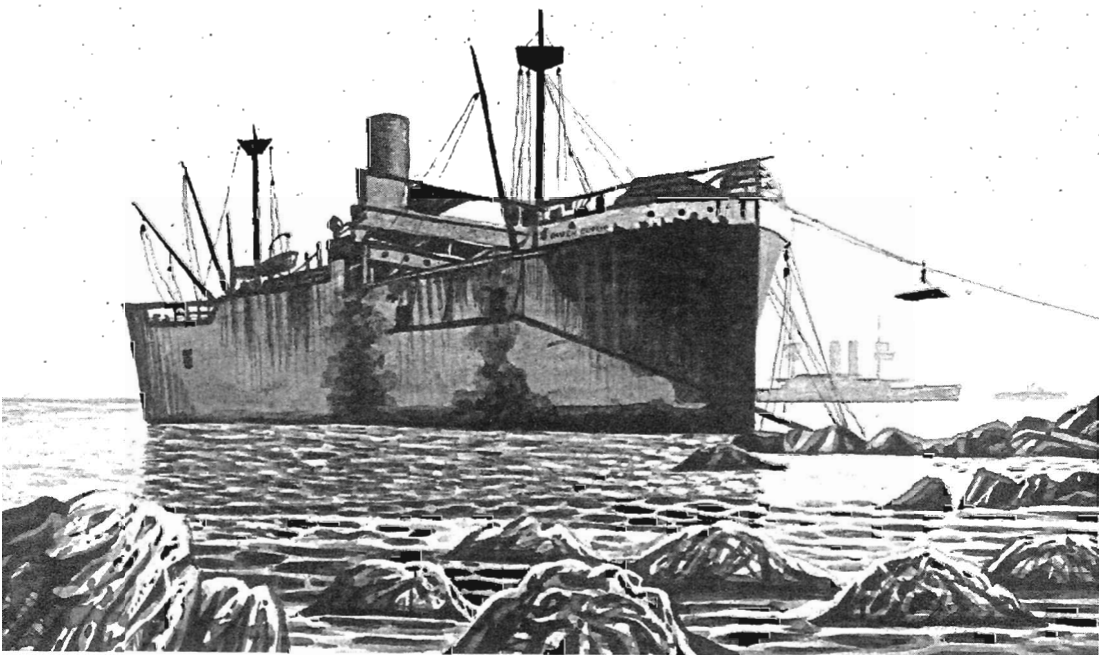


The Gallipollian

*The Journal of the
Gallipoli Association*

No. 88
WINTER 1998

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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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DIARY DATES

21 April Gallipoli Memorial Lecture, Holy Trinity, Eltham. Details from John Towey, 242 Avery Hill Road, Eltham, SE9 2JL.

25 April Gallipoli Day – the Service at the Gallipoli Memorial in St Paul's Cathedral will commence at 0915, followed by the Cenotaph and Westminster Abbey. The Lunch will be in the Union Jack Club, Waterloo.

29 May Major General's Parade.

4 June Collingwood Day Pimperne Dorset.

9 June Memorial Bursary Presentation RMA Sandhurst.

14 October AGM and Autumn Lunch at the Naval Club.

Full details of Gallipoli Day Services, Lunch, and all other events in Spring *Gallipolitan*.

AGM 15 OCTOBER 1998

CHAIRMANS REPORT FOR THE PERIOD TO DATE

As normal there have been a number of Committee meetings and sub-Committee meetings throughout the year.

Autumn Lunch 1997

This was held at the Naval Club on the 22 October. Among those who attended were two First World War Veterans, Mr Fred Bunday who was in Egypt in 1916 and Mr Judd who served in the Salonika Campaign. There were also two widows of Veterans of the Gallipoli Campaign, namely Lady Moyra Browne and Mrs Ching. A most interesting talk was given by our guest Mr John Lee an authority on Military History who is writing a biography of Sir Ian Hamilton. His wife Celia also attended and she independently is writing a biography of Lady Hamilton.

Once again we would like to express our thanks to the Naval Club for the excellent arrangements which they made for us.

Gallipoli Day 25 April 1998

At 0930 hours the wreath laying ceremony at the Gallipoli Memorial in the Crypt of St Paul's took place and the service was lead, as before, by The Reverend Canon John Halliburton. Wreaths were laid by Mr John Spellar MP, Parliamentary Under Secretary of State for Defence; The Hon. Neal Blewett, Australian High Commissioner; Mr Ozdem Sanberk, Turkish Ambassador; Mr Richard Grant, New Zealand High Commissioner; Admiral Sir Jock Slater, First Sea Lord and Chief of Naval Staff; General Sir Roger Wheeler, Chief of the General Staff; Contre Amiral J. Gheerbrant, French Defence Attache, and myself on behalf of the Gallipoli Association. The very high ranking support which we received for this ceremony is most gratifying and shows the importance attached to the Campaign, to the memory of all who took part and to its many lessons.

Later on a wreath was laid at the Cenotaph by Mr Fred Bunday at which we attended by kind invitation of the Australian and New Zealand High Commissions. The parade was attended by many members of the Association and by a contingent of Merchant Taylor's CCF.

There then followed the service in Westminster Abbey after which we went to our lunch at the RAMC Officers Mess at Millbank. This was again a great success thanks to the excellent arrangements made for us at the Officers Mess and also to the Welsh Guards Brass Quintet who played throughout lunch.

The Gallipoli Memorial Lecture Trust

The annual lecture took place at Holy Trinity Church Eltham on Thursday 23 April and the lecture was given by Professor Michael Stuermer. The wreath was laid by Commander Henry Brook MBC, DSC, RN.

The Gallipoli Memorial Fund and Bursary

Two bursaries were granted to Royal Navy Cadets at Britannia Royal Naval College Dartmouth who went to Gallipoli during the period of the anniversary of the landings on the 25 April and gave an excellent presentation on board HMS *Belfast* on Tuesday 12 May. This presentation was well attended and was given by Sub Lieutenants Richard Hutchings and Frances Morgan. The amount of background research that these two Naval officers had clearly done was most impressive and undoubtedly fulfilled the objects of the bursary and the Association. (See pages 12-16.)

This year I am delighted to report that we have received further funds and owing to a most generous donation by the Hospital Savings Association (HSA) we are going to be able to grant three bursaries in 1999 rather than two, one of which will be medically orientated.

As of today the funds stand at £28,404, after taking into account the bursaries granted earlier this year to the Royal Navy.

HMS *Minerva* – M33

Believed to be the last remaining Naval ship of the First World War, she was bought and rescued by the Hampshire County Council and is now in No.1 Dry Dock in the Royal Naval Dockyard Portsmouth. Renovation continues and is expected to take another two or three years. It is eventually hoped to have a permanent exhibition on board about the Gallipoli Campaign in recognition of her service there. She looks splendid just by HMS *Victory*, and was visited by the First and Second Sea Lords during the Festival of the Sea last August.

Finance

The new subscription of £10 is of course making a significant difference to our finances. However it is a serious matter that it has been discovered that a number of members have not paid their subscription, some of them for some time, and I would ask you to give our Treasurer Bill Marsh every possible support in the exercise which he is currently undertaking to put this matter right. Notwithstanding this I am happy to be able to say that the financial situation of the Association is healthy and strong, and funds are going to be needed now to promote the Association.

The Gallipolian

As in previous years there have been three issues of the magazine and I am sure that you will all agree that the standard gets better and better.

Membership

The Association now has provisionally 805 members of whom 2 are veterans and 92 are overseas. I have used the word provisional because the figure includes a number of people who have not yet paid their subscription.

Marketing and Management Sub Committee

The work of this committee has continued unabated and it is hoped that we will shortly be able to produce a new Association brochure together with further progress on details available on the internet.

General Outlook

With so few veterans left it is astonishing but true to say that the objects of the Association are as relevant today as they ever were and that it is flourishing. There are a number of initiatives going on to make the Association of even greater interest to members. I would commend to all of you the importance of recruiting new members all the time. We welcome as members anybody who is interested in the Campaign but in particular it is important that we always have a strong element of people who are descended from or related to people who took part in the Campaign. There are literally any number of people in the country who come into this category and I would ask you, whenever you get the opportunity, to tell them of the existence of the Association and encourage them to join. I would also like to mention that running the Association is an onerous task and done entirely by Committee members in their spare time. We would very much like to hear from anybody who is prepared to give some of their own time to the affairs of the Association and perhaps I could ask any such person to make contact either with myself or any member of the Committee.

Committee Members

I have already mentioned the enormous amount of work done by members of the Committee and I hope that you will join me in giving our profuse thanks to all those who have done so much in this past year namely Norman Pollitt, our Membership Secretary; Bill Marsh, our Treasurer; Hugh Jenner and Malachi Doyle who both operate the Management and Marketing Sub Committee as well; Michael Hickey who does so much on the Historical side; David Saunders, our Editor who does such a fantastic job with the *Gallipolian*; Sir Arthur Hockaday, Denis Pollard, Nevin

Anthony and last, because he is quite definitely not least, James Watson Smith, our Secretary. Although not on the Committee I would also like to mention Andy Mullen who has done an enormous amount of work on the IT side where the potential is very great. To all these people the whole Association owes its most grateful thanks.

GALLIPOLI MEMORIAL BURSARY

The fund has recently received a generous donation from The Hospital Savings Association (HSA), the well known mutual organisation running Britain's largest healthcare cash plan which provides a range of healthcare benefits for nearly 3 million people. This donation has enabled the fund to grant a third bursary and it is envisaged that it will be offered to someone with a medical background.

SUBSCRIPTION RENEWALS

Subscriptions for 1999 became due on 1 January, the current rates are:

Veterans No Charge
Members £10.00
Husband & Wife £15.00
Overseas Member £15.00
Husband & Wife £20.00
Overseas

A renewal form is included with this issue of *The Gallipolian*. Please use it promptly unless you have already paid by cheque or by standing order.

STANDING ORDERS

All Members might care to consider providing further assistance by in future paying their subscription by Standing Order. This would certainly make my task as Treasurer much easier. Members who wish to adopt the Standing Order method of payment are requested to contact the Hon Treasurer for details and a Standing Order form.

**REAR-ADMIRAL ERIC GASCOIGNE
ROBINSON VC OBE
16 MAY 1882 TO 20 AUGUST 1965**

London Gazette 16 August 1915

Eric Gascoigne Robinson, Lieut-Commander Royal Navy

Date of Act of Bravery: 26 February 1915

Lieut-Commander Robinson on the 26 February advanced alone, under heavy fire, into an enemy's gun position, which might well have been occupied, and, destroyed a four inch gun, returned to his party for another charge with which the second gun was destroyed. Lieut-Commander Robinson would not allow members of his demolition party to accompany him, as their white uniforms rendered them very conspicuous. Lieut-Commander Robinson took part in four attacks on the minefields always under heavy fire.

The incident described in the above citation took place when Lieutenant Commander Robinson was in command of a demolition party from HMS *Vengeance* which landed at Kum Kale on the southern shore of the Dardanelles to destroy the Turkish batteries.

Now, over 80 years after the event, and over 30 since the death of Rear-Admiral Robinson, more than 100 people, including members of the Gallipoli Association, gathered at St John the Evangelist, Langrish near Petersfield on the afternoon of 20 August last, to witness the culmination of many months of effort to ensure that the Admiral, who had previously lain in an unmarked grave in the churchyard, was properly remembered.

Michael Barnbrook of the Victoria Cross Memorial Fund of the Greenwich Royal Naval Association had been largely responsible for locating the grave, the Ministry of Defence provided the headstone, while Fred Flood and other members of the local Royal Naval Association made arrangements for the ceremony. Among those present were Rear-Admiral Robinson's two grandchildren Sarah Clayton from Sheffield and Sean Millen who had travelled from America.

The address was given by Captain Christopher Fagan, Chairman of the Gallipoli Association who said:

We are gathered here today to remember with pride the life and achievements of Rear-Admiral Eric Robinson, VC, OBE who died exactly 33 years ago today.

The Victoria Cross is a unique British award for valour. It is respected across the world as being a decoration which is only given in the most exceptional and genuine circumstances, and therefore it holds the utmost credibility. Nobody is ever in any doubt that it is only awarded in those cases where somebody has performed an act of supreme bravery. However, it seems to me that even within that exclusive band of people who have been awarded the VC, Admiral Robinson stands out as being exceptional.

He went to sea in 1898 and in 1900 was in China where, during the Boxer Rising he marched with Admiral Seymour's expedition to relieve Peking. He was wounded and Mentioned in Despatches.

Early in the First World War, when the armies were locked in trench warfare, the First Lord of the Admiralty, Winston Churchill, conceived the brilliant idea of opening up the supply route to Russia through the Dardanelles with the objective of isolating Germany and knocking Turkey out of the War. It was thought that this could be done by the Navy, and a force under Admiral Carden approached the Dardanelles in February 1915. They needed to silence the shore batteries and on the 26 February Lieutenant Commander Robinson was sent ashore with a demolition party.

A very brief description of his exploits on that day is given in your Service Sheets but in such a short account it is not possible to describe adequately the magnitude of his feat and his exceptional bravery. It was for this action that he was awarded the VC.

For most people this would have been more than enough, but he then commanded a converted trawler sweeping mines invariably under fire from the Turkish guns, and on the 13/14 March his ship was struck no less than 84 times. He earned the reputation for "pressing on regardless". A week or two later a British submarine ran aground and efforts to demolish it in order to prevent it falling into Turkish hands failed. Lieutenant Commander Robinson was personally chosen by Admiral Carden and was sent with two Picket Boats under the dazzling glare of Turkish searchlights and under withering fire to torpedo the submarine. He pressed on regardless, one of the Picket Boats was sunk, but he succeeded in his mission. For this action it was thought he should be awarded another VC but instead they promoted him to Commander.

Unfortunately the Navy operation to force the Dardanelles was not successful and was followed by the Allied landings at Cape Helles and at Anzac on the 25 April. This campaign also got bogged down and a subsequent landing took place at Suvla Bay on the 6 August (where my own father landed with the 10th Irish Division) in which Commander Robinson was involved. He was badly wounded on the following day.

Later on in 1917 he served on the Palestine coast and was also again Mentioned in Despatches. In 1919 he served in the Caspian Sea and forced the surrender of the Bolshevik held port of Fort Alexandrovsk. He was awarded the OBE. He served again on convoys in the early years of the Second World War.

What a truly remarkable life!

It is sad, but noteworthy, that both Admiral Robinson's sons were killed in the Second World War.

So why is it important to remember these things?

Firstly, a country that forgets (or worse still denigrates) its heroes – especially those who have risked their lives in it's cause, loses it's soul. Secondly, by remembering and drawing on their example we can endeavour to find the courage to stand up for what we feel is right and put the interests of our country before ourselves. Thirdly, we owe our freedom to all those who fought during these terrible wars in the cause of freedom and peace. Now that comparative peace has been achieved I trust that we and younger generations will be ever mindful of what we have inherited and also remember that with freedom comes responsibility towards the country that gives it to us.

We are delighted to have here today Admiral Robinson's grand-daughter Mrs Sarah Clayton, his grandson Mr Sian Millen and his cousin Mr Robinson. To them we say that we are proud to have Admiral Robinson's grave in Hampshire, we are delighted that it is to be properly marked, and that we will endeavour to remember the great service and sacrifice that your family has contributed to the cause of our Country.

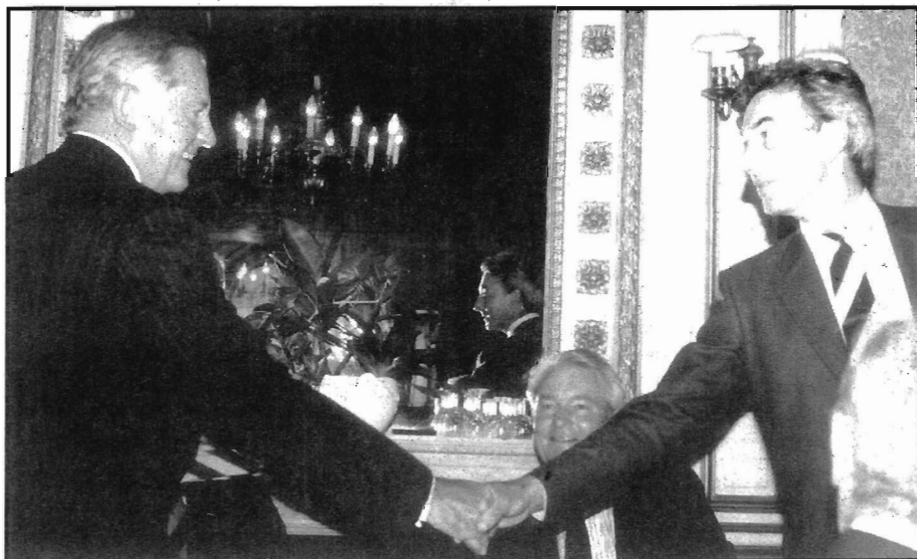


At the graveside of Rear Admiral Gascoigne Robinson VC. Photograph Norman Pollitt.

AUTUMN LUNCH 1998



Captain Christopher Fagan, Chairman of the Gallipoli Association introducing our guest, General Sir Charles Guthrie GCB, LVO, OBE ADC Gen, Chief of the Defence Staff.

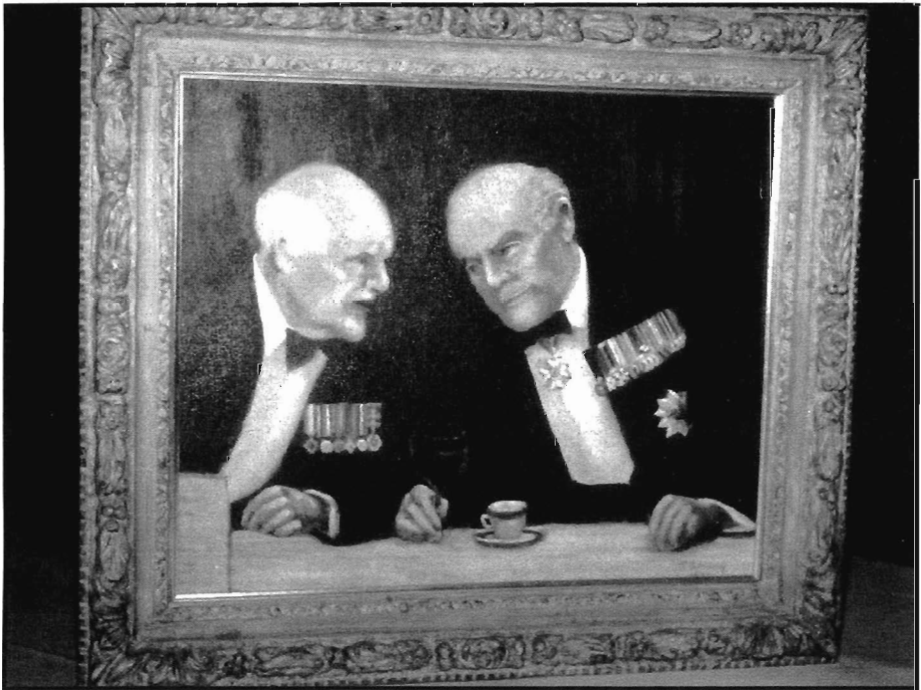


James Watson Smith, Secretary of the Gallipoli Association presenting General Guthrie with an Association tie.

A VERY SPECIAL PAINTING

One of the highlights of the 1998 Autumn Lunch was the gift to the Association by Mrs Vicky Banner, wife of our founder Edgar Banner, of a painting by Lieutenant General Sir Reginald Savory, a Past President of the Association who only took up painting when he was 75. Although Vicky Banner, sadly, could not be present in person to hand the painting over, the spontaneous applause which greeted the announcement was proof again of the high regard which she and her late husband are held in by members.

The painting, done from a small photograph by D.E.G. Morris, shows General Savory deep in conversation with Edgar Banner at the Royal Dinner of the Association attended by HRH The Duke of Edinburgh at the Cafe Royal, 19 November 1975. He subsequently presented it "as a special surprise" to Edgar at the Gallipoli Day Lunch 1978 in appreciation of "his great efforts in making the Association so worthwhile." The Association is proud to be entrusted by Vicky with this fine memento of two of its stalwart veteran members, and is most grateful to her for arranging this.



Edgar Banner TD (left) Lieutenant General Sir Reginald Savory KCIE, CB, DSO, MC (right).



Two former Hon Treasurers of the Association with the painting Denis Pollard (left) and Donald Bland (right). Fred Bundy World War One veteran on extreme right, Captain Christopher Fagan, Chairman of the Gallipoli Association in background.

QUARTERMASTER'S STORES TIES, BADGES GALLIPOLIAN BINDERS

The **Association Tie** which comprises wide green bands for the land of Gallipoli and blue-grey for the waters of the Dardanelles, with narrow stripes of navy-blue and scarlet for the services is available price £5.00 including post.

A **Lapel Badge** in the same colours is available price £5.50 including post.

Binders, which hold 12 copies of *The Gallipolian* are available finished in an attractive simulated leather, coloured maroon, with the title blocked in gold on the spine. Price per Binder is £5.25 including post in the United Kingdom and £6.25 including post for overseas.

Orders with payment, cheques and postal orders made out to The Gallipoli Association, to the Secretary, James Watson-Smith, Earleydene Orchard, Earleydene, Ascot, Berkshire, SL5 9JY.

GALLIPOLI MEMORIAL BURSARY AMPHIBIOUS ASSAULT AT GALLIPOLI

LIEUTENANT R.P.H. HUTCHINGS RN

Early in 1998, along with SLt Francis Morgan, I was called into the office of one of the staff at Britannia Royal Naval College (BRNC) and asked whether we would be prepared to take on a challenge, without actually being told what this might entail. Against the immediate reaction of "Never volunteer for anything!" a saying much used in the Navy, we decided to accept whatever had been decided would be good for us. To some surprise we were told that we were to be sent to Turkey in April, in particular to the Gallipoli Peninsula, in order to research the campaign of 1915, with the aid of a bursary offered by the Gallipoli Association.

Neither of us was a particular fount of knowledge on the campaign so a certain amount of reading up on the subject began, as well as meeting up with the Military History lecturers at BRNC. Having got over the initial shock of the challenge we were then told the drawback – that we were to give a lecture to the Association early in May. Panic set in, as both of us realised that anyone attending the lecture would certainly have a greater knowledge of the subject than the two of us put together!

It was clear from initial research that the campaign has already been widely covered so we decided to try to find an area less considered. This area strangely became evident as the modern Navy was discussed, particularly the plans for two new amphibious assault ships. Gallipoli provides a valuable study in the development of amphibious warfare as it was clearly the first amphibious assault undertaken in "modern" warfare. This because landings in previous conflicts had taken place largely unopposed against undefended shores, as shipping had hitherto allowed troops to be transported quicker than on land. By the outbreak of the First World War, the speed of land transportation had been vastly increased, reducing the advantage of movement by sea. I therefore found it interesting to consider the lessons learnt from the campaign and the subsequent development of amphibious operations.

We travelled out to the peninsula on 23 April, staying in the Panorama Pansion, situated close to V beach and 50 yards from the site of Wylie's grave. The morning of the 25 April was taken up attending the Dawn Service at Anzac beach and the ceremonies at the various other cemeteries commemorating those who died in the campaign. The importance of Gallipoli for Australia and New Zealand in particular was obvious, some 5000 people took part in the Dawn Service, most being young people from the Southern Hemisphere. The simplicity of the ceremonies made the whole occasion immensely emotional, it was at this time that I realised the importance of the campaign and the reason for being there.

The remainder of our stay was used walking the sites and museums, especially the beaches, to try to get a better feel for the subject we had chosen to study. What struck us was not just how different each landing site was, but the limited sites available to land on. The difficulty of the campaign was plain to see. However, we realised that to get a better understanding of the beaches as seen by those engaging in the assault we would have to see the sites from the water. We managed to get a local fisherman to take us out in his boat and were not only able to take pictures of the beaches, but also the resting place of the *Majestic*, the outline of which could clearly be seen using via echo sounder. The visit was a great success, and extremely useful for research on Amphibious Assault at Gallipoli.

Amphibious warfare today is widely considered to be one of the most complex forms of warfare, requiring the integration of numerous distinct units and phases into one clear operational plan and a highly organised command and control structure. Although Gallipoli was an undeniable failure, the lessons to be learnt with regard to the development of this art of warfare are numerous. This article therefore aims to analyse the campaign using current principles of amphibious warfare to discover why it proved to be such a failure, and discuss the subsequent effect on the development of amphibious policies and equipment.

British Maritime Doctrine sets out the following elements essential to the successful execution of an amphibious operation:

- a. **Planning** to establish assets required, with the most suitable times and places for a successful operation.
- b. **Advance Force Operations** to gain intelligence and deceive the enemy.
- c. Establishment of an **Amphibious Objective Area** of a sufficient size to ensure accomplishment of the mission.
- d. The **execution** of the assault and landing of men and materials.
- e. **Subsequent operations** such as the maintenance of a lodgement area or the withdrawal of assets.

The first phase was evidently lacking in detail. There was much dispute between Allied Commanders as to whether the campaign was even viable. The magnitude of the Western Front placed such demand on Allied resources that practically no assets could be spared for another campaign to open a supply route to Russia, and persuade Turkey not to join the War allied to the Axis Powers. Therefore, as many of those who took part in the campaign have stated, the initial force sent to execute the plan was insufficient to realistically achieve the aim.

The vital element of surprise and planning secrecy was negligible. It took several months to gather the forces together, during which time little or no attempt was made to prevent Turkish intelligence from learning of the intended operation. Turkish aircraft regularly flew over the ports where the force was being grouped;

indeed so lax was security that letters from relatives were addressed to the Constantinople Expeditionary Force! The result of this was clear from the initial attack, by which time Turkish defences had been greatly enhanced, assisted by the geography of the peninsula, which severely restricts the choice of viable landing sites. Therefore the limited resources available could be diverted to the few sites realistically suitable for landings. Attempts by Allied sources to survey beaches were reasonably successful, although by the time the information gathered was used, it was largely outdated as a result of the time taken to initialise the assault.

Another dispute arose over the time the assault should take place. The Supreme Commander, General Hamilton had preferred to attack before dawn on 25 April 1915, to increase the element of surprise. However Hunter Weston, who had been placed in charge of the landings on the Southern beaches (V and W), argued that it would be best to land in daylight. He believed that losing men to aimed fire would be preferable to the likely confusion resulting from insufficient knowledge of the beaches and the effect of strong currents on the accurate insertion of troops. The folly of Hunter Weston's argument speaks for itself. The currents did have an effect on the landing; by the time the first troops landed it was 0630 and fully light. On V beach alone, one of six landing sites, of the 700 men crammed into boats towed to the beach less than 300 even made it ashore, many of these already wounded. The first ever purpose-designed assault ship, the converted steamship *River Clyde*, became a shooting gallery as a result of complications in the approach. There had been over 2000 men contained in her hold prior to her approach, by 0900 almost 1000 had already been killed or wounded, with no credible force even having been landed. A midshipman awarded the VC during the action described it as "murder... the sea round it for some yards was red." Hamilton finally postponed the landing until nightfall, when all remaining troops were successfully landed with little loss. The attack recommenced, resulting in the capture of the village of Seddul Bahir by 1300 on 26 April. Hamilton does not explain in his memoirs why he did not retain his original idea of landing under the cover of darkness.

This is only one of a number of occasions where the lack of a strongwilled Supreme Commander can explain many of the causes of failure, although it must be stressed that Hamilton was far from being the only person at fault. The landing at Y beach was far more successful. No bombardment had taken place to signal the attack and the Turks had left it almost undefended, believing it an unlikely landing site. By 0900 Lt Col Matthews of the Royal Naval Division had sent a signal to Hamilton to report a successful landing. Aware of the state of affairs at the V and W beaches to the south, Hamilton signalled Hunter Weston to ask if he "would like to get some more men ashore at Y beach, if so, trawlers are available." Hamilton did not even receive a reply to his signal, which had given no indication as to why he thought this to be of any concern. Two hours and another signal later, Hunter Weston finally stated "to interfere with present arrangements... would delay disembarkation." Hamilton's refusal to override his subordinate threw away a golden opportunity. By

0930, the troops at Y beach had managed to reach Krithia village, the objective of all the landings, finding it initially deserted. However they were later repulsed and the village was never to be regained in the eight months of the campaign.

The first lesson to be learnt is the importance of effective means of communication, without which the Command is unable to keep control of the diverse units deployed simultaneously during an amphibious assault, or to keep abreast of developments during the operation. This therefore leads to the second lesson illustrating another key principle of amphibious warfare, that of flexibility. Had contingency plans been considered to cover eventual problems requiring re-evaluation and alternative execution, as is now expected before any assault is carried out, then the outcome of the campaign may well have been different. At Gallipoli, local commanders had often only been given vague instructions, and improvisation and initiative were frequently lacking when called for.

The initial landings in April 1915 were not the only amphibious elements at Gallipoli. Indeed, the interest in the campaign stems from the developments of amphibious warfare throughout its duration and after. Attempting to break the stalemate, a second series of landings took place in August 1915 at Suvla Bay, some distance to the north of the original landings. Again ultimately unsuccessful, the operation does reveal that Hamilton and his advisors had gone to great lengths to avoid previous mistakes. Secrecy, for example, became paramount – to the extent that most of those leading the attack were unaware of the final objectives! New equipment had been designed to facilitate the landings. Rather than land the force in rowing boats towed by trawlers until close inshore, armoured motorised landing craft were built, with ramps allowing disembarkation onto dry land. This aimed to prevent the previous scenario when troops had drowned, weighed down by cumbersome packs, having jumped overboard into deep water. Picket boats were armed with machine guns to provide covering fire whilst the landing took place. In April, troops had been assisted by naval bombardment prior to the assault, although this achieved little success due to the nature of the defences. The shelling also served as a useful signal to the defenders of imminent attack.

The effect of the new equipment and improved planning was conspicuous as the first four battalions were disembarked within 15 minutes of commencing the approach to the beach. This compares most favourably with the two hours taken to begin landing troops in April, the later success owing to the speed and security of execution. However, the attack was still frustrated, as the troops were unable to advance rapidly once ashore. This failure led to the subsequent termination of the campaign in January 1916.

The final phase of Gallipoli is the most remarkable of the whole campaign. Despite Churchill's disgust at the recommendation to withdraw from the peninsula by Sir Charles Monroe in October 1915, the decision to proceed was taken. Disaster had to

be avoided at all cost, and the withdrawal received extensive planning. The phenomenal achievement was that not one casualty was sustained in this phase, despite the command estimate of 30% losses. Meticulously planned ruses to prevent the Turks from learning of the withdrawal ensured the safe gradual evacuation of troops and material. The last troops embarked on 9 January 1916 protected by explosions and rifle volleys detonated by timers based on sand clocks.

Despite the sound strategic plan to force Turkey out of the War and allow the Allies to re-supply Russia, the execution of the Gallipoli campaign led to the plan's failure; which can be attributed to human error, the elements, and the lack of purpose-designed equipment. In consequence, British Commanders believed this style of warfare to be costly and doomed, and did not seriously begin to reconsider the viability of amphibious warfare until after the outbreak of the Second World War. However, other nations were more objective in their approach and material advances in the inter-war period can be almost solely attributed to United States and the US Marine Corps in particular. The D-Day landings illustrate the massive investment that had been made in developing amphibious warfare. Amphibious operations in modern armed forces have evolved on a phenomenal scale compared with Gallipoli. The concept remains the same, that of delivering assault troops onto a hostile shore to secure a beachhead and allow a major force to be disembarked subsequently, however the method and means available have advanced beyond recognition.



Lieutenant Richard Hutchings and Sub Lieutenant Frances Morgan on the occasion of the Gallipoli Memorial Bursary presentation, HMS Belfast, 12 May 1998.

Photograph Commander H.J.A. Brooke (588).

GALLIPOLI CEMETERIES – ARI BURNU

Mrs Joan Blanchard (1480) has very kindly provided photographs, one of which is reproduced here, taken during 1998 of Ari Burnu Cemetery so prompting a series in *The Gallipolian*, commencing with this edition, describing the cemeteries on the Gallipoli Peninsula. To assist the Editor is appealing to members who have photographs of the cemeteries to make these available for future *Gallipolians*.



We are also most grateful to Peter Francis, Media and PR Coordinator for the Commonwealth War Graves Commission for providing information on Ari Burnu which lies close to the shore beneath Plugge's Plateau and is named from the Cape at the northern end of Anzac Cove. The small knoll just inland of the road which now passes the Cemetery was known as Ari Burnu Knoll.

The Cemetery, which covers an area of 1,824 square metres, was made in 1915 on land overlooked by Turkish outposts so making it unsafe for any other purpose. In 1926 and 1927 a small number of graves from the Kilid Bahr Anglo-French Cemetery and Gallipoli Consular Cemetery were concentrated into it. There are now over 250 casualties from 1915 buried here, mostly from Australia, the others from Great Britain, Malta (just one) and New Zealand. Of particular note are those from the Light Horse buried in rows A, E and F who were killed in the epic charge on The Nek, 7 August 1915 including two brothers, both of the 10th Light Horse – Lance Corporal Lindsay Chipper and Trooper Ross Chipper, natives of York, Western Australia. Lindsay Chipper is buried at the right headstone of the row of eight in the centre of the photograph, his brother at the fourth to the left of this.

COLLINGWOOD MEMORIAL 4 JUNE

Each 4 June an increasing number of Gallipoli Association members join with many others, some who have travelled long distances, at the Collingwood Battalion Memorial on the Downs to the east of Pimperne, near Blandford, Dorset. The success of the lunch time gathering in the Anvil Hotel followed by the memorial service is largely due to the industry and commitment of Roy Adam of Pimperne whose father served in the Royal Naval Division. Among those who attended in 1998 was John Paulley who was moved to write the poem reproduced below as his small tribute to Roy Adam for superb organisation of such a memorable event.

We came to Anvil close to noon,
Roy Adam waiting, lunch was soon;
Reunion, Friendship, Memories great,
Long journeys travelled to keep this date.

With lunches over and medals in place,
The cars all left at a slow pace;
To make their way to Collingwood Corner,
To join the ranks of faithful mourners.

Roy set the scene with words for thought,
The Collingwood Chaplain, welcome brought;
Last Post, Reveille gave great effect,
As people stood to pay respects.

First prayers and collect, then the band,
Played famous hymn of sea and land;
The poppy wreaths then singly placed,
The Collingwood Memorial, truly graced.

From Canada, Australia, New Zealand they fell,
The Admiralty, Signals and Marines as well;
Represented by relations from Naval Division past,
Lord Freyberg, Winston Churchill, great names that last.

With blessing well spoken, the Anthem then sang,
All stood to attention with voices that rang;
We all intermingled so pleased with our meeting,
We made our way homeward with fond farewell greetings.



Outside the Anvil are left to right, Roy Adam, Captain Richard Annand VC DL whose father, Adjutant of the Collingwood Battalion was killed on 4 June 1915, Commander Peter Gregson High Sheriff of Dorset, Lord Freyberg grandson of General Lord Freyberg VC whose brother Oscar, a member of the Collingwood Battalion was killed on 4 June 1915.



Left to right Captain (QGO) Navindra Bikram Gurung, Colonel Charles Le Gallais OBE Garrison Commander Blandford Camp, Captain Richard Annand VC DL, Roy Adam, Captain (QGO) Bikram Jang Gurung. Both photographs by Colin Hoare.

WE DID OUR MARCH IN VERY ORDERLY FASHION INDEED – WALTER JACKSON OF THE SHERWOOD RANGERS

MICHAEL LONGLEY (1827)

Walter Jackson was born in Hitchin, Hertfordshire on 31 March 1882, the son of an estate agent whose business continued until just a few years ago. He trained as an architect/surveyor, something that stood him in good stead at Suvla, see diary entries for 14 & 15 September and 3 October. He joined the Territorials where he won prizes for his prowess at shooting, and was a keen cricketer, indeed he bowled for Hertfordshire.

Aged 32 at the outbreak of war Walter Jackson joined the Sherwood Rangers, which subsequently formed part of the 3rd Mounted Brigade (Notts and Derby) at Gallipoli. They sailed from Avonmouth on 10 April 1915 on board the SS *Nessian* and it is from this date until at least 16 January 1917 that he kept a pencil written diary. That part which deals with his service at Gallipoli is reproduced here.



Walter Jackson, date unknown. Photograph by Frank Robinson, Newark.

On leaving the Peninsula he went to Salonika in February 1916 where he was when the Diary concludes almost a year later. He subsequently returned to Egypt and served with the Egyptian Labour Corps until his discharge as a Lieutenant in 1920. He joined G.R. Speaker & Co suppliers to the building trade, one of their principal products being *Eternit* which is still in use today. In later years he ran one of the subsidiary companies in Portsmouth where he remained until retirement.

During the Second World War he joined the Home Guard, first in Bournemouth, later in Richmond, Surrey where at the end of the war he was presented with a silver mug by the officers and sergeants of A Company which includes the words "who coming as a stranger left as a great friend."

Walter Jackson married Annie Caley of Longnor, Derbyshire after the war and they had one daughter, Rosemary, now my wife. For the last six years of his life, until his death, on 28 March 1968 three days short of his 86th birthday, he lived with us, while his widow who was ten years his junior survived him by ten years.

The section of the Diary reproduced here commences in late July 1915 and concludes shortly after the return to Egypt towards the end of the year.

30 July: Signalling etc., night guard.

31 July: Orderly Sergeant.

1 August: Signalling etc. Hear we are off to the Dardanelles on foot in three days. Hope it comes off. (Having left their horses in Egypt they served dismounted at Gallipoli. Editor)

2 August (Sunday): Went to early service in Hospital Chapel. Busy preparing for our move.

3 August: Drawing rifles, bandoliers etc., for motor cyclists. Very busy.

4 August: Mr Game came up to say goodbye. Heard rumour that move is cancelled.

5 August: Move cancelled. Men very fed up.

6 August: Work as usual. Saw Muller.

7 August: Very busy.

8 August: Went to Eric Shems to see Game & Muller. Had turkey for dinner, very nice too!!

9 August: Signalling nearly all day.

10 August: Signalling nearly all day.

11 August: Orders came for part of the regiment to proceed to the Dardanelles. Told I am not to go.

12 August: Saw Adj. & Major Thorpe re going to Dardanelles but both say I am not to go.

13 August: Saw Major Mirlees and he said he would try to make room for me in B Squad. Sent for me at 3 o'clock and told me to get ready and be on parade at 5.30. Had a tremendous scramble. Left Citadel at 7 and marched to Cairo station. Wore full pack for first time. Oh my!! Left Cairo at 10.30 pm.



Walter Jackson, date and location unknown.

14 August: Arrived Alex. at 4.30 am. Went on board the *Haverford* (American Line). Fine boat but very packed. Sailor while drunk dived off rail into harbour and was drowned and two others nearly so trying to save him. Sailed at 7 o'clock.

15 August (Sunday): Quiet day. Service on quarter deck. Very nice.

16 August: In Aegean Sea amongst scores of islands. Lovely day smooth sea, met by torpedo boats and took very erratic course.

17 August: Arrived Lemnos at 8 am. Fine natural harbour, full of warships and troopships. Hear that the *Royal Edward* with 2,000 troops on board was sunk yesterday by submarine, just where we met destroyer, and only 600 saved. Embarked on small steamer (*The Partridge*) for Dardanelles at 6.30 pm. Was on lower deck near engines. Heat awful.

18 August: Landed at Suvla Bay at 5 am. Enemy started shelling us but not much damage done. Dug ourselves in. Under shell fire all day and night. Warships very active. Saw two enemy aeroplanes. Shelled and nearly hit. Two Rangers hit but not hurt.

19 August: Pandemonium! Warships, artillery, and enemy all firing at once. Dug good shelter. Getting quite used to the guns, especially Beechy Bill. Doug wounded by shrapnel. Quiet night.

20 August: Lot of big guns firing, especially by the navy. Paraded at 6.30 pm and marched off about 7.30. Arrived at Lala Baba at midnight.

21 August: Set off soon after midnight with 50 men to take our two machine guns into action. The advance trenches were four miles away and when we were within about one mile the Turks sent up a flare and spotted us. They let into us with machine guns and rifles and also 1 shrapnel shell, it was simply H— for half an hour. 1 Derby was killed and several S.N.H. (South Nottinghamshire Hussars) wounded but by providence no Rangers were struck at all. Arrived back at our bivouac at 4 am very tired indeed. We go into the firing line tonight. Big attack on. Navy artillery commenced a terrific bombardment of Turkish trenches at 2.30. We moved off at about 3.30 for Chocolate Hill 3 miles away. The last half of the journey was done under a furious shrapnel fire from the Turks big guns. The Division had scores killed and wounded but we did our march in very orderly fashion indeed. Commenced to advance again at 7.30 pm and then we got a terrible salting, our guide lost his way and we charged in the wrong direction. Poor old Colonel¹ and many others (Colton² among them) killed and hundreds wounded. The whole affair was terrible, but I think the English objective was gained. We got into 2nd line trenches again at 2.30 am. Thank God for bringing me out safely!

22 August (Sunday): Had fairly quiet day in trenches but sight of dead and wounded was horrible. Snipers and artillery at work all day, have had it pretty warm at times. Kitcheners army is a grand lot of men and doing splendid work. We were relieved by the Munsters at 10 pm and marched off to our base at Lala Baba under rifle and machine gun fire most of the way. One of the Dorset Regiment did two fine actions bringing in a wounded officer and man under heavy fire from snipers. He was quite unconcerned.

23 August: Had quite a day's rest at Lala Baba. Marched back to Chocolate Hill at 7.30 pm and slept in dug-outs.

24 August: Digging dug-outs for ourselves, very quiet day, very little firing on either side. Overcoats arrived, very thoughtful of them as it is cold now in early morning.

25 August: Quiet day. Turks gave us shells for dinner and tea. Heavy firing at night.

26 August: Shrapnel for breakfast, dinner, tea, enemy don't seem to be short of ammunition. Moved off at 8 pm for firing line where we relieved the 8th Manchesters and joined hands with the Gurkhas and Australians. Quiet night.

27 August: Setting guard all night so no sleep. Engineers all night putting wire entanglements in front of our trenches. Worked hard all morning improving trenches. About 4.30 pm the heavy artillery began a terrific bombardment of the Turkish left flank and then the Connaught Rangers, supported by the Gurkhas, charged and captured two trenches, which they held in face of awful Turkish fire. Had rather trying night as we expected the Turks to counterattack.

28 August: Letter from home. Quiet day. 12 of us left trenches at 7.30 pm and went towards Turkish lines to attract snipers attention from our men who were digging advance trenches. Had very exciting time and heaps of narrow escapes. Man next to me had his rifle smashed. Laid on our stomachs from 8 pm to 4 am and had to crawl back to our trenches as bullets were thick as bees in a hive.

29 August: Got in about 4.30 am had short sleep then breakfast. Started out 8 pm to dig and improve fresh lines of trenches between us and the Turks. Relieved at midnight tired out. Snipers very busy but only one man wounded. Hear that on Chocolate Hill yesterday 5 killed and 70 wounded by shrapnel.

30 August: Quiet day except for snipers and shrapnel. Went into new advance trenches and did sentry duty. Turks digging all night about 100 yards away.

31 August: Had quiet night and were relieved by Derbys at 5 am going back to our old trenches. Shrapnel pretty thick. Had a wash!! Glorious! Turks made attack on Gurkhas at 9.30 pm but were easily beaten off. Some of our men were sent to relieve. Heavy rifle fire by enemy all night.

1 September: Relieved from 1st line trenches at 10 am and went to dug-outs about 1 mile from firing line. Very nice except for shrapnel and snipers. Meant to have a bathe this afternoon but slept instead. Feel better already. Persistent rumours of peace with Turkey in few days. Mother's birthday today, thought of it many times and wished I was at Balderton. Very weary.

2 September: Glorious sleep last night, feel better today. Did nothing except lay about and cook meals. Had beautiful bathe in the sea this afternoon despite "Beechy Bills" attention.

3 September: Another lovely sleep, as I "pinched" a mail bag yesterday and was warm as toast. "Beechy Bill" very busy all day. Had lovely bathe this afternoon, sea beautifully blue. Perfect day. At times one could not imagine that a war was going on, not a shot being fired for an hour or more.

4 September: Left dug-out at 9 am and went into 1st line trenches to relieve D.Y. (Derbyshire Yeomanry). Sorry to move. Artillery and snipers very active but not much damage done. On guard day and night. No sleep.

5 September (Sunday): In front line still. No rest, no sleep. Feel very queer indeed. Quiet day. See "Daily Mirror".

6 September: Went to dug-out with 3 men to guard kit bags, blankets etc. Slept all day and night, like being in heaven. Had wash, bathe and change of clothes, not to mention a shave. Glorious!

7-9 September: Still at dug-outs, very quiet everywhere.

10 September: Regiment came out of trenches for a rest. 1 man killed and 6 wounded just as they got to dug-out. Mr Stockdale killed by shrapnel on Chocolate Hill. Tremendous shelling. Harry Moore wounded.

11 September: Fairly quiet today, not many shells. Strong rumours of peace with Turks. Hope it is true.

12 September (Sunday): Very cold morning, laid up till 6.45. Shelling started early. Made pudding for dinner of grated biscuits, condensed milk and water, jam and a dash of rum. Gratia!! Cpl Smith and I had gorgeous dinner. Bully beef stew, pudding and tea.

13 September: Moved back into firing line at 4 am. Don't care much for the change. Pretty quiet night but no sleep on guard. Hear Harry Moore³ died of his wounds on Hospital Ship.

14 September: Relieved by A Squad at 5.30 am and went into support trenches. Quiet day in spite of shrapnel. Slept well. Started on plan of trenches for C.O.

15 September: Rained heavily in early morning and got wet through. Finished plan for C.O. highest praises. B Squad went in front line trenches at 5.30 am. More rumours of peace. Quiet night.

16 September: Lovely morning, sun brilliant, very quiet day. Relieved at 10 pm by Scottish Horse and marched about two and a half miles to their trenches near Lala Baba.

17 September: Arrived at reserve trenches about 1 am. Had good nights sleep. Heavily shelled by shrapnel in the morning, especially near wells. Digging new trenches all night.

18 September: Very quiet indeed until tea-time when our guns commenced a very heavy fire, and rifle fire indicated that an advance was being made, although nothing could be seen. Digging again tonight.

19 September: Quiet night and good sleep. Only a few shells this morning. Letter from Gladys very nice. Very hot indeed. Digging again all the evening and went into new trenches at 9 pm.

20 September: Very cold morning. Drew fresh beef for first time since landing. Had prime stew.

21 September: Quiet day and rather warmer. Nothing doing.

22 September: Cold day. Very few shells. Did some washing.

23 September: Cold day. Lots of shelling. Our artillery very active at night.

24 September: Cold again. Letter from mother, very glad to get it. Very quiet again,

25 September: Rather warmer. Had narrow escape from shrapnel. Took charge over Signallers. Went into front line trenches and took over telephones etc from Warwicks. Regiment moved in about 10.30 pm.

26 September: Very quiet day and rather hot.

27 September: Good news from France. Heavy bombardment going on in distance. Turks opened heavy rifle and machine gun fire at 7.15 pm and we replied vigorously with artillery and soon silenced them.

28 September: Quiet day. Very warm. Letter from mother!

29 September: Another quiet day. Heavy bombardment by our guns at night.

30 September: Some fairly heavy shooting. Wrote several letters home. Gladys birthday.

1 October: Very hot day. "Asiatic Annie" very busy in afternoon.

2 October: Fairly quiet day. Intermittent bombardment by our guns and Turkish.

3 October: Very hot indeed. Heavy bombardment been going on our left for about a week, don't quite know where it is. Sent for by C.O. who conveyed to me very complimentary remarks by Brigadier and G.O.C. Division re my plans of the other trenches we were in. Felt very bucked. Had an egg today, boiled it for tea.

4 October: Very heavy bombardment from our guns to which Turks replied with shrapnel, machine gun and rifle fire. Lasted 9.15 to 10 am. Very unpleasant. Another egg for tea!

5 October: Very quiet day. Nothing doing. Good news from France. No eggs!

6 October: Letter from mother, much delayed. Quiet.

7 October: Heavy bombardment in morning. Nothing much during day.

8 October: Quiet day. Relieved by 2nd Regiment at night. Started blowing and raining in torrents at 7 pm. Everything in ghastly mess and men wet through. Started moving out at about 10 pm and after a terrible march with wet clothes and kit weighing about a ton we arrived at next trenches at midnight. Got down anywhere tired out.

9 October: Quiet day, resting.

10 October: Letter, parcel, and papers from mother! Nice little service and address at 10.30. Lovely bathe in afternoon. Enjoyed cigarettes very much!

11 October: Nice morning. Thunder storm later. Got some salmon and chocolate biscuits served out. Salmon a gift of B. Columbia and biscuits sent by Notts. Soldiers Comfort. Very nice.

12 October: Quiet day. Very cold.

13 October: Quiet day. Very cold. Not much sun.

14 October: Heavy bombardment, not much damage done. Got bottle of pickles.

15 October: Letter from mother. Wrote to Gladys. Terrific bombing and rifle and machine gun fire at night on both sides.

16 October: German aeroplane over us. Had warm reception but got safely away. Warmer day – thank goodness.

17 October: Dull day, not much doing. Rained hard at night, beastly.

18 October: Very cold early on, but sun came out in afternoon and we dried coats, blankets etc.

19 October: Heavy bombardment by our artillery and navy and not much reply from Turks. Gen. Munro appointed to supreme command vice Gen. Hamilton.

20 October: Dull day. Not much doing.

21 October: Took charge of 3rd Rgt'd Signal Troop and took over office at Hdqrs. Very busy day.

22 October: Not much doing. Feel very seedy.

23 October: Touch of flu. Stayed in dug-out till tea time. Doctor came to see me at night.

24 October Sunday: Doctor came in morning. Told me to keep in blankets all day. Gave me pills, milk etc.

25 October: Better, still feeling rather rocky. Beastly day.

26 October: Practically alright again. Lovely day.

27 October: Very windy, stormy day. Heavy bombardment by both sides lasted about an hour. Bombs, trench mortars, machine guns, rifles and artillery. Appalling din. Too rough to land any mail this evening.

28 October: Quiet day. Preparing for our move overseas which has been talked about for days.

29 October: Still preparing for our move. Put off owing to rough seas.

30 October: Move put off again, sea too rough

31 October Sunday: Move again postponed.

1 November: Very quiet day. Left trenches at 9 pm and marched to Lala Baba. Lay in open for 2 hours waiting for lighters which didn't turn up. Spent rest of night in a trench.

2 November: Got baggage etc on board and embarked on lighter at 6.30 pm. Had very rough journey indeed, but at last got on the *Ermine* which left for Lemnos at 11.30 pm.

3 November: Arrived at Lemnos in the early hours. Disembarked at 7.30 am. Had breakfast and then marched to rest camp about 4 miles away. Got a good tent.

4 November: Went to nearest village. Bought 12 eggs all rotten. Prices of food etc terrific.

5 November: Went to another village. Bought 16 eggs for 1/-. Lovely, enjoyed them tremendously.

6 November: Went to village again. Too late, all eggs gone.

7 November Sunday: Got leave with 5 others to go to Therma 6 miles away over the mountains for a sulphur bath and a good feed. All a wash-out. Pass not in order and had to walk back again. Felt very sick.

8 November: Started signalling classes again morning and afternoon. Quite enjoyed them.

9 November: Signalling again morning and afternoon but otherwise resting.

10 November: Went to village and bought chocolate etc.

11 November: Resting in between signalling.

12 November: Still at West Mudros.

13 November: Half holiday. Wrote letter and read. Inspected by G.O.C.

14 November Sunday: Mail in. Letter and parcel from mother and letter from Mr Judson. Very pleased to get them. Church parade in open in morning and went to evening service in YMCA tent. Enjoyed them both.

15 November: Signalling nearly all day.

16 November: Signalling in morning. Route march in afternoon. Bought eggs on way 10 for 2/3.

17 November: Signalling in morning. Route march in afternoon. Very rough indeed.

18 November: Very cold morning. Inspected by General Byng.

19 – 20 November: Nothing much doing. Very rough and cold.

21 November: No church parade or service. Wind too rough YMCA tent blown down.

22 November: Order to proceed to South Pier to embark for somewhere. Marched off at 2 pm very heavily loaded. Got about 2 miles and were turned back. Too rough to embark.

23 November: Started off again at 12 noon. Turned back again about same place. Very tired and cross.

24 November: Marched off again at 8 am and got to South Pier. Embarked on *Waterwitch* and taken by her to SS *Themistocles* en route for Alexandria. Loud cheers. Very fine boat about 15,000 tons. Whole Division on board.

25 November: Lovely day. Somewhere in Aegean Sea. Very good food, enjoying myself very much. Very rough at night, ship rocked a lot. Go to see ship's cook every evening. 1/- goes a long way.

26 November: Somewhere in Mediterranean. Sea still very rough.

27 November: In Mediterranean. Sea calmer and weather warmer. Sighted land at about midday and finally reached Alexandria harbour at 3.30 pm and did not disembark.

28 November: Landed soon after breakfast. Loaded train which left at 10.45 am. Arrived Cairo 4 pm. Took train to Mena Camp (Pyramids) which we reached at 5.30 pm.

29 November: Quiet day. Had good rest.

30 November: Motor cycled to Cairo twice. Cool day and very cold at night.

1 December: Very nice warm day. Did nothing.

2 December: Another warm day.

3 December: Very little doing. Warm day.

4 December: Sergeant of night guard. Slept in feeding trough and had a good night.

5 December Sunday: Orderly Sergeant. Plenty of work to do.

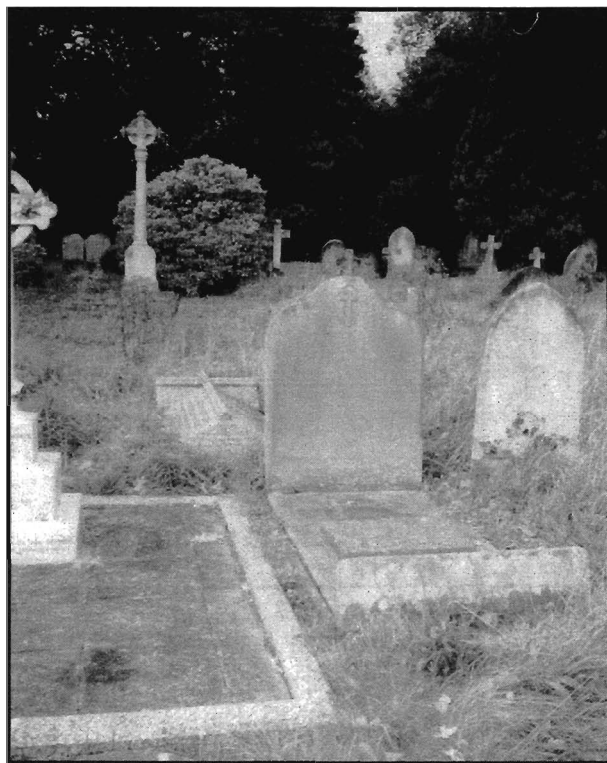
6 December: Warm day. Not much doing.

7 December: Went to Cairo and bought presents for Mother and Gladys. Tea at Sault's, dinner at Petrograd. "Quite Kiteer". Letters from Mother, Floss and Mr Judson. Very pleased. Draft of 2 officers and 94 men arrived from England, including 3 Sergeants and 12 men sent home from Gallipoli sick or wounded.

Notes:

1 The Colonel, described as “poor old Colonel” in the diary entry for 21 August was Lieutenant-Colonel Lionel Bosanquet, Sherwood Foresters. Aged 53 at the time of his death, his previous service had included the Tirah Campaign on India’s North West Frontier in 1897-1898. He has no known grave and is remembered on the Cape Helles Memorial. His wife, Alice Emily, died in 1932, and is buried in Slaugham Churchyard, Sussex, where her headstone includes the inscription:

Also in fond memory of her husband
Lieut-Colonel Lionel Arthur Bosanquet
The Sherwood Foresters
Killed in Action Chocolate Hill, Gallipoli
on August 21st 1915
He lay at the head of his men all in perfect
alignment with never a back turned

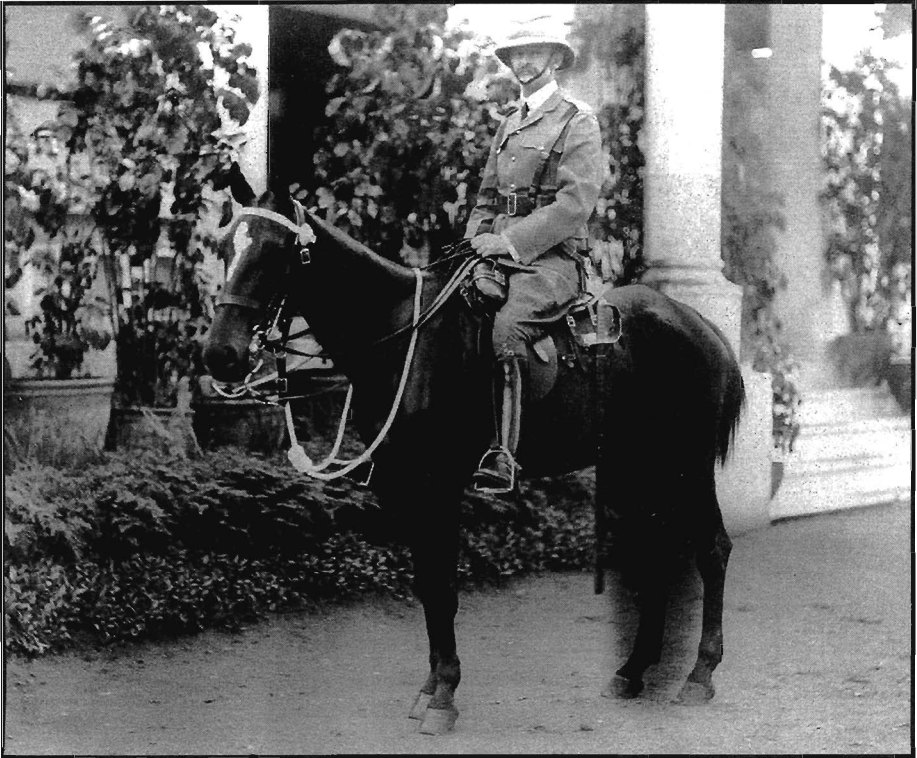


Part of Slaugham Churchyard, Sussex. The headstone for Alice Bosanquet which includes the inscription about her husband is in the centre. Michael Longley.

2 Colton referred to on 21 August was Private (Stretcher Bearer) Michael Colton of A Squadron Sherwood Rangers age 21. His parents lived in Newark and his name is on the Cape Helles Memorial.

3 Harry Moore referred to on 13 September was Lance Corporal Harry Moore of the Sherwood Rangers age 29. His mother who lived in Cuckney, Mansfield is listed as Mrs Susan Russell. He is remembered on the Cape Helles Memorial among those who were buried at sea.

Michael Longley, Home Farmhouse, Chelwood Vachery, Millbrook Hill, Nutley, Uckfield, East Sussex, TN22 3HR.



Lieutenant-Colonel Bosanquet Kindly made available by his grand-daughter
Mrs Mary Habershon.

TO MY BROTHER

Were you so thirsty to die, my child
That you drank the wine offered by death?
What made you so eager to go off to war
Ahead of others older than you?

A burning flame of twenty three years,
Was your heart so immune to the beauty of life?
A sun gasping for a drop of dew,
Why deny a rose its chance to bloom?

For your country you shed your last drop of blood,
What generosity, but oh what a pity for you!
While others gave alms you paid with your life,
What a bitter Ramadan Feast we celebrated so!

Strangers handed out the rose water to us,
None for you save a mother's tears!
Never mind, my brother, rest peacefully now,
For see how happily your country smiles!

Though your face was still as soft as silk
Like the Balkan War, the line was held;
With more hair on your brow than upper lip
You fought as if with the mane of a lion!...

Neither in marble nor written in gilt
Does it state the place of your mighty deeds,
Nowhere does this epic speak of your name
That shies away from applause or acclaim!

How long I looked for your headstone yet
The flowers forlorn each said there was none.
How wrong I was, please forgive me, Ahmed;
You'd departed this earth, for the Heavens in fact!

Written by Idris Sabih in memory of his younger brother Ahmed Tevfik Efendi, a Turkish officer who died in the battle for the Anafartalar (Sari Bair) Ridge in August 1915. Published in *The War Review* No 9, May 1916. The poem was drawn to our attention by Omer Cakir a Research Assistant in the Department of Turkish Language and Literature in Canakkale who is studying the Gallipoli campaign in the poetry and prose of Turkish literature.

MONITOR M33 (*MINERVA*)

Many people will have admired M33 in her dry dock adjacent to HMS *Victory* at Portsmouth during the International Festival of the Sea and Navy Days over the Bank Holiday weekend. Although it will be several years before M33 is ready for opening to the public excellent views are obtainable from the surrounding walkways. A considerable amount has already been accomplished and we are greatly appreciative of the support given by Hampshire County Council and their Leader Councillor Fredie Emery-Wallis DL, Peter Russell-Jones Defence Heritage Co-ordinator and Peter Lawton who is in charge of the M33 Project.



Peter Lawton who is in charge of the M33 Project describes the working of the six-inch gun to Captain Christopher Fagan Chairman of the Gallipoli Association.

Photograph Ross Young Photographers.



Peter Russell-Jones, Defence Heritage Co-ordinator, Hampshire County Council addresses left to right (front row) Cllr K. Estlin HCC, Captain Christopher Fagan, Chairman Gallipoli Association, Admiral Sir John Bristocke KCB, ADC Second Sea Lord and C in C Naval Home Command, Admiral Sir Jock Slater GCB, LVO, ADC First Sea Lord and Chief of Naval Staff, (rear row) Peter Lawton M33 Project HCC, Stephen Locke, Director of Museums Service HCC, Captain A. Rise Naval Assistant to First Sea Lord and Chief of Naval Staff, Mrs Nicola Horley, Defence Heritage & Tourism Manager HCC, Campbell McHurray Director Royal Naval Museum, Mr C. Aberg Trustee R.N. Museum, Mrs Aberg, Tom Ferrers-Walker Trustee R.N. Museum, Cllr F.A.J. Emery-Wallis DL, Leader HCC, Lady Slater wife of The First Sea Lord.
 Photograph Ross Young Photographers.



Another view of M33 during Navy Days. Photograph John Rae.

A NEWLY DISCOVERED LETTER CARL MUHLMANN AND THE EFFECT OF ALLIED NAVAL FIRE AT GALLIPOLI

MICHAEL PAVELEC &
DR TIMOTHY H.E. TRAVERS (1755)

History, for the most part, is written by the winners. But for one important campaign during the First World War the historical accounts which we rely on were written predominantly by the losers. Except for the amazingly efficient evacuation, the Gallipoli campaign was a series of frustrations on the part of the Franco-British Anzac alliance. However, we still rely on Allied accounts for almost everything from historical research to film. But, we are also able to look at the perspective of the “winners” through the historical accounts and personal papers of the official German historian of the Gallipoli campaign, Carl Mühlmann. Mühlmann, a Ph.D. from the University of Leipzig (1900), was not only a staff officer with Liman von Sanders but also the official German historian of the Gallipoli campaign. His “official” works on the campaign include Volume 16 in the series *Geschlachten Des Weltkrieges* entitled “*Der Kampf um die Dardanellen 1915*” (Berlin: Didenburg, 1927) and another separate publication completed during the Second World War, *Deutsch-Türkisches Waffenbündnis im Weltkriege*. But his most interesting contribution to the study of the German perspective is a recently discovered letter which he wrote to his parents during the campaign.† Using this reference we were able to make some interesting comparisons with the British perspective on the early stages of the landings, and especially the impact of Allied naval artillery.

The letter in question is from Carl Mühlmann to his parents, dated 20 May 1915. It is mainly concerned with the invasion of the Gallipoli peninsula by the Allies and the immediate counter-attacks by the Turkish troops. In his letter, he portrays British naval artillery as a decisive force in the opening attacks of the campaign. He begins the letter with a detailed explanation of the invasion of the peninsula and the devastating psychological effectiveness of the guns of the *Queen Elizabeth*. He states, “The craters made by the 38cm shells especially of the *Queen Elizabeth* are gargantuan, ...the psychological effect is tremendous.” He goes on to explain that, from his perspective, the British naval artillery is able to fire at will on any targets on the peninsula either directly or indirectly. Through complete air superiority, the British maintained air observers in both balloons and planes during the landings.

† Bundesarchiv-Militärarchiv (Freiburg). RH 69 Kriegsgeschichtliche Forschungsanstalt des Heeres (formerly, Military Archive of the GDR), W10-51475. We are grateful to our colleague Dr. Holger Herwig for finding this document and making an excellent translation. He obtained this document from Dr. Wolfgang Petters, the director of the Military History Research Office in Potsdam, in 1996. The document had been moved to West Germany after the reunification of Germany.

And, as the Turks had no machines at the time, the British were able to spot for their own artillery unmolested, as far as the capabilities of their aircraft allowed. In addition, Mühlmann, as well as the rest of the German officers, believed that, "The English possess incredibly accurate maps; the entire peninsula is divided into quadrants, each 1km long, 1km wide; these quadrants are again subdivided into certain areas, each marked with a number;... and thus an area of 100 square meters is fired upon and decimated in the shortest possible time by countless rapid-fire guns." So, to Mühlmann, the advantages that the British held in spotting and artillery compounded the disadvantages faced by the German leadership of the Turkish soldiery.

According to the Mühlmann letter, the British artillery restricted Turkish movements – troops and resupply – to night in order to avoid being seen. The troop movements that were carried out during the day because of necessity were decimated by the Allied naval artillery, and Turkish troop columns lost up to 30% before ever reaching the front lines. Even the cover of darkness was overcome when the British began to use flares and searchlights to aid in night-time target finding. And, he even mentions that it was unwise to move about in the open during the day as the naval artillery fired on, and routinely hit, single mounted German observers:

[We] mounted our horses in order to ride via Ali Bey Tsch. to our left wing and consult with the Divisional Commander of II Division. As we rode away we saw behind us a tethered balloon, which we paid no mind. It still seemed incomprehensible to us that ships would waste their valuable ammunition on individuals. ...a shell raced close to us and concurrently artillery fire came from the other side [of the forest]. It was an embarrassing moment since we did not know in which direction to seek cover.

The Turks were very concerned with the fact that they had no way of combating the naval artillery, and this fear was compounded by the perceived effectiveness of the Allied guns.

These sentiments were expressed most clearly in the explanation of the failed Turkish counter-offensive at the beginning of May. The Turks were in a position to drive the "enemy back into the sea", if not for the Allied naval artillery. Mühlmann wrote that the artillery of the Royal Navy was the deciding factor in the first few days of the Gallipoli campaign. He goes so far as to blame the Allied naval artillery for the failure of the Turkish counter-attack against the British. Concerning the Turkish advance, and subsequent retreat during the night of 1/2 May he writes,

"Thus, the troops suffered great numbers of casualties – not only while retreating due to the ships' fire on three sides, but also during the day due to enfilading fire. *Agamemnon* – which is my mortal enemy

and which I wish a quick end at the hands of a German U-boat – took our left wing which naturally required time to dig in, under heavy shrapnel fire all day long. ... Without ceasing, the gunfire of the warships lying in a semicircle droned on – especially that from *Agamemnon* lying off Hissarlik – into our left flank. ... It was a dreadful feeling, not to be able to do anything at all against it.”

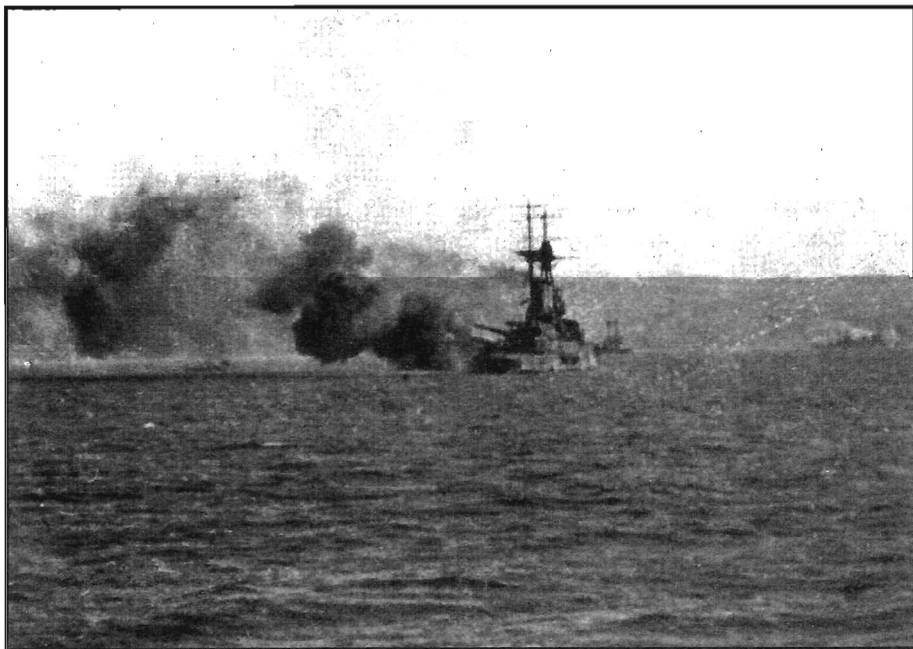
He argues that the failure of the Turkish counter-attack was primarily due to the navy: “First and foremost, it was due to the activity of the fleet, which with its 20 heavy-caliber batteries could check the Turks’ attack from all sides.” Thus to the German leadership of the Turkish troops it was the Franco-British fleet and its naval artillery which allowed the landings to take place and be maintained. This is in contrast to the Allied recollection of the same campaign and the British official history. According to the British themselves, they did not have the advantages that the Germans and Turks thought was the case. For example, the British did not possess the detailed maps of the Gallipoli peninsula necessary for accurate artillery fire. Neither did they believe that their artillery was accurate enough to destroy groups of men, to say nothing of single men on horseback! And, although the British did enjoy almost complete air superiority, they did face overwhelming communications problems between their aerial spotters and the ships’ artillery. Whereas the observation balloons were connected to the ships via tethers with phone lines, they were not as effective in observation roles as compared to the planes with regard to line of sight. The balloons did not have the advantage of over-the-target spotting enjoyed by the planes. On the other hand, the planes were at a disadvantage when it came to communication with the ships. Initially without radio contact, the planes relied on lights and maneuvers to communicate target information to the ships. Therefore, the Allies may have enjoyed superior firepower, but had none of the advantages of maps or communications that the Germans thought. And, by their own admission, the British were often more lucky than accurate when it came to naval artillery fire.

Lost texts often show us a different perspective. In this case, although the British did not think that their naval artillery was effective, the Germans and Turks were very frightened of the destructive power of the Royal Navy’s guns and their perceived deadly accuracy. And, of course the Allies were able to maintain beachheads on the Gallipoli peninsula until the time when they decided to evacuate in December and January. But, in the final analysis, the question remains, why were the British unable to exploit the initial perceived effectiveness of the devastating power of their naval artillery to their advantage? The Germans, and Mühlmann in particular, were impressed by the accuracy of the Allied naval artillery, and point to this as the driving force behind the Turk’s inability to drive the Allies off the Gallipoli peninsula.

Biography:

Carl Mühlmann was a minor figure in the German Army in every way except for the fact that he wrote the official history of the Germans in the Gallipoli Campaign. We were unable to find any but passing references to him in all of the research for this project. He does not mention any of his own particulars in his books, mentioned above. The only reference we did find was in Ulrich Trupener's *Germany and the Ottoman Empire 1914-1918* (Princeton, N. J.: Princeton University Press, 1968), where he describes Mühlmann simply as "the official German historian of the Gallipoli Campaign." In the end, all that we were able to gather was from academic records. He did finish two dissertations, and was presumably awarded Doctorates from University of Leipzig (1900) and Friedrich Wilhelm University, Berlin (1926). Even the German biography *Die Nachlässe in den Deutschen Archiven* by Wolfgang Mommsen (Bundesarchiv Koblenz, 1971) makes no mention of our elusive historian.

Mike Pavelec and Dr. Timothy H. E. Travers, c/o Department of History, University of Calgary,
2500 University Drive, Calgary, Alberta, Canada T2N 1N4



HMS Queen Elizabeth in action, 18 March 1915, with Inflexible on fire towards Asiatic shore. From Diary of HMS Queen Elizabeth 1919.

MYSTERY MEDALLION – A MYSTERY SOLVED AND AN ANZAC COMMEMORATIVE MEDAL

PATRICIA BLACKETT BARBER (1062)

In answer to the Editor's request for information on the "mystery medallion" illustrated in photographs sent by E C White (*The Gallipolian* No. 84, Autumn 1997, page 48), this commemorative medallion was designed by E Carter Preston, (who was also the designer of the First World War Next-of-Kin plaques). It is made of bronze and measures 145mm in diameter.

On the obverse, around a central crown and anchor, are the lion rampant, kangaroo, kiwi and cockerel representing Great Britain, Australia, New Zealand and France, and the regimental badges of the Royal Dublin Fusiliers, The West Riding Field Company Royal Engineers, The Royal Munster Fusiliers and the 2nd Hampshire Regiment. Around the design are inscribed the names of the 6 naval recipients of the Victoria Cross for valour at Gallipoli: "COMMANDER EDWARD UNWIN, V.C. R.N., MIDSHIPMAN WILFRED St.A. MALLESON, V.C. R.N., ABLE SEAMAN W.C. WILLIAMS, V.C. SUB-LIEUT. A.W. ST.CLAIR TISDALL, V.C. R.N.V.R., SUB-LIEUT. GEORGE L. DREWRY, V.C. R.N.R., SEAMAN R.N.R. GEORGE McK. SAMSON, V.C."

On the reverse the bow of the SS *River Clyde* is shown with troops running down the ramp to the the landing barges, maxim guns firing from the upper deck, and, in the foreground, a steam pinnace. Below this is the inscription "V BEACH LANDING DARDANELLES APRIL 25 1915".

The medallion was awarded to the recipients of the V.C. and came in a leather case, inscribed "V.C.", with a copper plate inscribed "Presented by a Liverpool Shipowner through the Imperial Service Merchant Guild in proud memory of great deeds performed in a Liverpool ship". There is an example on display in the Sea Power Gallery of the National Maritime Museum (Cat. Ref: MEC2057).

On the subject of Gallipoli medals, members of the Association may also be interested to know of an ANZAC commemorative medal issued to veterans of the campaign by the Australian and New Zealand governments in 1967, over half a century after the campaign! It is made of bronze and on one side, inscribed "1915", shows Simpson and his donkey carrying a wounded comrade. A map of Australia and New Zealand together with the stars from their national flags are shown on the reverse. The medal is surmounted by a crown and has branches of laurel and fern below with a scroll inscribed "ANZAC", on the reverse of which is the veteran's name. I understand that the medal was issued to surviving veterans or to next-of-kin

and that there was also a lapel badge, in bronzed metal depicting the same design of Simpson and his donkey, issued to survivors only. The medal was illustrated in a booklet entitled **Gallipoli**, an account of the campaign from landing until retreat, produced in Turkey to mark the 75th anniversary, and in the 1989 edition of *Gallipoli* by Alan Moorehead as shown here.



EXCHANGE & WANTS

Have you any items of Gallipoli interest to dispose of? Photographs, badges, books, artefacts, indeed anything to do with the campaign? Is there something you require, that elusive book for instance? An obscure article published many years ago? Then why not send details to the Editor to include in *The Gallipolian*. You may be able to help another Member, or another Member may be able to help you.

COMMEMORATION IN PERPETUITY & THE INTERNET

The Commonwealth War Graves Commission is responsible for commemoration of those who died in the two world wars while serving with the forces of the now Commonwealth countries. This commemoration is achieved through marking and maintaining graves for those who are buried or memorials for those who have no known burial.

Since it was established in 1917, the Commission has been working to sustain this commemoration for the 1.7 million war dead of the Commonwealth in cemeteries and on memorials in some 150 countries world-wide. From the earliest days, next-of-kin, families and comrades-in-arms have given due recognition to the *debt of honour* by locating and visiting graves and memorials. Even in the 1920s the voluminous records maintained by the Commission made it possible to identify precisely where any casualty was commemorated. However, locating the place of commemoration was a difficult and time-consuming task involving a search of three card indexes stored in over 3,000 drawers and cross-referenced to 1,500 cemetery registers. Searching for a casualty without exact knowledge of a surname or locating details of those killed on a certain date or from a specific regiment was nigh on impossible. Recent years have seen a penetration of all areas of human activity by information technology and a consequent growth in demand for, and access to, all categories of information.

Realising the potential of this growth in relation to the world-wide demand for details of commemoration of the war dead and for more complex collations of such information, the Commission completed a major project of computerising these records in 1995. This involved the organisation of a vast body of information into searchable fields and scanning the details of the 1.7 million casualties into a database. Over the past several years this work has enhanced the Commission's ability to service quickly and efficiently around 50,000 enquiries annually as well as providing more specialised services such as searches on *family name*, *regiment* or *home-town* as criteria. Following the logic of this access policy, the Commission agreed earlier this year to make the records available world-wide through the Internet. Central Computer and Telecommunications Agency (CCTA), an executive agency of The Office of Public Service, has undertaken the development of the Internet access which will operate in conjunction with the Commission's existing web site: www.cwgc.org.

This was launched in early November at a ceremony attended by representatives from many countries and organisations, the Gallipoli Association being represented by Norman Pollitt (Membership Secretary) while another of those present was Committee Member Sir Arthur Hockaday, former Director General of the Commonwealth War Graves Commission.

The Register provides personal and service details and places of commemoration for the 1.7 million members of the Commonwealth Forces who died in the First and Second World Wars. Details of the 60,000 civilian casualties of the Second World War are also given. The cemeteries and memorials where these names are commemorated in perpetuity are located in around 150 countries. This database makes it possible to identify the exact location, by cemetery, plot or memorial where any name given is commemorated. The Commission trusts that this extended information service will be valued by next of kin, families, veterans and their associations, family historians, teachers, researchers, journalists.... and all who wish to keep alive the names and memory of those who sacrificed all.

To realise the pledge, *Their name liveth for evermore*, requires enduring effort from people of good will through the passing generations. We must continue to make the effort...

*...If ye breakfaith with us who die
We shall not sleep, though poppies grow
In Flanders Fields*

Lt-Col John McCrae MD 1872-1918

BOOK REVIEW

CUNNINGHAM

JOHN WINTON

John Murray 1998. 432 pages, 26 illustrations, 6 maps. ISBN 0 7195 5765 8. £25.00.

This is the first full biography of Andrew Browne Cunningham, ABC to the Navy, and follows the studies by Captain S.W.C. Pack (1974), Oliver Warner (1967) and the Admiral's autobiography *A Sailor's Odyssey* published in 1951. As a Midshipman he had served with the Naval Brigade during the Boer War rising to command a torpedo boat by 1908 and his first destroyer a year later. In 1910 he took command of the destroyer HMS *Scorpion* taking her in 1913 to the Mediterranean where he remained until January 1918. Cunningham saw much service at the Dardanelles being awarded the DSO for gallantry and Mentioned in Dispatches.

His subsequent career, and especially that as Commander in Chief, Mediterranean Fleet 1939 to 1943 and then as First Sea Lord naturally takes most of this fine book about "the greatest sea captain since Nelson" This was echoed in the address at his Memorial Service in St Paul's Cathedral in 1963 when it was said of Cunningham "Thank God for giving our people and nation such a man at such a time." It is appropriate a bust of the Admiral looks across Trafalgar Square at Nelson's column, "— the bust of an amiable old gentlemen," but said one who knew him well "ABC was *not* an amiable old gentleman. He was fierce and dangerous looking —."

UNIVERSITY WAR MEMORIAL FOR GREENWICH

**"True love by life. True love by death, is tried.
Live then for England. We for England died."**

The words on a new memorial erected by the University of Greenwich to commemorate the 60 former students and staff of Woolwich Polytechnic who gave their lives during the War. Located at the Calderwood Entrance of the University's Woolwich Island site and unveiled at a ceremony on 11 November, the plaque, hand-carved in Welsh slate weighs over 150 pounds and is a replica of an earlier 1921 memorial, sadly lost during building works many decades ago.

Dr Peter Doyle from the university's School of Earth and Environmental Sciences, first proposed the new memorial. He visited many of the graves and memorials of the dead who gave their lives in the North Sea, on the Western Front on land and in the air, in Mesopotamia, Palestine and in Gallipoli. The memorial, which can easily be visited by the public, complements the university's existing memorial gates at the Well Hall Sports Ground in Eltham which commemorate staff and students from both wars. Those who fell at Gallipoli were:

Bailey, Vincent William a student of evening classes from 1913 who was a resident of East Dulwich. He enlisted at Battersea and arrived in the Aegean on 30 June serving with the 5th Battalion Wiltshire Regiment. He was killed in action on Chunuk Bair on 10 August, has no known grave and is commemorated on the Helles Memorial.

Bird, Henry Charles first entered the Polytechnic as a pupil of the Secondary School in 1902 and after passing his four years as an engineering apprentice continued as an evening student. He was to serve as a Sapper with the Royal Marine Engineers, Royal Naval Division and died of typhoid at Malta on 5 July 1915 following service at Gallipoli.

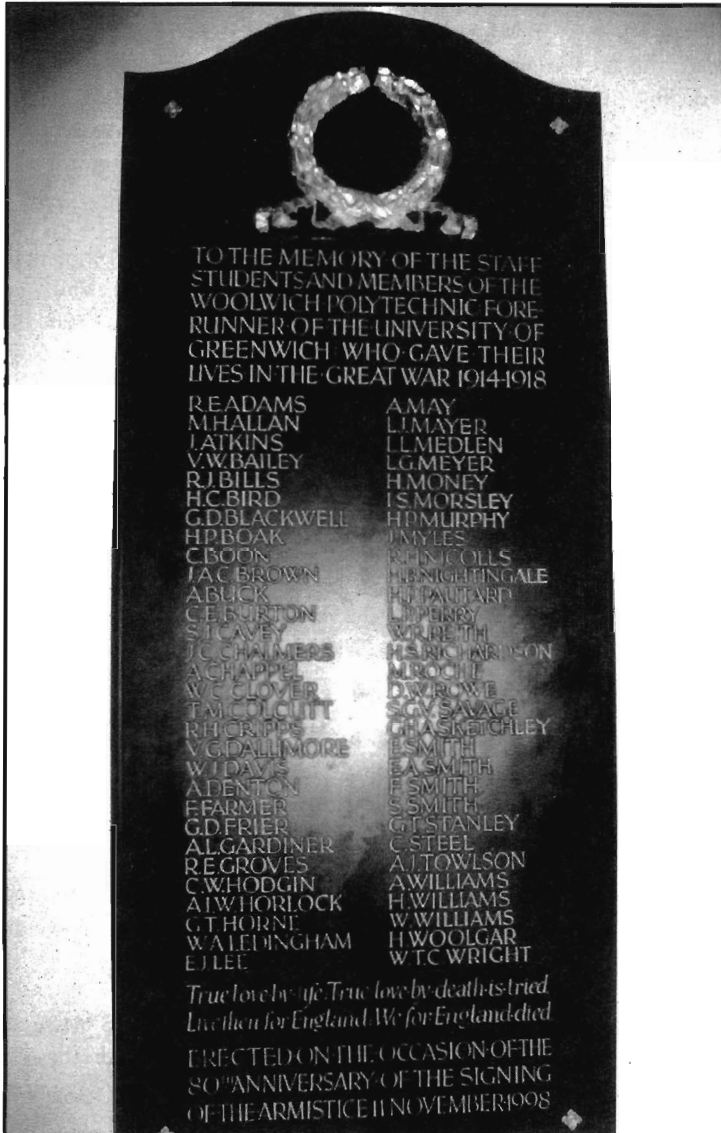
Cavey, Sidney J emigrated to Australia to be a farmer after being a student 1897-1899. He served as a Corporal with the 13th Battalion and died of wounds at West Mudros where he is buried in the Portianos Military Cemetery.

Roche, Maurice seems only to have attended Physical Exercise classes, 1906-1907 from his home in Plumstead. He was killed while serving with the 13th Battery Royal Field Artillery, 5 June and is commemorated on the Helles Memorial.

Rowe, Douglas William a resident of Eltham, was a student 1909-1912 who enlisted at Walthamstow. As a Private serving with the 1/3rd East Anglian Field

Ambulance he died of wounds received on Gallipoli on 22 September 1915 while in hospital on Malta where he is buried in the Pieta Military Cemetery.

We are most grateful to Martyn Stephenson, Alumni Development Officer, University of Greenwich for providing the information for this report.



MORE GUNS AT GALLIPOLI

KIERAN HEGARTY (1414)

Prompted by the articles in the Spring 1998 (Pages 36 & 37) and Autumn 1998 (Page 69) *Gallipolians* I can add some further information on the subject of guns at Gallipoli however it may be that it poses more questions than answers.

In 1992 I discovered an interest in the Gallipoli campaign this was due to my friend and colleague Len Sellers (1155) who had visited the peninsula during the summer whilst researching his first book 'The Hood Battalion' I have subsequently been a frequent visitor to Turkey as my sister has been living there for some years.

In May 1998, together with Len Sellers I flew to Izmir instead of Istanbul and thus saved about £70 each on the fare. I had already checked the distance and the mileage to the peninsula was much the same as from Istanbul and according to Len after we got back, "Was a much more picturesque route". We arrived in Turkey in the early hours of 12 May and picked up our hire car before heading north. After breakfasting on the Turkish staple of bread, cheese, tomato and black olives, washed down by a couple of glasses of Efes Pilsen, we crossed the Dardanelles to Kilit Bahir. We then headed south stopping at the Turkish memorial just south of Kilit Bahir depicting the Turkish soldier carrying a large shell, then on to Redoubt Cemetery and finally Skew Bridge Cemetery before making our final advance on Sedd ul Bahir from the landward side. Following the not infrequent signs to the Helles Pansiyon Panorama.

The owner and our host for the next two weeks, Erol Baycan is a mine of information, having lived in the area all his life (60+) years and also because he was employed by the Commonwealth Graves Commission as their head gardener until his retirement in 1994, his father having held the post before him and now his younger son Jan has taken over the reins.

During conversation with Erol he mentioned four guns which had been spiked by British Marines in March 1915 and we assumed he was talking about the various guns to be found in the area of the Helles Memorial and inside the old fortress at Sedd ul Bahir. We were wrong for Erol described other guns quite off the beaten track about half a mile north-west from the Memorial. We looked from the road between Sedd ul Bahir and Lancashire Landing Cemetery but could see nothing and assumed Erol was fantasising.

Raising the subject of the guns again he volunteered to take us to them. We stopped on the road before reaching the turnoff to the Helles memorial. Then it was down a farm track between two fields for about quarter of a mile and across the middle of the field beyond. We eventually found one gun, on its own carriage and this in turn still on its own track, all within an overgrown gun pit. This gun, as can be seen



from the photograph, was apparently manufactured at Nantes, France in 1884 by a company called Besbois 12 Boussechausse. Erol then directed us to three other guns, all of the same size and pattern also in their own gun pits, close to the first however the undergrowth was much thicker around these and photographs were not possible. He then casually mentioned a fifth gun of a different pattern a quarter of a mile further on. When we arrived we were not disappointed this was a much larger gun and apparently made by the Krupps company of Essen. The barrel including the breech measured about 9 metres and damage had been caused to the breech. Again this gun was in its own gun pit or at least partially so, the explosive used to destroy it had obviously thrown it in the air and it seemed to have turned a cartwheel so that the breech was now outside the gun pit leaving the muzzle hanging over the gun pit in the manner of a diving board over a pool. The gun pit was full of water and badly overgrown with about 2.5 metres of the barrel sticking out over the water and this also overgrown thus not allowing a clear photograph. According to Erol these guns and their location are known to very few people however a later visit to the Museum in Alcitepe (Krithia) revealed one or two photographs of the French made guns in the gun pits before the undergrowth took over and from the number of military personnel present these were taken shortly after the evacuation in January 1916.

It would seem that the guns and also those mentioned by the two previous writers were destroyed by raiding parties of marines in the early days of March 1915. Other guns were also destroyed at this time and are in full view one to the south east of the Helles memorial near the restored Turkish trenches and sporting a very nice curve to the barrel and another actually lying on the ground inside the old fort at Sedd ul Bahir. I don't think that these guns have been specially left for battleground tourists in preference to the other eight hidden guns it is just that they (all ten guns) have been left in position since their destruction in 1915 and some are in places which are regularly visited and thus seen the others are in places not so easily found and therefore not so regularly visited

As far as the gun emplacement mentioned by Dr. Constable in the Autumn 1998 *Gallipollian* is concerned I can confirm that this is in fact dated from the second World War according to Erol Baycan.

All photographs by author.

Kieran Hegarty, 15a Stanley Road, Ashingdon, Rochford, Essex, SS4 3JA



BOOK REVIEWS

WAR IN THE HOLY LAND

ANDREW DUNCAN & MICHAEL OPATOWSKI

Sutton Publishing Limited 1998. 212 pages, numerous illustrations, 101 maps.

ISBN 0 7509 1500 5. £25.00.

Sub-titled *From Meggido to the West Bank* the book sweeps one through three millenia of conflict over the sand and soil of the Holy Land, including that of the First World War in which many of those who had previously served at Gallipoli fought and marched. The profusion of maps of excellent quality help make this book a joy to read and the conflicts easier to understand.

BRITISH MILITARY TRANSPORT 1829-1956

DAVID FLETCHER

The Stationery Office 1998. 134 pages, numerous illustrations. ISBN 011 290570 6. £25.00.

The author as Curator of the Tank Museum at Bovington is well placed to provide this comprehensive and superbly illustrated study. There are so many evocative pictures that even those who find vehicles and their finer points of little interest cannot fail to be moved. Gallipoli receives scant mention, though there is an exciting picture of an Austin truck being loaded. Not surprising for we are told mechanical transport was only used at Suvla "Some twenty-four 30cwt lorries, Model-T Fords of the Royal Naval Air Service and ambulances on the same chassis were employed and the Royal Artillery managed to land a few American four-wheel drive trucks to haul the guns."

ARRAS & MESSINES 1917

GERALD GLIDDON

Sutton Publishing Ltd 1998. 222 pages, 135 illustrations, 11 maps. ISBN 0 7509 1641 9.

£19.99.

Another for ones collection in the series VCs of the First World War, with the exploits and biographies of those who were awarded the Victoria Cross between January and July 1917 on the Western Front.

Of the 50 whose deeds are recorded here no fewer than 11 had served at Gallipoli including the first three, Edward Mott, who had previously been awarded the DCM for his actions at Gallipoli on 28 April 1915, Henry Murray, 16th Battalion AIF who was awarded the DCM for "exceptional courage" between 9-13 May 1915 and went on to become the most decorated Australian soldier of the First World War while Frederick Palmer serving with the Royal Fusiliers was awarded the Military Medal.

Others whose deeds are chronicled here and whose service included time at Gallipoli are P.H. Cherry 26th Battalion AIF, J.C. Jensen 10th Battalion AIF, J.E. Newland 12th Battalion AIF, E. Sykes West Riding Regiment, G.J. Howell, 1st Battalion AIF, R.V. Moon 4th Light Horse AIF, A. White South Wales Borderers, T. Barrett South Staffordshire Regiment.

THE DOVER PATROL

ROY HUMPHREYS

Sutton Publishing Ltd 1998. 216 pages, 102 illustrations, 4 maps. ISBN 0 7509 1967 1.
£18.99.

The first book for over 60 years about one of the most important naval commands of the First World War. One of the major participants being Roger Keyes (later Lord Keyes of Zeebrugge and Dover) who after his service at the Dardanelles where he was Chief of Staff, then Director of Plans at the Admiralty, was appointed to command the Dover Patrol at the end of 1917.

THE FIRST WORLD WAR

JOHN KEEGAN

Hutchinson 1998. 500 pages. 50 illustrations, 15 maps, end paper maps. ISBN 0 09 1801 788.
£25.00.

The author who will be known to many as the Defence Editor of the *Daily Telegraph* and to others as the author of much acclaimed books like *The Face of Battle* has produced another masterpiece. If you can only take one book on the First World War to your desert island this is it. Dedicated to the men who did not return to the Wiltshire village of Kilminster where he lives, the book fulfills the author's life-long ambition to write a definitive book on the war that changed so very much. He concludes his short section on Gallipoli with a reference to Troy and the sentence which many will echo "It is difficult to say which epic Homer might have thought more heroic."

TO THE LAST MAN

LYN MACDONALD

Viking 1998. 382 pages, 60 illustrations, 18 maps, end paper maps. ISBN 0 670 87734 4.
£25.00.

The author, well known as a fellow Member and regular attender of Gallipoli Association functions and more widely for her six previous books, including *1915: The Death of Innocence* has produced another classic. This describes through the medium of eyewitness accounts and the recollections of survivors the first momentous months of 1918 from January to early April. "Many more battles would be waged and many more months would pass" before the end of the war, one hopes the author plans at least one further book to embrace these.

A DEEP CRY

ANNE POWELL

Sutton Publishing Limited 1998. 470 pages, 9 maps. ISBN 0 7509 1987 6. Paperback. £14.99.

The author is a member of the Gallipoli Association, who with her husband runs Palladour Books specialising in the poetry and literature of the First World War from their home on the Cardigan Bay coast. *A Deep Cry* provides short biographies of 61 published poets killed in northern France and Belgium including details of the battle where they fell together with extracts from diaries and letters, and of course some of their poems. There can be few better ways of seeking out the poets of the First World War than by ensuring this volume is on your bookshelves.

Among those recorded are several who had served in Gallipoli Frederick Coulson who was wounded there and whose poem *A Soldier in Hospital (Valetta)* is published. William Littlejohn of the Middlesex Regiment recalls *Holy Communion Service, Suvla Bay*, Francis Ledwidge of the 5th Royal Inniskilling Fusiliers also served at Suvla, while Patrick Shaw-Stewart of the Hood Battalion Royal Naval Division landed at Cape Helles on 29 April 1915. His poem *I Saw a Man This Morning* written while resting on Imbros after the battles of early June is included here.

HM SUBMARINES IN CAMERA

J.J. TALL & PAUL KEMP

Sutton Publishing Limited. Paperback Edition 1998. 245 pages numerous photographs.
ISBN 0 7509 1971 X. £12.99.

An excellent photographic history of British submarines from 1901 to 1996 which includes a superb photograph of Lieutenant Norman Holbrook and his crew after their successful attack on the *Messudieh* on 13 December 1915. There are also several photographs of the E class submarines which served so well at the Dardanelles.

BATTLESHIPS OF WORLD WAR TWO

M. J. WHITLEY

Arms & Armour 1998. 320 pages numerous photographs and plans. ISBN 1 85409 386 X.
£40.00.

At a first glance not a book of direct interest to Gallipolians, but then one remembers that key vessels on both sides served at Gallipoli. Here then is the *Queen Elizabeth* which left her mark to this day in the citadel at Canakkale and gave her name to a class which included the *Warspite* and *Barham*. Members will possibly be more intrigued to find Turkey included in the book, with much detail on the *Goeben* later the *Yavuz Sultan Selim*. She lasted until 1976, then tragically went to the breakers yard, shades of the *River Clyde* just ten years earlier. A book that anyone interested in warships will greatly treasure and which will prove an indispensable reference work for years to come.

STREET AND ROAD NAMES

PUTNEY VALE CEMETERY

In response to the request in the Autumn 1998 *Gallipolitan*, page 71, for street and road names with a Gallipoli connection Derek Hunt has very kindly provided details and photographs, see rear cover, of one such road, this to Sergeant Alfred Richards VC in the Putney Vale Cemetery, London SW15.

In 1997 L.T. Garrett, Director of Leisure and Amenity Services, presented a report to Wandsworth Borough Council in which he proposed that the main roads and footpaths in the 50 acre Putney Vale Cemetery be given names, thus making it easier for visitors to find their way around and for staff to provide directions. He went on to say:

In considering suitable names for the roads and paths it was noted that Putney Vale is the last resting place of six holders of the Victoria Cross and honours a seventh. It is therefore proposed that, subject to any necessary street naming orders being obtained, the seven roads leading off the Main Drive are named in honour of these servicemen..."

One of the holders of the Victoria Cross buried here is Sergeant Alfred Richards who served at Gallipoli with the Lancashire Fusiliers having followed his father into the Regiment in which he was to serve for 20 years. In 1915 he was a sergeant in C Company, landing at W Beach on the morning of the 25th. Shortly afterwards his right leg was almost severed by machine gun fire, but despite such appalling injuries he crawled forward shouting encouragement to his men. Subsequently he was evacuated from the Peninsula and his leg was amputated above the knee. He died, aged 73, in 1953 and is buried (Grave 794u) close to what is now called Richards Way, the road running almost due south from the central drive.

The other holders of the Victoria Cross commemorated in the Cemetery are Lieutenant Colonel Ernest Wright Alexander (Belgium 1914) by Alexander Way; Sergeant William Boulter (France 1916) by Boulter's Path; Lieutenant-Colonel Harry Greenwood (France 1918) by Greenwood Road; Captain Reginald Hayward (France 1918) by Hayward Avenue; Captain George Henry Tatham Paton (France 1917) by Paton's Path; Captain Harry Norton Schofield (South Africa 1899) by Schofield Road.

A Request: Information on Street and Road names, for there must be many, hopefully with a photograph will be welcomed by the Editor for inclusion in future *Gallipolitans*.

