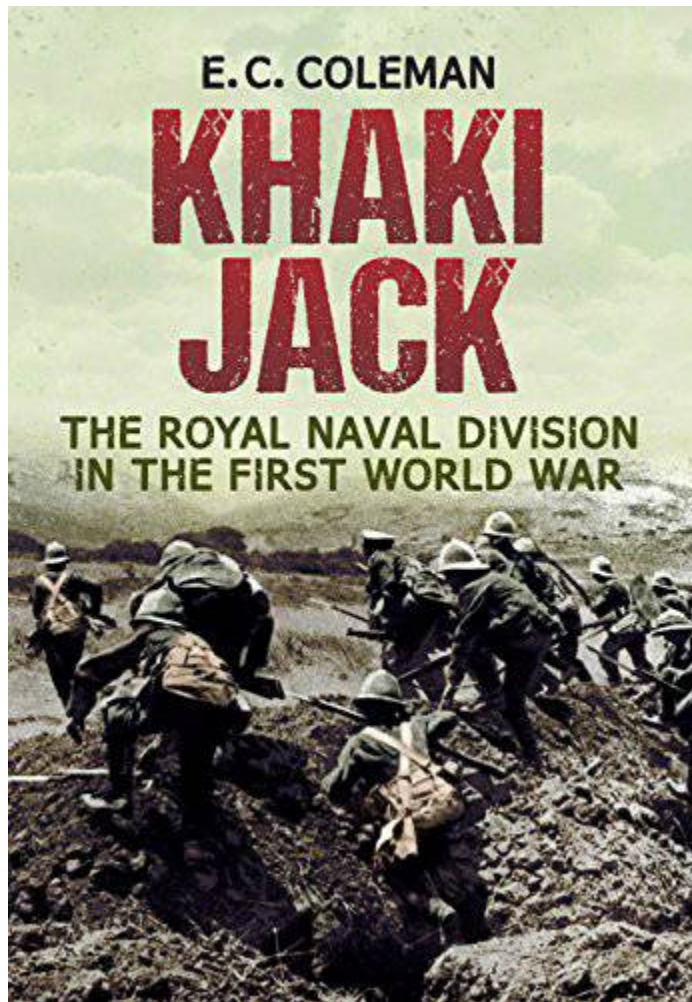
Machine Gun Qualification Metal or Embroiderd Badges



Machine Gun Company

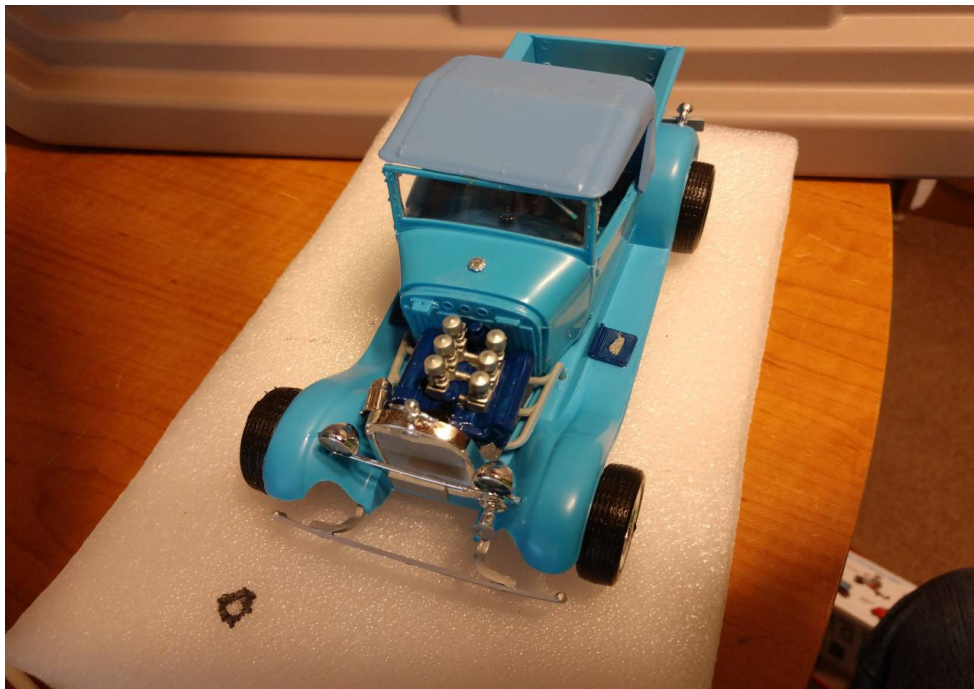


Royal Marine Light Infantry

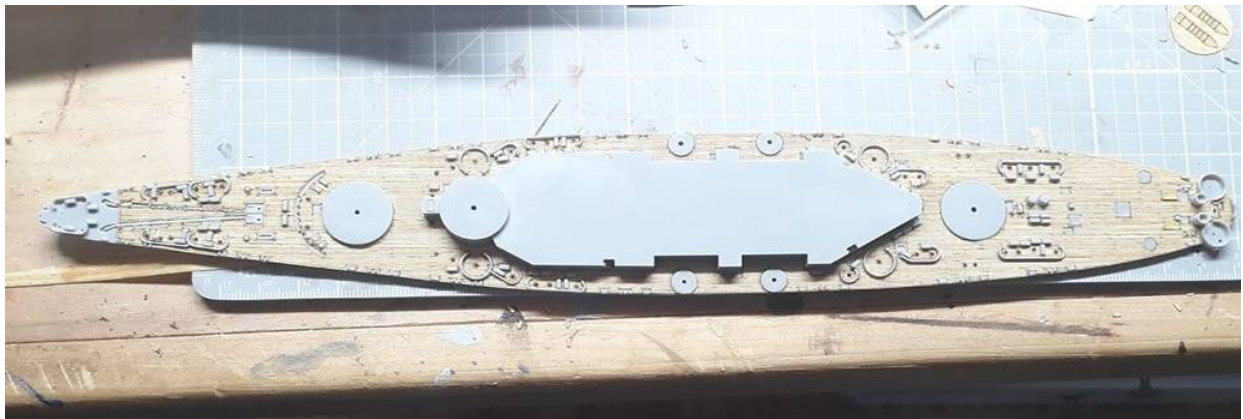
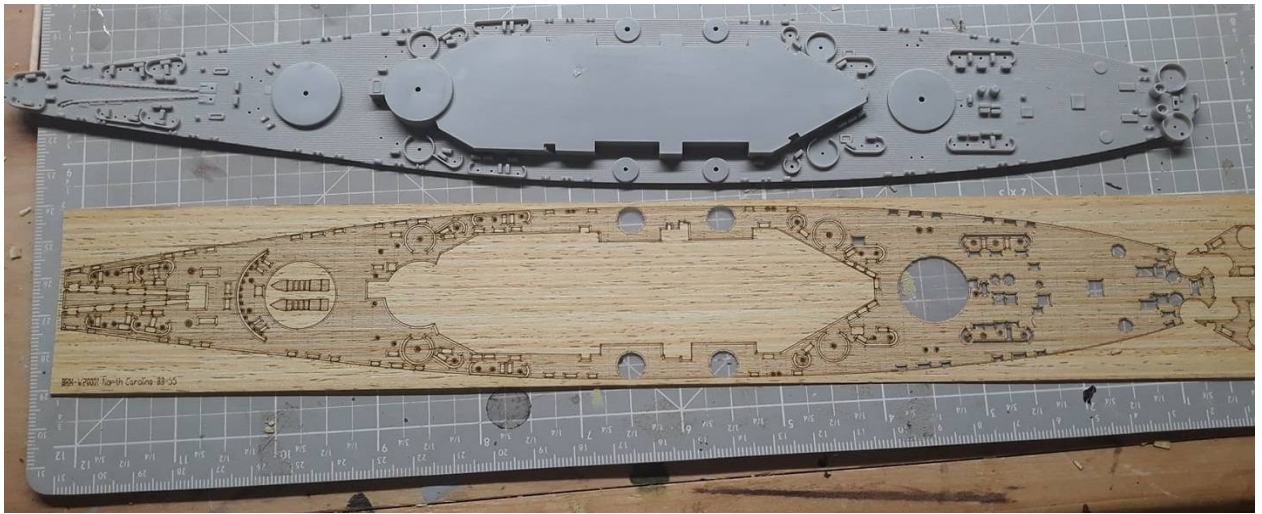


John Currie

Members Builds and Works in Progress during Self Isolation



Donnie Greenway – Monogram – 1/24 scale 1929 Ford pickup the "blue bandito".



Eric Schrowang – Trumpeter – 1/700 scale USS North Carolina, Wooden deck and 3D printed 5" guns.
(WIP)



Michael Carra – Revell - 1/72 scale Gato Sub as the USS Drum, Amonster at over 52 inches long.



John Currie – Mirage Models – 1/350 scale Flower class corvette, HMS Pennywort with White Ensign Models Photo Etch, Micro Master 3D Printed parts, Atlantic Models decals and Lifecolor paints (WIP).



John Currie – Trumpeter – 1/350 Tribal class Destroyer HMS Sikh with White Ensign Models Photo Etch, Micro Master 3D Printed parts, Atlantic Models decals and Lifecolor paints (WIP).



Hub Plott – MicroMir – 1/48 scale Fokker G-1 (WIP).



Ralph Nardone – Dragon – 1/35 scale Sd.Kfz Sturmgeschütz IV.



Trevor Edwards – Tamiya – 1/24 scale Porsche 911 GT1.



Ralph Nardone – Academy – 1/35 scale T34/85 (Egyptian) with Star Decals.

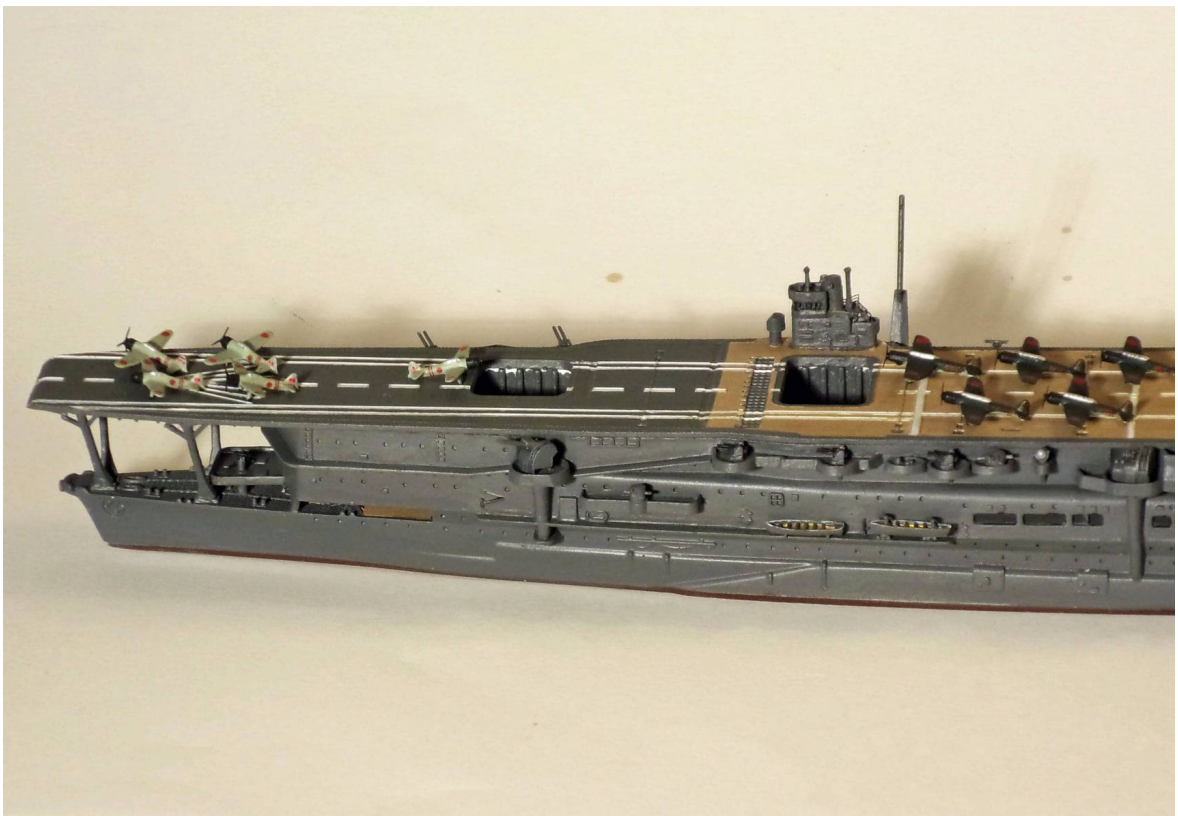
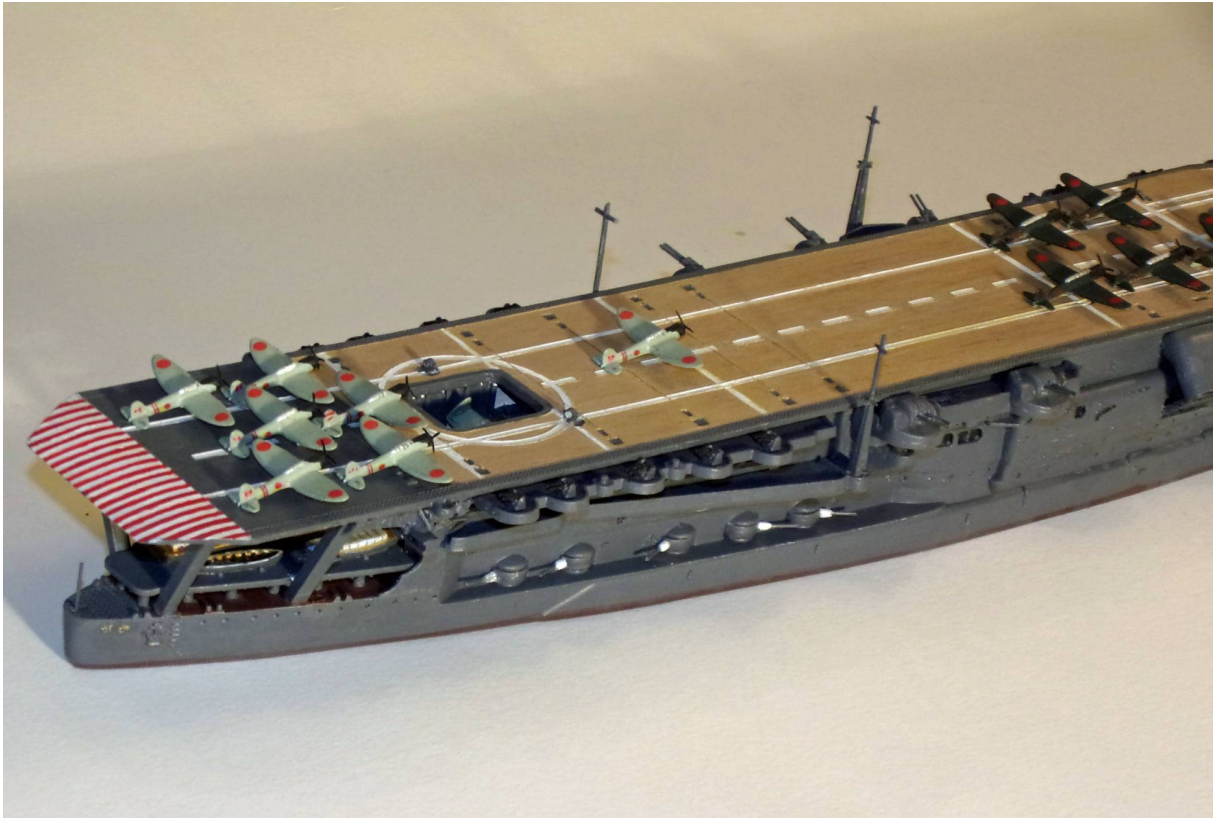


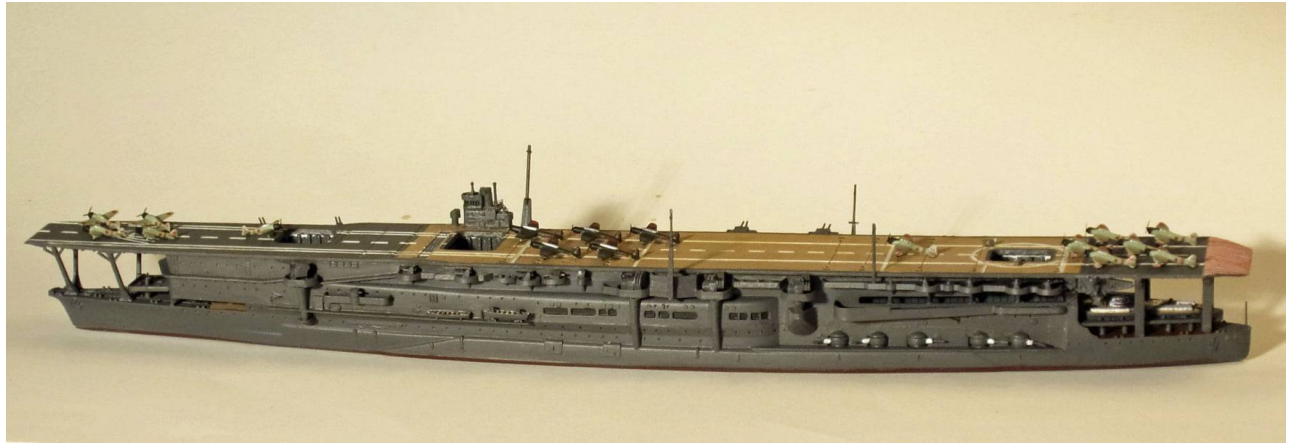


Mike Roof – Home 3D printed - Fallout Nuka Cola machine.



Darby Erd – Hasegawa – 1/72 scale I-16 Type 18 (WIP).





David Koopman – Fujimi – 1/700 scale IJN Kaga





Ralph Nardone – Dragon – 1/700 scale USS Cowpens CVL-25.



Norm Foote – Lindberg – 1/350 scale DKM Bismarck.



Norm Foote – Revell – 1/720 scale Tribal class destroyer HMS Eskimo.



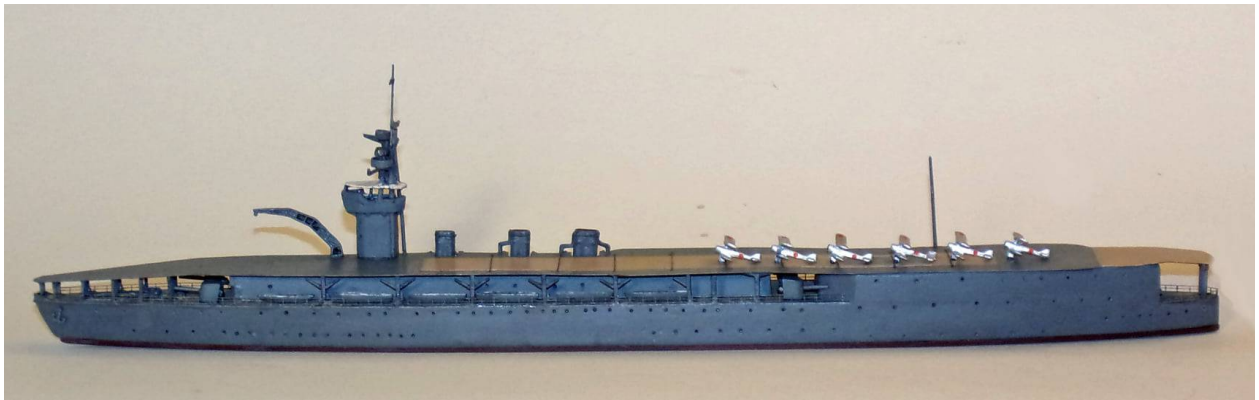
Michael Martucci – Doyusha – 1/24 scale Aston Martin DB5 (James Bond).



Michael Martucci – Tamiya – 1/24 scale Aston Martin DBS (James Bond).



Ralph Nardone – Special Hobby – 1/48 scale Macchi C.200.



David Koopman – Fujimi Seaway – 1/700 scale IJN Hosho.

That is enough for now, Keep an eye out for Part 2 which will follow soon

Part 2 will feature a Build article from DC and more Builds and Works in Progress from our members

Please spare a thought for my Niece and her boyfriend, both are doctors at hospitals in London and have contracted the virus,

Thanks from the Flight Deck Team for voting us
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Well thats all folks

See you at the next meeting Wednesday 18th March

John