

## **The Graves of Some British Military Officers/Soldiers and Civilians Buried in the British Cemetery in Sharjah 1932–1972**

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### **Abstract**

Britain was not interested in the Arab Gulf States during its high colonial era. After World War II, Britain shifted its policy and after withdrawing from India, Britain focused on the Arab Gulf States due to the huge oil reserves in its desert. Accordingly, British personnel came to Sharjah as part of the small aerodrome that was built there in 1932. With that came a church and a cemetery. This paper aims to identify the British officers and NCOs who were buried there and to determine whether they had created any controversy, particularly in Sharjah, which was and is considered a very conservative state. Furthermore, the present status of the cemetery is discussed. The paper relies on a field visit to the cemetery to read the information on the headstones as well as the records of the church that looks after it.

**Keywords:** Sharjah, Trucial States, Cemetery, Trucial Oman Scouts, Commonwealth War Graves Commission.

### **Introduction**

The location of the British cemetery in Sharjah had been largely forgotten after the establishment of the United Arab Emirates in 1971. I was only able to find it with the help of British individuals who lived in the area before 1971, including George Chapman and Mel Stewart, to whom I am grateful<sup>1</sup>.

This paper aims to discuss the graves that were found in the cemetery, to determine the cause of death of the people buried there and to find out why they were buried in the desert of Arabia rather than their home country. Some facts about their military units and some historical lessons are elaborated. The research data stemmed from several visits to the cemetery and from oral interviews with former British officers who had served in the area.

### **The British Position in the Gulf**

The first association of the British Empire with the Gulf was through the establishment of the East India Company, and in 1616, a factory at the port of Jask in Persia was established (Faris, 2010:<sup>110</sup>). From then until recently, the local interests of the British

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<sup>1</sup>. George Chapman came to Dubai in 1952 while working with the Gray Mechanize Company. Mel Stewart came with the British consultancy company called Halcrow.

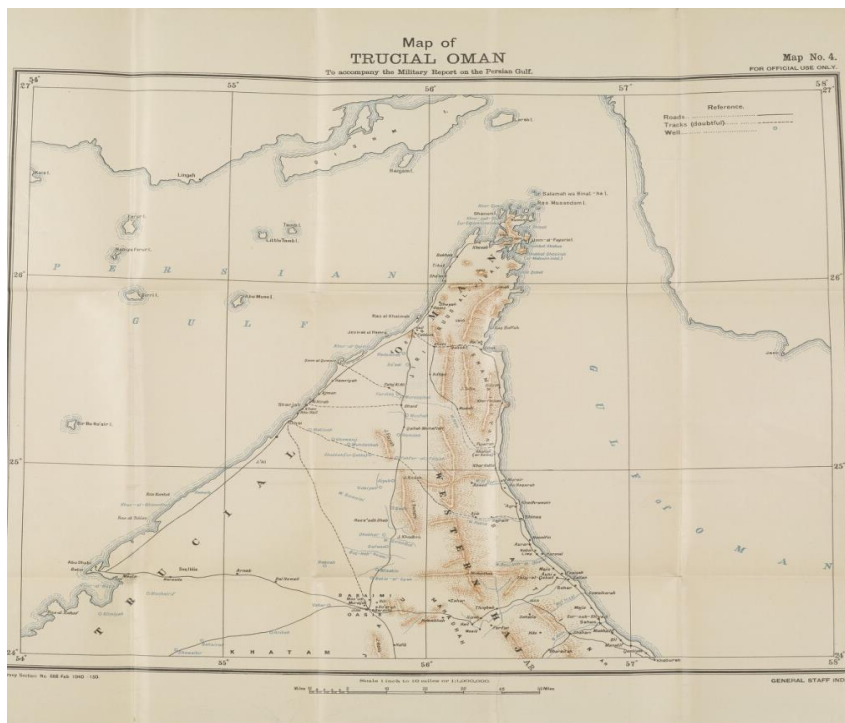
government were in the hands of the company and its agents. In 1763, the British headquarters was moved from Bandar Abbas to Bushire Residency, which then became a focal point where various political residents exercised political control over the area. From 1772 until 1819, the Arab coast of the Gulf witnessed various clashes between British troops and local Arabs, which the British government in India referred to as piracy (Al-Qasimi, <sup>1986</sup>: 32-33). However, after the General Peace Treaty of January 1820, the Arab coast accepted British rule, and the rulers of the Gulf undertook various engagements, such as the 1853 Truce Treaty, the 1871 Telegraph Agreement, the 1864 Slave Agreement, the 1892 Exclusive Treaty, and the 1922 Oil Agreement. These different engagements hindered the authority of the Arab Sheikhs on the coast, and gradually they became dependent on British support and protection (Aitchison, 1933: Part 2).

In 1823, the active political resident, Lieutenant Macleod toured the Arab coast and in his report recommended the establishment of an agent in Sharjah to look after the British peace policy with the Arabs. The agency was opened in 1825 in Sharjah, though headed by a "Native" agent who was from the Persian side of the Gulf (Tuson, 1990: 471-479).

Before World War I, Britain's policy towards the Gulf was influenced by the following factors:

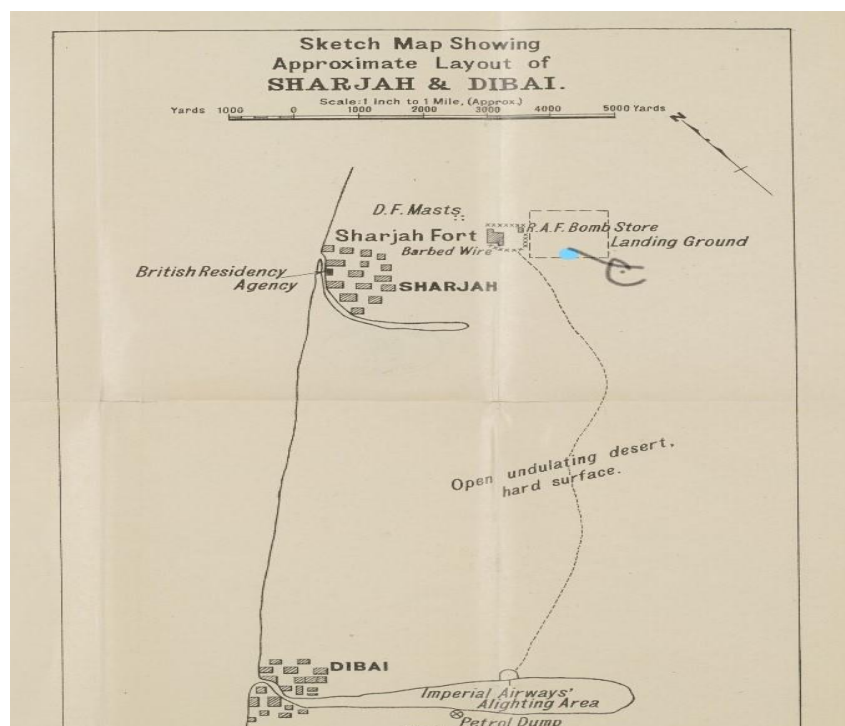
- a. The threat of Ibn Saud: Kuwait and the Trucial States were under continuous threat by Ibn Saud of Arabia. Thus, an active policy vis-à-vis Ibn Saud was articulated by Major Cox, the Political Resident in the Gulf. In 1922, Ibn Saud agreed to sign the Al Ajeer Treaty, by which his threat to Kuwait and the Trucial States was pacified (IOR/R/15/1/574 Files 61/12).
- b. The Persian threat to the Trucial State put forward serious claims to the suzerainty of the Arab islands of Henjam, Sirri, Tunbs and Abu Musa (<https://www.google.ae/maps/@25.8021977>).
- c. The development of pre-war policy, which rallied Arabs of the Gulf to support Britain's war efforts (IOR/R/15/1/731(1) Historical Summary).
- d. The question of oil in the Gulf, and how to protect it from German agents (IOR/L/PS/12/3949 Coll 30/209 'Oil').
- e. The development of lightening and buoying in the Gulf to prevent other powers from interfering in Gulf affairs (Tuson, 1990: 561-626).
- f. The protection of wireless telegraph stations in the Gulf (IOR/L/PS/18/B392 'Wireless Telegraph Stations').
- g. The shifting of air communications bases from the Persian to the Arabian side of the Gulf (IOR/L/PS/12/1955, Coll 5/10 'Air Route to India').

The last item needs more clarification. After the Great War, the British Empire had expanded so widely that it needed to be connected via various bases. In 1932, the ruler of Sharjah, Sheikh Sultan bin Saqr, agreed to allow Britain to establish a small air strip in his emirate. Thus, for the first time, British persons resided in the Emirate of Sharjah. Furthermore, the small base at Al Mahatta had increased Sharjah's strategic value, making it an important hub that connected the British Empire (Al-Qasimi, 2009: 54-58). (Figure 1 and Figure 2).



**Figure 1. Map of the Trucial States in 1940.**

Source: IOR/L/PS/20/C252, British Library, India Office Records, 'Military Report and Route Book. The Arabian States of the Persian Gulf. 1939', 1940.



**Figure 2. Map of Sharjah and Dibai showing the British RAF Station where the British Cemetery "C" was located in 1940.**

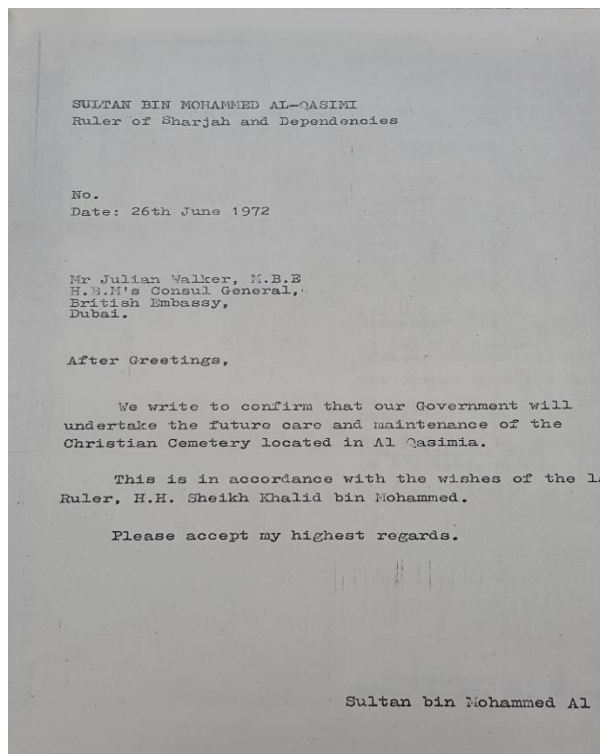
Source: IOR/L/PS/20/C252, British Library, India Office Records, Military Report and Route Book. op. cit.

In 1947, India became independent, while the Gulf remained important due to its oil reserves. Therefore, the British Residency was moved from Bushire in Iran to Bahrain. A British political officer had been stationed in Sharjah since 1939, but he spent only winters in Sharjah. By 1954, however, the British Political Agency was moved to Dubai. Sharjah remained important due to the establishment of the British-officered troops named the Trucial Oman Scouts (TOS), who were stationed there in 1951 as the first British-commanded force. In addition, HM Royal Air Force (RAF) was stationed in Sharjah since World War Two (RAF Museum: nd<sup>1</sup>).

Accordingly, British officials, steamer captains, soldiers and various British subjects visited the shores of the Gulf, and some of them resided in the Gulf to perform certain duties to the *raj*. In this context, the role of the Sharjah cemetery can be understood and evaluated.

### The British Cemetery in Sharjah

The small British community in Sharjah needed a church as well as a cemetery. They were established in the early 1930s, according to Rev. Ernesto of St. Martin's Church at Sharjah<sup>2</sup>. The small graveyard is a valuable source of history, and it tells us a great deal about the British presence in the Gulf during that era. Furthermore, it reflects important events in the history of the Gulf. It contains many clues and symbols that might shed more light on the history of the armed forces. There are more than 72 graves in the cemetery, divided into two graveyards within the same cemetery: one is new and clean, but the other is old and decrepit. However, it needs to be pointed out that the government of Sharjah has taken over the responsibility of maintaining the cemetery, as required by the Cemetery administration in a letter sent to the British Embassy in Dubai in 1972. The maintenance of the cemetery by the government of Sharjah meant that the cemetery has faced no opposition from the inhabitants of the Emirates and was accepted as part of the long historical relationship with the British people.



**Figure 3. Letter about the British Cemetery Sent to the British Embassy in Dubai, 1972.**

Source: FCO 8/2140, 1973 Jan 01 - 1973 Dec 31, Christian cemetery at Sharjah. Arabian Gulf Digital Archive, Abu Dhabi.

<sup>2</sup>. An Indian Rev. oversaw St. Martin's Church until an American priest was appointed in 2018.





**Figure 4. The British Cemetery in Sharjah in 1972.**

Source: TOS Association, UK.

***The Civilian Cemetery.*** The older crumbling, decaying cemetery contains more than 50 headstones. Most headstones have no markings, and the place is used as a dumping area for the church<sup>3</sup>.

Most of the graves are without names and covered by grass that has grown over time. The headstones are often simply bricks that were placed on the graves.



**Figure 5. The Civilian Part of the Cemetery.**

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<sup>3</sup>. In my last visit to the cemetery in January 2020, I found that the military graves and those of a few civilians had been moved to a smaller graveyard; the old cemetery had been taken over by the church to build offices.

Source: Photograph of the author, 2020.



**Figure 6. The British Cemetery in 2018.**

Source: St. Martin's Anglican Church, Sharjah Records, 2020.

However, through the help of Alison Kelly from the Sharjah Museum, some graves can be identified, even though the names are barely readable. One such example is that of Captain H. W. Brammall D.S.O., D.S.C., who was born on 27 February 1906 and died at sea on 10 February 1967. Captain in this case likely meant a ship's captain, not a military rank, though St. Martin's Church Records considered him as a captain of the British navy<sup>4</sup>. I do not think that was the case, otherwise his grave headstone would have been renewed by the authorities like the others. Furthermore, it appears that he died in the waters of the Gulf, close to Sharjah; thus, his body was brought to this cemetery.

<sup>4</sup>. St. Martin's Anglican Church, Sharjah Records. <https://chaplain17.wixsite.com/anglican-sharjah/our-cemetery>.





**Figure 7. Tombstone of Captain H.W. Brammall D.S.O., D.S.C.**

Source: Photograph of the author, 2020

Another civilian buried in the cemetery was Edward James Horne, who died on 4 October 1964 at the age of 36 years. He was likely in the British civil service because his grave has neither a military rank nor any other information. If he was not an employee of the British government, he may have been passing through via the Sharjah Airport, which was active at that time as a staging post for Australian passengers and travelers to Southern Asia.



**Figure 8. Grave of Edward James Horne**

Source: Photograph of the author, 2020

With the help of Reverend Ernesto and the Reverend Fr. Drew Wayne Schmotzer<sup>5</sup>, I was able to identify two more names:

- Frederic Johnston, who died on 23 February 1967.
- Mike David Attfield, who died in 1970.

### **The Commonwealth War Graves Commission (CWGC)**

There are 12 non-World War service burials in the care of the CWGC in the Sharjah Cemetery. Most of them were part of the British Gulf command that was initially run from Aden; after 1967, its headquarters was in Bahrain. The Sharjah base played a significant role in putting down the Omani *Imamate*<sup>7</sup> War (Phillips, 1966: <sup>6</sup>) of 1955–1959, as well as the *Dhufar* Revolution of Oman<sup>7</sup>, which erupted in 1964 and lasted until 1977 (Jeapes, 1988: 22-56). In addition to the Royal Air Force base at Sharjah, there were two other military garrisons: the British armed forces (mostly after their withdrawal from Aden in 1967) and the British-officered Trucial Oman Scouts. In 1967, the TOS were transferred to another military garrison at al Murgab, between Sharjah and Ajman, which Sheikh Khalid bin Mohammed al Qassimi, the ruler of Sharjah from 1965 to 1972, had agreed to rent to the British government at the annual cost of 100 thousand pounds sterling<sup>8</sup>. Accordingly, a British burial place became a necessity due to presence of three British military branches: RAF, Army, and TOS.

<sup>5</sup>. Interview with The Revd. Fr. Drew Wayne Schmotzer, Parish Priest of St. Martin's Anglican Church, Sharjah, UAE, 15th December 2020.

<sup>6</sup>. The term *imamate* came from Imam (Religious leader). Some schools of Islamic thoughts, mainly the *Ibadi* faith, emphasise the leadership of an Imam as an elected leader who looks after believer's spiritual as well as worldly affairs. The leaders of 1957-59 war were Omani from the interior who had support from Saudi Arabia, Egypt, and American/Arabian Oil Company of Aramco. For further information see: Ian Skeet, (1974). *Muscat and Oman: the end of an era*.

<sup>7</sup>. The *Dhufar* region in Oman had witnessed guerrilla warfare that lasted for more than ten years.

<sup>8</sup>. Sir Terence Clark (Political Agent at Trucial States 1965-1969), London: 21/7/2015. Author Interview



This small graveyard belongs to the Commonwealth War Graves Commission (CWGC), located within the old British cemetery at Sharjah. According to a letter from the CWGC to the present researcher, there are 12 graves that are considered to belong only to the CWGC<sup>9</sup>.

**Names of those Military personnel under supervision of the CWGC:**

**In the following pages are the stone epitaphs of those who were buried at the Sharjah British cemetery, provided by officers and other personnel who served in the RAF, the TOS, or the British Army.**

**Trooper R. H. Brierley.**

Regiment: 9th/12th Royal Lancers

Service No: 23538132

Date of Death: 18 April 1963



**Figure 9. Tombstone of Trooper R. H. Brierley.**

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<sup>9</sup>. Letter from the CWGC to the writer. London, 23\12\2009.

Source: Photograph of the author, 2020

On 18 April 1963, a serious, tragic accident involved a plane called twin pioneers, which was flying from Sharjah to Bu Hafafa, an oil company's strip of land southwest of Buraimi in the Empty Quarter. This plane crash killed 8 persons; 4 of them were Arabs from TOS and four were British citizens. The only survivor was an Arab from Al Ain city called Obaid bin Aboud<sup>10</sup>. Amongst them was Trooper Brierley, of the 9<sup>th</sup>/12<sup>th</sup> Lancers (Lee, 1980: 261-262).

### **Major R. Lewis**

Regiment: 9th/12th Royal Lancers

Service No: 360420

Date of Death: 18 April 1963



**Figure 10. Tombstone of Major R. Lewis.**

Source: Photograph of the author, 2020

Major R. Lewis died in the *Bu Hafafa* aircraft accident along with the pilot, Flight Lieutenant Bull, his navigator, Flight Lieutenant Evans<sup>11</sup>, and Trooper Brierley. Four Arabs

<sup>10</sup>. Obaid bin Aboud (the only Arab survival) lived in Al Ain and lived long after the air crashes of Abu Hafafa. His story became famous and to extent a legend and that made the British officers to investigate with him several times with the question "Why you did not die". His answer was "Allah saved me". Sources: Telephone call to Dr. Khalifah Al Balooshi, cousin of Obaid. Also interview with Col. Khalifah bin Alloy Al Kaabi, Ajman, 14 March 2022.

<sup>11</sup>. There is no information about the location of the graves of Flight Lieutenant Bull and Flight Lieutenant Evans. Certainly there is no trace of their graves in the Sharjah Cemetery. Furthermore, I remember my brother telling me that he went on a TOS military patrol to *Bu Hafafa* from Jaheli Military camp in Al Ain in 1963, and once they



from the TOS were also killed in the same incident. The reasons that were given for the crash were the heat of the desert and sand that caused engine failure (Lee, op. cit.: 262).

**Trooper A. Burton**  
**Regiment: Royal Tank Regiment, R.A.C.**  
**Service No: 23875168**  
**Date of Death: 4 December 1963**



**Figure 11. Tombstone of Trooper A. Burton.**

Source: Photograph of the author, 2020

Trooper A. Burton had served with the British Army Brigade that used to spend 18 months as part of their military services at Sharjah. British troops were stationed in the Arabian Gulf as part of the British Command in the Middle East, which in 1963 was stationed in Aden. The Royal Tank Regiments used Ferret tanks which were suitable for the terrain of the area. It seems he died a normal death at the British base in Sharjah in 1963.

**Senior Aircraftman D. A. Stewart.**

arrived, there was a strong smell of human burned flesh. From that story, one would assume that some of the bodies were completely burned and thus they were not repatriated to the UK. Accordingly, the bodies of Bull and Evans were the only bodies that were taken back home. The bodies of the Arabs were buried at Al Ain cemetery because all of them came from that city. Heyee Hamad al Shareef, ex-TOS driver, Masfout, 2020.



Regiment: Royal Air Force  
Service No: 684069  
Date of Death: 29 February 1964



**Figure 12. Tombstone of Senior Aircraftman D. A. Stewart.**

Source: Photograph of the author, 2020

Aircraftman Stewart died on 29 February 1964 and was buried during a ceremonial service at the cemetery. There is no information on the cause of his death, which was mostly likely of natural causes. There were no crashes reported that year, nor were any actions taken against the rebels in Oman.

**Corporal A. W. Day**

Regiment: Royal Corps of Signals  
Service No: 23238330  
Date of Death: 10 November 1964



**Figure 13. Tombstone of Corporal A. W. Day.**

Source: Photograph of the author, 2020

There are two headstones for Corporal Day. The newer one shows that he was a member of the Royal Corps of Signals without offering more details. The second headstone, however, displays a symbol that he was with the TOS when he was killed in November 1964 (Mann, 1994: 149). Day died at sea, during a patrol in the Gulf in the commander's boat. His body was brought on the order of the TOS commander, Colonel Bartholomew<sup>12</sup>. The TOS flag is clear on the older headstone; however, in 2008, it was replaced by a new flag without the TOS insignia. Mr. Lawson, who oversees the British CWGC in the UAE, is not moved by the findings, and he does not think they are significant<sup>13</sup>. However, the British military policy of service in the Gulf involved a kind of volunteering, whereby some British officers imagined new beginnings for themselves by serving in the deserts of Arabia. Lieutenant Anthony Shepherded, who served with the TOS in 1957–1959, called this an “Arabian Adventure”, adding: “although I had little idea of where I was going”

13. <http://www.trucialomanscouts.org/TOS/Welcome.html>. Col. Mat. Bartholomew served as TOS Commander, 1961–1964.

<sup>13</sup>. Phone call to M. Lawson, Sharjah, 12/01/2010.



(Shepherd, 1961: 22).

**Lance Corporal K. F. A. Ainsworth**

Regiment: 1st The Queen's Dragoon Guards

Service No: 23836045

Date of Death: 8 July 1967



**Figure 14. Tombstone of Lance Corporal K. F. A. Ainsworth.**

Source: Photograph of the author, 2020

Lance Corporal K. F. A. Ainsworth was with the British troops who were stationed at Sharjah as part of the British forces drawn from Aden in 1967, following the revolution there. He died in July 1967, during the withdrawal years from Aden (De Butts, 1995: 144-162).

**Lance Corporal E. T. Mills**

Regiment: Royal Electrical and Mechanical Engineers

Service No: 23876415

Date of Death: 15 December 1967





**Figure 15. Tombstone of Lance Corporal E. T. Mills**

Source: Photograph of the author, 2020.

Lance Corporal E. T. Mills was with the British forces in Sharjah as part of the British brigade that used to carry out exercises in the desert area of the Trucial States. He died during his work as an electrical engineer looking after the British army's electricity in Al Mahattah and Sharjah.

**Major D. P. Tibbey**

Awards: M.B.E.

Regiment: Royal Army Pay Corps

Service No: 366389

Date of Death: 18 April 1968



**Figure 16. Tombstone of Major D. P. Tibbey.**

Source: Photograph of the author, 2020

Major Don Tibbey was the paymaster for the soldiers who served with the TOS in 1957 as a captain and was later promoted to major. He died on 18 April 1968. It seems the causes of his death were health problems and the heat of Arabia<sup>14</sup>.

**Lance Corporal J. N. MacNaughton**

Regiment: Royal Army Ordnance Corps

Service No: 23927506

Date of Death: 1 April 1968

According to the letter from CWGC, Lance Corporal J. N. MacNaughton came with the British Army from Aden in 1967 to Sharjah. He died while on duty but no information is available about the cause of his death.



**Figure 17. Tombstone of Lance Corporal J. N. MacNaughton**

<sup>14</sup>. Interview with his son. London: 2016.



Source: Photograph of the author, 2020.

**Trooper L. P. John-Basford**

Regiment: Queen's Own Highlanders

Service No: 24056529

Date of Death: 18 April 1968



**Figure 18. Tombstone of Trooper L. P. John-Basford.**

Source: Photograph of the author, 2020.

Trooper L. P. John-Basford came with the British forces from Aden post-withdrawal in 1967. It seems he died of natural death with no clear records of his death.

**Leading Aircraftman I. R. D. Clephane**

Unit: R.A.F. Police

Regiment: Royal Air Force

Service No: 4285432

Date of Death: 18 April 1969





**Figure 19. Tombstone of Leading Aircraftman I. R. D. Clephane.**

Source: Photograph of the author, 2020.

**Leading Aircraftman** Clephane died in Sharjah in 1969. His death was a natural one with no related actions.

**Warrant Officer Class II C. V. Forth**

Regiment: Royal Corps of Signals

Service No: 22296093

Date of Death: 25 November 1972



**Figure 20. Tombstone of Warrant Officer C. V. Forth.**

Source: Photograph of the author, 2020.

It seems that Warrant Officer Class II C. V. Forth died after the withdrawal of British troops from the Gulf. He was on a secondment, working with the UAE's defence forces. Forth was the last British soldier to be buried in the Sharjah cemetery.

**Table showing the number of deaths by year Sharjah Cemetery, 1963–1972**

1963	1964	1967	1968	1969	1972
Trooper <b>BRIERLEY</b> Died in air crashes <b>1963</b>	<b>Corporal</b> DAY Died while on patrolling duty in the Arabian Gulf	<b>Lance</b> <b>Corporal</b> <b>Ainsworth</b> Died at <b>Sharjah</b> <b>Army base</b>	Lance Corporal McNaughton, J. N. Died at Sharjah British	<b>Leading</b> <b>Aircraftman</b> CLEPHANE Died at RAF base at Sharjah	<b>Warrant</b> <b>Officer</b> <b>Class II</b> <b>FORTH</b> Died while serving

			Military Camp		with Union Defence Force as normal death
Major LEWIS Died in air crash 1963	Senior aircraft STEWART Died at RAF base Sharjah	<b>Lance Corporal MILLS</b> Died at Sharjah British Army base of normal death	Major TIBBEY Paymaster died at Sharjah base of various health problem		
Trooper BURTON Died at Sharjah British Army base			<b>Trooper JOHN-BASFORD</b> Died in Sharjah in the British Army Camp		

According to the table, the number of deaths of British officers and soldiers serving at Sharjah varied from year to year. In 1963, there three bodies were buried there, and their deaths were caused by the crash of the airplane at *Bu Hafafa* in that year. There was no burial of British soldiers at the cemetery in either 1965 or 1966. In 1972, Forth was the last British soldier to be buried there. He was most likely serving with the Union Defense Force, which had replaced the TOS.

### Conclusion

The British cemetery at Sharjah is fascinating due to its location as well as its historical evidence. Certainly, it is sad to come across a historical yet crumbling graveyard and feel helpless to do anything<sup>15</sup>. However, the CWGC section is clean and full of details. It is marvelous to see that this cemetery has survived at Sharjah for so long without any interference by the Sharjah government. One explanation for this could be the liberal policy that the rulers of the Gulf are following. The other important point, however, stems from the respect given to the British soldiers who died fighting to keep peace in the Gulf.

The readings of several clues and symbols of this cemetery enrich us with different

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Due to expansions of Sharjah's city with modern building surrounding the Church, besides increase in number of Christians coming to work in Sharjah, the Church administration decided to reduce the size of the cemetery and expand the Church compounds.

<sup>18</sup> Meeting with The Revd Fr. Drew Wayne Schmotzer, Sharjah, 15th December, 2020. For comparisons on the Cemetery's location now and then in 1960s see Figures 1 and 2.



points that enlighten us with new information on the British-Gulf relationship.

The RAF carried out some operations in the Gulf. Furthermore, those operations were accompanied by local Arabs, as soldiers with or guides for British troops. In addition, the TOS soldiers were enlisted to guide British troops through the deserts of various regions, such as the Empty Quarter.

The other point to emphasize is that most of the casualties occurred in the 1960s for two reasons. First, the internal rebellion of both the *Imamate* of Oman, as well as the *Dhufar* Revolution, caused various casualties amongst the British soldiers. Second, due to the withdrawal of the British troops from Aden, the numbers of troops had increased at Sharjah. However, the important point here is that most, if not all, of those who were buried at Sharjah cemetery died either in plane crashes or car accidents, drowned in wadis, or simply passed away due to natural causes. One could argue, therefore, that there was no fighting in the Emirates that involved the British forces. Accordingly, Britain could have likely stayed for more years in the Emirates without any resistance; thus, the decision to withdrawal from the Gulf in 1968 was influenced by factors outside the Emirates.

This cemetery was important to investigate for several reasons. First, its evidence sheds more light on the British presence in the Gulf. Second, it helps historians rewrite the Emirates' history in light of this new information. Third, the cemetery provides an explanation for the social life and religious practice of Christian graves in the Arabian Desert. Finally, in the graveyard, there is an amount of information on the names, ranks, and military units that were stationed at Sharjah.

## قبور بعض العسكريين البريطانيين والمدنيين بالمقبرة الإنجليزية في الشارقة 1932-1972م

سيف محمد بن عيود البدواوي\*

### ملخص

لم ترغب بريطانيا العظمى في السيطرة على أراضي الساحل العربي وإنما اكتفت بالسيطرة في مياه الخليج العربي، لكن بعد الحرب العالمية الثانية، خاصةً بعد الانسحاب من الهند في عام 1947، قرّرت بريطانيا التركيز على دول الخليج العربي لما فيها من خيرات، ولا سيّما كميات النفط المتوفرة بكثرة في أراضيها. من أجل ذلك، بدأ توافد البريطانيين على الشارقة، خاصةً بعد تأسيس مطار المحطة فيها عام 1932، وبجانب المحطة بُنيت كنيسةً صغيرةً للجنود والجالية البريطانية، وصاحب ذلك وجود مقبرة بريطانية تمّددت تدريجياً من خلال دفن الذين قضوا حتفهم خلال وجودهم في المنطقة. وعليه، فتركزت هذه الورقة على المقبرة البريطانية، خاصةً على الضباط والجنود الذين دفنوا فيها، ومعرفة فيما إذا تسبّب وجود مثل تلك المقبرة في صراعات ومشكلات لدى الأهالي في الشارقة كونها إمارة محافظة. إضافة إلى ذلك، سوف تناقش الورقة وضع المقبرة الحالي وما آلت إليه بعد التطور العمراني في المنطقة. اعتمدت الدراسة على عدة زيارات ميدانية للمقبرة في الشارقة وقراءة الشواهد التي على القبور وكذلك سجلات الكنيسة التي تشرف عليها، إضافة إلى الكتب والوثائق التي نُشرها حول الموضوع من عاشوا في الإمارات خلال مرحلة التواجد البريطاني في الخليج العربي.

**الكلمات الدالة:** مقابر الحرب، قوة ساحل عُمان، الإمارات المتصالحة، الشارقة، لجنة مقبرة الحرب للكونغرس.

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تاريخ استلام البحث 2021/12/24، وتاريخ قبوله للنشر 2022/8/10.



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