



The Canadian Armoured Brigade

Shortly after forming, the 1st Canadian Tank Brigade was re-designated 1st Canadian Armoured Brigade.

It took part in 8th British Army's assault landing on the toe of Italy in Operation Baytown.

Both the British 8th Army and the US 5th Army controlled the 1st Brigade at various times, and its formations were often widely scattered during the Italian campaign.

Like 1st Canadian Infantry Division and 5th Canadian Armoured Division, 1st Armoured Brigade moved from Italy and joined the Canadian 1st Army, at the beginning of 1945.



image courtesy of the internet
Photographer unknown

General Canadian Dragoons – General Tommy Burnstesting out the seating arrangement of this Dingo 206327, & 206147 MK II, 1st Canadian Army, Royal Canadian Dragoons, UK
date unknown



In its two incarnations as 1st Tank and 1st Armoured, the brigade's service at the Infamous Dieppe Raid, France, in Sicily, Italy, and Northwest Europe earned it the distinction of the longest and widest service of any brigade in the Canadian Army during the war.

Although reorganized as an armoured brigade, no motor battalion served under command.

Organization:

11th Armoured Regiment -The Ontario Regiment

12th Armoured Regiment -Three Rivers Regiment

14th Armoured Regiment -The Calgary Regiment



photo courtesy of http://www.army.dnd.ca/RCD/rcd/equipment/dingo_e.htm

Trooper Arthur Disher of the Royal Canadian Dragoons on arrival in England
F19847, Mk1B
UK 1941



PHOTO TO BE OBTAINED

Photo Reference NA10987

Photographer: Sgt Christie, Army Film & Photographic Unit

Description: While General Lease was waiting for his car a scout car with Major General Vokes, commanding 1st Canadian Division came along.

General Lease stopped the car and had a chat at the roadside.

(The Dingo scout car is F203992)

15th January, 1944

(Photo sourced from Imperial War Museum-)



Photo courtesy of the Bovington tank Museum Reference 4845-F2

Photographer: Unknown

Description: Dingo F207319 of the Canadian armoured Recce Regiment.

Date unknown



ADD DETAILS OF CANADIANS IN HOLLAND & ITALY



Photo courtesy of the Smon Hamon

Photographer: Unknown

Description: 4th Princess Louise Dragoon Guards, Canadian Army in Italy.

Date unknown



Photo courtesy of the Internet

Description: D squadron of Dingo scout cars and a staghound in Germany

Date: 1945



The Dieppe Raid

The 1942 raid on Dieppe was initially planned for July and code-named Operation Rutter. The aims were straightforward: to seize and hold a major port for a short period, to test the possibility of gathering intelligence from prisoners and captured materials, and to examine the German reaction.

The nature of combined operations would also allow the Air Force to draw the Luftwaffe into a large, planned encounter and the use of Canadian troops would, it was hoped, satisfy the Canadian commanders following the long inactivity of Canadian forces in England.

Churchill grew more supportive as the defeats in northern Africa incited a wave of press and parliamentary criticism.

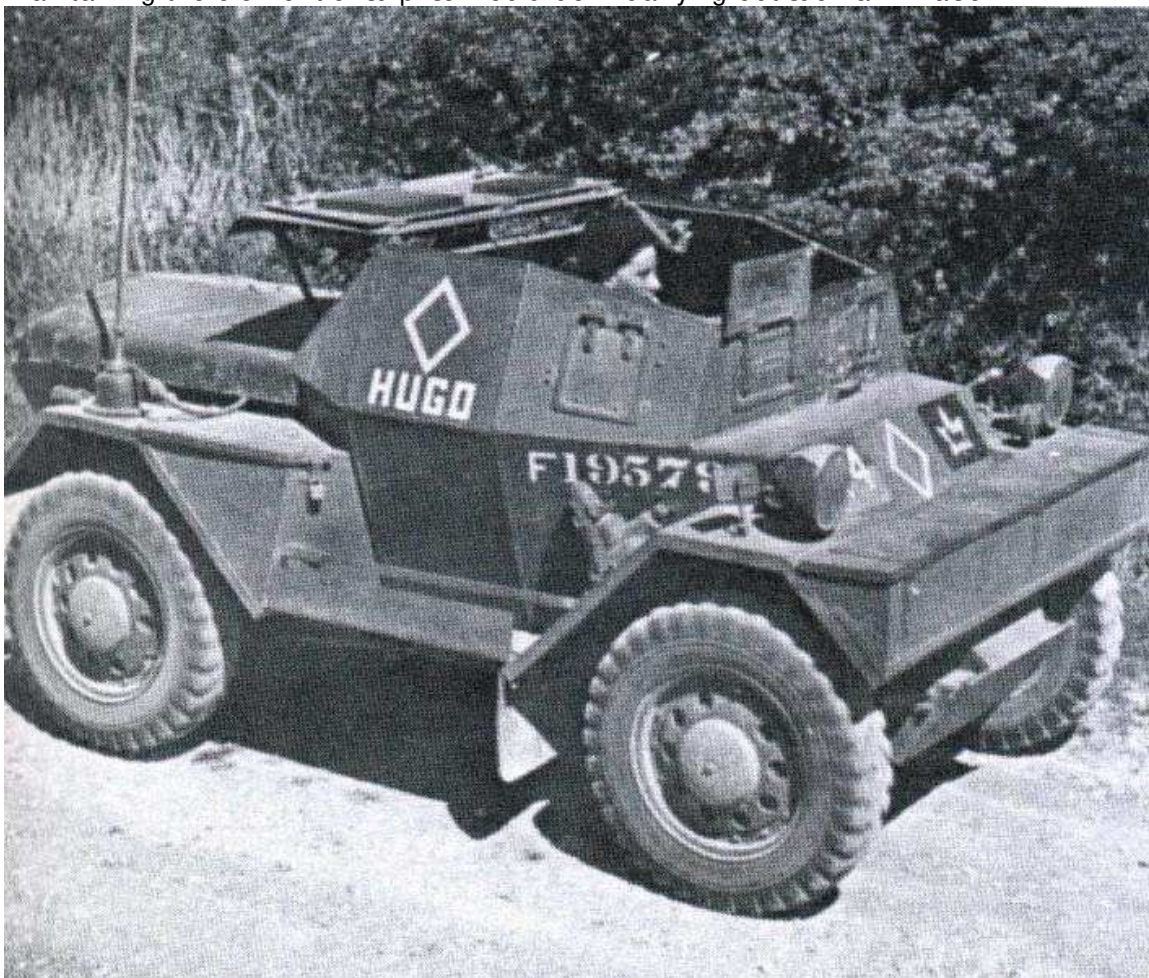
Operation Rutter

Operation Rutter was approved in May 1942. It consisted of a main attack onto the Dieppe town beach, two flanking attacks by paratroops, a thousand sorties by Allied air forces and a naval bombardment.

The Canadian 2nd Division would lead the attack, elements advancing as far as Arques. The operation was scaled down, especially the RAF bombing support as destruction of the town was not desired, but the troops boarded their ships on 5 July.

In an ominous occurrence foreshadowing future events, on the eve of Rutter's departure, which coincided with the final day of favourable maritime conditions forecast, German bombers swept through and attacked the 250 strong allied flotillas moored off the south coast of England.

In addition to causing the abortion of operation Rutter, it also illustrated to the Allied command how difficult maintaining the element of surprise would be in carrying out such an invasion.





Operation Jubilee

Almost all concerned believed that a raid on Dieppe was now out of the question; however, though Montgomery wanted it cancelled indefinitely, Mountbatten did not. He began reorganising the raid from 11 July as Operation Jubilee.

Despite not receiving Combined Chiefs of Staff authorisation, Mountbatten instructed his staff to proceed in late July. This lack of top-level go-ahead resulted in certain dislocations in the planning. For example, the failure to inform the Joint Intelligence Committee or the Inter-Service Security Board meant none of the intelligence agencies were involved, consequently the operation was mounted on information that was months out of date.

Operation Jubilee still relied on the 2nd Canadian Infantry Division under Major General J. H. Roberts to attack Dieppe, Pys and Pourville, while the paratrooper assault on the flanking gun batteries was replaced by an amphibious assault by Commandos.

Ground support was provided by thirty of the new Churchill tanks, delivered using the new LCTs.

Dieppe and the flanking cliffs were relatively weakly defended, the opposing German 571st Regiment was still under strength, with a total of 1,500 men.

They were deployed thinly along the beaches of Dieppe and the neighboring towns, covering all the likely landing places. However in respect of machine guns, mortars and artillery it was adequately protected with a concentration on the main approach, (particularly in the myriad of cliff caves), and with a reserve at the rear.

The 571st Regiment were stationed not only in the towns themselves, but also between the towns in open areas and highlands that overlook the beaches.

A garrison of only 150 men, for example, defended the beaches at Dieppe, while a smaller garrison of 50 men defended the beaches at Pys.

Lacking in terms of infantry capacity, the Germans would focus on setting up extensive defence perimeters throughout the area.

Elements of the 571st defended the radar station near Pourville and the battery over the Scie at Varengeville.

To the west the 570th Infantry Regiment were deployed near the battery at Berneval.



Air Forces

The massive Allied air support for the operation amounted to about 70 squadrons, with the overwhelming majority coming from RAF Fighter Command, including 48 squadrons of Spitfires including all three Eagle Squadrons.

The opposing Luftwaffe forces were comprised of 200 fighters, mostly the new Focke-Wulf 190s and about 100 bombers mostly Dornier 217s. On paper at least, the Allies would have a numerical advantage.

The Allies were, in reverse to the Battle of Britain, at the extent of the operating range of most fighters and had a limited time over target, while the Germans were mostly flying from or could refuel at nearby airfields.

This enabled the Germans to maintain a numerical superiority and have air superiority over the battle area once they had concentrated their effort.

The Ground Attack

Almost 252 ships left various ports on the night of 18 August and as they approached the French coast early on the 19th, things began to go wrong.

Left Flank, Yellow Beaches: No. 3 Commando

The mission of Lieutenant Colonel John Durnford-Sater's No. 3 Commando was to neutralise a German coastal battery (code named GOEBBELS), near Berneval, which could engage the landing at Dieppe some 6 km to the west.

The three 170 mm and four 105 mm of 2/770 Batterie had to be out of action by the time the main force approached the main beach.

The craft carrying No. 3 Commando, No. 5 Group, approaching the coast to the east were not warned of the approach of a German coastal convoy that had been located by British CHAIN HOME radar stations at 2130 hours.

German S-boats escorting a German tanker torpedoed some of the landing craft and disabled the escorting gun boat. As a result the Group was dispersed, with some losses, and the enemy's coastal defences were alerted.

Only a handful of commandos under the Second in Command, Major Peter Young, landed and scaled the barbed-wire-laced cliffs.

Eventually 18 Commandos reached the perimeter of the GOEBBELS Battery via Bernevall and engaged their target with small arms fire.

Unable to destroy the guns, their sniping of the German gun crews, however, prevented the guns from firing effectively on the main assault.

Thus, just a handful of determined British soldiers neutralised the most dangerous German coastal battery in the area of the raid for the most critical period of the operation.

Right Flank, Orange Beaches: No. 4 Commando

No. 4 Commando landed in force and destroyed their targets, providing the only success of the operation. Most of No. 4 safely returned to England. This portion of the raid was considered a model for future commando raids. Lord Lovat became famous as an officer here on Orange Beach.



Canadian main assault

The Canadians in the centre suffered greatly, at least in part due to the inexperience of Roberts, who unwisely committed the reserve force to the main beaches. Poor small unit leadership has also been blamed for failures once men went ashore.

The landing at Puys by the Royal Regiment of Canada was delayed and the potential advantages of surprise and darkness were lost.

The well-placed German forces held the Canadians that did land on the beach with little difficulty. 225 men were killed, 264 surrendered and 33 made it back to England.

Just 60 Germans, who at no time felt the need to reinforce their position, defended the beach.

Several platoons of the Black Watch were also employed at Blue Beach; some of their casualties were suffered in a grenade-priming accident on the transport ships during the channel crossing.

On the other side of the town at Pourville the South Saskatchewan Regiment and the Queen's Own Cameron Highlanders of Canada made it ashore with few losses. The Saskatchewan advance on Dieppe was soon halted while the Camerons were halted just short of their objective. Both regiments suffered more as they withdrew; the bravery of the landing craft crew allowed 341 men to embark but increasing pressure meant that the rest were left to surrender. Another 141 had died.

The main attack was at three points: the 14th Canadian Army Tank Regiment (Calgary Tanks) in the middle with The Essex Scottish Regiment to the east and The Royal Hamilton Light Infantry to the west.

Attacking thirty minutes after the flanking assaults and onto a steep pebble beach all the groups were met with intense fire. The eastern assault was held at the beach. By the end of the raid, The Essex Scottish Regiment had suffered 121 fatal casualties, with many others wounded and captured.

The western assault gained a hold in a shore-front casino but few soldiers made it across the road and they were soon held.



Photo sourced from the internet
Photographer : Unknown
Description: The 7th HQ dingo named HARRY, F????? after the raid.
Date: Sept 1942



The tanks arrived a little late to discover their landing point was difficult.

Twenty-nine of 58 tanks disembarked, 2 "drowned" in deep water, 27 made it ashore but only 15 managed to climb the chert pebbles of the beach, cross both the anti-tank ditch that the Germans were still digging and the sea-wall onto the esplanade under fire from pill boxes and flanking cliff top positions.

However, they were completely stopped by anti-tank walls blocking exits from the Esplanade, were immobilized, or later returned to the beach to cover the withdrawal. The engineers whose job it was to clear such obstacles were unable to do so because of heavy fire which the tanks could not suppress. Back on the beach, the tanks provided fire support, as best they could, and covered the withdrawal.

It is thought that there may have been nine or ten Daimler Scout cars used for Head quarters communications, so that the raids could be coordinated. The cars were towed out of the Landing Craft Tanks by Churchill Tanks.

All failed to clear the pebbles of the beach except one that was knocked out near to the promenade. The cars were identified by a number within a diamond and with a name on a common theme as follows:

1st HQ car named HUNTER, F?????

Driver Tpr M.F Zima, Radio Operator Maj G.M Rolf (RCCS)

Towed DSC 'Hunter' (on loan from Royal Canadian Corps of Signals) out of LCT124 by Churchill tank T68701R, Right track broken by shellfire on return to beach

2nd HQ car named HOUND, F64304,

Driver LCpl. F. Howe, Radio Operator LCpl. A.G. Willis (RCCS)

Towed out of LCT165 by Churchill tank T68704R

3rd HQ car named HARE, F64319, Driver Tpr K. Doda, Radio Operator Tpr Cpl Chambers (RCCS)

Towed out of LCT166 by Churchill tank T68880. Left track broken by chert build-up

5th HQ car named HUGO ???????

6th HQ car named HELEN, F?????

Driver Tpr A.K Thomson, Radio Operator Tpr W.D.P Sawers

Towed out of LCT126 by Churchill tank T68452 (Right track broken by chert build-up).

7th HQ car named HARRY, F?????

Driver Cpl A.A Butler, Radio Operator Tpr A.A Graham

Towed out of LCT121 by Churchill tank T68759R. Bugged down on beach

8th HQ car named HORACE, F64318,

Driver Tpr J.G Hocken, Radio Operator Tpr V.F Ollifet.

Towed out of LCT145 by Churchill tank T68559, Left track broken by shellfire

9th HQ car named HECTOR, F64306,

Driver Tpr A.E Buckley, Radio Operator Tpr E.G Anderson

Towed out of LCT127 by Churchill tank T68696, and managed to reach the promenade. Commander set off sticky bombs destroying the interior.

?? HQ car named HAZEL, F?????

?? HQ car named HEDY, F?????



Photo sourced from the internet
Photographer : Unknown

Description: A Dingo named HUNTER, after the raid.

This car. It is reported that the damage caused to the vehicle was caused by a reversing tank.

The chains used to tow the car clear of the beach can be seen at the front.
Dieppe Sept 1942



The supporting naval bombardment was supplied by six Hunt Class destroyers.

However these lacked an appropriate coastal bombardment round or sufficient weight of broadside, and did not have the range to destroy the German strongpoints without themselves coming under heavy fire.

They were also unable to communicate directly with those on the shore to make their bombardment effective.



2nd HQ car named HOUND, F64304,
Photo sourced from the internet
Photographer : Unknown

Description: A Dingo named left as wreckage after the raid, Dieppe Sept 1942

The debacle was compounded when, acting on fragmentary messages, the reserve were committed to the Dieppe beach at around 0700 hours.

The 584 men of Les Fusiliers Mont-Royal took fire all the way to the beach and on it. Only 125 made it back to England. The other part of the reserve comprised 369 men of A Commando (later 40 Commando Royal Marines) were General Robert's reserve and, in their first action, were ordered to White Beach to support 'if possible'.

The first of their craft landed under withering machine gun fire and their commander, Lieutenant Colonel Joseph "Tiger" Phillips, put on white gloves to semaphore the order to his landing craft to withdraw.

He was hit and killed in the process. All but one saw the signal and withdrew, although several craft were already hit. None of the Commandos who landed got more than a matter of yards up the beach.

At 1050 hours a general order to retreat was issued.



Photo sourced from Bundesarchiv_Bild_101I-291-1207-112.jpg

Photographer : Unknown

Description: German Troops inspect the wreckage of the Dingo named HECTOR left after the raid.

Date: Sept 1942

Aftermath

Casualty figures vary: according to one source, of 6,090 men, 1,027 were killed and 2,340 captured. The Official History of the Canadian Army: Six Years of War (Vol 1 2nd ed) gives the figures of 907 Canadians being killed, including while in captivity.

Some 2,210 Canadians of 4,963 that were sent made it back to England (it must be noted that nearly 1,000 of these never landed).

The total number of fatal and non-fatal casualties, some of whom were evacuated off the beach, is given as 3,367. Overhead the Allied air forces lost 119 aircraft while the Luftwaffe lost just 46. As well, only 11 of the 60 tanks that were sent made it back.

The German losses amounted to 311 killed and wounded missing soldiers.

Some have argued that the lessons learned at Dieppe in 1942 were put to good use later in the war. The amphibious assaults at North Africa were only three months away and the more successful Normandy landings would occur two years later, in 1944.

On the other hand, amphibious assaults had already been developed as early as Gallipoli, and the lessons allegedly learned at Dieppe might have been discovered – albeit at a cost – in subsequent operations such as the invasion of Sicily (Operation HUSKY), the landings at Salerno (Operation AVALANCHE), and Anzio (Operation SHINGLE).

Regardless, following the experience at Dieppe, the British developed a whole range of specialist armoured vehicles which allowed their engineers to perform many of their tasks protected by armour.



These vehicles were used successfully in the British and Canadian landings in Normandy in 1944. There were also improvements made in shore-to-sea communications, and many more and bigger ships were used for ship-to-shore bombardment.



Photo sourced from the internet
Photographer : Unknown

Description: A Dingo named HELEN, after the raid Along with a wider angle view of the aftermath.
Dieppe Sept 1942



Trooper Kasmir Doda's Story

Trooper Kasmir Doda enlisted in Calgary, Alberta on the 18th of February 1941 at age 18 and was in the Calgary Regiment, 14 Army Tank Bn.



Photo courtesy of the Bovington Tank Museum Reference TBC, Photographer: Unknown.

Description: Dingo F19472 of the Calgary Regiment Headquarters, prepares for coming battles of the tanks.

By the roadside, the crew of an armoured scout car checks a map during an recce preceding a move by tanks across the English countryside. TPR Kasmir Doda of Kipling, Saskatchewan, is left & TRP Albert Thompson of Hamel Alberta right.

13th May 1942

It is reported by his daughter that he was one of the unfortunate young men who were dropped off on the beaches of Dieppe and was in a 'tank' (probably a Dingo) He was with another young man, driving down the beach when the tank caught on fire. The two of them got out and were running down the beach, her dad in front, when suddenly there was a huge explosion. Her father said that he was covered in a yellow chalky substance which he later discovered was the brain of the other young man. In addition he had part of that man's skull embedded in his back and was wounded.

He was subsequently captured and thrown into a railway box-car where he spent many days with no medical attention and said he almost died. When he finally did get attended to, he had surgery to remove the skull fragments.



He was interned at Salag IXE in Germany. Once he escaped with another man, they were both starving and on their travels came upon a small cabin in the forest where they met an old man who had no teeth. He offered the men the dried bread crusts, which he couldn't eat, that he kept under his wood stove. Her father always said that was the best gift anyone ever gave him. They did get caught however and sent back to camp.



Photo courtesy of Sharon Cooper & Erin Robinson

Description: A copy of a postcard that Doda sent to his sister, from the POW camp,
He is the first one, left, in the bottom row.

On the reverse Doda has written the following, 'This was taken shortly before I escaped from their camp at Frankfurt, mostly Australians, New Zealanders, English and Scottish. One Canadian beside me, one behind me is a 'Moan' and beside him is 'King' a Canadian.

Circa 1942

After repatriation he was discharged on September 10, 1945 at the age of 23 years, 11 months
Moving to Ontario, he went to carpentry school.

There he met his wife and together they had 3 children – 2 girls and a boy.

He became a foreman for a construction company and oversaw the construction of many very large buildings, finding much happiness from his chosen career.

His first wife passed away at age 36 and he then remarried a woman with 3 boys.

He died on November 4th, 1992 at the age of 71

In Canada there was a movie made for television called "Dieppe", the script of which was written by his daughter's sex-boyfriend who used to love to talk to Doda about the war.

The writer named his main character 'Casey', which is what Dada was always known as.



Photo sourced from the Movietone.com
Photographer : Movie tone newscameraman



(Image found by Simon Hamon)

Description: The crew of a Daimler Armoured Car F208395 of the Canadian 18th Duke of Yorks Regiment look on at German prisoners of war on foot and in horse drawn vehicles marching toward captivity on a road near Amsterdam. Note the film camera on the left.

Circa 1944



Image courtesy of <http://www.beeldbankwo2.nl>
Description: 8th Recce of the 14th Royal Canadian Hussars in Noordbroek
Date: circa 1945.



Image courtesy of <http://www.beeldbankwo2.nl>
Description: 2nd Canadian Infantry Division come in the form of the 8th Recce to the Netherlands.
Sergeant Ray Smith sits atop the armoured car.
Date: 31.03.45



Capt Richard Sydney Parker Edwards Story

On August 28th, 1925, Dick became a member of Princess Patricia's Canadian Light Infantry. Discharge Papers indicate that the officer was of very good conduct while in the service, and of trustworthy character. Dick was discharged on May 4, 1928. In the fall of 1936, Dick moved his wife Iris, and two small children, Doris and Peggy, to London, Ontario.

As a member of Princess Patricia's, Corporal R. S. Edwards attended the first militia tank school to open in Canada at Wolseley Barracks on November 1, 1936. Major-General F. F. Worthington set out to organize and train officers of the various permanent force units in Canada for at least ten months so that they would become capable of handling an army tank.

The aim was to make every soldier mechanically minded, unlike the old days where every cavalry man was a horse master. On May 1st, 1938 the tank school was moved to Camp Borden, and the Edwards family moved to nearby Barrie, Ontario. In 1938, Dick was an instructor in Driving and Maintenance at the Canadian Armed Fighting Vehicles Training Centre at Camp Borden.

He was commissioned in July, 1940. In May, 1942, Dick was sent overseas as a reinforcement officer for the Canadian Armoured Corps, serving Canada during World War 2 as a lieutenant. His job was to forward reinforcements to the Division. In static conditions the job was described by Lieut. Edwards as fairly easy.

On schemes and operations the job became much more difficult as everybody was on the move. Static, no one would be held longer than overnight, but on operations, the job involved holding, feeding, and looking after up to 1500 men until they were needed. Lieut. Edwards was later attached to the 14th Army Tank Regiment, Calgary Regiment.



Richard Sydney Parker Edwards

An airgraph sent home during World War 2 for Dick Edwards' son, Jack Edwards



In January, 1944, Dick was promoted to the rank of Captain. In August, 1944, Captain Edwards was sent from England to France and landed on the beach near Berniere-sur-mer, where he was in command of a new company as the advance against Germany accelerated.

At one point, the troops were moving at the rate of 30 miles per day, and by September, 1944, Captain Edwards was in Belgium.

They crossed into Holland by December and were crossing back and forth from Holland to Germany during March and April, 1945.

When the end of World War 2 was finally a reality, Captain Edwards was sent to England for a well deserved leave. In this time, he rested and prepared to return to Canada while celebrating the end of the war with friends. During his period of active service, Richard was awarded the 1939-45 Star, France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Clasp, and War Medal 1939-45.

At the end of the war, Captain R. S. Edwards sailed home to his wife and children from England aboard the Ile de France in July 1945. The ship docked in Halifax and the returning troops were sent by train to Toronto. Captain Edwards had been away from his family for over 3 years.

He was discharged from service October 24, 1947 and the family continued to live in Barrie. Dick was then employed by the Canadian government, working for the post office. Upon retirement in 1972, Dick and Irissold their home and moved to Florida to retire.

Storey courtesy of <http://www3.sympatico.ca/dljordan/parker-edwards.htm>



Lt-Col Denny Bult-Francis

Lieutenant-Colonel Denny Bult-Francis, who died aged 95, was severely wounded on the ill-fated Dieppe Raid, and two years later commanded the Canadian squadron which took the town back from the Germans.

Bult-Francis was one of Major-General "Ham" Roberts's liaison officers on the beach as the Germans poured fire down on the invaders who made their "day trip" on August 19 1942.

Among the tasks allotted to him by intelligence officers was to bring back from Dieppe a bag of nails, bicycle tyres and lingerie; but he found himself sheltering against a wall, and the two middle fingers of his left hand were shot off as it collapsed on him. A bullet passed through his chest.

The daughter of a local café owner then pulled the bricks off him, so that he could be taken down to the shore and put on a small boat, which was then sunk. He was finally taken on a ship to England. When his wife Dorothy, who was a Red Cross nurse, found him in hospital she was told she could not enter his room because the patient was dying.

Bult-Francis returned to Canada, where he agreed to take a drop in rank to captain to rejoin the 8th Reconnaissance Regiment. Although not scheduled to be in the first wave of the landings, he was at West India Dock, in east London, the evening before D-Day when he saw a Canadian troopship alongside an American troopship.

On deck the soldiers of both nations at first exchanged pleasantries. But relations started to curdle as the Americans assured the Canadians that the outcome was certain now they had entered the war; the Canadians asked why they had taken two years to join in, and then why they had taken three years to join the First World War.

Bult-Francis arrived just as some of the Canadians had climbed down the side of their ship and were scaling ropes on the Americans' vessel to make their point more forcibly.

After joining the fighting at Caen, he gained the nickname "Calvados" when his unit liberated a barrel of the apple brandy which was so large that a truck was needed to transport it; as well as replenishing his spirits, this became a useful currency with other units, one bottle buying one chicken.

As Canadian 2nd Division headed for Dieppe, Bult-Francis was given command of the column to relieve the town in "Operation Francis". His Dingo scout cars and Humber reconnaissance vehicles had a scrap with a German flak battery at Totes, and then bumped into a few more enemy at Longueville before arriving on the outskirts of Dieppe at nightfall.

The following morning, on September 1, Bult-Francis sent in a junior officer, who met with none of the expected opposition. There was no shelling, no machine-gun fire; only a few mines going off. The Germans had fled, and 8th Recce was greeted with flowers, brandy and kisses from cheering girls. A pre-arranged signal was sent back to headquarters: "Francis is alive and well and will expect his friends for dinner."

Down near the esplanade, he found the café owner's daughter, who recognised him by his wounds. Bult-Francis's wife was not entirely pleased when her first news of him was a picture in the Daily Mail of him talking to his new friend.

Dennis Scott Fead Bult-Francis was born at Highgate on August 28 1910, the descendant of an officer of the 1st Foot Guards who had lost part of his nose at Waterloo; his father was an adventurer whose varied career included soldiering, serving as a King's Messenger and being sought by the Texas Rangers.

Young Denny was raised at Marlow by his grandparents along with Irina Radetzky, a White Russian. She and her mother had been brought out of Russia by his father when he was attached to the French General Staff in 1919.



His father and Irina's mother then went off together, leaving the girl at Marlow; in later life Denny recalled getting drunk for the first time when Irina married the sculptor Henry Moore.

He began working in London, where he joined the Honourable Artillery Company, and then signed on with the Palestine Police for three years. In addition to the routine mounted patrols and occasional feasting with Bedouin off sheep's eyes, he once pursued a murderer on to a bus, but lost him after banging his head on the ceiling and knocking his cap over his eyes as they got off.

Bult-Francis was in North America when war broke out, and immediately joined up with the Black Watch in Montreal, where he married Dorothy Fox, with whom he was to have two daughters and a son.

The regiment surveyed Botwood Bay for a new airport on Newfoundland, then came to Britain. After being commissioned he transferred to the newly formed 8th Reconnaissance Regiment and then to Roberts's planning staff for the Dieppe Raid.

Bult-Francis ended the war in Germany, where he served with the army of occupation before doing the staff course at Kingston, Ontario.

Transferring to the Canadian Dragoon Guards, he was posted to Ottawa, spent six months on active service in Korea and joined the staff of Prince Bernhard in the Netherlands. He went to Winnipeg, and served in Germany again before leaving the Army in 1961.

Deciding that his Canadian pension would go further in England, he became director of the Hertfordshire Red Cross and then United Kingdom director of Unicef for 15 years, increasing donations 73-fold.

He vigorously defended the motives for the Dieppe Raid in *The Daily Telegraph*, saying that he had spent almost a year in hospital afterwards with 11 Canadian officers as well as the British VC Pat Porteous; they knew that things had gone wrong, but never once suggested that any sinister blame should be attached to the British.

Denny Bult-Francis, who died on November 29, was awarded the Croix de Guerre with Gilt Star in 1945 and appointed OBE in 1969. A tall, jolly man with an explosive temperament, he dismissed Henry Moore's sculptures as "ugly" and never forgot his duty as an officer. After going into a retirement home, he escaped twice.