

DURBAR Volume 8, No.4, Winter 1991

A YOUNG FRENCH SERGEANT IN THE BATTLE OF CUDDALORE (SOUTH INDIA) - 1783

Major General Chand N Das

In the battle of Cuddalore on 13 June 1783, among the wounded prisoners was a young French sergeant who so particularly attracted notice of Colonel Wargenheim, Commandant of the Hanoverian troops in the English service, by his interesting appearance and manners that he ordered the young man to be conveyed to his own tents, where he was treated with attention and kindness until his recovery and release.

Many years afterwards, when the French Army under Bernadette entered Hanover, General Wargenheim, among others, attended the levee of the conqueror.

"You have served a great deal", said Bernadette, on his being presented "and as I understand, in India?"

"I have served there."

"At Cuddalore?" Bernadette asked.

"I was there."

"Have you any recollection of a wounded sergeant whom you took under protection in the course of that service?"

The circumstances were not immediately present to the General's mind, but on recollection he replied, "I do indeed remember the circumstances, and a very fine young man he was; I have entirely lost sight of him ever since, but it would give me great pleasure to hear his welfare."

"The young sergeant" said Bernadette, "was the person who has the honour to address you; who is happy in the public opportunity of acknowledging the obligation and will omit no means within his power of testifying his gratitude to General Wargenheim."

Extract from Mill's *Sketches of South India*, Vol. II.

Author's Note: Bernadette, the Republican sergeant, who became one of the greatest French generals; who saved Desiree, the fiancée of Napoleon, from drowning herself in the Seine and married her, and who later became the King of Sweden.

(Also seen as 'Bernadotte', Ed.)

LETTERS AND QUERIES

● INDIAN ARMY MESS DRESS

My interest in military uniforms includes a particular interest in mess dress. Some years ago I was able to visit Sandhurst and to photograph a few examples of mess kit from their large collection. Sid Horton of Chota Sahib used some of these photographs when producing two of his model soldiers. I would be most grateful for any information from members on the wearing of mess dress by Indian officers either before or after 1947.

Michael Creese

● BENE ISRAEL JEWS IN THE BOMBAY ARMY

I am researching the services of, and honours and awards granted to, Bene Israel Jews serving in the Indian (Bombay) Army from the 1750s onwards. I would be pleased to hear from anyone who is interested in, or who can provide information about the topic. (Information on IOM recipients particularly wanted). I would also be pleased to learn of surviving Orders, decorations and medals awarded to Bene Israel recipients (who can be identified by the surname "Israel" or by biblical sounding first and second names such as Abraham, Aaron, Benjamin, David/Dawoodjee, Ezekiel/Haskeljee, Jacob, Moses/Moosajee, Reuben, Samson, Samuel, Solomon/Silimanjee etc.).

A N Pamm

● BADGES OF PIONEER BATTALIONS

May one call upon the combined knowledge of our members to track down and record data concerning the badges worn by the Pioneer Battalions of the Indian Army between the years 1922 and 1933?

The re-organisation of 1922 saw the previously numbered Pioneer Battalions grouped under four designations: -

- 1st Madras Pioneers - 1st, 2nd and 10th Battalions
- 2nd Bombay Pioneers - 1st, 2nd, 3rd, 4th and 10th Battalions
- 3rd Sikh Pioneers - 1st, 2nd, 3rd 4th and 10th Battalions
- 1/4th Hazara Pioneers - 13 Battalions in all

In 1929 re-designation took place, the first three of the foregoing being named as Corps of Pioneers and the last simply as Hazara Pioneers.

What is required are the details of the badges worn by officers and men in both periods, i.e. 1922-1929 and 1929 until disbandment in 1933. A small number of collectors have obtained a sketchy idea, and indeed some of the items, including silver hall marked badges which give clues to the probable dates of use. In common with at least one other collector I would dearly like to compile a correct listing and so enable future students to have none of the difficulties at present encountered. I am willing to provide what information I have in my records and would welcome contact with those who can contribute even the slightest assistance.

Secondly, I have a blackened pouch belt badge of the Rifle Brigade design, namely the well-known Guelphic crown surmounting a laurel wreath which surrounds a cross pattee, with the lions

guardant passant between the arms of said cross; in the centre in white metal are the script letters 'TB'.

The information that came with the item claimed it to be "The Telegraph Battalion" Post Office Volunteers, worn 1882-84. It has all the hallmarks of Indian manufacture and I am more inclined toward the Tenasserim Battalion AFI, or possibly a battalion of the Burma Military Police. Has any member any information, which would solve this puzzle?
Hugh King

● THROAT PLUMES AND REGIMENTAL MARCHES

I am interested in obtaining information about horse throat plumes worn by the various regiments of the Indian Army. I am also trying, with very little success, to compile a list of Regimental Marches of the Indian Army. Any help would be appreciated.
E G Vitetti

THE LION OF 'ALLAH' THE CONQUEROR (ASSAD ALLAH al GHALIB)

Tim Ash

This title could well be considered to have its origins with an Islamic society or country. However, in this particular instance this assumption would be far from correct.

These words, in Arabic script, appear on a banner which carries the Union Flag nearest the mast, flying triumphantly above "the Lion of Allah" who is in the process of fatally savaging a tiger! I am, of course, referring to the Seringapatam medal issued by the Court of Directors of the Honourable East India Company in 1808 for the siege and capture of Tipu Sultan's fortress on 4 May, 1799, in which action Tipu Sultan was killed in battle.

Tipu was a Muslim ruler, and well known as the 'Tiger of Mysore'. The depiction of the medal represents the British Lion defeating the tiger of Mysore. So why, I wonder, was this Arabic title, with all its connotations for Muslims, used to celebrate the defeat and death of a Muslim ruler by a Christian East India Company?

[*War Medals of the British Army, 1650-1891* by Carter and Long gives the inscription as "*Assud Otta-ul Ghaulib*", translated as 'the Conquering Lion of God' while *British Battles and Medals* by Joslin, Litherland and Simpkin gives the translation as 'The Victorious Lion of God'. I suggest that either could, therefore, be taken in a Christian context. Ed.]



THE HELIOGRAPH IN THE INDIAN ARMY

(Part 3)

Alan Harfield

Major A S Wynne¹ of the 51st Light Infantry gave a lecture on Monday 15th March 1880 dealing with 'Heliography and Army Signalling Generally' in which he commented on the valuable service the heliograph had given during the first phase of the Afghan Campaign. He had first-hand knowledge of his subject having "... had the honour and good fortune to be placed in superintendence of the signalling operations with the Peshawur (sic) Column of the Jowaki Expedition and of the Kurram Column...". During his lecture he stated that without the heliograph no satisfactory communications could have been maintained during the first phase of the campaign. Until the operations developed, and arrangements had been made with tribes, no dependence could be placed on line communication and the use of the field telegraph as it was constantly being rendered inoperative by malicious cutting of the telegraph wire. He quotes that in the case of the Khyber line, from the start of the operation until October 1879, on a distance of 108 miles of telegraph line, the line was cut 98 times and 60 miles of working line was taken away and never recovered. The heliograph was able to provide a means of communication between the besieged Sherpur garrison when a link was established between the garrison and a solitary outpost at Luttabund, and with relay stations was able to keep in communication with the remainder of the army along the Khyber route. It was through the means of heliograph communications that General Roberts was able to assure the army in India, and the Government at home, of his progress and through this means able to send vital messages concerning reinforcements and re-supply for his field army.

The use of the heliograph in India, and in particular in the Afghan campaign, and later in other operations on the North West Frontier area, proved to be both quick and reliable. There is on record a heliogram that supports this claim. The message gives an example of the growing support for the use of heliograph communication in the 1880 period. The heliogram was sent as follows:

" . . . From General Watson, Shalozan."²

To Captain Connolley, Peiwar Kotal."³

Use telegraph as little as you can. The heliograph brings them more correctly. Your telegraph messages go to Kurrum, and have to be repeated out here: hence mistakes . . ."

As a result of operational working of the heliograph, and the provision of a communication system with many relay stations, the need for a standard of operating proficiency grew and it was in the Afghan campaign that officers began to be selected to be Brigade Signals Officer. At that time the appointment was given the title Assistant Superintendent, Army Signals. Three such appointments were made on 7 April 1880 with the Ghazni Field Force. The officers appointed were:

- "...1st Brigade - Lieutenant W G Yate, 25th (Punjab) Bengal Native Infantry⁴
- 2nd Brigade - Captain E B Bishop, 3rd Goorkha (Kumaon) Regiment.⁵
- 3rd Brigade - Lieutenant W Hewitt, 19th (Punjab) Bengal Native Infantry..."⁶

and the report submitted on these officers reflected the importance of having a general standard of operating within the army. The report submitted to the Superintendent of Army signalling reads:

"...The Officers in charge of the signalling of the different Brigades have on all occasions been indefatigable in their efforts to establish and maintain signalling communications, and to their zeal and ability, as also to the intelligence and expertness of the signallers themselves, is due the success which has attended the army signalling operations . . . " .

There were, of course, problems with heliograph communications, the main one being unable to communicate when the weather conditions were adverse, although this was later overcome by the use of the limelight in conjunction with the heliograph. Many years later communications were established by using a 5-inch heliograph and moonlight. This was during the advance of the Expeditionary Force into Palestine in 1917. An examination of the heliograms sent during the 1860 campaign reveal that not only was the link used for operational purposes but it was also widely used for routine messages; a few examples are as follows:

Operational -

Heliogram dated 23 April 1880 at 7 a.m.

From General Palliser⁷ to Colonel Chapman⁸

Enemy occupies strong position in villages. Their strength is said to be four thousand-foot and one thousand horses. At present we are shelling villages. Cavalry on right, infantry extended for attack in a strong position lining Karez.

Heliogram dated 23 April 1880 7.50 a.m.

From General Palliser to Colonel Chapman

Villages too strong to attack without serious loss. Many more enemy crossing plain enter villages. Ground in front of our position broken and intersected with watercuts. Hope they may advance. If not, will retire a little to draw them out. Failing the effect of this device, what orders?

Heliogram dated 23 April 1880 8.05 a.m. From Colonel Chapman to General Palliser

General approves of your retiring a little with the idea of drawing the enemy out into the open. Your reserve must be in a strong position.

Heliogram dated 23 April 1880 8.11 a.m.

From Colonel Chapman to General Palliser

A half-battalion 59th and half battalion Goorkhas now starting. Will signal when near the hills on which our advanced signallers are placed.

There then followed a series of heliograms, which led up to the commencement of the action. On the following day a heliogram was sent covering the events of the day -

Heliogram dated 24 April 1880

From General Stewart⁹, Ghazni to General Roberts¹⁰, Kabul

A gathering of some six or seven thousand men, chiefly Andaris and Suleiman Khels, said to be Mushki Alam's force, having collected near the village of Urzoo, some six miles south east of camp, a brigade of infantry, 6th Royal Horse Artillery, and six mountain guns with two regiments of cavalry were despatched under Brigadier-General Palliser to dislodge them. The position held by the enemy was, however, considered to be too strong to be carried by the force at General Palliser's disposal and his report being received by heliograph, I moved out of camp with reinforcements about 9 a.m. On arrival in the field I at once disposed the troops of the Division for the attack. The enemy gave way and dispersed. Their loss is estimated at four hundred; our loss is very trifling; no officers are touched. My march from Ghazni is delayed one day; I leave 25th.

In complete contrast the heliograms sent on routine matters were generally to do with re-supply, e.g.

Heliogram dated 7 April 1880

From Hughes, Khelat-I-Ghilzai. To Reilly, Pumba.

You will find at next three stages one day's rations of rice, flour and sugar for Europeans; also dhal and salt for Europeans and natives. No ghee available.

Other routine messages concerned meetings, such as:

From Major Badcock¹¹ to Major Macpherson, 3rd Punjab Cavalry, Kila Hajee¹².

Hear durbar postponed, so will not come. Send my things at once if they can reach in good time.

From Lieutenant Smith to Lieutenant Dickie, Indiki¹³.

There is no durbar at Kila Hajee tomorrow

and after an exchange of messages concerning a deserter the following heliogram was sent, which shows that even in the middle of a major campaign there was still the need, by some, to ensure that all the correct administrative procedures were observed:

From Assistant Adjutant General Sherpur.

To Officer Commanding Guides, Kila Hajee

Please send Bengal Form 251 as soon as possible.

Following the Afghan campaign the heliograph became firmly established as a means of military communication and was used in the many wars and campaigns in which the Indian Army took part. The heliograph was used in the East and Central African campaigns and in many frontier campaigns and expeditions. The Graphic published an illustration depicting the heliograph being

used by the Tochi Field Force in 1897, thus bringing this form of communication to the attention of the public in the United Kingdom. At the turn of the century the heliograph was used during the Third China War of 1900, as shown in the illustration accompanying this article.

The heliograph remained in service as a means of communication until the start of the Second World War. Although during the 1930s the use of wireless communications was gradually gaining momentum, Indian Army units continued to hold heliograph-training exercises. These frequently consisted of marching out of camp to a pre-arranged location and then establishing a link direct back to base camp or through a series of relay stations. During the initial stages of the establishment of heliograph communications one report concluded that "... not only did this form of communication save time but it also freed 'gallopers' who would have to be used to convey either verbal or hand-written messages..."

Captain J A Durnan wrote, in article on 'A History of Signals India', in 1937, that a record message had been sent from China Camp, Bazar Valley, NWFP, through two transmitting stations to a terminal at the Telegraph Office, Fort Maude. The distances were 6, 9 and 13 miles approximately. The message consisted of 684 words, mostly cipher. It commenced at 1520 hours by heliograph and was completed at 1840 hours by the use of a Begbie lamp. There was an experienced British Officer in charge of each station and it was called, sent and written by British signallers but was read by Indian signallers. A rate of 8 words per minute was maintained and the result was one figure wrong - a 7 was read instead of a 6. A remarkable achievement in accuracy and in concentration over a protracted period.

With the development of wireless during the 1930s, and particularly during the Second World War, the use of the heliograph diminished and finally it became an obsolete item of army equipment. However, during the time that it was 'in service' it provided a valuable piece of communication equipment and the majority of those who operated the instrument attained a high standard of operating and became justly proud of their expertise in sending and reading.

Additional Reading:

The Military Engineer in India, Vol. 1, Lt Col E V C Sandes DSO MC RE: The Institute of Royal Engineers, Chatham 1933.

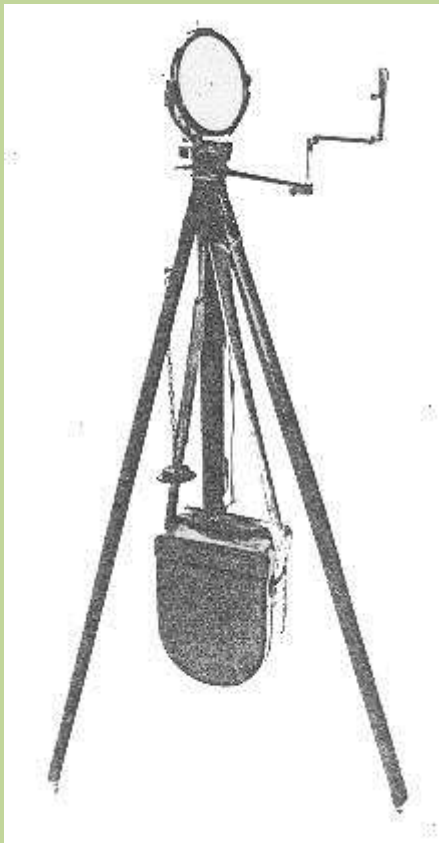
The Royal Corps of Signals (1800-1955), Major General R F H Nalder: Royal Signals Institution, London, 1958

History of the Corps of Signals, Vol. 1, published by The Corps of Signals Committee, India, Mhow, 1975

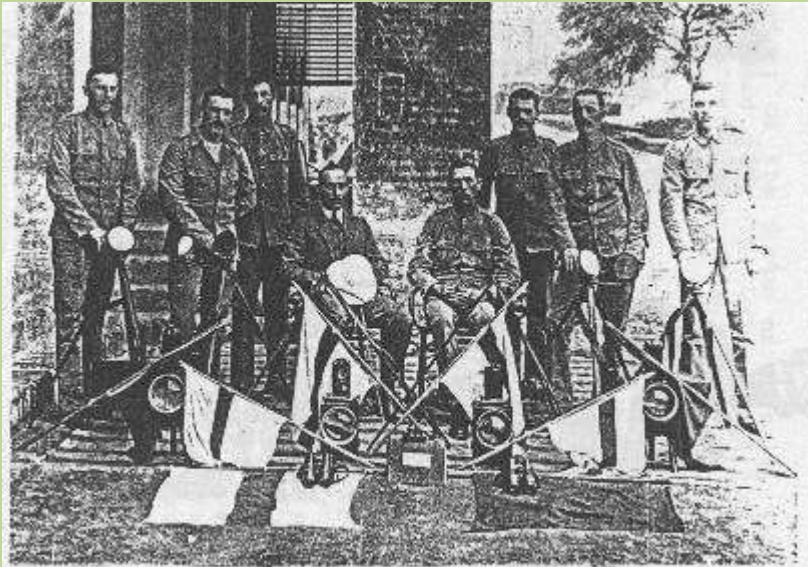
Notes:

1. Major Arthur Singleton Wynne, 51st (2nd West Yorkshire West Riding) Regiment
2. Brigadier General John Watson VC CB, Commanding Kurram Force
3. The name on the heliogram is spelt incorrectly. The officer is Captain Arthur Connolly, Mewar Bheel Corps
4. Lieutenant William Gordon Yate, 25th (Punjab) Bengal Native Infantry

5. Captain Edward Barry Bishop, 3rd Goorkha (Kumaon) Regiment
6. The officer referred to is Lieutenant William Silwood Hewett serving with the 19th (Punjab) Bengal Native Infantry
7. Brigadier General Charles Henry Palliser CB, Commanding Cavalry Brigade, Western Afghanistan Force
8. Lieutenant Colonel Edward Francis Chapman, serving as Assistant Quartermaster General, Western Afghanistan Force
9. Lieutenant General Sir Donald Martin Stewart KCB, Commanding Western Afghanistan Force
10. Lieutenant General Sir Frederick Sleigh Roberts VC KCB
11. Major Alexander Robert Badcock, Army Commissariat Department
12. Major James Duncan Macpherson, 3rd Regiment Punjab Cavalry
13. Lieutenant John E Dickie, Bengal Sappers and Miners.



5 inch HELIOGRAPH WITH STAND AND CASE



British signallers at the Army Signalling School at Kasauli - showing heliographs, telescopes, Regbie Signalling lamps, etc.



China 1900. The heliograph near the ruins of Feng-Tai junction railway station, the farthest outpost of the British in Peking. The station is 12 miles distant from the British Legation at Peking. (The Illustrated London News).

THE ROYAL INDIAN MARINE

W M Thornton

The Royal Indian Marine owed its origin to the days of the Moghul Empire. The great Moghul Emperor Jahangir was much impressed by Captain Best who arrived with two ships, *Dragon* and *Osiander*, at Surat to afford protection from pirates to the East India Company's trading station. The Emperor honoured Captain Best by creating him 'Admiral to the Moghul Empire', then proceeded to build an experimental ship in an artificial lake. Eventually the project of a Moghul Navy was dropped and in 1612 the role was assumed by the Honourable East India Company's Marine.

The H.E.I.C. Marine was, in 1686, re-titled the Bombay Marine. In these early days the service was mostly concerned with punitive expeditions against pirates and privateers. When war broke out with France the Bombay Marine seized French settlements in India. In 1798 the regulations stated that the duties of the Bombay Marines were: -

- The protection of trade.
- The suppression of piracy and general duties of a ship-of-war.
- The convoy of transports & carrying of troops when so requested.
- The prosecution of marine surveys.

In 1830 the service adopted an even more war-like role and was re-titled the Indian Navy. During the Sikh War of 1848 the Indian Navy provided a force of seven officers and one hundred ratings with their guns to participate in the siege of Multan, possibly the first occasion that the service was actually employed ashore. During the Indian Mutiny (1857) the Indian Navy remained loyal and provided naval brigades in Assam and Mahratta country.

After the Mutiny all armed forces ceased to be administered by the H.E.I.C. and control was transferred to the Crown. On April 30, 1863, the service reverted to its former title of Bombay Marine and became a non-combatant force (its previous combatant role being taken over by the Royal Navy). Its newly appointed role became: -

- Transportation of troops and Government stores.
- The maintenance of 'Station Ship' duties at Aden, The Andaman Islands, Burma and the Persian Gulf.
- The maintenance of gun-boats on the Irrawaddy and Tigris Rivers (these were almost entirely employed in the movement of troops).
- The maintenance of Government light craft, employed for military duties and the maintenance of light-ships and light-houses around the coasts of India, Burma and in the southern portion of the Red Sea.
- The marine survey of India.

In 1871 the Government of India purchased two coast defence ships and, later, several torpedo boats and two torpedo gunboats, but these never formed part of the Bombay Marine. This force was administered by the Royal Navy and was disbanded in 1903.

The name was once again changed in 1877 to Her Majesty's Indian Marine and again in 1892 to the Royal Indian Marine. Control was now exercised by the Quartermaster General's Department of the Indian Army.

At the outbreak of war in 1914 the R.I.M. consisted of the Troopships *Northbrook* - 5,820 tons, built in 1907; *Dufferin* - 7,457 tons, built in 1904; *Hardinge* - 6,520 tons, built in 1900; *Minto* (converted yacht) - 930 tons, built In 1893; *Dalhousie* - 1,960 tons, built in 1886; *Lawrence* (paddle wheeler) - 1,154 tons, built in 1886; and the survey vessel *Investigator* - 1,015 tons, built in 1907. These vessels were commandeered by the Royal Navy as armed merchant cruisers as well as for trooping to the UK. From the beginning of the war until the capture of Baghdad in 1917 river transport for the Mesopotamian Campaign was provided by the R.I.M. The Indian Expeditionary Force to Mesopotamia was also transported to its destination by R.I.M. troop transports.

In 1923 the fleet was composed of the troopships *Hardinge*, *Dufferin* and *Northbrook* (designed to carry one battalion each, mainly in the trooping season October to April), *Dalhousie* an old

troopship soon to be hulked but at that time station ship at Aden), *Clive*, *Lawrence*, *Neachus* and *Minto* (yacht designed ships), the survey ships *Investigator* and *Palinurus*, The Depot ship *Canning* (ex *Lawrence*), two Flower Class sloops *Elphinstone* and *Cornwallis* and two converted patrol gun boats *Baluchi* and *Pathan*. Shortly afterwards, due to the Inchcape committee's economy cuts, this fleet was drastically reduced.

Up to this time the R.I.M. was somewhat looked down upon by the Royal Navy who sometimes referred to them as the "Bombay Buccaneers", although its officers maintained a very high standard of seamanship and conducted themselves with dignity equal to anything in the Royal Navy. The majority of officers came from the Merchant Navy and most of them had been trained in such famous training ships and establishments as H.M. Ships *Conway* and *Worcester*, and Pangbourne Nautical College. Up to c.1923 officers qualified as mates (like the M.N.). After two more years they qualified as second mates and this was followed by six months of courses in the UK, at the R.N.C. Greenwich and at Whale Island, to qualify them as lieutenants. All officers were European (though later, when it became the Royal Indian Navy, the first Indian officers entered Dartmouth and others came up through the ranks in the 39/45 War. By the war's end most officers were Indian). Ratings were nearly entirely Indian and the majority of these were Moslem.

The Main Base and dockyard was at Bombay. In the early days ships up to 84 guns were built there for the Royal Navy as well as for the Bombay Marine. A second dockyard was located at Kidderpore, Calcutta, but this was sold about 1923. Ships had white hulls and superstructures and buff coloured funnels.

The Ensign from 1612 to 1707 had alternate red and white horizontal stripes with the St George's cross in the upper canton nearest the hoist. From 1707 to 1800 the jack (combination of the St George cross and St. Andrew's cross) replaced the St George's cross. From 1801 to 1827 the Ensign became similar to the White Ensign but with the addition of three narrow horizontal red stripes above and below the main horizontal bar of the ensign. From 1827 to 1865 the Red Ensign became official though in eastern waters this warrant was largely ignored. Early jacks followed the designs of the ensigns but were more square and lacked canton or other emblems. From 1863 to 1928 the Blue Ensign with the Indian sun burst in the fly was worn, thereafter the White Ensign.

The first-type Commodore's Broad Pennant (swallow tailed) was plain red. In 1863 it was replaced by a similarly shaped red pennant but with a gold St George's Cross and in the upper canton nearest the hoist was depicted a lion rampant bearing an orb in its paws. Ultimately this became the Broad Pennant of the Director of the R.I.M. A plain blue pennant of similar shape with the Indian sunburst in the centre was worn by ships of senior officers when in port and in company with other R.I.M. ships. Ships belonging to the Army Department but manned by the R.I.M. wore the Blue Ensign with, on the fly, a white horizontal doubly fouled anchor and a gold Indian sunburst superimposed on the stock. Commissioning pennants in general use from 1863 bore a red St George's cross on a white field near the hoist with a red fly of varying lengths according to the length of the commission.

Plans were formulated in 1925 to make the R.I.M. once again a combatant force, the date being set for 1931. On 2 October 1934 the Royal Indian Marine became the Royal Indian Navy, a title it held until India became a republic in 1950. Control passed from the Army and Royal Navy type uniforms were adopted.

Research has so far produced little information on the uniforms and insignia worn before 1891. Certainly uniforms were worn and resembled that of the Royal Navy, but the buttons were those of

the H.E.I.C. A variety of Merchant Marine rank titles were common such as second officer, first officer, chief mate and chief officer. Other ranks included marine boy (lowest rate), ordinary seaman, quartermaster and boatswains mate. The hierarchy for deck officers was boatswain, volunteer, midshipman, second lieutenant, first lieutenant, junior captain (after 1824 became commander) and captain.

Uniforms and ranks were regularised on 20 March 1891. The first mention of these was in the June 1891 edition of the Navy List. This listed three tables as follows: - the authorised rank titles for officers¹; rates of pay for Royal Navy officers on secondment (namely Captain, Lieutenant-in-command, Fleet Surgeon, Fleet Engineer, Lieutenant, Sub Lieutenant, Staff Surgeon, Staff Engineer, Chief Engineer, Engineer, Assistant Engineer, Assistant Paymaster and Warrant Officer); and pay grades for officers not required to serve in "other ships of the fleet", these being Lieutenants (late 1st Grade Officers under 3 years' service), Lieutenants (late 1st Grade Officers over 3 years' service), Lieutenants (late 1st Grade Officers over 6 years' service), Sub Lieutenants (late 2nd Grade Officers), Sub Lieutenants (late 3rd Grade Officers), Engineers under 4 years' service, over 4 years' service and over 8 years' service, and finally Assistant Engineers. This was followed by a list of titles for ratings².

¹See table recorded from Navy List 1894 below.

²See table recorded from Navy List of 1911 below.

The first Navy List to give details of uniforms and Insignia was the 1894 edition. This stated as follows: -

Uniform for Officers of the R.I.M. - Officers of the R.I.M. are to wear the same uniform as officers of corresponding rank in the R.N., with the following exceptions.

- a. Instead of each stripe of ½" lace round the sleeves of the coat, there is to be a stripe formed of wavy lines of ¼" gold braid (similar to that worn by officers of the R.N.R.) intersecting each other so as to form braids half an inch wide. The blue cloth to show between the curves.
- b. Instead of the anchor on the epaulettes and shoulder straps respectively, there is to be a badge consisting of a silver anchor in the centre, surrounded by the letters R.I.M. embroidered in gold.
- c. Instead of the bullion loop on the cocked hats the loop to be formed of two gold braids twisted in the same manner as for coat sleeves.
- d. Buttons to be gilt raised round buttons, indented with a broad rim, within which an anchor and cable surmounted by an Imperial Crown impaled on the Star of India.
- e. Cap badges to have a ½" centre of Imperial crimson, edged with a gold cable, encircled by long and short wavy rays of gold, ½" and 3/8" long respectively, the whole surcharged by an anchor and cable in silver, the ring and stock to be within the crimson centre, and the crown to reach to the outer edge of the rays, the whole to be surmounted by an Imperial Crown worked in silver and crimson.
- f. Clasp of sword belt to have the same device as the cap badge.

Commander
 Lieutenant (over 8 years seniority)
 Lieutenant (under 8 years seniority)
 Sub Lieutenant
 Inspector of Machinery
 Chief Engineer
 Engineer (over 9 years seniority)
 Engineer (under 9 years seniority)
 Assistant Engineer

Commander
 Lieutenant (over 8 years seniority)
 Lieutenant (under 8 years seniority)
 Sub Lieutenant
 Engineer Commander
 Engineer Commander
 Engineer Lieutenant (8 years seniority
 duly qualified or selected
 Engineer Lieutenant (8 years seniority or
 over but not duly qualified or selected
 Engineer Sub-Lieutenant

The 1911 Navy List indicated ratings' ranks as:

Rating	Rank in the Fleet
Chief Syrang of Lascars	Chief Petty Officer
Seacunny	Petty Officer 1st Class
Tindal of Lascars 1st Class	Petty Officer 2nd Class
Tindal of Lascars 2nd Class	Petty Officer 2nd Class
Cassaub 1st Class (as Yeoman of Stores or Sick Berth Attendant	Sailmaker and Crew
Lascar 1st Class	Able Seaman
Ship's Cook	Able Seaman
Lascar 2nd Class	Signalman
Syrang of Stokers	Petty Officer 1st Class
Tindal of Stokers	Petty Officer 2nd Class
Stoker 1st Class }	
Stoker 2nd Class }	
Stoker 3rd Class }	Stoker 2nd Class
Stoker 4th Class }	
Carpenter's Mate	Petty Officer 2nd Class
Carpenter's Crew	Carpenter's Crew
Cooper	Petty Officer 2nd Class
Armourer's Crew	Armourer's Crew
Bhandarry	Cook's Mate
Topass	Boy 1st Class

Navy Lists 1914 to 1917

	<u>Rank in the Fleet</u>
Deputy Director	After Captain under 3 years seniority
Assistant Director	- ditto -

Commander
 Lieutenant (over 8 years seniority)
 Lieutenant (under 8 years seniority)
 Sub Lieutenant
 Inspector of Machinery
 Chief Engineer
 Engineer (over 9 years seniority)
 Engineer (under 9 years seniority)
 Assistant Engineer
 Warrant Officer

Commander
 Lieutenant Commander
 Lieutenant
 Sub Lieutenant
 Engineer Commander
 Engineer Commander
 Engineer Lieutenant Commander
 Engineer Lieutenant
 Engineer Sub-Lieutenant
 Warrant Officer

Navy List 1917 to 1924

Deputy Director
 Assistant Director
 Captain }
 Commander }
 Lieutenant Commander }
 Lieutenant }
 Sub Lieutenant }
 Inspector of Machinery
 Engineer Commander }
 Engineer Lieutenant Commander }
 Engineer Lieutenant }
 Engineer Sub-Lieutenant }
 Warrant Officer }

Rank in the Fleet

After Captain under 3 years seniority
 - ditto -

Ranks as Royal Navy

became Engineer Captain in 1922

Ranks as Royal Navy



ROYAL INDIAN MARINE OFFICERS' FULL DRESS EPAULETTE BADGE



OFFICER, BOMBAY MARINE, C.1875



Legend

1. Ensign, 1707-1800
2. Ensign, 1801-1927
3. Commodore's Broad pennant, 1863.
4. Typical cap tally, ratings, post Great War to 1934
5. Officers' cap badge, 1891 to 1934
6. Button, H.E.I.C.
7. Button, Royal Indian Marine
8. Rank insignia, Chief Syrang of Lascars (C.P.O.) left sleeve.
9. Frock coat, Captain, period just after the Indian Mutiny.
10. Lieutenant, R.I.M. shoulder strap. Engineers wore \hat{A} ¼-inch straight purple stripe between inter-woven laces. Ranks of officers from sub-lieutenant followed Royal Naval Reserve style.
11. Midshipman R.I.M. (formerly termed cadet), rank insignia on sleeve. (R.N. style collar patches not worn). Insignia was the same as a sub-lieutenant but without the inter-woven lace curl.

