

THE GALLIPOLIAN

THE JOURNAL OF THE

GALLIPOLI ASSOCIATION



HMTS 'RIVER CLYDE' AT V BEACH 1915

No.68
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THE GALLIPOLIAN

The Journal of the Gallipoli Association Founded by Major
EHW Banner in 1969 on the Campaign of 1915

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ANZAC DAY CEREMONIES

1915

77th ANNIVERSARY

1992

We have kindly been invited to join the Anzacs at the Cenotaph and at Westminster Abbey on 25 April. A wreath will be laid at the Cenotaph on behalf of the Association.

THE CENOTAPH

Members should assemble at the entrance to King Charles Street just to the south side of the Cenotaph between 1030 and 1045. Wheelchairs will be available for those Veterans who require them.

THE ABBEY

Please complete the details on the enclosed booking form if you intend to be present at the Service which will commence at 1200. A minibus will be available to transport Veterans from the Cenotaph to the Abbey.

On arrival at the Abbey door please ensure that you are directed by the usher to the block of seats beyond the choir stalls which have been reserved for the Association.

THE LUNCH

The lunch, commencing at 1400, will be held at Wellington Barracks by kind permission of Lt Colonel RG Cartwright, commanding 1st Bn Grenadier Guards.

Price: Veterans of the Campaign **FREE**

Members and Guests £17.50 (including wine & port)

PLEASE NOTE THAT PAYMENT FOR TICKETS MUST BE MADE IN ADVANCE TO THE SECRETARY BY 17 APRIL

A minibus will take Veterans from the Abbey to the Barracks. Other Members and Guests must make their own way to the gate in Petty France and may arrive from 1200 onwards **BUT MUST** bring some means of identification with them.

Cars may be parked at the Barracks but drivers and occupants must be booked for the Lunch.

Veterans are asked to wear medals. Other Members may wear medals at the Cenotaph and at the Abbey.

SPECIAL NOTE FOR VETERANS

Veterans are reminded that the Association has a small fund to assist with their costs in connection with attending on 25 April and should contact the Secretary concerning this when booking.

CANNOCK CHASE

ANZAC MEMORIAL SERVICE

In 1973 West Midlands Branch of the Military Historical Society revived the ANZAC Day Service of Remembrance at the British War Cemetery, Brocton, Cannock Chase. The Service had been held regularly since 1918 until the early 1950s. The original tradition was started after the Great War by local women who would lay small bunches of flowers on the graves, a gesture which developed into an annual service conducted by the British Legion on ANZAC Day.

The Cannock Chase area was a vast military camp during the First World War, including the New Zealand Rifle Brigade stationed at Brocton and there are 73 New Zealanders buried in the cemetery.

This year the Service is to be on Sunday 26 April at 1030 and it looks as if numbers will again be up on last year.

Members may wish to attend the Service and so represent the Association.

GALLIPOLI MEMORIAL LECTURE

The annual lecture will take place on Thursday 30 April at Holy Trinity Church, Eltham, London, SE9 commencing at 8pm. The lecture will be delivered by Field Marshal Sir Nigel Bagnall GCB, CVO, MC, whose theme is 'Gallipoli - The Human Story'. The Field Marshal who joined the Army in 1945 served in Palestine, Malaya, Borneo and Germany where at Sennelager in 1977 he commanded the parade at the Silver Jubilee Army Review. He is a Fellow of Balliol College, Oxford, and author of the book Punic Wars published in 1991.

Tickets for the lecture, which is followed by refreshments, are available from HQ DA Ed, Ministry of Defence, Court Road, Eltham, London, SE9 5NR.

COLLINGWOOD MEMORIAL

The Trustees of the Collingwood Battalion Royal Naval Division Memorial invite you to a short Service at the Memorial at 1500 on Thursday 4 June. The Memorial is situated beside the A354 Blandford to Salisbury Road just east of Pimperne.

The Chairman of the Blandford Branch RNA (Roy Adam) suggests those attending meet for refreshments at the Anvil Hotel, Pimperne between noon and 1300. Among guests attending will be Admiral Godfrey Place VC DSC, and Captain Dick Annand VC DL, whose father, Lieutenant Commander Wallace Moir Annand, Adjutant of the Collingwood Battalion, perished on 4 June 1915.

It would be helpful if those attending were to inform Roy Adam, Camveere House, Portman Road, Pimperne, Blandford, DT11 7DG, 0258 453797 in advance.

CANADIAN WAR MEMORIAL

As reported in the Daily Telegraph, 10 February, a site in Green Park, close to Canada Gates opposite Buckingham Palace, for a memorial to almost 1.6 million Canadians who served in the First and Second World Wars has been approved. The monument will be the first major war memorial dedicated to a nation, to be built in Great Britain for many years.

More than 600,000 Canadians served in the Army during the Kaiser's War suffering 232,000 casualties and some 60,600 deaths. Another 10,000 served in the Royal Navy and 24,000 in the Royal Flying Corps. The exploits of the Newfoundland Regiment at Gallipoli were described in The Gallipollian, No 64 Christmas 1990 and 67 Christmas 1991.

What about a Memorial in London to the Anzac forces? A letter in the Daily Telegraph 2 March raises just this point.

A VISIT TO MINERVA

Although not yet open to the public members of the Gallipoli Association are cordially invited to a guided visit of Minerva at 1100 on Sunday 19 July. Numbers are limited to 25, so names and car numbers please to the Secretary together with an SAE for details of parking and access which will be confirmed near the date. Note there are gangways and ladders to negotiate. Members should bring a packed lunch, but there is a bar and coffee facilities on board. Members may well wish to visit the nearby Royal Naval Museum, HMS Victory and HMS Warrior while they are in Portsmouth.

See article on Minerva pages 33 & 34

NEW MEMBERS

In the original printed journal, this page an a section of that following contain names and full addresses of new members, and also address changes for existing members. For data protection and personal privacy reasons therefore, this content has been omitted.



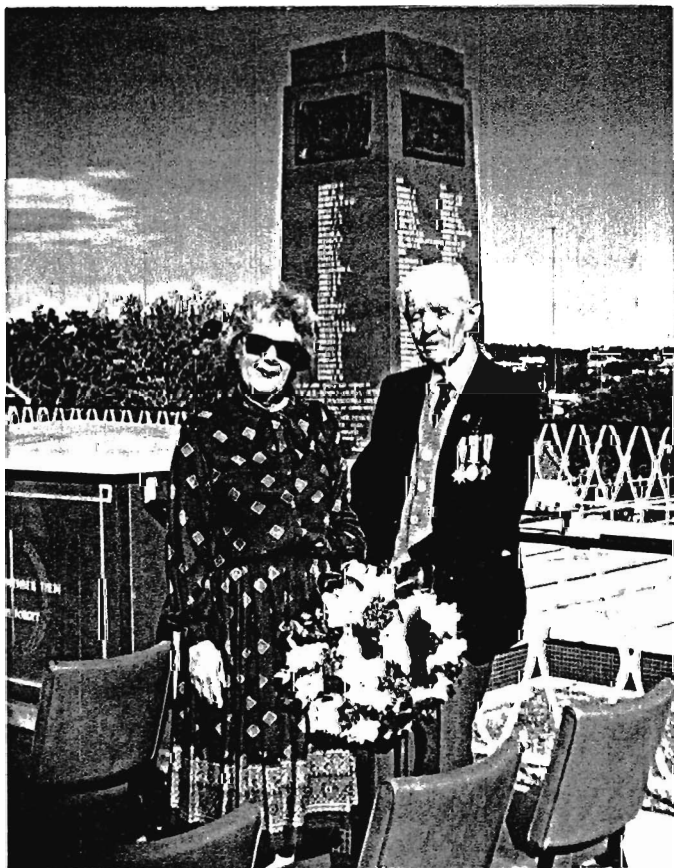
OBITUARIES

With regret the following names are recorded:

- 0404 CDR TVG PHILLIPS OBE DSC RN
- 0502V LT COL JW CHITTY MBE
(Lt & Signals Officer, 1/4 Essex Regiment)
- 0051V SH GYTON MM
(Corporal RE Signals, 29th Division)
- 0933V J HOLDCROFT
(Private, 5th Battalion, Royal Inniskilling
Fusiliers, 10th Division)
- 0759V AR PETERS
(AB RND DRAKE Battalion)

Sid Blythman and
his daughter at
Adamstown RSL War
Memorial on Anzac
Day 1991.

We are grateful to
Sid's daughter
Mrs Muriel Samuel
for providing
information for
this Obituary.



SID BLYTHMAN (0657V)

The death occurred on 9 November at Belmont, New South Wales, of Sid Blythman, who might well be described as the greatest correspondent among the veteran members of recent years. Not many months would go without a letter from Sid with the latest news with a Gallipoli connection from the other side of the world. Letters were invariably accompanied by newspaper cuttings and photographs, many of which concerned his many activities, including that in which he so delighted, his visits to local schools to recount his experiences.

Sid Blythman was born on 25 January 1893 at West Byfleet, Surrey and enlisted with the Wiltshire Regiment on 3 September 1914. The Regiment arrived in Gallipoli in July and remained until the end of the campaign, Sid himself leaving with the final parties on 8 January. After a spell in Egypt he moved to Mesopotamia where he was severely wounded.

He emigrated to Australia in 1969 to be with his only child, a daughter and his two grandchildren and later four great grandchildren. He was a prominent member of the Gallipoli Legion of Anzacs and an honorary member of the City of Newcastle RSL and Gallipoli Legion Club. Of some disappointment, because he was not an Australian, was missing the veterans visit to Gallipoli in 1990.

Some measure of the affection which Sid was held in comes from these few lines of a poem written by Marya Brown specially for his 92nd birthday.

Your birthday's here again my friend
My deep affection now I send
To know you has been oh! so good,
Your presence always, as it should
Delight, entrance, your audience, who,
When, say with others, just want you,
For none can tell a tale so well
Nor, with a joke, just 'ring a bell'
'Tis only "Sid" enchanting you'

JAMES CAHILL

James Cahill (1150V) who died on 26 December 1990 in Leopardstown Hospital, was one of the last Gallipoli veteran residents in Ireland. He was born in Dublin in 1895 and enlisted in the Army in 1912 with the Royal Dublin Fusiliers and served with them at Gallipoli. Later he transferred to the Royal Berkshire Regiment and saw service in the Balkans and then Royal Army Medical Corps. A brother served in the Royal Navy at Jutland.

He married Nellie Magennis and had a son and two daughters, later nine grandchildren and seven great grandchildren. Subsequently he married again, his wife predeceasing him in 1974. He was in business in Dublin for many years where he is remembered as a man of great wit and intellect.

We are most grateful to Stuart Barr (0978) and Mrs Betty Kenny for providing information concerning Mr Cahill, and especially Mrs Mary Trent (daughter) for further valuable assistance.

LIEUTENANT COLONEL JW CHITTY MBE

John (though always known as Jack) Chitty was born on 6 August 1894 in India where his father Sir Charles Chitty was a High Court Judge in both Lahore and Calcutta, and came to England to be educated at Eton.

He joined the 3/4 Essex Regiment because a Colonel friend of an uncle had been a member of the Regiment and specialised in signals 'because of the telephones and flags' he later recalled. Among his billets early in the war were a workhouse, lunatic asylum and a home for abandoned women.

With his Regiment he sailed for Gallipoli, arriving at Mudros at the end of July 1915 and eventually landed at Suvla. General Birdwood, a friend of his parents shook his hand during an inspection. During the four months the Regiment was at Gallipoli only he and one other officer remained for the whole period, the others being killed, wounded or sent off because of illness.

On a lighter note Jack Chitty recalled that the Regiments Doctor having previously been in China had a great horror of opium and because of this was always most reluctant to prescribe pills. He also thought he was a great expert at chlorinating water and in the Mess would say 'You see I do know something about chlorinating water. You can't taste it at all but I can assure you it is absolutely safe'. We never told him we took the water from the cans before he chlorinated it.

During service in Egypt he joined the Flying Corps but the war ended before he had completed his training. On leaving the Army, instead of returning to Cambridge, he went out to India and worked for the Bombay Company for some ten years before becoming Secretary to the Iraq Petroleum Co. During the Second World War he was with the Ministry of Defence. His great interest was Freemasonry while his main pastime was fishing.

Jack Chitty married Audrey Harper of New Zealand in 1924, and we are indebted to their only child, Elizabeth, for the information contained in this Obituary.

STANLEY HUBERT GYTON MM

Stanley Hubert Gyton MM (0051V) one of the earliest members of the Gallipoli Association died at the Royal Free Hospital, Hampstead on 21 December 1991 aged 98. He had been a regular attender for many years of Gallipoli Association events on 25 April. Born on 7 June 1893 in Greenwich he commenced work as an office boy for a firm of Solicitors in Ely Place, Holborn, later moving to the Marylebone Electricity Supply Company in 1913.

His service career began in September 1914 when he enlisted in the Seaforth Highlanders subsequently transferring in early April 1915 to the 3/1st London Div Signal Company (RE). He arrived at Gallipoli very late in the operations, landing first at Suvla Bay on 8 December and then to Cape Helles just over a week later. On 3 January he was evacuated from the Peninsula and in March moved to the Western Front.

Stanley Gyton then joined the Post Office, working the telephone exchange. In World War II he worked at the Dollis Hill Research Station and at RAF stations like Stanmore and Uxbridge and at the Admiralty. For some years after his discharge from the Army he and two of his brothers participated in the Christmas Day Serpentine swim in Hyde Park, on one occasion having to break the ice before they could commence.

In September 1923 he married Blanche Hulbert at St Margaret's Westminster, first living in Marylebone, and later in Hampstead. Mrs Gyton died in June 1989. Their only child, a son, David, is a member of the Gallopoli Association, and there is a granddaughter and great grand daughter.

We are most indebted to David Gyton (0940) for providing the information for this Obituary and for kindly loaning photographs of his father.

ALEXANDER SMITH OBE

Alexander Mathieson Smith OBE (1013V) died on 12 May 1991. His parents were both from Aberdeen but he was born in Philadelphia, USA on 8 October 1896, returning to this country when just a few weeks old. He enlisted with the 5th Royal West Kent Regiment and landed at Suvla Bay on 6 August 1915. Wounded during subsequent operations he was evacuated and later served on the Western Front, on the Somme, at Vimy Ridge, and at Messines where he was wounded again.

He worked in the Foreign Office as an administration and finance officer until his retirement in 1972, his home being in Streatham. There are three children and eight grandchildren from his first marriage, and two children from his second marriage to Margaret Rose Virtue.

We are most grateful to Mrs Margaret Smith for providing information for this Obituary.

DESMOND WETTERN

Desmond Wettren (0689), former Naval Correspondent for the Daily Telegraph, died aged 57 on 8 December 1991. Last of the true naval correspondents and 'certainly the best loved by the Navy he knew so well' he was described as having 'a bulky, forthright manner, with a mild voice that could sound like a foghorn. He seemed to be impervious to tropical heat and Arctic snow alike, and took masochistic delight in volunteering for going over the side in small boats'.

Alas he wrote only two books. The Decline of British Seapower and The Lonely Battle this for the Editor being one of the great overlooked naval stories. An account of how HMS Peterel, a river class gun boat was sunk in action with the Japanese at Shanghai, 8 December 1941, the first British warship lost in action against the Japanese, and the subsequent captivity of her crew. Her commander, Stephen Polkington died age 99 in New Zealand in 1986.

WHERE IS HE COMMEMORATED

In the Wisden's Book of Obituaries published in 1986 there is the following:

Wright, Captain Harold 6th Loyal North Lancashire Regiment died in London on September 13 1915 of wounds received in the Dardanelles on July 28 aged 31. He was in the Mill Hill School XI in 1899 and two following years being Captain in 1901 when he had a batting average of 23.30. Among his scores that season being 61 v Wellingborough Grammar School, 51 v Royal Naval School and 47 v Bedford Modern. He was an excellent club cricketer, appeared in six matches for Leicestershire, scoring 111 runs with an average of 13.87. His highest innings was 29 v Hampshire at Leicester, and in the match between the same sides earlier in the year at Southampton - his second game for the county - he carried his bat through the innings for 26. Since 1913 he has been a member of the MCC.

Does anyone know where Captain Wright is commemorated?

INFORMATION PLEASE

We will be pleased to publish requests for information from members either in the form of articles like those on pages 14 and 40 or short notes. Such requests will be of interest to all members, will no doubt prompt their own enquiries and hopefully elicit answers, some of which can be published in future Gallipolians.

THE WARWICKSHIRE YEOMANRY

Brenda Campion(1221)asks for information concerning the Warwickshire Yeomanry at Gallipoli. Her father Philip Campion sailed with the Regiment from Avonmouth on board the Wayfarer which was torpedoed but not sunk. He arrived at Suvla in August and spent seven weeks there before being evacuated with dysentery and eventually returned to England to recuperate. Returning to the Middle East he saw service in Egypt and Palestine before beginning the journey home on the Leasowe Castle, only to be torpedoed once again, this time the ship sinking on 26 May 1918.

Information please to Brenda Campion, 27 Mill Road, Islingbury, Northants, NN7 4BB

GALLIPOLI QUOTE

When controversy on the inception and possibilities of the campaign is ended, the Dardanelles struggle will be celebrated, so long as men remember, for what it was, a bold enterprise prosecuted on the spot, with a courage and self-sacrifice beyond the touch of failure.

HA Jones

War in the Air Volume 2

Members may have further quotes to share?

A DECENT WAR. MICHAEL COPP. Excalibur Press 1992. 134 pages. 26 illustrations. 6 maps. £5.95. Paperback.

The book is based on the author's diaries while serving mainly on HMS Theseus 1916 - 1919. Not many books dwell on where the various forces went after they left the Dardanelles, but a number of ships, including Theseus were destined for the Black Sea at the time of the Revolution. The diaries reveal the varied deployments around Greece, Crete and other parts of the Mediterranean before sailing for Russia in December 1918. Sam Copp remained with the ship until his discharge in June 1919.

Of special interest is the fact that a Gallipoli veteran - Tom Spurgeon who served on the Ark Royal during 1915 and subsequently went to Russia made available two documents reproduced in the book. Both are addressed to British troops, one from the White Russians, the other from the Red Army.

The author searched hard for a veteran from Theseus and in March 1991 through AJ Noyes (1186) was put in contact with my father Jack Gearing (507V) on the eve of publication. He had served on the ship at the same time as Sam Copp and vividly remembers some of the incidents described in the book. By co-incidence they both bought silk when the ship docked at Malta in the autumn of 1917, Jack for his bride's wedding dress for the marriage in November 1917.

A fascinating account of life on board ship, a ship that was sold in 1921 and broken up for scrap in Germany.

Eve Essex (1152)

HONORARY TREASURER'S REPORT - 1991

When submitting my report on the 1990 accounts I drew attention to two non-recurring items viz the costs of a revised Members List, £236.00, and the initial supply of lapel badges, £366.00. It will be seen that the incidence of these items is reflected in a higher surplus at £926.00 for the year ended 31 December 1991 as shown in the Accounts for that period now submitted with this issue of the Gallipollian.

There is a fall of nearly £100.00 in subscription revenue due to a number of Associates failing to renew their membership and, alas, the inevitable decline in the number of Veterans. However, new members are being recruited in satisfactory numbers and there are indications that the decline in this item of revenue is now reversed.

An increase in Sunday expenditure is explained by a 'one off' contribution of £200.00 towards the cost of travelling expenses of a Turkish Veteran to our Anzac Day commemorative arrangements.

Happily, there was no need to subsidise the cost of Veterans' attendance at our two luncheons, whether it will be possible to negotiate such favourable terms in the future remains to be seen.

Overall, the steady increase over the years in our cash position has been well maintained.

DF Bland

LEGACY

We are pleased to report that the late JM Johnson (0781V) left the Gallipoli Association a small legacy in his Will. It may be that other Members will be able to consider the Association in this way.

SHOT AT DAWN. JULIAN PUTKWKI & JULIAN SYKES. Leo Cooper new & revised edition 1992. 302 pages, 14 pages, numerous Regimental Badges. £17.50.

This book is based on many years of research into the execution by firing squad of some 351 members of the British and Empire land forces during the Kaiser's War. First published in 1989 the book with considerable justification calls for the Ministry of Defence to initiate procedures for exonerating all of those executed.

An extreme measure one might think, but read through the individual accounts from the first, Private Highgate executed on 8 September 1915, just two days after his arrest, to the last, Private Richard Flynn on 6 November 1929 while serving in Turkey. Again and again one reads of the speed in which the trial and sentence was carried out. The times when the defendant was poorly represented, or even not at all, or when appeals for clemency were swept aside.

Details of each person executed are given, and while these vary in length, each provides a background to the defendant and the case which he was to answer for with his life. Three executions were carried out at Gallipoli, the first Private Thomas Davis of the 1st Munster Fusiliers at Gully Beach on 2 July. The second of Private Harry Salter in the 6th East Lancs on 11 December. The third was recalled by the late Sid Blythman (0657V) for it was of Sergeant John Robins, a Regular soldier in the 5th Wiltshires who was executed on 2 January 1916 on the beach at Cape Helles.

One other person, Private John Dunn, a New Zealand soldier was sentenced to death, but was killed by enemy action before execution. Alas a number of soldiers who had served at Gallipoli were later court-martialled for offences elsewhere and were executed. Only three officers suffered this fate, one for murder and two for desertion, one of those being Sub-Lieutenant Edwin Dyett of the Nelson Battalion, Royal Naval Division whose tragic story formed the basis for AP Herbert's book *The Secret Battle*.

A tragic book, but one which deserves reading as yet a further woeful example of man's inhumanity to man.

V Beach and the River Clyde: the epitomé of Gallipoli

Nigel Steel (1036)

Many people have one particular episode of Gallipoli in which they are interested above all others; a single battle or incident which seems to represent the essence of the campaign, epitomising most clearly the frustrations and disappointments, the heavy casualties and repeated bravery, which seem to characterise in differing proportions each of the campaign's successive battles. For me, as I am sure the title makes clear, this event is the landing at V Beach on 25 April and, in particular, the landing of the Royal Munster Fusiliers from the River Clyde and what this talk aims to describe, in as much detail as space allows, is the conception of the River Clyde plan and its eventual implementation.

Almost immediately after it had been agreed that a military landing would be necessary to clear the Peninsula before the naval attack could be resumed, on 23 March, 1915, Sir Ian Hamilton's General Staff presented to him an outline of a plan based on the assumption that the landing was 'to assist the fleet to force the Dardanelles by capturing the Kilid Bahr plateau, and dominating the forts at the Narrows';¹ His staff suggested that the main landing be made on the tip of the Peninsula at Cape Helles by the 29th Division in an attack on the southern defences of the Kilid Bahr plateau; while the Australian and New Zealand Army Corps made a subsidiary landing to the north of Gaba Tepe to threaten its northern defences and disrupt Turkish communications. Over the following two weeks, although this basic plan was questioned and re-examined, by the time Hamilton and his Staff returned to Mudros on 10 April no preferred alternative had been found and, at the first combined military and naval conference since the decision to land had been taken, it was formally adopted.

1. Brigadier General C F Aspinall-Oglander, History of the Great War . Military Operations: Gallipoli, vol. I, (London: William Heinemann Ltd, 1929), Maps and Appendices, p.7.

As the two staffs began to work out the details of the landing a series of refinements and amendments were made, one of which resulted from the suggestion that the number of men it was possible to land on the three principal beaches at Helles could be doubled by running aground a specially adapted ship filled with soldiers who could then disembark quickly from its holds directly onto one of the beaches. The suggestion was put forward by Commander Edward Unwin RN, the captain of HMS Hussar, the flagship of the Senior Naval Officer, Mudros, Rear Admiral Rosslyn Wemyss. Unwin, who had been placed in charge of lighters at the Helles landing, was a retired naval officer who had first been commissioned into the Royal Navy as a Lieutenant from the Merchant Navy in 1895 at the age of 31. During his career he had become an expert on the fast coaling of ships and when, on the eve of war, he was recalled to the service he was appointed to the Staff of Admiral Sir John Jellicoe as Fleet Coaling Officer at Scapa Flow. In February 1915 he had been appointed to command HMS Hussar, a twenty year old torpedo gun-boat, which in peace-time had served as the yacht of the Commander-in-Chief, Mediterranean, and when the British fleet began to concentrate at Mudros prior to the landing the Hussar was part of it.

Unwin's scheme offered one distinct advantage. Hamilton's staff hoped to throw ashore a large body of troops as quickly as possible. But the size of the beaches and a shortage of boats limited the number of men who could be landed in the first wave at Helles to 2,200, only half of the designated Covering Force drawn from the 29th Division's 86th Brigade, and a second wave of troops would not be possible for at least another forty five minutes. But if a ship, such as the one Unwin described, could be run ashore on one of the beaches only a brief interval after the first wave had landed whilst the Turkish defenders were still preoccupied by this, then the number of men who could be landed almost simultaneously in the first few minutes could be doubled. The idea was immediately incorporated into the plan at Helles as an adjunct to the landing on the beach beside the village of Sedd el Bahr, as that particular beach was felt to be the most heavily defended and needed the strongest force thrown against

it, and Unwin was ordered to select a ship and draw up a detailed plan for the implementation of his idea there.

He chose the River Clyde, a collier with a registered tonnage of just less than 4000 tons who had been built by Russell & Co. of Glasgow in 1905, and by 12 April he had started work adapting her. To assist him he selected one of his junior officers, Midshipman George Drewry, who had grown disenchanted with the routine work of the Hussar distributing mail amongst the ships and arranging for boats to transport officers from one ship to another. Like Unwin, Drewry, who in 1915 was 21, had also been trained in the Merchant Navy and after an adventurous apprenticeship, which included being shipwrecked on a desert island off Cape Horn, he had joined the P&O Line as an officer in 1912. The following year he had entered the Royal Naval Reserve as a Midshipman and on the outbreak of war he had been appointed to the Hussar at Port Said. Drewry's first task on joining Unwin in the River Clyde was to clean her, as he explained to his father in a letter. 'Well she was the dirtiest ship I've ever seen. She was in ballast and had just brought French mules up from Algiers, they had built boxes and floors in the tween-decks and carried the mules there without worrying about sanitary arrangements'.²

Once clean, the next step was to build the structure by which the troops inside would disembark. Four large doors were cut along each side of the ship and from the rearmost of these doors a gangway, three planks wide, was rigged along both sides to the bows. To ground her as far up the beach as possible, the ship was made sufficiently light to draw only 7 feet of water beneath her bows; but still Unwin realised this would be too deep to allow the troops to land directly from the gangways. Some form of pier or pontoon would be needed to fill the gap between her bows and the shallower water and for this purpose he chose a steam hopper called the Argyle, an almost flat-bottomed vessel usually used to remove the spoil from a dredger, which drew aft almost the same depth that it was hoped to get under the bows of the River Clyde and at her bows virtually no depth at all. The

2. Imperial War Museum, Department of Documents, (IWM) Lieutenant G L Drewry VC RNR, ms letter, 12 May 1915, p.1.

hopper was 150 feet long and, after building a large bridge in her bows to complete the link with the beach, it was hoped that she alone would be sufficient to fill the gap. However, in case of error, Unwin also proposed to take with him three large lighters which could be positioned either between the River Clyde and the hopper or between the hopper and the beach if necessary. The final addition to the ship was a series of armoured casemates in the bows in which a battery of machine-guns from No.3 Armoured Car Squadron, RNAS was installed under the direction of its commanding officer, Lieutenant Commander Josiah Wedgwood MP RNVR, to cover the disembarkation of the troops.

During the course of the River Clyde's preparation, the final details of the plan for the landing were also worked out and on 19 April Instructions for the Helles Covering Force were issued by the General Staff to the 29th Division. Subsidiary landings on each flank had been added to the three central landings around Cape Helles and the five beaches lettered clockwise S, V, W, X and Y. The subsidiary landings at S and Y Beaches were to be carried out by two battalions of the 87th Brigade together with a battalion of Royal Marine Light Infantry from the Royal Naval Division. But the 86th Brigade was still to land on the three central beaches, now lettered V, W and X. X Beach was to be taken by the 2nd Battalion Royal Fusiliers and W Beach by the 1st Battalion Lancashire Fusiliers. The remaining two battalions, the 1st Battalions Royal Dublin Fusiliers and Royal Munster Fusiliers, were both to land at V Beach. The plan was for three companies of the Dublins to land from six tows of boats in the first wave. Some minutes after this, once the tows had regrouped and withdrawn, the River Clyde would then run aground and disembark the Munsters and the fourth company of Dublins, with two companies of the 2nd Battalion Hampshire Regiment in support. Their objectives were for the Dublins to attack and seize the village of Sedd el Bahr and Hill 141 which lay just outside it, whilst the Munsters, following up a short time after, seized the ground to the west of this position as far across as Fort No.1 and joined up with the Lancashire Fusiliers from W Beach. The total number of men set to disembark from the River Clyde was 2,100 under the overall command of Lieutenant

Colonel H Carrington Smith, the commanding officer of the Hampshire.

The transports holding the Helles covering force left Mudros for Tenedos on 23 April and the first ship to depart was the River Clyde, leaving just after midday with her three lighters and the hopper in tow, and arriving at Tenedos just before dusk. The following morning the transports also began to arrive, but the immediate transfer of the troops was delayed and it was not until late afternoon that it finally got underway. Shortly after midnight, with her holds full, the River Clyde left Tenedos and began the crossing to Helles. At 5.00 on the morning of 25 April Drewry was called by Unwin and ordered to take command of the hopper, together with a crew of six Greeks and Seaman George Samson. Cocoa was issued to the men on board just before dawn and as day broke the outline of the coast could just be seen about two miles away.

By the time the River Clyde arrived off Helles the Dublins were already beginning to disembark into their tows. At 5.00 they started in for V Beach and almost immediately the naval bombardment began overhead. One officer of the Dublins felt that 'it was the most magnificent sight I have ever witnessed - even more impressive than the Delhi Durbar - 8 British, 5 French & 1 Russian warships pouring forth salvo after salvo into the shore'.³ The bombardment was intended to last from 5.00 until 5.30, at which point the tows would begin their approach to the beach. But the tows were unexpectedly delayed about a thousand yards off the beach by the troops heading for S Beach and by the strong current flowing out of the Dardanelles which was 'running at about 5 knots'.⁴ Consequently, at 5.30 when the bombardment was due to stop, the tows were still a long way from the beach and when they failed to appear on time the firing was renewed and continued until the last possible moment shortly before 6.30.

3. National Army Museum, 6405-86, Captain D French, undated ms letter, pp.5-6.

4. IWM, Colonel F A Rayfield, unpublished history of Gallipoli, Chapter XIX: The Landing at Helles etc, p.10.

The progress of the tows resumed at 6.00, by which time the River Clyde, despite a similar delay in her own journey, was also beginning her run in to the shore. Standing on the bridge alongside Commander Unwin was a group of the most senior army officers on board including Lieutenant Colonel Carrington Smith, Lieutenant Colonel H E Tizard, the commanding officer of the Royal Munster Fusiliers, and Lieutenant Colonel W de L Williams, a member of Hamilton's General Staff. At 6.10, when about half a mile from the shore, these officers, looking towards the beach, began to suspect that instead of following well behind the Dublins tows, they were now ahead of them and Colonel Williams felt that 'it must cause a mix-up if we, 2nd line, arrive before the 1st line'.⁵

A dilemma now arose over whether the River Clyde, if she was ahead of the tows, should continue in front of them and ground first or whether she should delay her progress and wait for them. Unwin initially decided to go on in. But the military officers immediately impressed on him the importance of following the original plan and delaying the approach. It was impossible for the River Clyde to come to a halt without the danger of fouling the lines towing the hopper and the lighters. So, instead, Unwin steered a circle through the crowded waters and skilfully passed between two destroyers of the mine sweeping flotilla, one of which had to release her sweeping wire at the last moment as the River Clyde passed over. The result of this drastic manoeuvre was a significant loss of speed and consequently of momentum. It had been hoped that the River Clyde would run at the shore with a speed of about 9 knots and by doing so would drive herself well inland. But because of the loss in speed, when the circle was complete and she finally began her second approach, she was actually only able to build up to 5 knots and the eventual impact was much lighter than the soldiers on board were expecting. As the River Clyde came about, the officers on the bridge finally saw the tows coming towards them and it became clear that despite Unwin's efforts, she would still be slightly ahead. But this time there was nothing that could be done and so, Colonel Tizard noted, after completing the circle,

5. Quoted in Aspinall-Oglander, Gallipoli, op cit, text, p.232.

'we ... headed for the beach and ran ashore at 6-25 a.m',⁶ the naval bombardment finally lifting at almost the same time.

By this time the Dublins' tows were only a short distance behind and as the River Clyde grounded the steam boats cast off their pulling boats. Inside the ship, 'for a short space there was dead silence'⁷ and a soldier of the Hampshires in one of the rear holds remembered that 'as the "Dublins" came along by us in small boats ... we gave them a cheer as they went by'.⁸ But then, at around 6.30, when the first boats were only about twenty yards from the beach, one of the officers in the boats recorded that 'a most appalling fire - machine gun, rifle & pom-pom - was opened on us from the enemy, while concealed howitzer batteries from inland added to our discomfort with shrapnel'.⁹ F A Rayfield, in an unpublished history of the campaign, 'estimated that in the first minute or two the Turks were firing at the rate of 10,000 rounds per minute, a rate which was just possible with ... 200 rifles and four machine-guns but which could not be sustained for long when magazines had to be recharged'¹⁰ and under this heavy curtain of fire the men in the open boats were devastated. Inside the River Clyde those in her lower holds 'could see nothing but the row of the bullets hitting ... was deafening'.¹¹ But to the Munsters waiting to disembark 'the sight ... was ghastly',¹² with one officer feeling that the Dublins 'were literally slaughtered like rats in a trap'.¹³ The fourth company of the Dublins looked on helplessly as their battalion was wiped out in front of them, one officer describing how, 'the slaughter was terrific. Most of the officers were killed

6. IWM, Lieutenant Colonel H E Tizard, ts report on the landing at V Beach (held in the papers of Lieutenant Colonel G B Stoney), p.6.

7. IWM, Captain R B Gillett, ts copy of a talk given on the BBC in April 1965, p.34.

8. IWM, L Blunden, ms letter, 28 May 1915 (held in the papers of 2nd Lieutenant E H Bennett), pp4-5.

9. French, op cit, pp.6-7.

10. Rayfield, op cit, p.12.

11. Gillett, op cit, p.34.

12. Colonel G W Geddes, photocopy of ms diary, p.6.

13. Colonel G W Geddes, photocopy of ts account, p.2.

or wounded. ... It was a terrible affair, and a few minutes of such fire decimated the Battalion',¹⁴ with only around 300 of the 700 men in the boats reaching the shore, with many of them wounded.

Unwin's plan for the grounding of the River Clyde had intended the steam hopper, which was being towed by a bowline from the River Clyde's boom, to be shot forward on impact into position between the bows of the River Clyde and the shore, using her engines to assist if necessary. But when the River Clyde finally ran ashore shortly before the devastation of the Dublins tows, although the hopper shot ahead as planned, she veered off to port and grounded in the wrong place. In addition, this mistake was immediately compounded by the fact that the stern of the hopper then swung out behind, away from the River Clyde, and grounded eventually almost broadside to the beach with the result that the hopper's bows, and not her stern, remained closest to the River Clyde's bows but still separated from them by about 10 to 15 yards. Exactly why these mistakes occurred is not clear. One suggestion was that the bowline, instead of releasing on impact and allowing the hopper to continue smoothly forward, jammed after it had been wrongly tied, forcing Drewry to cut it with an axe;¹⁵ another that the Greek crewmen quickly disappeared into the hopper's engine room and released,¹⁶ possibly even reversed,¹⁷ her engines. But perhaps most significant of all was the current. At the entrance to the Dardanelles the current is very strong and in addition to this natural phenomenon Captain Eric Bush observed in his book Gallipoli 'when the River Clyde grounded ... she acted like a groyne, causing the northerly flow of water across her

14. Colonel H C Wyll, Neill's "Blue Caps", vol.III: 1914-1922, (Aldershot: Gale & Polden Ltd, [c.1923]), p.29.

15. See Rayfield, op cit, p.13; Captain E W Bush RN, Gallipoli, (London: George Allen & Unwin Ltd, 1975), p.121 and Vice Admiral C V Usborne, Smoke on the Horizon: Mediterranean Fighting 1914-1918, (London: Hodder and Stoughton, 1933), pp.155-6.

16. Rayfield, op cit, p.13.

17. Bush, op cit, p.121 and Usborne, op cit, p.166.

bows to increase'.¹⁸ The effect of this appears to have been both to force the bow of the hopper away from the River Clyde as she emerged from the River Clyde's lee and then subsequently to force the stern of the hopper further round once the bows had grounded.

Whatever the exact origins of the cause, the effect was clear. The original plan had foundered and the hopper could no longer be used to bridge the gap between the River Clyde and the shore. At first Drewry and Samson, the only members of the hopper's crew left on deck, tried to haul in the lighters from the River Clyde's port bow to the hopper; but, as they did this Unwin, together with AB William Williams who had been ordered by Unwin to stay beside him throughout the day, appeared on the lighters and Unwin indicated that instead of connecting the River Clyde to the displaced hopper, he had decided to connect her with a spit of rocks that ran out for about forty yards from the beach towards her starboard bow. The two lighters were therefore manoeuvred across the bows into this gap. On seeing this, Drewry, explained, 'I jumped over the bow [of the hopper] and waded ashore ... [then] ran along the beach towards the spit. I threw away my revolver, coat & hat and waded out to the Captain. He was in the water with a man named Williams wading and towing the lighters towards the spit, I gave a pull for a few minutes and then climbed aboard the lighters & got the brows lowered onto the lighters. The Captain, still in the water, sang out for more rope. So I went on board and brought a rope down'.¹⁹ Once Unwin had manipulated the two lighters into position he then discovered that there was nothing suitable on the shore on to which he could secure them whilst the soldiers disembarked. So he decided to wind the line from the lighters round himself, before submerging in the water up to his shoulders and using his own body as a fixing point. Williams, seeing this, then further added his own weight to the line to

18. Bush, op cit, p.121.

19. Drewry, op cit, pp.5-6.

secure it and once this was done Unwin shouted to Lieutenant Colonel Tizard on the River Clyde that the landing could begin.²⁰

As soon as Tizard received this message he 'gave the order to advance [and] the men instantly went out'.²¹ From the starboard exit Z Company, led by their company commander Captain E L H Henderson, emerged first into the 'holocaust',²² their initial run from the doors to the bows covered from the worst of the fire by the flank of the ship. Behind Henderson, Captain R Lane followed at the end of the first platoon. 'One by one they popped out and then my turn', wrote Lane. 'All the way down the side of the ship bullets crashed against the sides, but beyond a few splinters I was not hit. On reaching the first barge, I found some of the men had collected and were firing. I mistrusted the second barge and the track to the shore so I led them over the side, the water nearly up to our shoulders. However, none of us were hit and we gained the bank'.²³ Henderson had been the first to reach the beach; but by the time Lane arrived only a short while later he had already been badly wounded and it was not long before Lane too was hit.

Soon after Z Company started to reach the beach, the barges linking the River Clyde to the shore began to drift away from the spit towards the deeper water to the left. While helping Unwin to take the weight of the lighters, Williams had been mortally wounded by a shell fired from the Asiatic coast and seeing him hit, Unwin had released the line to prevent him from sinking into the water and drowning. But the heavy lighters, once caught in the current, immediately started to drift out of control and as they did so, Captain G W Geddes started to lead the men of X Company out onto the port gangway. It had been intended that both X and Y Companies would disembark simultaneously, but as Geddes explained 'the gangway on the Port-side jammed,

20. The two figures representing Unwin and Williams shown in the Imperial War Museum diorama of the River Clyde landing were included and positioned at the request of Unwin himself in June 1938. For details of this see the letters in Unwin's file in IWM, Ranken-Lummis VC Collection.

21. Tizard, op cit, p.7.

22. Geddes, ms diary, op cit, p.6.

23. Quoted in Tizard, op cit, p.9.

and delayed X Company for a few seconds'.²⁴ As soon as the obstacle was overcome, he continued, 'off we went the men cheering wildly'.²⁵ As Geddes and his men emerged onto the port gangway, unlike Z Company on the opposite side, they found themselves exposed to the full power of the Turkish fire along the whole of its length and they 'were shot down like flies'.²⁶ 'We got it like anything, man after man behind me was shot down but they never wavered. Lieut. Watts who was wounded in five places and lying on the gangway cheered the men on with cries of "Follow the Captain". Captain French of the Dublins told me afterwards that he counted the first 48 men to follow me, and they all fell'.²⁷

After dashing down the gangway Geddes found the lighters already congested. Nevertheless he pushed on as best he could. But it was at this point that he discovered the final lighter was 'adrift, and we were carried broadside on towards the shore'.²⁸ As the lighter drifted he looked round to find himself alone. He 'yelled to the men following out of the Clyde to come on, but it was difficult going across the Lighters. I then jumped into the Sea and had to swim some dozen strokes to get ashore'.²⁹ By this time Commander Unwin, who was 51 years old, although remarkably still not wounded was close to exhaustion and Drewry had to help carry him back to the River Clyde. Drewry returned to 'the lighters and tried to keep the men going ashore but it was murder and soon the first lighter was covered with dead & wounded and the spit was awful, the sea round it for some yards was red. When they got ashore they were little better off for they were picked off many of them before they could dig themselves in. They stopped coming and I ran on board into No.1 [Hold]'.³⁰

24. Geddes, account, op cit, p.2.

25. Ibid.

26. Colonel G W Geddes, photocopy of ts letter, 30 April 1915, p.2.

27. Geddes, account, op cit, p.3.

28. Geddes, letter, op cit, p.2.

29. Geddes, account, op cit, p.3.

30. Drewry, op cit, pp6-6A.

After swimming a short distance, Geddes managed to get 'ashore without being hit! How - I simply can't tell you. I was completely exhausted, and lay on the beach until I was able to crawl up to the slender cover the Dublins were holding - ten yards from the water's edge'.³¹ Those Munsters who reached the shore quickly became confused with the Dublins, as the survivors of both regiments sought shelter beneath a small earth bank around 5 to 8 feet high. Any soldiers leaving the cover of this bank were immediately killed and it was impossible for them to make headway. The Turkish defences were overwhelmingly strong and, felt Geddes, their 'fire was opened on us immediately we debouched from the River Clyde. They seemed to have the water edge particularly marked ... In no instance was the range greater than 300 yards. ... I estimated the strength of the Turks at 400 to 500, with 1 Pom-Pom and 6 Machine-Guns'.³² Under the bank, Geddes took stock of the situation. 'I estimated that I had lost about 70% of my Company. 2nd Lieut's Watts and Perkins were wounded and my C.Q.M.Sgt killed. Henderson was wounded. He died from his wounds later. 2nd Lieut's O'Sullivan and Pollard killed, and 2nd Lieut's Lee and Lane wounded, all of Z Company'.³³ He saw that the most immediate threat to the safety of the survivors on the beach came from the unprotected right flank 'where Sedd el Bahr Fort ran down to the sea'³⁴ and, after calling for volunteers, he led a party of men across the bank to the right. Of the four men who followed him, two were killed, one wounded and only one got through unhurt. He himself was shot in the shoulder but managed to continue and establish the position. But there was little else such a small number of men could do.

The plan for landing troops quickly from the River Clyde had failed. As Major General Sir Charles Callwell commented in

31. Geddes, letter, op cit, p.2.

32. Geddes, account, op cit, p.5. Geddes's estimate of the Turkish strength appears to be too high. Aspinall-Oglander, Gallipoli, op cit, p.221, gives the defences at V Beach on 25 April as 4 maxims, 2 pom-poms and 1 company of the 3/26th Regiment whose nominal, and therefore maximum, strength was 266.

33. Ibid, p.3.

34. Geddes, diary, p.7.

his book The Dardanelles 'the passage of a defile in presence of the enemy is ever likely to prove a hazardous operation'³⁵ which most soldiers would wish to avoid. Yet, in devising the River Clyde, Unwin created just such a defile, with the men forced by the narrowness of the link with the shore to collect together just at the point where the enemy's fire was strongest. The result, as Tizard explained, was that 'the concentrated fire from the beach on to the one point of landing from the vessel, and also on to the gangways and exits, was so heavy and accurate ... [that] more than half those who had left the vessel were either killed or wounded'.³⁶ It was, concluded Geddes, 'a state of impasse'.³⁷

Summing up his feelings about the landing, Geddes later wrote: 'I felt we were for it. That the enterprise was unique and would demand all I was possible of giving, and more. That it was no picnic but a desperate venture. I just longed to get on with it and be done with it. I felt I was no hero and that I had not the pluck of a louse. My nerves were tense and strung up, and yet, I never doubted that we would not win through, because I knew the splendid fellows at my back, highly trained, strictly disciplined, and they would follow me anywhere'.³⁸ In the same account he also wrote, about the way his men followed him down the gangway on to the lighters, 'I think no finer episode could be found of the men's bravery and discipline than this - of leaving the safety of the River Clyde to go to what was practically certain death'.³⁹ And in these two quotations his sentiments seem to explain why the landing from the River Clyde always appears to me to be the essence of Gallipoli. The same kind of courage and resilience which drove on the Dublins and the Munsters and which resulted in Unwin, Drewry and three others⁴⁰ being awarded the VC can be seen elsewhere, for

35. Major General Sir C E Callwell, The Dardanelles, (London: Constable and Company Ltd, 1924), p.82.

36. Tizard, op cit, p.8.

37. Geddes, diary, op cit, p.7.

38. Geddes, account, op cit, p.5.

39. Ibid, p.3.

40. The three others were Seaman George Samson, AB William Williams and Midshipman Wilfred Malleeson RN.

example on 4 June and 21 August; but at V Beach on 25 April it always seems to be at its most intense.

Note: The text of this article provided the lecture at the autumn 1991 lunch of the Gallipoli Association held on 29 October. Nigel Steel is a member of staff in the Department of Documents, Imperial War Museum and has visited Gallipoli on several occasions. His book The Battlefields of Gallipoli - Then and Now was published by Leo Cooper Ltd in 1990 and reviewed in The Gallipolitan. With Peter Hart, a colleague at the Museum, he is currently writing another book about the Gallipoli campaign, based on oral interviews and private papers, provisionally entitled The Narrowest of Margins and due to be published by Macmillan in April 1993. The article is an abridged version of the chapter describing the landing from the River Clyde.

HMS MINERVA (MONITOR M33)

Commander MJ Jones, Royal Navy Rtd (1217)
Captain Superintendent HMS Minerva

Avid readers of The Gallipolian 56: Spring 1988 will remember a short article on Minerva. The last news left Minerva in Hartlepool with the funnel fitted. The news of the replating of the fo'c'sle and upper deck deckhead was premature and was not proceeded with. Progress actually stopped on the ship at the funnel stage and she was sold as scrap value (£11,000) to Hampshire County Council (HCC), the present owner. The vessel was seen by HCC as an important and unique artefact that could (and should) be part of the "Defence of the Realm" museum and tourist philosophy in Hampshire.

Minerva remained in Hartlepool to late summer 1991 under the care of Mike Wall of A and M Marine on a public berth. He had a difficult, indeed unenviable task keeping the "brass seekers" at bay until the ship was towed to Portsmouth, where the Royal Naval Museum had agreed to act as Managing Agents for HCC. The aim is to stabilize and improve the ship on a small two year budget whilst preparing a "Restoration Specification" and costed defect list to support it. Flag Officer Portsmouth very kindly agreed that the ship could berth in 1 Basin, by the stern of Victory for a short stay. This berth is not in the Maritime Heritage Area and we are not open to the public except on Navy Days.

Several important policy decisions have been made by HCC:

- a The role of the ship will be directed towards that of a Gallipoli gallery/memorial, supported by a shore side gallery.
- b The money for the restoration would come from a fund raising now in course of organisation.
- c The exterior of the ship should be restored "as was 1915" (ie guns, boats, bridge, funnel, capstan, UF fittings).
- d Some interior areas of the ship should, if possible, be restored "as was 1915"- wheelhouse, W/T office, wardroom, Fwd mess deck (for 44!), gallery, tiller flat.

e Decisions for the main interior of the ship could only be made once the final berth and role had been established.

The paid crew of Minerva is two full time equivalents: A part time Captain Superintendent, a full time Engineer and part time naval Architect, Research Co-ordinator and Secretary. We have three to four full time volunteers, 12 or so part time volunteers and 16 or so honorary Advisors. We also have an attached Cadet unit, TS Active.

To date we've opened up the ship and cleared it out. We're about to repaint the exterior and the first 6" gun goes on f'rd on 1 April. (Yes, we've also carried out an inclination test to make sure we won't turn over). Our volunteers are our "gold dust" element and without them we'd be nowhere. We are just finishing our volunteers mess with bar) in the after shell room and magazine.

Where to now you ask? It seems to us there are two berth options. The first is somewhere within the Maritime Heritage area in Portsmouth (dry or wet) and the second is to be displayed alongside at Priddy's Hard, Gosport as complimentary to the Naval Ordnance Museum already established in the Ancient Monument Gunpowder Magazine there. It may be the ship will also act as the centre piece or focus of a number of other smaller WW1 and WW2 ships. indeed, she will have the interior space to allow corporate, gallery and retail use that smaller ships, as museum artefacts, badly lack.

We are developing the Gallipoli story as our primary theme. We have also asked for period naval artefacts to support the ship, including cutlery and crockery. Any historical/research assistance is welcome, channelled through Antonia Mcarthur, our Research Co-ordinator, who has kindly volunteered to act as the Minerva correspondent for future editions. Watch this space.

Both she and Lt David Pay RN (rtd) who is responsible for artefacts may be contacted c/o RN Museums RN Naval Base Portsmouth PO1 3LR. Minerva will be open on Navy days 29, 30, 31 August and also on a special Gallipoli visit 19 July (see page 6).

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PRISONERS OF THE TURKS (continued)

by J Douglas Stott (0933)

BAGHDAD
(Nrth Gte)
MIL CEM

<u>NUMBER</u>	<u>NAME</u>	<u>COMPANY</u>	<u>DIED</u>
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2nd (NWS) BATTALION - 1st AUSTRALIAN DIVISION

Kiangri Internment Camp

890	Alfred T Rawlings	Sgt	C
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4th (NSW) BATTALION - 1st AUSTRALIAN DIVISION

Afion Kara Hissar Internment Camp

482	William Cliffe	L/Cpl	D
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9th QUEENSLAND BTN - 1st AUSTRALIAN DIVISION

Afion Kara Hissar Internment Camp

	Robert S Jordan	Lieut	
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Kiangri Internment Camp

552	William Allen	C	? .12.16	Plot XXI
589	Bartholomew Creedon	C	27.12.17	Angora Mem
1379	George Bardett King	C	16.08.18	Plot XXI
1600	John O'Callaghan	C	21.01.17	Angora Mem

Constantinople Internment Camp

637	Charles Mathews		C
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11th (WEST'N) BTN - 1st AUSTRALIAN DIVISION

Kiangri Internment Camp

743	Frederick Ashton		
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HEADQUARTERS 1st BRIGADE - 1st AUSTRALIAN DIVISION

Kiangri Internment Camp

266	Robert Griffiths		
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14th (VICTORIA) BTN - NEW ZEALAND & AUST DIVISION

Angora Internment Camp

	Leslie H Luscombe	Lieut	
--	-------------------	-------	--

14th (VICTORIA) BTN - NEW ZEALAND & AUST DIVISION

Afion Kara Hissar Internment Camp

886	Issac Kilmartin Sgt
888	George E Ker Cpl
960	Keith J Cahir L/Cpl

Kiangri Internment Camp

2193	Neyland Niven Sgt	D		
1333	Henry Norman Brown	C		
2124	Brendon Calcutt	D	18.12.16	Plot XXI
1654	Alfred J Carter	D		
2252	Thomas Chalcroft	C		
1934	Sydney J Drake	C		
1726	Harry Foxcroft	D		
2378	Lancelot D Lightfoot	C		
477	Charles F McLean	D		
896	James Masterton	C		
532	William Randall	D		
1636	Harold Samson	D		
1817	William Stringer	C		
2228	Arthur G Wiffen	D		
1195	Walter Williams	C		

Constantinople Internment Camp

296	DW Boyle Cpt	
527	Thomas Henry Dowell	D
1568	P O'Conner Passmore	D
486	James	D
1424	EE Wilson	D

15th (QUEENSLAND & TASMANIAN) BTN - NEW ZEALAND AND AUSTRALIAN DIVISION

Angora Internment Camp

Stewart L Stormouth Lieut

Afion Kara Hissar Internment Camp

1510	Robert Kerrigan	A	15.02.17	Plot XXI
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**15th (QUEENSLAND & TASMANIAN) BTN - NEW ZEALAND
AND AUSTRALIAN DIVISION**

Kiangri Internment Camp

1705	Edgar Green	D	10.10.18	Plot XXI
1827	John Beattie	D		
1936	Alfred A Carpenter	C		
2156	William D Jones	A	31.01.17	Plot XXI
919	Chapman Mathers	B	17.02.17	Angora Mem
934	Alfred Nelson	B	28.11.16	Angora Mem
2181	Leonard G New	A	07.05.16	Plot XXI
1442	John Edward Thomas	A		

Constantinople Internment Camp

1901	William Bailey Sgt
892	EC Foster
1978	William Mackay

**16th (SOUTH & WEST'N) BTN - NEW ZEALAND
AND AUSTRALIAN DIVISION**

Afion Kara Hissar Internment Camp

	Ronald McDonald Cpt
	William E Elston Lieut
688	John Martin Troy B

Kiangri Internment Camp

507	Reginald Lushington A
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Constantinople Internment Camp

2474	John Davern
2204	Bernard Joseph Dunne B

**1/6th GURKHA RIFLES - ATTCH NEW ZEALAND
AND AUSTRALIAN DIVISION**

Constantinople Internment Camp

4620	Amara Sing
------	------------

Kiangri Internment Camp

180	Kulbahadur Gurung
-----	-------------------

2/10TH GURKHA RIFLES - ATTCH NEW ZEALAND
AND AUSTRALIAN DIVISION

Constantinople Internment camp

Arthur Dawes Cpt

22.06.17 **

** attd from 9th Somerset Light infantry and interred
Haidra Pasha Cemetery Constantinople grave II F 9

5TH QUEENSLAND REGT - CORPS TROOPS

Kiangri Internment Camp

636 Maurice DeIpratt Sgt C

WELLINGTON REGT - NEW ZEALAND
AND AUSTRALIAN DIVISION

Kiangri Internment Camp

10-477	George MaAneny Sgt	
10-1230	Francis J Earles Cpl	D
10-520	Francis Shepherd L/Cpl	A
10-1455	John Percy Coulter	A
10-327	Richard J Davie	
10-348	Thomas Gaffney	D
10-1503	Benjamin Greig	
10-1830	George Gunn	B
10-564	John P Harvard	
10-1552	William Lambert	
10-1320	Leonard Porter	A
10-1764	James Russell	
10-916	Norman Steele	B
10-724	William R Surgener	

Constantinople Internment Camp

10-563 AJ Shoebridge
10-458 GF Monk

AUKLAND REGT - NEW ZEALAND
AND AUSTRALIAN DIVISION

Kiangri Internment Camp

12-779 Edward Keatley
Cecil Thomas King

**OTAGO REGT - NEW ZEALAND
AND AUSTRALIAN DIVISION**

Kiangri Internment Camp

8-1114 John Forrester Cpl

8-1876 Arthur Morrison

**AUKLAND MOUNTED RF's - NEW ZEALAND
AND AUSTRALIAN DIVISION**

Constantinople Internment Camp

13-911 JA Harney

19.11.16 Plot XXI

**CANTERBURY MOUNTED RF's - NEW ZEALAND
AND AUSTRALIAN DIVISION**

Constantinople Internment Camp

7-879 Arthric Murray Morice

MILITARY BONUS

Thinking of adding to your library? Still looking for that elusive Gallipoli title? Now to help you some 27 specialist Military History booksellers have produced the 'Blue List' - a list of shops and sellers from Edinburgh to Dorchester, from Kings Lynn to Knighton. Information on opening times and the availability of catalogues. Copies of the list are available from Greg Franks(1205), Buttercross Books, 2 The Paddock, Bingham, Nottingham, NG13 8HQ. Please send an sae or 24p stamp.

VETERAN JOINS GALLIPOLI TOUR

We are pleased to report that Arthur Scudmore (0272V) who served in the 2/10 Middlesex Regiment, 53 Div at Gallipoli, is returning to the Peninsula for the second time in two years. He was one of the veterans present there during the 75th anniversary in 1990. Now he is a member of a party visiting the Peninsula from 31 May to 7 June under the leadership of Douglas Stott (0993). The tour is limited to 18 persons and a few places are still available. Further information from Pingrum Specialist Tours, Wood End House, Wood End, Little Horwood, Milton Keynes, MK17 OPE. 029 671 2992.

FATHER FINN - A REQUEST
by WR Makinson (1130)

I recently came across an article in the St Helen's Newspaper and Advertiser for 8 June 1915 entitled Father Finn.

'Father Finn was one of the first to give his life in the landing at Sed El Bahr. In answer to appeals made to him not to leave the ship (River Clyde) he replied "A priests place is beside the dying soldier" whereupon he stepped onto the gangway, immediately receiving a bullet through the chest. Undeterred he made his way across the lighters receiving another bullet in the thigh, and yet another in the leg. By the time he reached the beach he was literally riddled with bullets, but in spite of the great pain he was suffering he heroically went about his duties, giving consolation to the dying troops. It was while he was in the act of attending to the spiritual requirements of one of his men that the priests head was shattered by shrapnel.'

In With the 29th Division in Gallipoli the author the Reverend O Creighton says of Father Finn 'The men never forgot him and were never tired of speaking of him. I think they felt his death almost more than anything that happened in that terrible landing off the River Clyde. It seemed to me, that Father Finn was an instance of the extraordinary hold a chaplain, and especially perhaps a Roman Catholic can have on the affection of his men if he absolutely becomes one of them and shares their danger'.

Any further reference to the remarkable and much loved Father Finn would be most welcome to me at 1 Austin Avenue, St Helen's, Merseyside, WA10 3QE.

A LOST DAFFODIL

by David Saunders (0928)

Quite by chance I noticed in The Pink Sheet, a list of rare and endangered garden plants published in 1991 by the National Council for the Conservation of Plants and Gardens (NCCPG), that one of the narcissi was named 'Gallipoli'.

Intrigued by this I contacted the NCCPG plant collection holders for narcissi at the University of Coleraine, Northern Ireland, (Brett Campbell), and at the National Trust for Scotland at Brodie Castle near Forres, Morayshire, (Bill Cockburn). Alas the response was the same, neither held 'Gallipoli' nor were they able to suggest a location for this variety.

'Gallipoli' was raised by the Brodie of Brodie from a cross made in 1911 between the narcissus 'Bernandino' and 'Will Scarlet' and was registered in 1923 with the Royal Horticultural Society. It was a large-cupped daffodil, classified in Division 2 with a glowing orange-red cup with pale yellow petals. It flowered late and was said to be very vigorous. There seems to be no record of 'Gallipoli' since 1968 when a specimen was exhibited at the RHS, a photograph of which was published in the yearbook for 1969. There is also a picture in Daffodil Growing for Pleasure and Profit by AF Calvert published in 1929.

A catalogue of the same year described it 'as a most striking giant "Incomparabilis" having large pale yellow perianth and large richly frilled crown most gorgeously flushed deep glowing orange red, very vigorous. It was then priced at twelve shillings and sixpence a bulb, and was highly prized.

Is 'Gallipoli' still in existence? How nice it would be if it could be located and grown, so that its flowers could grace our tables at the lunch of the Association on 25 April each year. Perhaps Members can help in the search, both here and overseas for 'Gallipoli' was known in the United States in 1966, and had probably been exported to other countries as well.

'Gallipoli' was one of some 403 narcissus cultivars raised by the Brodie of Brodie (1868 - 1943) one of the great daffodil hybridists of the 20th century. In all he registered 403 new cultivars which he had bred, many of them playing a major part in subsequent daffodil breeding. Alas 'Gallipoli' is not the only cultivar currently missing, but the National Trust for Scotland is endeavouring to build up the collection at Brodie Castle.

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Ian Brodie was born on 29 September 1968, eldest son of Hugh Brodie of Brodie and after Eton, Trinity College Cambridge and Sandhurst served in the Scots Guards 1890 - 93 and from 1899 to 1909 in Lord Lovat's Scouts including the South African campaign where he was awarded the DSO. He served on the staff at Gallipoli, and in Egypt and Palestine, being awarded the MC and Mentioned in Despatches.

Acknowledgements: In addition to the authorities mentioned in the article and without whose help it would not have been possible, my special thanks are due to the present Brodie of Brodie for the information concerning his father. Also to those overseas members of the Gallipoli Association who have so kindly been pursuing the search for 'Gallipoli'.

WHO SAID THIS

Which Member of Parliament on being wounded at the top of the left groin during the Gallipoli Campaign said on seeing where he was wounded:

'Thank heaven, my seat is safe'

Answer in the next issue.

Members might like to contribute suggestions for future 'Who Said This'.

GALLIPOLI MEMORIALS



IN LOVING MEMORY OF
ALWYNE MORTON FRANCIS WORSLEY PORTER
LIEUTENANT 1ST BATTALION LANCASHIRE FUSILIERS
KILLED IN ACTION WHILST LEADING HIS MEN UP THE
CLIFF IN THE LANCASHIRE LANDING AT GALLIPOLI,
ON 25TH APRIL 1915, AGED 24 YEARS.
THIS TABLET IS DEDICATED BY HIS PARENTS
J. FRANCIS & EDITH S. PORTER, OF HELMSLEY.
"He will swallow up death in Victory"

Lieutenant Worsley Porter was born at Helmsley, Yorkshire on 8 July 1890 and educated at Harrow and Magdalen College. This photograph of his memorial in Helmsley Parish Church has been contributed by J Watson-Smith (0948).

Members may well know of similar memorials, if so the Editor would be pleased to hear of them.