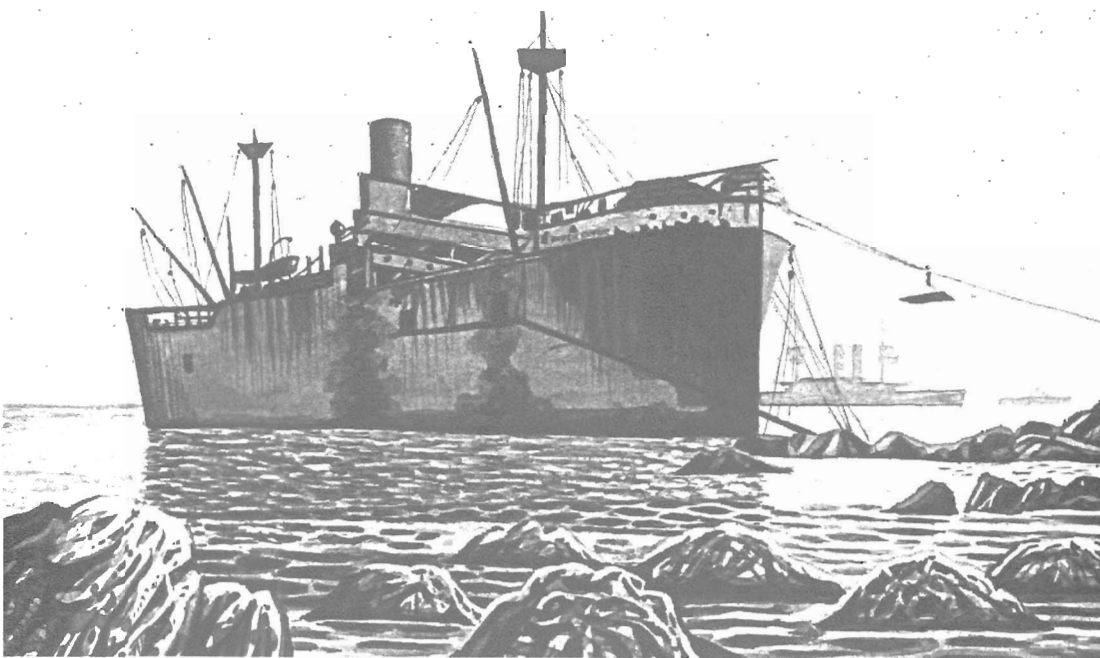


The Gallipollian

*The Journal of the
Gallipoli Association*

No. 81
SUMMER 1996

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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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ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Gallipoli Association will be held on Wednesday 23 October commencing at 1130 at the Naval Club, 38 Hill Street, London, W1. Directions for the Naval Club are included on the enclosed booking form.

AGENDA

- 1 Apologies for absence
- 2 Minutes of the AGM held on 10 October 1995, printed on page 3
- 3 Chairman's Report
- 4 Treasurer's Report.
- 5 Secretary & Membership Secretary's Report
- 6 Election of Officers
- 7 Election of Committee
- 8 A report on the 80th Anniversary Memorial Appeal
- 9 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, 1230 for 1300, will follow the Annual General Meeting, see enclosed booking form for details.

The speaker will be Admiral of the Fleet Sir Benjamin Bathurst GCB, First Sea Lord and Chief of Naval Staff and Principal Naval Aide-de-Camp to the Queen 1993–1995. Admiral Bathurst joined the Royal Navy in 1953 and was subsequently to qualify as a pilot. He served on HMS *Norfolk*, *Ariadne* and *Minerva* and was two years in Australia in an exchange posting with the Royal Australian Navy.

VETERANS

We are pleased to remind Veterans and their families that the Association has a fund to assist with travel costs of Veterans wishing to attend the Autumn Lunch. Any Veteran wishing to avail himself of this is requested to contact either the Treasurer, or the Secretary, whose addresses and telephone numbers appear inside the front cover of *The Gallipolian*.

MINUTES OF THE ANNUAL GENERAL MEETING OF
THE GALLIPOLI ASSOCIATION
HELD AT THE NAVAL CLUB, HILL STREET
LONDON W1, 10 OCTOBER 1995

The Chairman, Treasurer, Secretary, Membership Secretary, Public Relations Officer, Appeal Director and Editor together with Committee members Sir Arthur Hockaday, N. Anthony, F. Dooley, H. Jenner and M. Doyle and thirteen members were present.

Apologies for absence were received from Lyn Macdonald, Myra Williams, Tim Chamberlain and Lewis Jones.

- 1 The Minutes of the AGM held on 11 October 1994 were approved and signed as a correct record.
- 2 The Chairman in presenting his Report (subsequently published in the Winter *Gallipolian*) drew particular attention to the growth in membership which at 28 September stood at 666. He also reported on the progress of the Gallipoli Memorial Appeal and the Memorial which will be unveiled in St Paul's Cathedral by HRH The Duke of Edinburgh on 28 November.
- 3 The Treasurer presented his Report which together with the Annual Accounts had previously been circulated. Both were adopted by the meeting.
- 4 Donald Bland, who for many years had served as Hon Treasurer was elected a Vice President of the Association and thanked all those present for this honour.
- 5 The following were elected officers for the year:

Chairman	Captain C.T.F. Fagan
Treasurer	D.A. Pollard
Secretary	J. Watson-Smith
Membership Secretary	N. Pollitt
Public Relations Officer	J. Fallon
Appeal Director	Colonel M. Hickey
Editor	D. Saunders

- 6 The following having agreed to serve on the Committee in addition to the officers were then elected.

N. Anthony	H. Jenner
F.J. Dooley	L. Jones
M. Doyle	J.R.H. Stopford
Sir Arthur Hockaday	

- 7 The Chairman drew attention to the fact that the subscription rates had remained unchanged for almost ten years. After some discussion and clarification the meeting agreed that the Committee should discuss and agree a rise in subscription and when this would take effect.
- 8 M. Doyle reported on the design and production of the Memorial Appeal brochure. While Colonel Hickey confirmed that donations had already been received towards the target of £25,000.
- 9 The Public Relations officer reported on plans for other potential events including a visit to the Commonwealth War Graves Commission at Maidenhead.
- 10 The meeting then concluded with Mr Summerson thanking the Committee on behalf of all those present for their hard work on behalf of the Association.

A DEBT OF HONOUR

Founded during the First World War, the Commonwealth (formerly Imperial) War Graves Commission is responsible for commemorating those servicemen and women who died in the two world wars. In order to enhance the presentation of its history and work to the general public, the Commission has produced a new video, *A Debt of Honour*, which was launched first in July 1995 at the Imperial War Museum and since then at other venues in the Commonwealth and elsewhere.

A Debt of Honour seeks to illustrate how the war cemeteries and memorials came to be established in 145 countries throughout the world and how through its work the Commission records and honours all those who died. Shot on location in many countries and supported by a sensitive musical score, the 47 minute film successfully captures the poignancy of these special places of remembrance.

Available by application to the Publicity Section, Commonwealth War Graves Commission, 2 Marlow Road, Maidenhead, Berks. SL6 7DX. Price £9.00, or hired for a monthly fee of £5.00.

DONATION IN MEMORY OF SAPPER TROTT

The Association gratefully acknowledges a donation from Mr & Mrs R. Stay of Freshwater, Isle of Wight, in memory of Mrs Daisy Griffiths, who recently died at the age of 102, and her first husband Sapper J. Trott who died on Gallipoli. Mrs Griffiths was always extremely grateful to the Association for the information it provided on Sapper Trott's service, how he met his death and the photographs of his grave in Lancashire Landing Cemetery.

Mr & Mrs Stay felt that it would be Mrs Griffiths' wish to not have flowers at the funeral, but donations be given and passed to the Association as an expression of her thanks for our help and assistance.

OBITUARIES

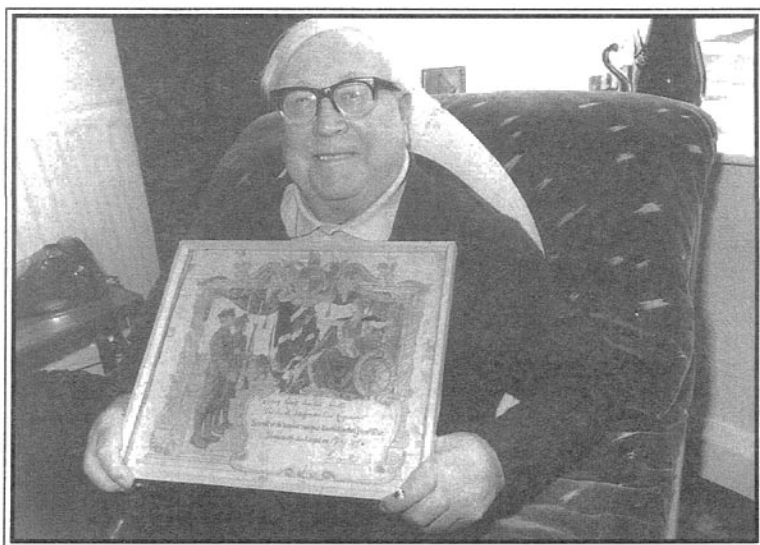
SAMUEL CUTTS (856V)

It is only recently that we have been informed that Samuel Cutts died in 1990 aged 101. He was born at Essington, an only son with four sisters, and on leaving school at 13 went to the local colliery, later moving to the Baggeridge Colliery on the south edge of Wolverhampton where he was to work as a miner, later as a maintenance fitter and electrician for 52 years.

Samuel Cutts enlisted in 1914 with the 7th South Staffordshire Regiment, 11th (Northern) Division which sailed from Liverpool on board the *Empress of Britain* at the end of June 1915. Three weeks later they landed at Cape Helles to be attached for a short time to the Royal Naval Division. Here he was wounded in the shoulder and evacuated, only to return shortly afterwards to the Peninsula, this time to Suvla where the Battalion landed at B Beach on the night of 6/7 August.

Following the evacuation the South Staffordshire Regiment went to France where in 1917 Samuel Cutts was seriously wounded in the arm while serving on the Somme. He eventually returned to England and invalided out of the Army.

He married May Marsh in 1919 and had four daughters, only one of whom now survives, Mrs Joan Tranter, to whom we are indebted for much help with this Obituary, and who describes her father, "as a fantastic man". Additional information and photographs were kindly provided by Major E. Green, Regimental Secretary of the Staffordshire Regiment.



Samuel Cutts with his "Honourable Discharge" certificate. Black Country Bugle.



Samuel Cutts in 1914. The Staffordshire Regiment.

FREDERICK JAMES ORTON MBE (0743V)

Fred Orton was born on 14 June 1892 in Nottingham. His father and mother were of North Staffordshire stock, his father was a journeyman weaver and had moved his family to Nottingham to take advantage of that city's flourishing manufacturing trade. Fred was one of ten children, only two of whom were born in the same town. This exemplifies the hard existence even of skilled workers (and of their wives) in the late nineteenth century

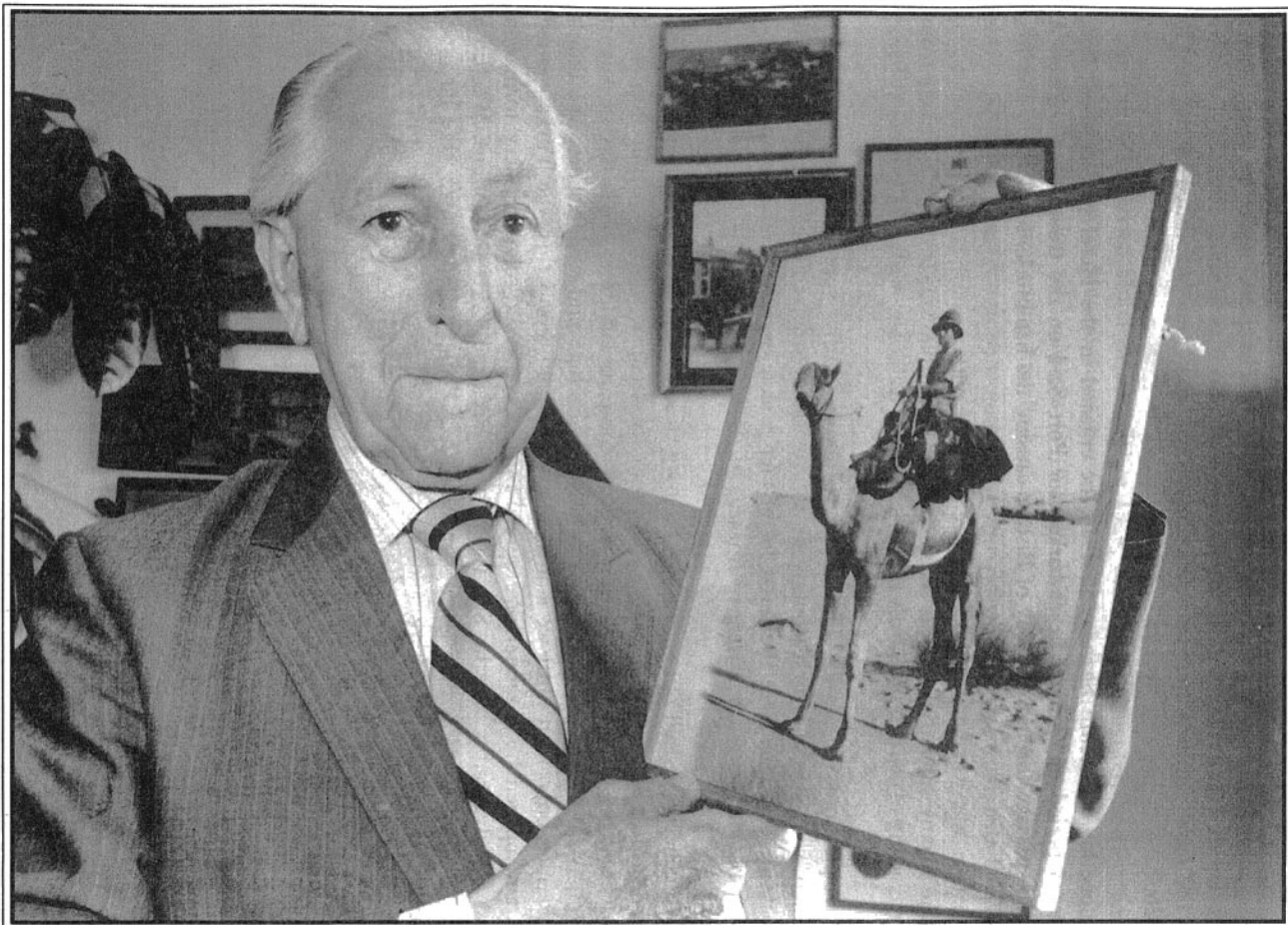
One of Fred's earliest memories was of watching, in 1899, the mobilisation of the Robin Hood Rifles in Nottingham Market Place before they set out for the Second South African war – and of seeing the sad remnants return two years later. He left school at 13 and, after some months of office work, he secured work in an engineering firm. By 16 he was with a local lacemaking firm working on the Jacquard machines. At age 21 he was admitted as a skilled fitter by the Amalgamated Society of Engineers, having been a member of the union since 1912. [The ASE later became a constituent part of the AEU and thence of the AEEU.

He had been an active member of the Territorials since 1910, and at the outbreak of war in 1914 he enlisted in the Royal Ordnance Corps as Armament Artificer, where his engineering skills were put to good use.

Fred served as Staff Sergeant in Gallipoli, where his Commanding officer was mortally wounded on the day his unit landed. Fred had vivid memories of their efforts to increase the elevation of the guns on the beach so they could reach 'Johnny Turk' on top of the cliffs. He was later to recall the problems of the recuperator springs on the 60-pounder guns. Repeated firing compressed the springs too far; weakened, they no longer pushed the carriage back into the firing position. The only remedy would be to unheal the spring, stretch and temper it for which a large furnace not available on the Peninsula was required. However on one occasion Fred heard that a gun with a damaged carriage as the result of a direct hit had been taken to the transport for sending away. So he and his men went out to the ship, found that despite the damage the recuperator was intact and in full working order, detached it and brought it ashore to be fitted to one of the other guns.

His unit was taken off the Peninsula in December and went to Suez. From there Fred was attached to an RGA Brigade that went to Salonika in August 1916, from where he eventually returned to England for discharge in July 1919.

At the beginning of World War II he joined the skilled staff of the Royal Ordnance Factory in Nottingham, and in 1940 was asked to become the first full-time District Secretary of the AEU, a position to which he was regularly re-elected for the next seventeen years. During the war years this was literally a full time job, coping with the various problems brought about by wartime emergencies including the drafting of



*Percy Pritchard with a photograph of himself while serving with the Camel Corps.
Hereford Times.*

"It was getting on towards December when the blizzard took place. An enormous storm occurred, with lightning. Water filled the Turkish trenches, and then they burst and it filled our trenches. We were out in the open.

"Then the order had been passed for evacuation . . . They had rifles fitted up with water dripping on the triggers every now and again. We were moved down closer and closer to the shore, to be evacuated, but as soon as a Taube came over, we all went back up the other way to deceive them. But we weren't able to be taken off and we were turned out on this Salt Lake – an awful place – and it froze. Unfortunately, the mule convoys couldn't get the rations up to the line, and they dumped them on the side of the track. our fellows were out in the open and they discovered the jars of rum . . . I saw them pouring this rum, it was Jamaican rum, like treacle into their dixies and drinking it like tea. In the morning they were stone dead, hundreds of them. It was an awful situation.

"I was frost-bitten and put on a hospital ship and went to Malta, to the hospital there. All the British hospitals were full up and they put me in an Indian hospital, with Gurkhas and Sikhs . . . I got to learn a little bit of Hindustani . . . I was there for a couple of months and I got over my trouble and went back to Egypt and joined the regiment, which was sent to the Libyan Desert to deal with the threat from the Senussi tribesmen . . ."

Disenchanted with "foot-slogging", Percy volunteered for the Imperial Camel Corps and took part in the Sinai campaign. His next posting was to Cairo, where he learned to fly. However, he never did any service flying, but was appointed to a staff post at Middle East Headquarters in Cairo, as General Salmon's dispatch rider. During the course of his duties there, he met T.E. Lawrence. By the time the war ended, he had joined the Royal Flying Corps.

After the war, he trained as a Master Tailor and Cutter in London and then returned to the family business. In the Second World War, Percy Pritchard was commissioned into the R.A.F. and became instructor and adjutant at the glider training school in Hereford.

He was a man of wide interests. In addition to his love of flying and gliding, he was the first person to hold a radio transmitting licence in the county of Hereford, and also took a keen interest in photography, archaeology, vintage motor cars, steam engines and golf.

Mr. Pritchard leaves a wife, a son and daughter, and two granddaughters.

Joan Whateley (1231)

REAR-ADMIRAL C.D.HOWARD-JOHNSTON, CB, DSO, DSC

Rear-Admiral Howard Johnston (610), a member of the Gallipoli Association for many years, died aged 92 in February. He was one of the Royal Navy's foremost exponents of anti-submarine warfare.

He had first gone to sea on the battle cruiser *Repulse* in 1921 and was subsequently to serve on vessels as varied as the gunboat *Tarantula* on the Yangtse, and the battleship *Barham*. His first command was the destroyer *Viscount* in 1937 when he began to specialise in anti-submarine warfare. During the Norwegian campaign of 1940 he organised the anti-submarine operations off the fjords and took part in the evacuations from Mold and Andalsnes, for which he was awarded the DSC. From Norway immediately to the English Channel and a mention in despatches for his demolitions at St Malo.

In 1941 Howard-Johnston took command of the destroyer *Malcolm*, always known as a happy ship, escorting North Atlantic convoys, during one in June that year he sank U-651 for which he was awarded the DSO. His experiences at sea were subsequently used to full effect as he was promoted Captain and returned to the Admiralty as Director of the Anti-U Boat Division. He completed his wartime service in the Far East in command of the cruiser *Bermuda*.

One of his tasks towards the end of the war was to investigate the numerous claims of war crimes having been committed by enemy submariners. He found but one, that by Hans Eck of U-852 which had opened fire on survivors of the Greek steamer *Peleus*. Eck and four of his men were subsequently brought to trial, all found guilty, and Eck and two officers executed by a firing squad on Luneberg Heath.

In 1950 Howard-Johnston took command of HMS *Vernon* the torpedo and anti-submarine school at Portsmouth and the following year was closely involved with the search for the submarine *Affray* on which his eldest son, Richard, was lost. He retired in 1955 and went to live in France, where he had served as naval attache in Paris for three years. He greatly admired the French contribution at Gallipoli, where in his words "they came out on all sides with flying colours" and lamented the lack of interest now shown in France. A gesture of his considerable kindness was to obtain several years ago an example of the French Medaille des Dardanelles for the Editor of *The Gallipolian*.

VISIT TO THE COMMONWEALTH WAR GRAVES COMMISSION

On 28 February members of the Association and friends were the guests of the War Graves Commission at their Maidenhead headquarters. Here we were warmly greeted by Jeremy Gee, the Director for External Affairs, who outlined the policies and practices of the Commission, its funding arrangements and devotion to the original concept: to ensure that those of the British and Empire Forces who died in the service of their country are honoured and remembered in the cemeteries and on the memorials throughout the world.

We watched the recently completed film about the Commission, the narrator, Michael Palin, providing a superb picture in words of the activities of the Commission. It was worth the visit just to see this excellent production which includes brief coverage of Gallipoli.

Divided into groups we made our way in turn to the Records and Information Departments. In the latter was an excellent display showing the history of the Commission from its very earliest days, samples of the construction of headstones to the final erection in a cemetery, and the numerous artefacts which have been discovered on the battlefields by Commission staff. This interesting display included several items found on Gallipoli.

The Records Department went to considerable trouble to provide information on their newly introduced computer system upon which all records will ultimately be stored. On the day they provided many of the party with details of individuals buried or commemorated on Gallipoli.

The staff went to considerable lengths to ensure that whatever information was requested they would provide. It was the general consensus of our whole party that we could not have received better treatment, everyone went to untold trouble to make our visit as informative and interesting as possible. We are extremely grateful to the Commission for making this initial visit by the Association such an outstanding success, and our warmest thanks go to everyone involved for their kindness and generous welcome.

MAJOR GENERAL'S PARADE

Some 60 members and guests, ranging in age from 4 to well shall we say mature years, were present on Horse Guards Parade on the morning of 1 June for the rehearsal of Trooping the Colour – the Major General's Parade. We faced south

from a position high above the approach road so were ideally placed to see the troops both arrive and depart as well as the Parade itself. The morning started bright and sunny, but just as the Colours were to be presented there was an enormous downpour. Those with umbrellas quickly unfurled them, those without huddled, as the torrent soaked right through to the skin. Fortunately it was soon over and the sun rapidly appeared so that everyone soon dried out. It did not mar a marvellous morning much enjoyed by all those privileged to be present.

ASSOCIATION EXCURSIONS 1997

We are in the process of considering our 1997 programme of visits to places and events and would be pleased to receive members' suggestions and comments. It may be necessary to journey outside London which could mean the use of a coach and driver. Would members object if arrangements included travel by coach? At the same time I am anxious to ensure that we are able to provide the opportunity for members resident outside London, having the chance to join with other members on visits.

We are considering visits to Portsmouth and Southsea, taking in the Royal Marines Museum, The Royal Naval Museum, and HMS *Minerva*. Another possible venue is Winchester where there are military museums to the Hampshire Regiment, Gurkha's, Green Jackets and the Royal Hussars. Although none of these Museums has catering facilities we could arrange an appropriate meal at one of the nearby Training Colleges.

The Medway towns are also under consideration. Here the Royal Engineers Museum is close to the Royal Dockyard while not far away is Rochester Cathedral. Further afield Cardiff, Edinburgh and York both have much to offer, while in Lancashire several of the military museums have strong Gallipoli connections.

There are many places that could be selected, but all will depend on the level of interest and support by members and friends. I would be delighted to receive the views of members on these ideas and to receive alternative suggestions, this will ensure that we continue the very successful programme we have begun to develop and which members appreciate.

Perhaps members may care to express their views and suggestions to me, I would be most interested to hear what they have to say so that these can be taken into account in future programmes of visits.

Jim Fallon, Public Relations Officer, 2 Sunnyfield, The Ryde, Hatfield, AL9 5DZ.

A MIDSHIPMAN AND HMS *GOLIATH*

W. J. WESTALL (0839)

The number thirteen was never considered unlucky in the family. It was on the 13th May, 1915, that my father was saved from drowning after his ship HMS *Goliath* had been sunk in Morto Bay. He was in his eighties before I found out what had exactly happened to him on that day. Like many veterans of that war, the memories were too painful to recall. In those far off days, there were few counsellors to aid the vast number of young men who had suffered extreme traumas. Many never recovered, some partially did, often going through torments in nightmares, others felt by blotting out these painful memories they might find peace of mind.

Two men changed my father's attitude. Peter Liddle had realised that the veterans were fast disappearing and their recollections of the war should be preserved for posterity, before it was too late. Dr R. Suddaby, of the Imperial War Museum, had for years built up a library of oral history. Having listened to these tapes, I was able to persuade my father to record his war memories but in greater detail. He did so on one condition; that they weren't published in the *Gallipolitan*, or any other journal, in his lifetime. He feared that it might lead to correspondence, replying to which would cause constant pain. With his death in 1992, I am relieved of that obligation.

My father's elder brother had gone to Dartmouth and he was keen to follow in his footsteps. After two years at Osborne in Blake term, as was Eric Bush, he entered Dartmouth in the summer of 1914. With the outbreak of war, the cadets were quickly dispersed to various ships of the Fleet. A Canopus class battleship of which six were built, *Goliath* was the second to be commissioned in 1900. A small group of cadets, now midshipmen, were sent at first to Chatham, in error, as the *Goliath* was stationed at Devonport. When the weary young men finally arrived at the correct destination, the ship went to sea as part of the covering force for the Ostend expedition, in late August. By October, the *Goliath* was helping to escort the troopships of the German East African Expedition, travelling from India. The next few months saw the ship patrolling the East coast of Africa ready to deal with any break-out by the *Konigsberg*, and bombarding Dar-es-Salaam on two occasions. After a lengthy refit at Simonstown, she returned to her station off East Africa, before being ordered to the Dardanelles, in March, 1915. The story continues in my father's words.

"We finally reached an island called Lemnos which had a large harbour called Mudros. That's where the expeditionary force was getting ready. Rupert Brooke must have been there at this time. That was for the landing on the 25th April, 1915. Our objective was the landing of troops on Y beach and I remember some of the troops. There was the King's Own Scottish Borderers, South Wales Borderers and the Marines. The midshipmen were still down in the transmitting room, so we were



Midshipman Rupert Westall

not in the boats transporting the troops to the beach. Some midshipmen from other ships did this. Our job was more of bombardment and no doubt the transmitting room was very busy, but I was able to get up for a time. As we were close to the shore we used the secondary armament 6-inch guns rather than the 12-inch. We were so close that one of our men was killed by a sniper. We buried him later on.

The landing seemed to be a success and we were surprised that they had to retreat. We had to take off their wounded. They had had pretty heavy casualties and, as they were short of medical help, I was asked if I could help the medics with the wounded. I went around helping and seeing the awful wounds. Of course, we had nothing to do with the medical side, we took the comforts, cigarettes and that sort of thing, just to cheer them up. I remember my job was to take the badly wounded in a launch to a hospital ship nearby. Whether we were towed by a picket boat or were under oars, I'm not sure. What worried me, on one of the journeys was that a senior officer, fairly badly wounded, had been shot in the stomach. They had labels on them stating their wounds. He wanted a drink and I didn't know whether it was safe to give him one. We got alongside a ship and I asked whether it was all right from a medical officer. We got those wounded onto the hospital ship.

I remember when the wounded were being brought on board, a heated argument between a senior army officer and one of the gunnery officers. The accusation was that some of our shot had fallen short and had caused several casualties.

I remember, also, the burial of the man shot by the sniper. The whole ship's company seemed to be paraded, all standing to attention, and the guns of Achi Baba opened fire with the result that shells were falling not far away. I thought the sensible thing to do would be to dismiss us and get out of range but not a bit of it; all stiff upper lip. At the time, it seemed the right thing to do but I think it was rather daft, now. We could have had enormous casualties, if a shell had landed on top of us, just over a burial."

Shortly after, a postcard was sent home which, although brief, is full of boyish enthusiasm.

My dear Mother and Father,

Am quite well. We have been having a very exciting time of it in the Dardanelles. Landed troops etc. Had a lot of wounded on board here. Am not allowed to say much. Hoping all quite well at home. Rupert.

"We were anchored off Morto Bay, and were supposed to have a screen of three destroyers ahead of us, who ought to have given warning of this Turkish ship coming down, which we were told was manned by German officers. Very efficiently it pumped three torpedoes into us and we sunk in three minutes. We went down

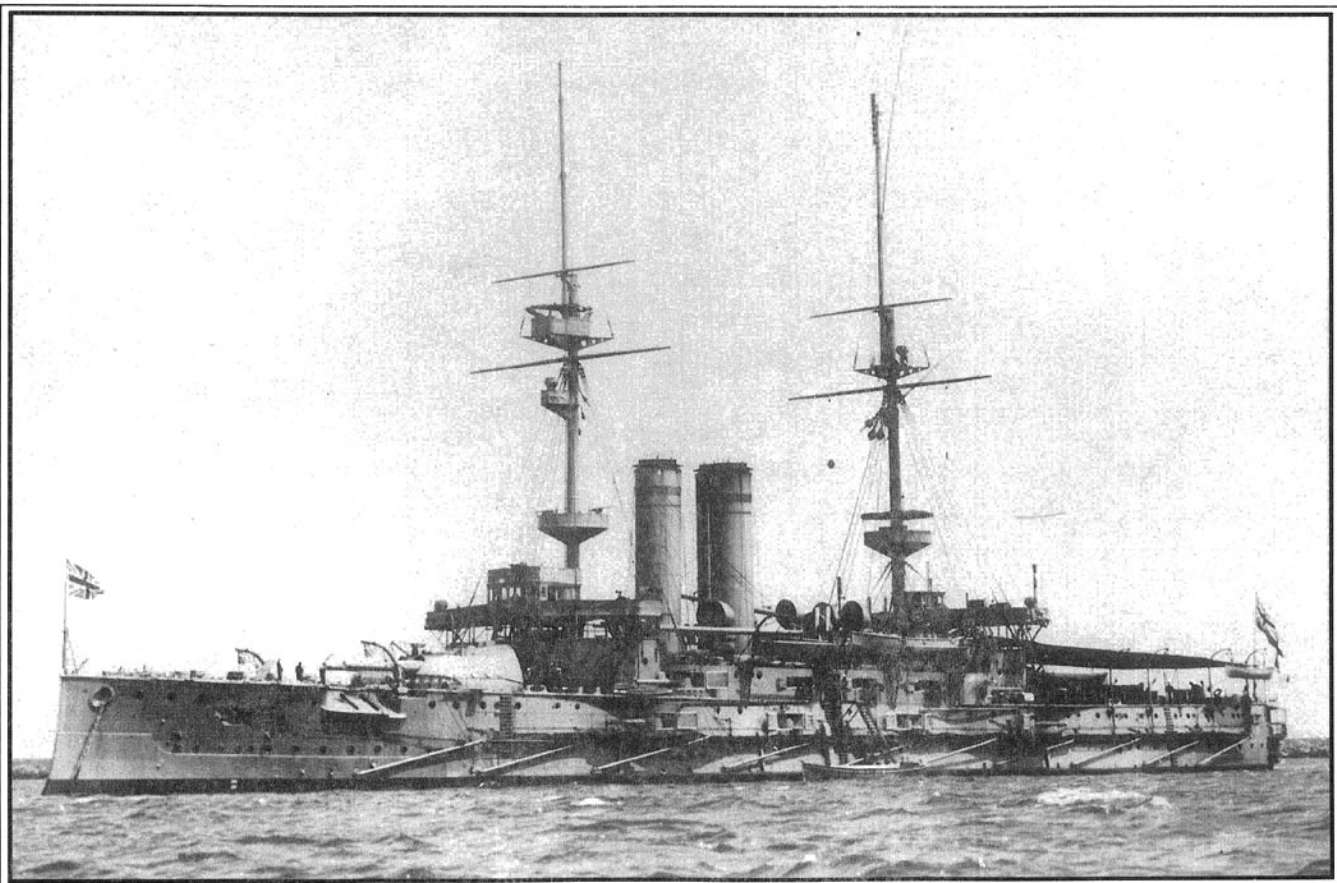
very quickly. I daresay the magazine may have exploded. The midshipmen had their hammocks laid out just below the gangway onto the quarter-deck, so that we could get onto the deck quite easily. When the explosion happened most of us went straight up on deck and got away early. But I wanted to get my Gieves safety waist-coat and I dodged down below decks and came up again and, by the time I got on deck, she was just going and so I simply went down with her. I wasn't a bit afraid and I just bobbed up again.

The water was very cold. I had on only the tropic pyjamas. Although the atmosphere was quite warm, the strong current of about three or four knots, coming down from the Sea of Marmara, was quite cold. I wasn't frozen but chilled. I had this Gieves safety waist-coat and I was able to get a puff of air into it. A bit of an effort that was. I had also a bit of wreckage that I hung on to. I was quite cheerful. There were only about 14 of us. The rest had gone before or were drowned, because six out of seven of the crew were killed, either going down with the ship, or being drowned before being picked up. I just trod water. I didn't try to swim ashore, it was too far. I felt it was my duty to cheer up those who were there. I think it was very brave for a little boy. I shouted out slogans about 'Are we down-hearted?' 'No.' 'Will we win?' 'Yes.' I tried to sing which was a bit difficult with water getting into one's mouth. I don't know how long we were in the water, maybe three-quarters of an hour to an hour. The people who picked us up would know because it happened about 1 am on May 13th. The boats that rescued us came from the *River Clyde*. They brought us back with blankets wrapped around us and shoved us into hammocks. As I had returned for my Gieves, I had become separated from the other midshipmen, and it was firstly thought that I had drowned or been washed ashore. When they found I was an officer, Surg. Lieut. Kelly got hold of me and put me in a bunk in a cabin.

The next day, I sort of lived in a daze. My recollection of being kitted out in khaki with white lapels, could be quite imaginary, but I did go ashore and my idea was to go up to the trenches which was very stupid. I think I collapsed because my next recollection is waking up in a cot in HMS *London*, on the way to Malta."

The following is a report by the surgeon on board the *River Clyde*, Lt. P. Burrowes Kelly:

I hereby declare that I remember the occasion of the the loss of HMS *Goliath* in the Straits of the Dardanelles on the morning of the May 13th, 1915. I arrived somewhere about the scene of the disaster in a French picket boat shortly after *Goliath* blew up and disappeared and we eventually rescued and brought back to the *River Clyde* aground at V Beach, one officer and 39 men. The officer was Midshipman R. V. H. Westall and I recall carrying him to my cabin and putting him to bed. He was then suffering from the effects of the shaking and immersion he had suffered. His pupils were fixed and dilated. I treated him for shock etc. He fell asleep and passed a good night and the



HMS Goliath. Negative No Q38961. The Trustees of the Imperial War Museum.

following forenoon, in my absence on the beach, he left *River Clyde* and went for a stroll on the Gallipoli Peninsula. He would of course be under shellfire anywhere on the Peninsula. At that time it was regarded as strange that survivors of such disasters should voluntarily expose themselves to shellfire etc. In my opinion, these actions are performed automatically till the sense of fear returns. This officer returned to *River Clyde* p.m. on May 13th, and then appeared dazed. Reaction would then appear to have set in and he collapsed and was transferred to the Flagship like the other survivors."

My father concludes his account.

"I was delivered to Bigli hospital, a large one, in Malta. I soon recovered. I went ashore several times looking at the tourist spots, and enjoyed myself very much. I came home in a hospital ship called the *Rewa*, I think I went to Plymouth and for a short time was in hospital there.

I felt the loss of so many of my friends because I felt the best ones had gone. There was a boy called Faed who was a particular friend and Bartlett who I was friendly with too. He wasn't at Osborne but joined through one of the training ships. Also, there was MacLeod; he was a pleasant person. When I got back to England, I did visit Faed's parents. I felt I should tell them what I could about him. He had got away before me. He was picked up and was still alive, so I was told, but later died from exhaustion. I have an idea he was picked up by HMS *Nelson*.

After the rescue, I hadn't a stitch of clothing, even my pyjamas and Gieves waistcoat had gone. I had to be kitted out from nothing, as if I had been newly born. It was quite a shock. the Admiralty paid up for all the things I had lost. All the presents I had bought for the family had gone."

Ten days after the sinking of the *Goliath*, Rupert received a letter from his father. The following are extracts.

"I hope you received the letter I wrote directly I heard that you were saved from the *Goliath* and your mother has written to you again since then. I should have telegraphed to you only I didn't know where to telegraph. We have had shoals of letters and telegrams of enquiry and congratulations. In the *Evening News* appears a paragraph "Among the survivors of HMS *Goliath* was Midshipman Rupert V. H. Westall RN son of the Rev. W. H. Westall, Rector of Chalton Horndean."

We are very anxious for news telling us as much as you can about the disaster to the *Goliath* and how you were saved. We are most particularly anxious to hear if you still have the Gieve life saving waistcoat, of if you want another. Always wear it night and by day.

We offered up thanksgivings for your safety here and so did your uncles and aunts in London and elsewhere.

What an experience! and what a lot you will have to tell us!’

Whilst making these researches, I was fortunate in making contact with another midshipman, W. J. H. Culff, who was also aboard the *Goliath* on that fateful night. He was kind enough to forward these recollections.

“I left the bridge at 10 p.m., noticing that the Turkish searchlight shining in our direction had been extinguished, unlike the night before. But no one remarked on it and so far as I know, we never weighted anchor, or took any extra precaution. I suppose the Turks intended a night attack and for the purpose, as little light as possible was necessary.

The destroyer came down under the shadow cast by the land and launched three torpedoes which struck us in or near the bows, which is why our men had most casualties, about 500, I think, and the officers in the stern section came off comparatively lightly.

It seemed very hot below decks, so I did not sling my hammock but laid in flat on the half-deck, i.e. outside the ward-room door – one down from the quarter-deck.

I noted the first explosion in my sleep, the second woke me, and the third brought me to my feet. I went down one deck to get a life-belt jacket from my bag, but could not find it but only my uniform jacket which I donned and went back to where I had slept. the ship had begun to list to starboard and it was obvious she had received a lethal blow. I joined a number of men who had come from the bow section and despite the scrum managed to get on deck. For some reason I tried to get to the port side – still out of the water, but the list was too great and I slid to the starboard side and so into the sea. I was sucked down with the sinking ship and had got past the pain of suffocation. However, I rose again *malgre moi*, knocking my head against parts of the ship – formerly vertical, now horizontal. But I was only grazed, if bloody. I saw about six men clinging to something half-submerged and joined them. My weight precipitated us all into the water. Very gingerly we managed to get to our support in some safety, and clung to it until picked up by the *Lord Nelson’s* cutter – about half an hour later. I was quite naked by now and very cold. I managed to walk on board without help and saw a snotty I knew, Snow by name. They gave me a whisky, put me into a hot bath and then into a hammock where I still shivered for an hour or so, cold and shock together. Next morning I felt OK, such is the resilience of a boy of 15½.”

W. Forrester, another midshipman in the *Goliath*, wrote a fuller account of the sinking, in his book *Dartmouth to the Dardanelles*.

It was the normal practice to hold a court martial into a sinking of a ship. the following is an Admiralty report giving reasons why one was not held.

Loss of HMS *Goliath* – Proposed Holding of a Court Martial.

Comment

This seems hardly consistent with our considered policy. the board laid down that there ought always to be an enquiry – which may or may not end in a court martial. In the case of the *Goliath* there was no enquiry because the V.A.C. thought there should be a court martial. *Now* it seems, that we are to have *neither* a court martial *nor* an enquiry. This is a course very difficult to justify. 11.10.15.

Minutes.

A Court of Enquiry was held at Mudros on the 17th May last, when the survivors of the *Goliath* were examined as to the circumstances which led up to the loss of that ship.

As a result, the V.A. Command East Med. recommended a court martial held at some future date.

The fixing of this date at present seems impracticable. It involves collecting the different witnesses – some of whom have since come home and been appointed elsewhere. These later would have to be replaced and their services lost until the trial is over. A Court Martial on the loss of a battleship necessarily entails the assemblage of officers of high rank from different ships; and since they, together with the witnesses still out there, are all employed on important work in a critical time, it would be most inopportune to hold one until the situation in the East Med. permits. For these reasons, I suggested a Court Martial deferred. 12.10.15.

Comment

Because of difficulties to defer Court Martial, report when time is opportune. 21.10.15.

Comment

Great problems if held in home waters. 13.3.16.

Decision

No Court Martial to be held. Survivors considered free from blame. 4.4.16.

Of his subsequent service my father was to write of how after sick leave, during which his father bought him a Triumph motorbike, he joined HMS *Canada* at Newcastle.

"HMS *Canada* had just been commissioned and was a super dreadnought with 14 inch guns. I was in her for about two years, much of the time in Scapa Flow. We were under naval instructors during this time though what we didn't have enough of, in my opinion, was instruction in seamanship. We never had a seamanship exam for subs.; we were all given second class.

I went on a drifter which were supposed to guard the nets to stop submarines coming in, here I acted as cook. I got an insight into the skippers. The first man had a bible and a chart, so I was suitably impressed and thought the Scots were a very religious lot. In the next drifter, I was up in the chart house and the skipper had a saucy French magazine, *La Vie Parisienne* so I had to change my ideas about the Scots. Which better represents the Scottish fishermen, I don't know.

I was in charge of a picket boat that ran aground, while taking officers from one place to another. The coxswain was at the wheel, I was looking after guests, and we had to wait for the tide to come up to take us off. Fortunately I was never punished for it and got off scot free.

It was a dull business up at Scapa Flow, although we did get ashore a bit. other ships brought us entertainment. We went out on exercises and I was present at the Battle of Jutland. I saw the German fleet all right, but it was very hazy, visibility being very bad. We fired at the Germans, but never got a hit. I was a torpedo midshipman so took no part at all except as a spectator. It wasn't in the least exciting. You had no idea what was happening. I saw a ship which had been sunk with her bows sticking up but whether it was one of theirs or one of ours, I don't know. I felt we had won but there weren't celebrations on board. One felt disappointed that one hadn't come to grips with the enemy, that was the chief feeling.

We had more to do with the lieutenants than the senior officers, Mackenzie, Cavendish and Geron-Williams. We were junior midshipmen when we first went. There were some senior ones, including Bell who was later commander of the *Exeter*.

I had some trouble with my eyes. Whether this had anything to do with the *Goliath*, I don't know. I saw Commander Dalglish, a very humane person (Nicholson was the Captain) and was sent down to Greenwich hospital where they put right whatever was wrong. Then I got my appointment as Number One to the *Ure* at Portsmouth where I found I was the youngest on board, being 18 at this time (1917).

The *Ure* was an old coal burning destroyer with a crew of between 60 and 70. I shall never understand why I was appointed as Number One, I was only an acting Sub and had no experience of work in this kind of ship, while my age was hardly an advantage. I was on board for ten months and I think the ship was a happy one. The Captain was named Tyler, aged 28, and he was pleasant enough but sought relief, at

BUSHMILLS HEROES 1914-1918

ROBERT THOMPSON

Published by the Author 1996. 184 pages, numerous illustrations. £8.00 including post.

Another of these splendid well researched local publications, again published by its author, whose industry is well rewarded as he has sold nearly all the copies printed, so hurry if you wish to purchase one. Each hero is described, and most are illustrated, while for some there is much on their service and their family history.

Bushmills, close to the north coast of County Antrim, suffered heavily during the First World War with no fewer than 23 killed or missing on the first day of the Somme battle and a further ten by November. A total of 95 men were lost in all, from Private Charles Allen, 1st Battalion Irish Guards on 18 November 1914 to Private Hugh Purcell, 1st Garrison Battalion, Royal Irish Rifles on 6 October 1919 who was killed in action while serving in India.

Three Bushmills men did not return from Gallipoli. Lance Corporal John Morton and Private Robert Greer were both serving with the Royal Inniskilling Fusiliers. John Morton was killed during the action at Gurkha Bluff on the afternoon of 22 May, Robert Greer during skirmishing on 19 June. The following month Lieutenant Daniel Kerr, 14th Battalion Cheshire Regiment, attached South Wales Borderers was killed just three days after he landed on the Peninsula.

Orders to Robert Thompson, 9 Riverside Road, Bushmills, County Antrim, Northern Ireland.

INFORMATION PLEASE

HMS *Queen Elizabeth* in *The Gallipolian* No 79: Winter 1995 we published a request for information by Mrs Enid Bray. Subsequently Mrs Bray has moved and her new address is a c/d Farmacia Sanchez, Avenida Nicaragua 15, 03500 Benidorm, Spain.

Stolen Medals: John M. Cameron (1248) of Lochiel, 9 Smithy Road, Stranraer, DG9 8LP asks if we can bring the theft of a friends father-in-laws medals from a house at Ketton, Rutland to Members' attention. These were a named DFC to Wing Commander D.W. Reid together with a 1939-45 Star, Air Crew Europe Star, Defence Medal, Victory Medal, Jubilee (1937) Medal. Information please to John Cameron.

JEWISH SOLDIERS AT GALLIPOLI

J W TANNER (1269)

The *British Jewry Book of Honour*¹ was published in 1922, in the words of the then Chief Rabbi, the Very Rev. Dr. H J Hertz to: "help lovers of the truth in their warfare against the malicious slander that the Jew shrinks from the sacrifices demanded of every loyal citizen in the hour of national danger".

The *Book of Honour* was planned as a permanent record of the more than 50,000 Jews from all parts of the British Empire who served in the Great War. The main body of the *Book* is a nominal roll, by arm of service, regiment and (where appropriate) operational unit. A further more detailed roll comprises those who gave their lives: 334 officers; 2,091 NCOs and other ranks. A further 6,500 men are noted as having been wounded, although the authors acknowledge that this is probably an understatement of the true numbers.

The Gallipoli campaign is covered in the *Book of Honour* in a number of interesting respects, beginning with an account of the formation and operations of the Zion Mule Corps.

After the declaration of war the Turkish authorities in Palestine expelled some 12,000 Jewish settlers who were then placed in camps at Alexandria. Able-bodied young men amongst the refugees were anxious to fight to liberate Palestine but had little scope to do so as under the Army Act they could not be enlisted in the British Army as combatants, nor could the authorities in Egypt give any guarantee of sending them to Palestine. However, under the influence of Lt.-Col. J H Patterson DSO, best known for his best selling book *The Maneaters of Tsavo*, and Capt. Joseph Trumpeldor (himself one of the refugees and a one-armed veteran of the Russo-Japanese war) over 700 men enlisted as a body of mule drivers in the Army Service Corps.

The Zion Mule Corps then embarked for the Gallipoli peninsula. Their ship was grounded accidentally at Mudros but they finally began to land on the evening of 27 April 1915, only two days after the landings and then began taking ammunition forward to the troops of 29th Division, preparing for the first Battle of Krithia, which began the following day.

The Corps served with honour on the peninsula until the evacuation in January 1916. The nominal roll in the *Book of Honour* records the names of 727 men and nine officers with the Corps of whom one officer and eleven men are recorded as being killed. Two Distinguished Conduct Medals are recorded, one to 126 Cpl. M Grouchowsky, who on 5 May 1915 although wounded in both arms by shrapnel, kept control of his stampeding mules and delivered ammunition to the trenches.

Jewish service in the Gallipoli campaign was not, though, confined to the Zion Mule Corps. Of the four Jewish soldiers who won the Victoria Cross during the Great War, one was 958 Pte. (later Lt.) Leonard Keysor, 1st Bn. Australian Imperial Forces for his actions at Lone Pine on 7 and 9 August 1915. Keysor threw his own grenades and returned live Turkish ones for over 50 hours during the engagement. He was twice wounded, only going back to the dressing station when ordered to. On the way there he encountered another company who had lost all their bombers and returned to the trenches with them.

The *Book of Honour* records 12 officers and 70 other ranks as losing their lives with units of the Mediterranean Expeditionary Force between 25 April 1915 and the immediate aftermath of the evacuation. (Because no cause or place of death is shown in the rolls it is not possible to identify those who may have died of wounds or disease incurred on the peninsula.) A full list of those recorded in the *Book of Honour* from Gallipoli will be provided in the *Winter Gallipolian*.



Zion Mule Corps Men in the 3/20th London Regiment.

A more detailed analysis shows those who lost their lives to be spread through the entire Expeditionary Force:

	Officers	Other Ranks
29th Division		
2/R. Fus.	1	
1/Lancs. Fus.		1
1/R. Dublin Fus.	1	2
2/Hants.		1
1/Border		1
42nd (E. Lancs) Division		
1/5th Manchester	1	
1/6th Manchester		1
1/7th Manchester		2
1/10th Manchester	1	
R. E. Kent Yeo.	1	
52nd (Lowland) Division		
1/5th R. Scots		2
53rd (Welsh) Division		
1/4th Cheshire		1
54th (East Anglian) Division		
R. Engineers	1	
10th (Irish) Division		
5/R. Irish Fus.	1	
6/Munster		1
11th (Northern) Division		
8/W. Riding	1	
9/Lancs. Fus.		1
13th (Western) Division		
6/King's Own	1	1
6/ Loyal N. Lancs.		1
Royal Naval Division		1 ²
Hawke Bn.		1

2nd Mounted Division		
1/1st Co. of London Yeo.		1
Zion Mule Corps	1	1 ⁴
1st Australian Division		
1st (NSW) Bn.		3
2nd (NSW) Bn.		2 ³
3rd (NSW) Bn.		2
4th (NSW) Bn.		2
5th (Vic.) Bn.		2
7th (Vic.) Bn.		4
8th (Vic.) Bn.		1
9th (Queens) Bn.		3
10th (S Austr.) Bn.		1
11th (S & W Austr. & Tas) Bn.		2
5th (Vic.) Field Btry.		1
4th (Vic.) Light Horse		1
New Zealand & Australian Division		
Auckland Bn.		1
Otago Bn.		1
13th (NSW) Bn.		2
14th (Vic.) Bn.		3
15th (Queens. & Tas.) Bn.		2
16th (S. & W. Austr.) Bn.		3
18th (NSW) Bn.		1
1st (NSW) Light Horse		1
2nd Australian Division ⁴		
17th (NSW) Bn.		1 ⁵
Australian Medical Corps	1	
ANZAC Corps Troops		
10th (W. Austr.) Light Horse		1

Before the war there were relatively few Jews serving in the British Armed Forces. It is estimated that no more than 50 Jews were serving in the Royal Navy; with 400 officers and men in the Regular Army; and a further 600 in the Special Reserve and Territorial Force. The 27 casualties recorded to the British Army, the majority in regular or territorial units represents a high proportion of that number.

The rate of enlistment seems to have been higher in the Dominions and Colonies. Detailed figures provided in the *Book of Honour* show that although Jews represented only 0.35% of the population of Australia, they comprised 0.48% of enlistments in the AIF. The detailed figures for Australian units on the peninsula bear this out, with one officer and 40 other ranks from the three Divisions and attached troops.

Now turning to the distribution of casualties through the period of the landing. Three deaths are recorded on the first day: one at Lancashire Landing and two at ANZAC where the bulk of the deaths recorded in the *Book of Honour* occurred. (None of these three men have known graves being commemorated on the Helles and Lone Pine Memorials.)

The next ten deaths recorded in the *Book of Honour* all occurred at ANZAC during the consolidation of the beachhead and the failed attack to extend the front to Baby 700 on the night of the 2/3 May. Deaths are recorded every few days from then to mid-May, with one Australian Jew being killed during the massed Turkish attack of 19 May. One New Zealand death is recorded as being between 1 and 23 May, an indication of the confusion of the campaign.

From the Third Battle of Krithia, on 4 June, to the end of the month ten of the fourteen recorded deaths are at Helles, with the last, a man of the Royal Dublin Fusiliers, in the Battle of Gully Ravine. It is interesting to note that five of the ten deaths at Helles were members of the Zion Mule Corps; a sure indication of the intensity of the fighting in the area. In August, six deaths can be pin-pointed to the attacks on Sari Bair, one to Chunuk Bair and three to Lone Pine. The relative quiet of the Suvla landings is reflected in the absence of any recorded deaths, and the first death at Suvla did not occur until 15 August (a man of the Munster Fusiliers). However, deaths at Suvla form the majority of the 16 recorded thereafter.

Acknowledgements

This article could not have been produced without the kindness of Mr Alec Gaffin, Mrs Jean Gaffin OBE and Mrs Gaffin's father Mr Silver.

Notes

1. *British Jewry Book of Honour*, Ed. Rev. Michael Adler DSO, Caxton Publishing Company, London 1922.
2. Unit not identified.
3. One further death recorded before the landing.
4. 23rd (Vic.) Bn. records one death before landing in September 1915.
5. Also one death recorded before landing.

A complete listing of Jewish casualties at Gallipoli will be published in the next *Gallipolitan*.

CENTURY OLD ANZACS

Our member Kemal Yilmaz (1157) has kindly sent this translation by Alev Demokan of a report with photograph published in the Turkish daily *Milliyet*:

Ted Matthews will be exactly 100 years old at 11th November 1996. Matthews, a surviving Gallipoli war veteran is an ANZAC. We discovered him in an old age hostel in the outskirts of Sydney, reserved for old war veterans.

He recalls his memories in his days in Gallipoli as fresh as yesterday, and talked about his memories in detail. "There was no reason for us to fight against Turks" he said. At that time you were driven to the war by Germany, were were by England. I was a telephone operator and never went into action and never fired against Turks, I witnessed them defending their country with great courage always ready to sacrifice their lives. "Actually, this war was not ours."

"We have been in Turkey in 1990 on the occasion of the 75th Anniversary of Gallipoli Campaign. We were given warm welcome and received with sincere friendship . . ."

Stan Quin, another Gallipoli veteran, reached the age of 100, last February. We met him in Melbourne during the ceremony held on the occasion of the ANZAC Day. While sipping the beer offered to him, "You've got to drink on such an occasion" he said.

Stan Quin volunteered during the First World War just to travel around world and seek adventures. He had been sent to Gallipoli. "We have done our duty" he said. "But we have never considered Turks as our own enemy. As a matter of fact, we became good friends later. When one gets old, one realises better that the war is nonsense, meaningless and foolish."

GALLIPOLIAN BINDERS

Binders, which hold 12 copies of the *The Gallipolian* are available finished in an attractive simulated leather, coloured maroon, with the title blocked in gold on the spine.

The price per Binder is £4.75 including post in the United Kingdom and £5.70 for overseas. Orders with payment, cheques and postal orders made out to The Gallipoli Association, to Jim Fallon, Public Relations Officer, The Gallipoli Association, 2 Sunnyfield, The Ryde, Hatfield, Herts, AL9 5DX.

WHO SAID THIS?

In the Spring *Gallipolitan* we asked who said:

Reasons how and why we failed stand outside the scope of our account. We can only say, as is known to all the world, that the enterprise was undertaken without due regard to the difficulties in the way, that the warnings of neutrals were ignored, and the known defensive fighting powers of the Turks minimized. The expedition was a gamble, a gamble undertaken with insufficient forces – and when such forces did arrive they were always just too late. Just as every defeat is a victory, so every failure is a step to success, and the Saga of the Straits will be sung by our people long years after all who gave it orchestration are dead and turned to dust. It will be chanted in notes of triumph; the masterspirit of heroism displayed will uplift it above all thought of disappointment. No greater feat of arms has been writ in our history; no more wonderful story of indomitable courage –

The answer: A.T. Stewart and Reverend C.J.E. Peshall in *The Immortal Gamble* 1918.

Now another WHO SAID THIS?

September was a quiet month with us. There was a small daily loss from shell and rifle fire, but the men were much better accustomed to their conditions, knowing how to take very quickly the right sort of cover. Two Scottish brigades were our neighbours, and formed part, I fancy, of our division. The one was Lovat's Scouts and the other the Scottish Horse, under the command of Lord Tullibardine. With the energy which all who know him would expect, Lord Tullibardine had erected headquarters which were the marvel of the countryside, spacious and comfortable; and great was the fame of his hospitality. On this account we were the more determined, when we persuaded him to dine with us, to provide a meal of variety and distinction. Our dining-room was hewn out of the soft clay and was a well-designed apartment, not without architectural features, cut by the practised picks of the miners in the Derbyshire Yeomanry. Moreover, it communicated with the kitchen by means of a buttery hatch in the wall, a feature without its fellow on the whole Peninsula. Our dinner ran into seven courses, commencing with tomatoes which grew wild in the fields and terminating with blackberries from the neighbouring bushes. The *pièce de resistance* was a jam tart, with flour produced from crushed biscuits, and the *coup de grâce* a large thistle worked in the design of the pastry. Soubise could hardly have bettered that.

MEMORIAL WINDOW

The Parish Church at Paul, on the hill above Mousehole in Cornwall has a fine east window donated by Mrs W.E.T. Bolitho in memory of her husband and son, both of whom died from wounds in the First World War. A bronze “To Gallant Men” beside the window records the deaths of Midshipman Torquil MacLeod and five seamen from Paul who were lost when HMS *Goliath* was torpedoed in the Dardanelles on 13 May 1915. (See also pages 19–28.)

