

THE GALLIPOLIAN

THE JOURNAL OF THE

GALLIPOLI ASSOCIATION



SS 'RIVER CLYDE' AT V BEACH 25 APRIL 1915

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AUTUMN 1989

THE GALLIPOLIAN
The Journal of the Gallipoli Association
(Founded by Major E H W Banner in 1969
on the campaign of 1915)

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ASSISTANCE FOR VETERANS

If any Veteran wishing to attend the AGM and the Autumn Lunch requires assistance with travel costs and arrangements please could he contact the Hon Secretary. There is a small fund available and we hope that Veterans will avail themselves of the opportunity and join with us on the 11 October.

OBITUARY

It is with deep regret we record the death of our President, Lieutenant Colonel Malcolm Hancock MC on 6 May 1989, at the age of 92.

Malcolm Hancock went to Gallipoli as a Second Lieutenant with the Northamptonshire Regiment, landing at Suvla Bay in mid-August 1915 eventually becoming Brigade Bomb Officer. He was awarded the Military Cross for 'bringing wounded men to safety in the full face of enemy fire'. He was also Mentioned in Despatches. He was wounded on 1 November and evacuated to Egypt, and was later seconded to the West African Rifles.

In World War II Malcolm Hancock had a most unusual role. Now serving with the Coldstream Guards he was appointed to the Coates Mission, a small select band of Officers and men charged with the task of providing protection to the Royal Family during the dark days of 1940 - 1942. The Mission was named after its first CO, Major J.S. Coates. His only orders were to guard the King and Queen and the two Princesses and in an emergency escort them to a place of safety. The close involvement of the Mission with the Royal Family caused the King to refer to them as his 'Private Army'. The Mission was disbanded in January 1943 when invasion was no longer a possibility.

At the end of the war another unusual posting, to be in charge of Welfare Services in Berlin. In Malcolm's own words 'the prospect of being responsible for providing suitable leisure amusement for something like a Division with strict non-fraternising was mind boggling'. He served in this role until being de-mobilised in August 1945. Among his last duties the opening of the NAAFI Club, the Winston Club, by Winston Churchill and the requisitioning of the Berlin Philharmonic Orchestra.

Malcolm was elected President of the Gallipoli Association in 1983 having previously been a Vice President, and his presence at all our gatherings will be warmly

remembered by all those fortunate to meet him. Although unable to be with us on 25 April we were very much in his thoughts. He sent a loyal greeting on our behalf to Her Majesty the Queen, and her reply is reproduced on page 6.

Note: The copy of this edition used for scanning contained an original colour photo pasted onto this page, below. Since it was thus available, it has been scanned in full colour. It is anticipated that this an 'editor's' copy, and circulated versions of this edition may not contain the image in colour.



The President at the Cenotaph, 25 April 1988. Left to right, Jack Gearing, the Prime Minister of New Zealand, David Lange, the President, Lieutenant Colonel Malcolm Hancock MC, Michael Hancock.



BUCKINGHAM PALACE

5th April, 1989.

Dear Colonel Hancock,

Thank you for your letter containing a message to The Queen from the Gallipoli Association.

I have laid this before Her Majesty, who has commanded me to send you the enclosed reply.

*Yours sincerely,
Kenneth Scott.*

(KENNETH SCOTT)

Lieutenant-Colonel M.E. Hancock, MC.



BUCKINGHAM PALACE

Lieutenant-Colonel M.E. Hancock, MC,
President,
Gallipoli Association.

I send my warm thanks to you and all members of the Gallipoli Association for your kind and loyal message of greetings, sent on the occasion of your Annual Anzac Day Luncheon today. I was delighted to receive this message and send my best wishes to you all for a most enjoyable occasion.

ELIZABETH R.

25th April, 1989.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Gallipoli Association will be held on Wednesday 11 October in the Guards Club, commencing at 11.15 a.m.

PLEASE NOTE CHANGE OF DATE FROM THAT GIVEN IN SPRING GALLIPOLIAN.

AGENDA

- ✓ 1. Apologies for absence
- ✓ 2. Minutes of AGM held on 12 October 1988 and printed on next page
- ✓ 3. Chairman's Report
- ✓ 4. Treasurer's Report. The accounts for year ending 31 December 1988 have been circulated, and a report printed in the Spring Gallipolian
- ✓ 5. Secretary's Report
- ✓ 6. Election of President
7. Election of Officers and the Committee
8. Any other business. Members wishing to raise any item should do so in writing to the Secretary at least 21 days before the date of the AGM

AUTUMN LUNCH

The Autumn Lunch will follow the AGM, see separate booking form with details.

The guest will be Lieutenant Commander Michael Wilson RN Retired who will speak on submarine activity in the Sea of Marmora in 1915.

MINUTES OF THE ANNUAL GENERAL MEETING HELD AT THE
VICTORY SERVICES CLUB, MARBLE ARCH, 12 OCTOBER 1988

The President and 21 members were present.

The Minutes of the AGM held on 30 September 1987 were approved and signed as a correct record.

The Chairman presented his Report for the year, (this was subsequently published in Gallipolian No. 55, pages 6-8). The Report was adopted.

The Treasurer presented his report, emphasising the sound finances of the Association and this together with the Annual Accounts were adopted.

The Secretary presented his Report highlighting the encouraging number of new members including several veterans. The Report was adopted.

The following Officers were elected for the year 1988 - 1989.

✓ Chairman	Captain C.T.F. Fagan
✓ Secretary	J.C. Watson-Smith
✓ Treasurer	D.F. Bland
✓ Members Secretary	N. Pollitt
✓ Editor	D. Saunders

The following were elected to serve on the Committee in addition to the Officers for the year 1988-1989.

✓ Major J.F. Ford	F.J. Dooley
Captain D.M. Penrose TD	R.M.S. Hancock
N. Anthony	D.A. Pollard
Major General A.J. Trythall CB	

Following a short discussion on help for Veteran members wishing to attend meetings of the Association and connections with Turkey the meeting then closed.

NEW MEMBERS

In the original printed journal, this page and the next, and a section of that following, contain names and full address details of new members, and also address amendments.

For reasons of data protection and personal privacy, this content has been omitted.

ANZAC DAY VIDEO

A video record was made of Anzac Day, 25 April 1989 for Jack Gearing (0507V) and his family. The ceremony at the Cenotaph, the entrance by veterans and others to the Westminster Abbey Service and the lunch at Wellington Barracks are all included. Copies of the video (VHS only) which runs for 35 minutes are available at £12.50 incl. postage from Mrs. Eve Essex, 3 Westbourne Mansions, 148/50 Sandgate Road, Folkestone, Kent CT20 2HS.

CHANGE OF ADDRESS

OBITUARY

With deep regret the following names are recorded:

- 0731V Lt-Col M E HANCOCK MC. President of Gallipoli
 Association (2/Lt 1/4 Northampton Regiment)
- 0936V J E CHANDLER
 (P/O RND BENBOW Bn)
- 0761V Capt S J HODGSON MC
 (28th Battalion AIF)
- 0863V I de KEYSER OBE
 (Sapper RE [Signals] FF Cable Section;
 2nd Mtd Div)
- 0613V J W TOLLET
 (RAMC 39th Field Ambulance 13th Division)

A NURSE AT LEMNOS

The death was announced in March of Mrs. Mabel Rutherford aged 101, of Ontario, Canada, one of the oldest women survivors of the Kaiser's War. She served as a nurse both at Gallipoli and Salonika on board a Canadian Army hospital ship.

ANZAC DAY CEREMONIES

There seemed to be even more onlookers and friends present in Whitehall on 25 April when rain earlier in the morning eased away as we gathered. In the absence of the President, the wreath of the Gallipoli Association was laid by Major John Ford.

The Commemorative Service in Westminster Abbey was well attended, and again the arrangements worked well, with Veterans, Members and guests being seated together. The First Lesson was read by His Excellency, the High Commissioner for New Zealand, Mr. Bryce Harland and the Second Lesson by the Acting High Commissioner for Australia, Mr. David Evans.

Afterwards the younger Members walked, the Veterans were driven, the short distance to Wellington Barracks where the lunch was held by kind permission of Lt. Colonel E. Armitstead, Office Commanding 1st Battalion Coldstream Guards. No fewer than 61 were present, we could not have taken more, indeed several who tried to book late were disappointed. The meal was excellent and afterwards we were royally entertained by a quartet from the Regimental Band of the Coldstream Guards under Sergeant Griffiths. The Chairman thanked Colonel Armitstead, Major Mather the Quartermaster, Mr. Chamberlain the Master Cook, Colour Sergeant Quinlivan and all the Mess staff, and the many people in 1st Battalion, Coldstream Guards who had been involved. Nine veterans were present, the oldest Jack Gearing, the youngest Ben Adams and in between Harry Baker, Albert Thompson, Colonel Adshead, Arthur Scudamore, I. Newman, Randolph Chadwick and John Ford. All stood and said a few words, in several cases more, to the appreciation of those assembled. Members were sad to learn of the funeral earlier in the day of Bert Hibberd (0270V) who had served with the 9th Warwickshires at Gallipoli.

It was late afternoon before the first members and guests departed from Wellington Barracks after what everyone agreed had been a most remarkable and very pleasant day. Old friendships were renewed, new friendships were made, all in the memory of that very special day, 25 April 1915.

ROYAL BRITISH LEGION & GOVERNMENT SPONSORED
PILGRIMAGE TO GALLIPOLI
21 - 28 APRIL 1990
75TH ANNIVERSARY PILGRIMAGE

The Pilgrimage Department of the Royal British Legion is the recognised specialist in the field of visits to overseas war cemeteries and memorials, covering some 30 different countries each year.

The Department also administers the war widows scheme, on behalf of the MOD, which enables a widow to visit her husband's grave at only 1/8th the normal cost. However anyone may apply to join a Pilgrimage (at their own expense), relatives, veterans, historians, students etc. All are extremely welcome and they will have the opportunity of seeing the beautiful Peninsula - once a scene of bitter conflict - now a peaceful parkland; also other sites forever associated with this costly and sad campaign involving the British and Commonwealth Forces.

We can cover all the cemeteries and if anyone wishes to make a special visit please let us know. There will also be the opportunity of visiting the last resting place of Pte Simpson, forever associated with his donkey, Florence Nightingale's Hospital at Scutari, the Turkish Gun replacements which wreaked havoc with the British Navy (ironically; these same naval guns were made in Birkenhead and sold to the Turks!), and the museums at Topkapi and at Troy, a memorial of a different kind.

The cost is expected to be around £795 on the basis of Full Board, all travel to the Battlefields, Cemeteries/Memorials as requested, attendance at the official Service of Remembrance, comprehensive Insurance, transfers to/from London Airport, poppy spray, accommodation, flights and ferry crossings. Details from The Pilgrimage Department, The Royal British Legion Village, Aylesford, Maidstone, Kent, ME20 7NX (0622) 716729/716182.

Correction to Page 13 Spring 1988 Gallipollian

The last sentence to the first paragraph should read
In Turkey it is responsible for the maintenance and upkeep of 22966 graves in 36 separate sites and for the maintenance of 6 memorials bearing the names of 36617 casualties who have no known grave.

RHODES JAMES, ROBERT GALLIPOLI Papermac 1989
384 pages, 15 illustrations, 23 maps £8.99

I was fortunate in receiving as a Christmas present a first edition (published by Batsford, 1965) of this classic book, shortly before my first visit to Gallipoli. In 1984 it was republished as a paperback by Pan in their Grand Strategy series, though of late even that has been out of print. It is with some pleasure that one is able to draw members attention to a further reprinting, again in paperback. There are fewer illustrations than in the two previous editions, but all the maps are included. A new and extended preface makes fine reading in its own right, while the book still captivates the reader as it did nearly a quarter of a century ago. One is not surprised to read that of all the authors books this is the most successful in both sales and library borrowings.

The preface concludes:

Each reprinting of my book has been so warmly received that I hope this latest one will attract a new generation of readers who have, like me, fallen under the strange hold on the heart and the imagination that Gallipoli continues to exercise, over seventy years after the great enterprise ended.

I am sure all members will echo these sentiments, those who have the earlier edition will turn once more to search its pages, those less fortunate will promptly purchase the present volume.

VETERANS 100 YEARS OLD

Our congratulations to E.H. Haire of Edinburgh. One of our 'youngest' veterans, youngest in the sense that he joined the Association as recently as the summer of 1988. He was 100 years old on 9 March.

Our congratulations also to another veteran on his 100th birthday, Jack Guthrie MM (0833V) on 30 July. He served at Gallipoli in the 162nd Machine Company with the future Field Marshall Lord Harding.

A report in the Daily Telegraph, 22 September 1969 announces the formation of the Gallipoli Association.

GALLIPOLI VETERANS TO MEET

Veterans of the Gallipoli campaign, which began in 1915 and resulted in the loss of 55,000 Allied lives, are forming a Gallipoli Association, despite the closure of many old soldiers' organisations through lack of membership.

The association is the idea of Major E.H.W. Banner, of Cowden, Kent, who said yesterday: "I thought it was high time an organisation was formed for Gallipolians, although most of us are now in our seventies and eighties."

Major Banner was first posted to Turkey in 1915 after joining the Army two years under age in 1914.

Since August he has circularised about 300 prospective members and secured 73. Plans are in hand to link the new association with the Returned Soldiers Legion of Australia.

Among the applications for membership were four from Chelsea pensioners - all in their middle seventies - and a small number from Australian and New Zealand troops who fought at Gallipoli.

Major Banner hopes to reach a membership of around 100. For an annual subscription of 5s the Gallipolians will be able to attend annual functions - a dinner, a lunch and a general meeting, and also meet old comrades from the campaign.

In the past various old soldiers' associations have incorporated Gallipoli campaigners.

He said: "Interest in the campaign is still very much alive as was proved in 1965 when a party of 100 campaigners visited Turkey to see the old battle ground."

The association will be officially launched at a dinner at the R A F Club, Piccadilly, on October 2.

Reproduced on the opposite page is the introduction by Major E.H.W. Banner to the very first issue of The Gallipollian, Christmas 1969.

GENESIS

This is the story of the founding of the Gallipoli Association

There has never been an association in the United Kingdom concerned solely with the Dardanelles-Gallipoli campaign of 1915. There have been Divisional Associations, such as the Twenty-ninth Division Association, which while very much concerned with the campaign had members who only served elsewhere; this Association closed in 1965, fifty years after the Landings on 25th April. The Royal Naval Division Association is still going strong, but it now has relatively few members who were in the campaign.

Since 1965 I have often thought that an all-Services Association could still be formed, even at this late day, but approaches to some very senior officers led nowhere: all agreed with the idea but said they were, understandably, too old. Then as an attempt at a single reunion I found sufficient Gallipolians, some known to me by name only, who were keen enough to attend either or both a lunch and a dinner which I planned for the 25th April this year (1969). The lunch was held at the Duke of York's Headquarters and the dinner at the Royal Air Force Club in London. I also arranged an additional lunch in Birmingham in the same week. Each time there was a real reunion spirit as old friends of 1915 met, some for the first time since then. There was a general call for some means of making the reunions into annual affairs.

In view of my very minor Gallipoli service I was reluctant to take steps to form such an Association, but I realized that unless I did we should get nowhere. A committee was set up and so the strategic formation of the Gallipoli Association took place on that day (25th April 1969). On 20th July the committee first met; this may be said to have been the tactical start of the Association, but the real attack commenced on 12th August with a barrage of 240 letters sent to all the various Gallipolians whose names I had. From this beginning the present membership has grown, and is still growing.

In these days while even some second-war Associations are fading away, history is being made by the foundation of this Association fifty-four years after the campaign, a sign that the Dardanelles-Gallipoli saga, that epic campaign with its naval action followed by successful landings but with indeterminate long-term results, is an everlasting nostalgic memory to those who took part in it over half a century ago.

E H W B

PORT OF BRISTOL TO GALLIPOLI*

It is not our intent to record or much discuss what happened at Gallipoli. Our concern is with those strenuous wartime years at the Port, years already legendary but remembered for the most part by vague generalities. Bristolians indeed neither had nor have they since had much more opportunity than bald figures afford of knowing what went on within the guarded gates and fences of the Avonmouth Docks. Even those within the Port knew little more unless their daily work took them about the Avonmouth quays or they were of the select few who were occupied with the confidential papers. At five minutes to eight on the evening of Saturday the 27th February the first train of 10 coaches and 17 vans and trucks was hauled by dock locomotive from the Exchange Sidings and arrived alongside the Gloucester Castle 7,999 tons gross at Shed T near the Royal Edward Entrance Lock. The train brought 8 officers and 326 men of the Portsmouth Battalion of the Royal Marines from Shillingstone on Salisbury Plain. Two more trains were hauled alongside before midnight and altogether there went aboard the Gloucester Castle that night 25 officers and 899 men of the Portsmouth Battalion with 97 horses or mules, 31 wagons and 7 cycles. The Portsmouth Battalion had been engaged in hard fighting at Antwerp. They now sailed in the Gloucester Castle on the morning tide of Sunday the 28th to new perils that were as yet three thousand sea miles distant.

*Reproduced with kind permission of the Port of Bristol Authority from the book by the late W.G. Neale The Tides of War and the Port of Bristol 1914-18 copies of the book, published in 1976, available from Port of Bristol Authority, St Andrews Road, Avonmouth BS11 9DQ. Softback £7.85, hardback £13.00. Prices include postage.

The Grantully Castle 7,612 tons gross had moored at Shed S near the Royal Edward Lock on that Saturday evening and a train from Shillingstone was brought alongside at half-past eight. This train of 10 coaches and 13 vans and trucks brought 9 officers and 291 men of the Hood Battalion of the Naval Division to which battalion Arthur Asquith and Rupert Brooke had by now been transferred. The train was empty by 9.25 p.m. Two further trains came in at 10.15 p.m. and at 20 minutes after midnight. By 1.05 a.m. on Sunday the 28th both trains were empty and altogether 33 officers and 924 men of the Hood Battalion went abroad the Grantully Castle. With them went 101 horses and mules, 25 wagons and 12 cycles. At 2.25 a.m. the first of three further trains from Shillingstone came alongside with Brooke's former comrades of the Anson Battalion. It was 6.40 a.m. before the last train was cleared and altogether 32 officers and 936 men of the Anson Battalion with 106 horses or mules and 32 wagons went abroad. The 2nd Brigade Staff also came abroad. Horses and mules are not desirable snipmates. This Union Castle liner was 450 feet long, 57 feet in width with a hold depth of 30 feet and had been converted to transport purposes. With 1,925 men and 207 horses or mules abroad, the Grantully Castle was uncomfortably full and a considerable amount of equipment was lashed down on deck. The Grantully Castle sailed on Sunday the 28th February. Violet Asquith was on the quay to wave farewell to her brother Arthur and to Rupert Brooke.

By the morning of the 28th the Royal George 11,146 tons gross at Shed P had taken abroad from three trains 10 officers and 865 men of the Howe Battalion as well as the 1st Field Ambulance together with 105 horses and mules and 25 wagons. The Alnwick Castle 5,900 tons gross took abroad the Deal Battalion of the Royal Marines and the 2nd and 3rd Field

Ambulances with a large number of mules and wagons. These ships also sailed from the Royal Edward Lock on Sunday the 28th February. On that day the Franconia, a Cunarder of 18,150 tons gross and 11,247 tons net, 600 feet long and 71 feet in breadth with a depth of hold of 40 feet, entered the Dock and berthed at Shed T immediately to the north of the inner lockgates. Aboard this ship there went from seven trains from Blandford 73 officers and 1,887 men of the Drake and Nelson Battalions as well as Divisional Headquarters of the 1st Brigade. There were also shipped 223 of the inevitable horses or mules, 55 wagons, 4 guns and 21 cycles. The 1896 Cestrian, a Leyland ship of 8,823 tons gross and 5,753 tons net, loaded the "Divisional Train" which came in or on two trains from Blandford. The 1901 Somali, a Peninsular and Oriental steamship of 6,708 tons gross and 4,225 tons net, took the 1st and 2nd Field Companies and Headquarter Staff and also the Cyclist Company, a total passenger list of 20 officers and 547 men. There were 272 cycles put abroad with 11 wagons and 137 horses and mules. Cyclists would find it rough going on Gallipoli.

The Somali, the Cestrian and the Franconia sailed on Monday the 1st March. The railway programme had provided for 31 trains to arrive between 8 p.m. on Saturday and 4 p.m. on Monday and the programme was duly kept. The rolling stock hauled to and from berth by Port locomotives amounted to 236 coaches, 39 vans, 6 horse boxes, 194 cattle wagons, 53 covered and 203 open trucks. The seven battalions of the Royal naval Division numbered with auxiliary services 249 officers and 7,746 men and with them went 1,168 horses and mules, 4 guns, 241 wagons and 361 cycles. No record has been found of the tonnage of stores loaded aboard the ships that took the Royal Navel Division from the Royal Edward Dock.

In peacetime the world-wide movement of our ships can be traced through the great daily shipping papers such as Lloyd's List. In wartime, once out of sight from the Royal Edward piers, the transports sailed over the edge of our blinkered world. But the Grantully Castle out from Avonmouth on the 28th February had a young man aboard whom frame and fate were soon to mark. The journeyings of celebrities are tracked to an extent which lesser mortals were spared. Thus we know that on the morning of the 8th March the Grantully Castle anchored off the Fish Quay at Malta 2,138 sea miles away. The following morning the Grantully Castle sailed for her first rendezvous 670 sea miles away in the great natural harbour of Mudros at the Greek Island of Lemnos in the Aegean Sea. Mudros, 50 sea miles off the mouth of the Dardanelles which is in turn 135 miles from Constantinople, was reached on the evening of the 11th March. Within the next few days it became clear that the ship's cargo would have to be unloaded and restowed. We shall later learn that practically every transport from Avonmouth had its cargo loaded upside down. What the troops would immediately need for their bitter landings was at the bottom of the holds and what they would not want for three months was on top. The magnificent bay of Mudros was quite devoid of spacious wharves and cranes and all those facilities that large and laden ships need for the unloading and restowing of mixed cargo. Restowage on such a scale would have been a laborious and frustrating business even had the ships been alongside the quays and sheds of a well-equipped British port.

On the 24th March the Grantully Castle set out from Mudros and in four days the Royal Naval Division disembarked to camp amid wind-swept sand near the docks at Port Said, 650 miles south. On the 10th April restowage accomplished, the Grantully Castle without

the Ansons steamed north towards the now congested Mudros Bay but was diverted to the island of Skyros some 60 miles south to anchor on the 17th April in Trebuki Bay with the other Royal Naval Division transports. Brooke had contracted dysentery and fever while in Egypt. Within the next few days at Skyros his condition grew worse. He died late in the afternoon of the 23rd April and was buried that night on Skyros. By early morning on the 24th the Grantully Castle was sailed north from Skyros towards Gallipoli for the dawn attacks of the 25th April.

No sooner had the last of the seven ships borne away the Royal Naval Division on the 1st March than the routine transports to and from France crowded into the Royal Edward Dock. Two more large transports soon arrived. The Atlantic Transport liner Minnewaska, 14,317 tons gross and 600 feet in length, came in on the 4th and sailed on the 5th March with 1,100 officers and men who had arrived on the morning of the 4th at Shed T with 47 vehicles and 1 horse. On the 7th there arrived another Atlantic Transport liner the Minnetonka of 13,528 tons gross and also 600 feet in length to take abroad on that day and the next 21 officers, 655 men, 127 horses, 767 mules and 181 wagons. The regiments to which these men belonged are not known but for ships of this size Lemnos or more probably Egypt would seem the likely destination.

Lord Kitchener, Secretary of State for War, had after much argument with Churchill told the War Council on the 16th February that he now agreed the 29th Division, the last division of regular troops in England, should be sent to the island of Lemnos for the assault on the Dardanelles. To Churchill's surprise Kitchener revoked this decision three days later on account of likely dangers in France.

It was March the 10th before Kitchener told the War Council that the 29th Division was now under orders for Lemnos. The first detachment arrived by rail from Coventry to go aboard the 400-foot Mercian, 6,305 tons gross, at Shed S at 7 o'clock in the evening of Monday the 15th March. This arrival at the Port within five days of the 10th March seems excellent. In fact like all the haste to get to the Dardanelles it was disastrous. A number of large transports to take the 29th Division to Lemnos had been assembled at the Port in mid-February only to be dispersed. Now another set of large ships had to be brought together. The embarkation that now began in mid-March was so rapid and the stores, apart from those brought by the military themselves, came in from various suppliers over so short a period that any sorting was impracticable. It had to suffice that what came for the expedition was put aboard one or other of the ships. The way that trainloads of troops were brought to quays and sheds to go aboard has already been described and similar arrangements were made for the departure of the 29th Division in the days from the 15th to the 22nd March. In their departure we are watching the same calibre of professional soldiers as those who fought in the early days of the war to stem the German advance but both the 29th and their commanders were going to a proposition of a type and on a scale well outside the range of their experience.

These ships that at dawn on the 25th April 1915 were for the most part to bring the troops close to the deadly shores were the Mercian, Haverford, Ausonia, Alaunia, Canada and Kingstonian, City of Edinburgh, Andania, Marquette and Dongola, Campanello, Arcadian, Tintoretto, Verdala, Manitou and Aragon; Caledonia, Harmatris, Southland and the Knight of the Garter. The twenty ships that were taking the 29th Division to Mudros had an average size of 8,000 tons

gross and 5,000 tons net. The largest were the Cunarders Alaunia and Andania, each of 13,405 tons gross. Much the smallest was the Southland, 2,081 tons gross.

During the evening of Monday the 15th March, the Mercian, a ship of 6,305 tons gross that had entered the Port the previous day, took aboard from two trains from Coventry the headquarters of an Infantry Brigade, a Signal Company and transport for the 89th Field Ambulance consisting in all of 12 officers and 158 men with 232 horses and 34 wagons. No record has been traced of the tonnage or nature of the stores that were loaded into these transports. In general, Port locomotives brought the trains to the rear platforms of sheds in front of which transports were berthed. The soldiers arrived on a train unloaded into shed the contents of the railway trucks and wagons and helped the dockers to bring the equipment and stores on to the quay in front of the shed as required. The work of securing loads to be hoisted abroad either by dock crane or ship's gear would be carried out by dock labour and the stowage of this cargo in hold or on deck would be the responsibility of the dock stevedores accustomed to this class of work. The perils of cargo shifting within a ship's hold on voyage, not to mention the risk of any army wagon or piece of artillery breaking loose, called for care and knowledge in the task of stowage. Victor Hugo in Ninety-Three describes the terror of a ship's gun rolling at large on one of the lower gun decks of a Napoleonic man-of-war at sea. On the matter of stowage at the Royal Edward Dock in March 1915 more will yet be said. It is not known whether the Mercian or any of the twenty transports that were to sail from the Royal Edward Dock went in convoy, under escort or alone. The Mercian had left her berth at Shed S well before quarter past six on Tuesday evening when a Port locomotive hauled in the first train for the next ship.

The International Navigation Company's ship Haverford of 11,635 tons gross with a length of 531 feet arrived in the Port on Monday the 15th and berthed at Shed R. Eleven trains for the Haverford came and went between 8.7 p.m. on Monday and 3.50 p.m. on Tuesday. By these trains came three batteries and ammunition column, the headquarters of the Royal Horse Artillery brigade and about a third of a battalion, being 11 officers and 968 men with 752 horses, 77 wagons, 10 guns and 1 cycle. The Haverford loaded up and left her berth in under twenty-four hours. Cunard's 1909 Ausonia of 7,907 tons gross had been in Port waters within or without the Royal Edward Dock since Friday the 12th. At 9.15 on the evening of Monday the 15th the ship lay at Berth T when the first of four trains from Coventry and Kenilworth came in. The last train departed empty from this berth at 6.15 a.m. on Tuesday morning and by then there had arrived 29 officers and 1,009 men of the 1st Battalion of the Royal Dublin Fusiliers and 9 officers and 314 men being another third of the battalion of the Munster Fusiliers with 117 horses and 59 wagons. The Ausonia was also loaded in haste since she was gone from her berth in less than twenty hours.

Of the Munster battalion the last third numbering 9 officers and 343 men went aboard the Cunard Line's Alaunia, 13,405 tons gross and 520 feet in length, at Shed P. The Alaunia had also been at the Port since Friday the 12th. It is to be wondered how much confusion the similarity of the names Ausonia, Alaunia, not to mention their companion Andania, caused in a campaign where confusion might almost seem to have been the unguiding principle. However, at Shed P at 36 minutes after midnight in the early morning of Tuesday the 16th March the first train arrived for the Alaunia and by a quarter-past noon the same day the seventh and last train for that ship had departed empty.

By 11.19 p.m. that Tuesday night the Cunard's twin liner Andania, also 13,405 tons gross and 520 feet long, had taken over the berth of the Alaunia and the first trainload for the Andania had arrived. Meanwhile, in addition to the last third of the Munsters, 27 officers and 1,070 men of a battalion of the Royal Fusiliers and 29 officers and 1,025 men of the 1st Lancashire Fusiliers had gone aboard the Alaunia that bore away in all 65 officers, 2,438 men and with them 209 horses and 92 wagons. The Munster battalion was now split up over the three ships Haverford, Ausonia and Alaunia. We look before and after in remembering the three witches of Macbeth.

"FIRST WITCH: When shall we three meet again
In thunder, lightning or in
rain?
SECOND WITCH: When the hurly-burly's done,
When the battle's lost and won.
THIRD WITCH: That will be ere the set of
the sun".

Now a battalion can re-form by walking together on suitable terrain, but to put together again from widely separated ships the component parts of military equipment, such as guns and their appropriate shells, machine guns and their type of ammunitions, was to be found to be quite a different problem.

The 500-foot British and North Atlantic Steamship Company's Canada of 9,415 tons gross followed the Ausonia into Shed T on the evening of Tuesday the 16th and took aboard from five trains the 2nd South Wales Borderers, the 89th Field Ambulance, a General Hospital and Stores, a Field Bakery and a Field Butchery. Altogether 71 officers, 1,472 men, 90 horses, 40 wagons with the hospital, bakery and butchery went aboard the Canada and it was 4 o'clock on the morning of Thursday the 18th before the first train came for the next ship to load at Shed T.

The Leyland Line's 1901 Kingstonian, 6,564 tons gross and 467 feet in length, took aboard at Shed S on Tuesday and Wednesday the 16th and 17th March 38 officers and 1,017 men with 790 horses, 84 wagons, 17 guns and 201 cycles. The twelve trains for this ship brought a Cyclist Company, the headquarters and three batteries of the Royal Field Artillery, an ammunition column and the headquarters and one battery of the Mountain Artillery Brigade. On the same days the Ellerman Line's 1899 City of Edinburgh of 6,255 tons gross and 459 feet in length took from two trains at Shed R the Divisional Headquarters from Leamington, being 17 officers and 82 men with 73 horses and 6 wagons, and from Aldershot a casualty clearing station and a hospital with 24 officers and 189 men. On those two days the Cunarder Andania, already mentioned, took aboard at Shed P from four long trains from Rugby 29 officers and 994 men of the Royal Inniskilling Fusiliers with 90 horses and 25 wagons and also 27 officers and 1,006 men of the Border Regiment with 90 horses and 30 wagons.

At the Royal Edward Dock, Thursday the 18th was a comparatively slack day with only ten trains arriving. Of these the Atlantic Transport Company's 1898 Marquette, 7,057 tons gross and 487 feet long, was loaded from seven trains at Shed S and the Peninsular and Oriental Steam Navigation's 1905 Dongola, 8,051 tons gross and 470 feet in length, from three trains at Shed T. The Marquette took in all 37 officers and 934 men with 425 horses, 91 wagons and 50 cycles; it was an assorted passenger list consisting of the headquarters of the 87th Infantry Brigade, two signal companies, a divisional train company, the 87th Field Ambulance, two veterinary sections, part of the 147th Royal Field Artillery Brigade and the headquarters division of the Royal Engineers with three field companies. The Dongola took aboard at Shed T 18 officers and 602 men of

the King's Own Scottish Borderers with 90 horses and 24 wagons. There also went aboard 12 officers and 400 men of the 2nd Battalion of the Hampshire Regiment.

On Friday the 19th March there began to load at Shed S the Campanello of 9,291 tons gross that until her last outward sailing on the 5th January 1915 with 245 tons of cargo of Halifax, Nova Scotia, had been the Canadian Northern Steamships' stand-in on the Avonmouth-Canada run for the requisitioned Royal Edward and Royal George. So now the Campanello had in turn fallen within Government grasp and on the Friday and the Saturday nine trains brought 17 officers and 584 men with 653 horses, 84 vehicles and 4 guns. it was a mixed bag; Army Headquarters and brigade transport, a 6-inch howitzer battery with ammunition column and so forth and also the machine-gun detachment of the 2nd Hampshires. The Arcadian, 8,939 tons gross also arrived on the 19th and although due to load from four trains at Shed O received two trains at Shed P and one at Shed S when 3 officers and 215 men went aboard with 124 horses and 44 vehicles comprising a naval ammunition park. In the course of the campaign the Arcadian became the headquarters of Sir Ian Hamilton and his general staff in situations now dangerously near and now dangerously remote from the grim actualities on the peninsula.

Three other ships began loading on the Friday and finished on Saturday the 20th March. The 1902 Tintoretto of 4,181 tons gross with a length of 390 feet had been on the Liverpool to South America run. During the evening 6 officers and 183 men of an unidentified Yeomanry squadron came from Warwick with 188 horses and 10 vehicles and went aboard at Shed P. Royal Artillery headquarters and personnel arrived after midnight with 6 officers and 6 men bringing 121 horses, 14 vehicles and 12 cycles. They were followed by a Mountain Artillery Battery of 2 officers, 66 men,

130 horses, 3 vehicles and 4 guns and lastly there came 1 officer and 50 men with the transport of the 2nd Hampshires being 78 horses, 21 vehicles and 9 cycles.

The Verdala of 5,880 tons gross began at half-past six on Friday evening to take aboard at Shed T the 90th Howitzer Battery and its ammunition column. The last of four trains from Woolwich left Shed T at half-past five on Saturday morning by which time 11 officers and 293 men had gone aboard with 92 horses, 50 vehicles and 8 howitzers of 6-inch calibre. Later a train from Leamington brought the 88th Field Ambulance with 6 officers, 80 men, 83 horses and 21 vehicles while another train brought a Mobile Veterinary Section consisting of 1 officer and 26 men with 24 horses and 2 vehicles. Friday the 19th and Saturday the 20th seem to have been very much a day for the artillery. Into the Atlantic Transport Company's 1898 Manitou of 6,849 tons gross there went aboard at Shed R during Friday evening and all day Saturday the headquarters, three batteries and ammunition column of the 147th Brigade Royal Field Artillery. The gunners consisted of 15 officers and 479 men with 594 horses, 84 vehicles and 4 guns. Among these bombardiers 11 officers and 400 men of the much dispersed 2nd Hampshires were set.

Men of the 2nd Hampshires were already to be found aboard the Dongola, the Campanello, the Tintoretto and the Manitou and on the evening of Saturday the 20th another 16 officers and 540 men of the battalion were aboard the Royal Mail Steam Packet's 1905 Aragon of 9,588 tons gross and a length of 513 feet, at Shed T. Personnel Headquarters and men of the 4th Worcesters, numbering 20 officers and 433 men with 30 horses, 9 vehicles and 2 guns, went aboard after midnight and a train at 2.45 a.m. on Sunday the 21st brought a stationary hospital, a postal detachment, a sanitary section and

artillery personnel with 2 guns. This third and last train for the Aragon brought 4 officers, 125 men, 4 horses and 2 guns. During the campaign the Aragon was anchored in Mudros Bay for staff work. This luxury ship formerly on the South American run now received visitors of importance come to survey some aspect of the campaign. To the Aragon there also came on military matters officers and men from the horror and the filth of Gallipoli. Their views on the remote staff in the luxurious liner were abrasive. It was said the Aragon would be grounded there on empty bottles. In fact, on the 30th December 1917 long after the campaign had ended and the army staff had gone elsewhere, the Aragon was torpedoed off Alexandria.

Late on Saturday night on Sunday the 21st the Anchor Line's 1904 Caledonia, 9,225 tons gross and 500 feet in length, took on board at Shed P 77 officers and 2,437 men. Among these were the 5th Battalion of the Royal Scots, 34 officers and 941 men of the 1st Essex Regiment, 8 officers and 336 men of the 5th Worcesters together with headquarters of the 88th Infantry Brigade and personnel of the 88th Field Ambulance. Cargo included 120 horses, 39 vehicles and 12 cycles.

By Sunday the 21st March most of the armada taking the 29th Division from the Royal Edward Dock to Gallipoli was at sea. On the 21st the Southland, a smaller ship of 2,081 tons, took out from Shed S 2 officers and 82 men with 103 horses and 32 vehicles. The Harmatris of 4,771 tons net was given over to artillery affairs. In the Harmatris went 10 officers, 405 men, 307 horses and 49 vehicles forming the Divisional ammunition column and also the personnel of a Mountain Artillery Battery. As with all ships there appears to be no Port record of the tonnage of stores or ammunition, but the number of guns were shown by the Port's railway returns and none appear to have gone out on the Harmatris.

The last day of the embarkation of the 29th Division was Monday the 22nd March when one ship only was loaded. It was the 1902 Knight of the Garter that morning arrived, a ship of 6,655 tons gross and 456 feet in length. The illustrious title had been conferred by the owners, the Knight Steam Ships Company of Liverpool, and similar awards were to be found upon the bows and sterns of their other five ships. Between noon on Sunday and 3.30 p.m. on Monday six trains were due to arrive at Shed P. Only the four Monday trains reached Shed P and there put out 6 officers and 158 men with 75 vehicles from Blackheath for the Divisional Reserve Park. The two Sunday trains from Taunton were billed as bringing mules for the Port Reserve park and were not in fact unloaded at the docks but at the nearby Avonmouth Town Station. For that reason we do not know the exact number of mules that went in droves from the station to go aboard the Knight of the Garter, but two average mule trains of 30 wagons apiece would bring some 600 mules at ten mules to the wagon. It would appear from the train returns that apart from these mules taken as reserves, the 29th Division was equipped with horses.

From 7 o'clock on the evening of Monday the 15th March until half-past three on Monday the 22nd the Port locomotives hauled on to sidings alongside the quays and sheds of the Royal Edward Dock 112 trains brought by the railway companies from inland points that were mostly in the Midlands. These trains were made up of 657 coaches, 936 open trucks, 872 cattle trucks and 98 vans. The 29th Division numbered 647 officers and 18,307 men. With them came 5,676 horses, 1,130 vehicles, 51 guns and 98 vans. To this tally may be added some 600 mules aboard the Knight of the Garter. The division sailed in 20 ships with a total tonnage of about 160,000 tons gross and 100,000 tons net. The detailed rail and berthing time-table drawn up before the embarkation began was closely and promptly kept by the port Authority. No record has been found of the tonnage of stores

and ammunition that went with either the Royal Naval Division or the 29th Division.

Thus from the Royal Edward Dock there sailed the British fighting men who were to be the spearhead of the assault upon five of the six beaches of Gallipoli attacked at dawn on that April Sunday morning. Bristol is proud of her maritime history. Now among her other memories Bristol may remember and be proud that by her faith and enterprise in building in days of peace the Royal Edward Dock, the men of the gallant Royal Naval Division and those of the illustrious 29th Division were able to pass expeditiously upon their way to a campaign in which their fate did not reward their bravery.

There was a pause in the embarkation of large units from the Royal Edward Dock from the 22nd March until the 7th April. Then in the next eight days to the 14th April seventeen ships of 116,039 tons gross arrived to take aboard nearly 10,000 troops. The ships were the Menominee, the Roman Prince, Comodore and Karoa; Minneapolis, Saturnia, Nitonian and Wayfarer; Clan McCrae, Nessian, Scotian, Montreal and Toronto; Crispin and Cuthbert, Esmeraldas and Kamerun. The Kamerun was a steamer of the Hamburg-Amerika Line which had been captured in September 1914 at the West African port of Duala in the Cameroons when a British expedition landed to take over the German colony. In those eight days ninety-two trains brought to the Royal Edward Dock 455 officers and 9,349 men, mostly of the yeomanry, so it is not surprising that they were accompanied by 9,085 railborne horses and mules with 596 vehicles. The ships also took 14 guns, 202 cycles and 36 motor-cycles. The yeomanry units were the Berkshires, the Dorsets, the Bucks, the Warwicks, Worcesters, Notts and South Notts, the Derbys, the Royal Gloucestershire Hussars, the City of London Yeomanry and the 1st and the 3rd London Yeomanry. Six trains brought units

of the Honourable Artillery Company with guns and so forth. All these units came from stations in Norfolk where they had been posted both for training and to repel any German attempt at invasion, a likelihood at last considered to be more remote. The auxiliary services such as field ambulances, bakeries, butcheries, veterinary hospital and the postal, cable and wireless sections mostly came from Woolwich and Park Royal in London and from Aldershot and Birmingham.

In his second volume on Seaborne Trade, C.E. Fayle states that forty-seven ships were used to transport the first three divisions of the Gallipoli Expedition during the March and April of 1915. We have recorded that from the Royal Edward Dock seven ships took the Royal Naval Division, twenty the 29th Division and seventeen the Mounted Yeomanry Division. Three other likely ships for which we can now find no direct evidence may perhaps make up the full number given by Fayle. Thus far professional soldiers, reservists and territorials were being drawn into the inferno of Gallipoli under a scorching sun. By April 1915, the battalions of the New Army formed from those who had volunteered from early August onwards had been trained to an extent that made them ready to make their way towards the battle zones. Their tribute was now to be rendered to the Peninsula. Fayle states that in May, June and July six more divisions sailed from this country for the Gallipoli campaign. Of these divisions, however, we find that only one, the 13th Division, was to sail from the Royal Edward Dock in what was to be the last large embarkation from the Port. Between the 13th and the 30th June, 689 officers and 19,858 men went aboard twenty ships and with them went 4,985 horses and mules, 1,068 vehicles, 68 guns 458 cycles and a goat, presumably not a sacrificial scapegoat such as warriors in classical times might have thought the campaign circumstances more than warranted but a military mascot that went aboard the Roman Prince with C Battery of the 69th Howitzer Brigade.

The twenty ships of the June embarkation had a tonnage of 169,835 gross. The familiar Royal George and Royal Edward had arrived at the Port some days before embarkation began. Then came the P. and O. Nile on Saturday, the 12th June, the Ausonia, Japanese Prince, Braemar Castle, Nessian and Eloby on the 13th the Cuthbert, Crispin and Knight of the Garter came on the 14th, the Tintoretto on the 16th, the Minneapolis, Roman Prince and Lake Manitoba on the 17th and the Cawdor Castle on Saturday the 19th. After a pause the Cunard Ivernia, 14,278 tons gross, came on the 24th and then came the Argyllshire, a pre-war visitor of 10,392 tons gross, on the 26th, the White Star Megantic of 14,878 tons gross on the 27th and last and largest the Cunard Franconia of 18,150 tons gross on Wednesday the 30th June. At this time ships taking troops to Gallipoli usually sailed first to Alexandria and thence proceeded to Mudros after any regrouping or restowage.

The units that went aboard were the 6th Battalion of the East Lancashires, the 6th Loyal North Lancashires, the 6th King's Own, the 6th South Lancashires and with these four battalions of the New Army went the Headquarters of the 38th Infantry Brigade. Aboard this assemblage of ships also went the 8th Welch, the 4th South Wales Borderers, the 5th Wiltshires, the 6th East Yorkshires, the 8th Royal Welsh Fusiliers, the 9th Warwicks, the 9th Worcesters, the 8th Cheshires, the 7th North Staffordshires, the 8th Royal Fusiliers and of particular interest to Bristolians the 7th Battalion of the Gloucesters.

Recruitment of the 7th Gloucesters began in Bristol in August 1914 and these early volunteers were drafted through Horfield Barracks on the outskirts of the city to Tidworth on Salisbury Plain. Their training was coming to an end by May 1915 and Stone and Wells in Bristol and the Great War tell us that the battalion was preparing to embark for France when sun helmets were

suddenly issued. Port records show that on the afternoon of Saturday the 19th June 29 officers and 977 men of the 7th Gloucesters with 20 vehicles arrived at Shed P and went aboard the Canadian Pacific Railway's 1901 Lake Manitoba, a ship of 9,674 tons gross and 469 feet long. At 3 a.m. on Friday the 18th 3 officers and 32 men of the battalion with 147 horses and mules had already gone aboard the Eloby at the same shed. Thus the total battalion strength was 32 officers and 1,009 men. Stone and Wells state they did not disembark at Alexandria but went on to spend a week at Mudros after which they sailed to Cape Helles to relieve for a short while some of the survivors of the 29th Division.

With the sailing of the 13th Division of the New Army to Mudros and Alexandria in June 1915 the large embarkations of fighting men from the Port came to an end. No more was the Royal Edward Dock to be seen packed with great transports while the crowding battalions went aboard with horses, guns, vehicles and stores.

LAFFIN, JOHN. DAMN THE DARDANELLES Alan Sutton 1989
224 pages, 70 illustrations, 6 maps. £12.95

A re-issue of a book first published in 1980, by a member of the Gallipoli Association. The author's mother, Sister N.A. Pike, served with the 3rd Australian General Hospital on Lemnos, while his father was with the 20th Battalion AIF, also on Lemnos.

The purpose for writing the book was 'to explain the defeat, to apportion the blame and let the soldiers speak'. It is good that this fine account of the campaign is again available in the bookshops, but what a pity that the acknowledgements remain the same as in the first edition with no amendment having been made to the address of the Gallipoli Association.

A SIGNALLER WITH THE LIGHT HORSE

By J.E. Price (0952) from material
provided by Bert Billings

Bert Billings was born on the 29th October 1894 and enlisted into the A.I.F. on the 19th August 1914, at the age of 19, becoming a wireless operator/signaller in the Light Horse Signals. He sailed from Australia on the 1st November 1914 arriving in camp at Cairo on the 3rd December. For the next four months he trained in the desert around Cairo until, on the 1st April 1915 the two wireless sections from the 1st Signal Troop were sent to the island of Lemnos - some 50 miles from the Gallipoli Peninsula - for special training in codes etc. by the Royal Navy and to be on special loan, from the A.I.F. to the British Army.

Their training was completed on the 22nd April then the unit embarked on the T.S. Dongola, together with out 700 men of the Essex Regiment, of the British 29th Division. They were the only Australian soldiers on board the ship. The Dongola sailed on the 24th April and early next morning as the vessel approached land the troops witnessed the terrific naval bombardment of the Gallipoli coast, which preceded the landing.

Complete with their wireless gear - weighing about 5 cwt - the Australians were loaded into one of the ship's life-boats and, together with the Essex Regiment, were taken under tow by a naval steam pinnance.

Their landing at 'V' Beach had to be aborted as the Turks still held it, so were eventually diverted to 'W' Beach; where they went in to support the Lancashire Fusiliers. The Essex suffered casualties but the wireless section escaped. They did not move for two days during which they served with the Essex, through Turkish attacks until moved to 'V' Beach.

They were subsequently moved around the Cape Helles sector for 5 weeks until they were returned to the Signal

Troop at Anzac, where they joined the 1st Light Horse Brigade.

On the 1st August they were again on loan to the British and sent to Imbros Island to join up with the London Wireless Section, R.E. and landed with them, at 0.400 hours on the 7th August, at Suvla Bay, about 5 miles north of Anzac. After 2.5 months working in several positions they were finally released back to the Light Horse. Billings resumed work as a telegraphist on Brigade Headquarters and was involved in the Evacuation from the Peninsula and over the last couple of weeks men were gradually reduced in numbers, stores destroyed, if they could not be salvaged, and everything scaled down as far as possible.

By the night of the 19th December, the front line was very thinly held, but the precautions that had been made, together with the tricks that were done to try and show that things were normal, in the British lines, proved successful and the last men to leave at 04.00 hours next morning got away without the Turks knowing. It was not until later that day that the Turks began to realise that the place was deserted. Billings left Anzac at 22.35 hours on the 19th December.

Billings unit was returned to Egypt where they got their horses back and went on into the Sinai Desert. There they fought the Turks at the Battle of Romani, then late in 1916 he was transferred to the Australian Flying Corps. Billings went to England and France where he served for the next two years. He was in the firing party at the funeral of the "Red Baron" Manfred von Richtofen. Billings finally returned to Australia after having been in the Army for 1,682 days of which 1,559 was spent overseas. He was discharged from the Australian Army on the 28th March 1919.

In W.W.2 Bert served as Audit Inspector of Ordnance Depots and Workshops, with the rank of captain, from 1940-1945. He is now considered the oldest survivor of the members of the Royal Australian Corps of Signals, and is the second oldest one left of those who served in the Australian Flying Corps in France 1918-19 and of all those who served with the Australian Signal Troop on Gallipoli and in the Sinai Desert he is the only one left.

EIGHT FROM TASMANIA

Wing-Commander D. Buchanan (0832) has kindly sent a feature from The Mercury, Tasmania's newspaper, 25 April. This contained photographs and brief accounts of Tasmania's eight Gallipoli veterans. The individual accounts are reproduced here with full acknowledgements to The Mercury.

Mr. Alec Campbell, 93, of New Town, was still only 16 "although I told them I was older of course" when he joined up with the fourth brigade, reinforcements for the 15th battalion in Gallipoli. He says his grandchildren and great-grandchildren sometimes ask him about his war experiences. "But I certainly never think of it as a romantic period. My abiding memory is of fear ... and we were constantly dirty, lousy in fact," Mr. Campbell said. "Nevertheless, I do think the day should be revered by all Australians. There is a strange thing about that war too. It was really only such a short period, just a few years, but it forged strong friendships that never died for the rest of our lives," he said.

Mr. Max Drake, formerly of New Norfolk, now lives in Hobart. He served with the 7th Field Ambulance in the Second Division as part of an all-Tasmanian contingent. Mr. Drake was in Gallipoli for only a few months before being transferred to Tel El Kehir in Egypt where he joined the Fourth Division that was just being formed. He went on to serve in France.

Mr. Ralph Dyer, 95, of Warrane, is the only survivor of his battalion in Tasmania and he thinks it is important that the traditions of Anzac Day continue. "He still has clear memories of landing at the small coastal area of Gabatepe, later re-named Anzac Cove, with the 7th Battalion of the 1st Australian Imperial Expeditionary Force. He says the landing and succeeding few days as the young soldiers tried to dig themselves in under fire from Turkish snipers on the surrounding hills, was "a pretty desperate time". Mr. Dyer says he would like to see Anzac Day remembered for ever - but he fears it will just become part of history "once all the oldtimers have gone."

Mr. Reginald Gardner, 92, of Launceston is another who thinks it is important that the present generation continues to commemorate veterans of all wars on Anzac Day. He went to the war straight out of school, survived Gallipoli by, as he put it "keeping my head down" and then served for three years in the Middle East with the 3rd Light Horse. His strongest memories of the famous landing was looking up at the forbidding cliffs and "wondering how I could climb and fight at the same time", and the flies, the mud, and the bugs. Mr. Gardner, who now lives at the Masonic Home, Norwood, still drives and has spent the last year recording some of his memories for his family.

In Perth, Northern Tasmania, Mr. Ronald Gunn, 92, will today remember his mates at Anzac in the same way that he has done so for many years, fairly quietly. Mr. Gunn is the only surviving member of the group they called "the originals", the Tasmanian group within the First Australian Division AIF who sailed for Egypt on October 20, 1914 and later served at Gallipoli. He was then not quite 18. There was a reunion of "the originals" held in 1930 and attended by about 260 veterans, the remnants of the 1,400 who sailed off together in the troopship Geelong. Now Mr. Gunn remembers those sacrifices alone.

Mr. Erle Joseph is nearly 99 and believes he is the oldest surviving Anzac in Tasmania. Mr. Joseph, of Lindisfarne, believes that the spirit of comradeship that existed between Gallipoli veterans was something that laid a foundation for Australian national pride. He served in the third brigade of the 12th Infantry Battalion which landed as reinforcements about a month after April 25. Although his memories are still clear and he recalls with affection the "absolutely perfect" comradeship that existed between First World War veterans he does not glamourise the horrors of the conflict. He says this year will be the first time that he thinks he will have to observe the Anzac Day memorial service on television. "It is getting very hard to get to the service now", he says.

Like all Gallipoli veterans, Mr. Bill Kiel, 95, of Launceston, polishes up one special medal every April 25. The medal is the 1915 Gallipoli commemorative medal which depicts the famous Private John Simpson Kirkpatrick and his donkey on one side and pays tribute to all Anzacs on the other with the inscription: In commemoration of the heroic deeds of the men of Anzac at Gallipoli in 1915 and in recognition of the great debt owed by all Australians. The medal was presented to all surviving veterans by the Federal Government - but only 33 years ago. Mr. Kiel was a stretcher-bearer with the 6th Field Ambulance Brigade and was one of the 240 veterans who went to Canberra in 1985 for the opening of the Gallipoli gallery at the National War Museum, which contains several war mementoes which he donated. He thinks the observance of Anzac Day is a very important part of Australia's tradition.

Mr. Neville Richard, 94, of Lindisfarne, feels he survived Gallipoli twice over. He was actually posted missing and presumed dead for long enough for his family to go into mourning and hold memorial services for him before the mistake was rectified. Mr. Richard served at Gallipoli with the 12th Battalion, going there with the fourth group of reinforcements who landed three weeks after the April 25 landing. There was little preparation for the young men going into battle. "We had three days of training in Egypt. We were supposed to have a longer training but they needed the reinforcements in a hurry," he said.

LIDDLE, PETER H. VOICES OF WAR Leo Cooper 1988
256 pages, 246 illustrations and facsimiles. £12.95

Another fine book from Gallipoli Association member Peter Liddle, perhaps best known as far as members are concerned as author of Men of Gallipoli (1976) Voices of War was prepared to accompany the Tyne Tees/Channel Four series of the same name. It is primarily a photographic record with lavish captions, and is divided into six sections. Photographs with a Gallipoli connection can be found on eight pages and include one of Private Wilson reported killed at Suvla Bay but was only wounded. On a lighter note one of Jane exercising on a 15 inch gun of the Queen Elizabeth at Mudros. Jane being a handsome brindled cat.