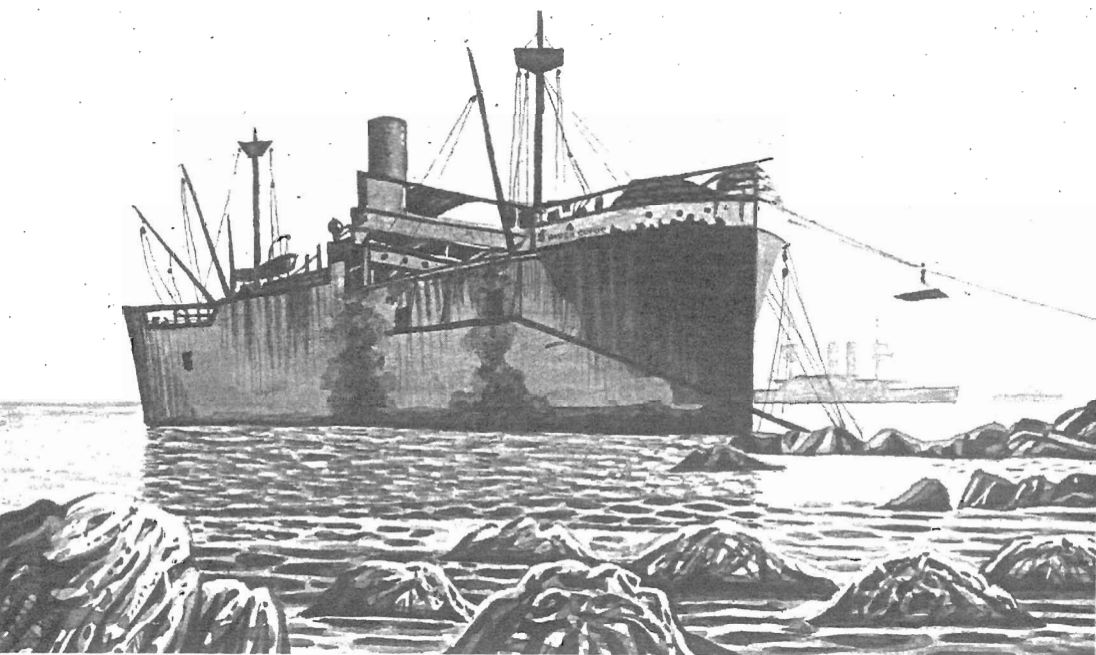


The Gallipollian

*The Journal of the
Gallipoli Association*

No. 87
AUTUMN 1998

ROYMAN
BROWN



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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CHAIRMAN	Captain C. T. F. Fagan	
SECRETARY	J. C. Watson-Smith Earleydene Orchard, Earleydene, Ascot, Berkshire SL5 9JY [01344 626523]	
TREASURER	W. Marsh Nowhelan, The Common, Wonersh, Guildford, Surrey GU5 0PH [01483 892749]	
MEMBERSHIP SECRETARY	N. Pollitt 9 Garnet Court, Marlow-on-Thames, Bucks SL7 2AN [01628 483038]	
PUBLIC RELATIONS OFFICER	Major Hugh Jenner 73 Pymers Mead, London SE21 8NJ [0181 670 7691]	
COMMITTEE	N. Anthony M. Doyle Colonel S. M. W. Hickey	Sir Arthur Hockaday KCB CMG D. A. Pollard Major J. R. H. Stopford
EDITOR	D. R. Saunders Woosung, Pointfields, Hakin, Milford Haven, Pembrokeshire SA73 3EB [01646 692316]	

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ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Gallipoli Association will be held on Thursday 15 October commencing at 1130 at the Naval Club, 38 Hill Street, London, W1. Directions for the Naval Club are included on the enclosed booking form.

AGENDA

- 1 Apologies for absence
- 2 Minutes of the AGM held on 22 October 1997, printed on page 3
- 3 Chairman's Report
- 4 Treasurers Report & Adoption of 1997 Accounts
- 5 Election of Officers
- 6 Election of Committee
- 7 Any other business

Members wishing to raise any item should do so in writing to the Secretary at least 21 days before the date of the AGM.

AUTUMN LUNCH

The Autumn Lunch, 1230 for 1300, will be preceded by the presentation of a painting to the Association. See enclosed booking form for the Lunch.

Following Lunch the speaker will be General Sir Charles Guthrie GCB, LVO, OBE, ADC Gen, Chief of the Defence Staff. General Guthrie was commissioned in the Welsh Guards in 1959 and served in BAOR, Aden and with 22 SAS Regiment 1965–1969. In 1980 he commanded British Forces in the New Hebrides and has subsequently held numerous senior staff appointments. General Guthrie lists his recreations as tennis, ski-ing and travel and is a member of the All England Lawn Tennis & Croquet Club and Queens Club.

VETERANS

We are pleased to remind Veterans and their families that the Association will, within reason, be pleased to meet all expenses incurred by any Veteran wishing to attend the Lunch, including travel and overnight stay. A Veteran wishing to avail himself of this is requested to contact either the Treasurer, or Secretary, whose addresses and telephone numbers appear inside the front cover of *The Gallipolian*.

**MINUTES OF THE ANNUAL GENERAL MEETING OF
THE GALLIPOLI ASSOCIATION
HELD AT THE NAVAL CLUB, HILL STREET
LONDON W1, 22 OCTOBER 1997**

The Chairman, Treasurer, Secretary, Membership Secretary, and Editor together with Committee members Sir Arthur Hockaday, Malachi Doyle, Colonel Michael Hickey, Major Hugh Jenner and John Rae, and 14 members were present.

Apologies for absence were received from J. Brazier, Jim Fallon, John Hallam, Captain Harland, Derek Pope, Maurice Rixon, Major and Mrs Rodge and Norman Welch.

- 1 The Minutes of the AGM held on 23 October 1996 and published in *The Gallipolian* No 84 were approved and signed as a correct record.
- 2 The Chairman presented his Report which was subsequently published in *The Gallipolian* No 85 pages 8–9, drawing particular attention to the successful launching of the Gallipoli Memorial Bursary and the presentation at Sandhurst by the two cadets who had visited Gallipoli in April.
- 3 The Treasurer presented his Report which together with the Annual Accounts previously circulated was adopted by the meeting.
- 4 The following were elected officers for the year:

Chairman	Captain C.T.F. Fagan
Treasurer	William Marsh (from 1 January)
Secretary	James Watson-Smith
Membership Secretary	Norman Pollitt
Public Relations Officer	No nomination
Editor	David Saunders

- 5 Jim Fallon was elected a Vice President. Previously our Public Relations Officer, he has through ill-health been forced to tender his resignation from that post in which he has done so much to bring the Association to the attention of a wider audience, an achievement reflected in the great increase in our membership in recent years.
- 6 The following having agreed to serve on the Committee in addition to the officers were then elected:

N. Anthony	Sir Arthur Hockaday	M. Doyle
Major Hugh Jenner	Colonel S.M.W. Hickey	D.A. Pollard
Major J.R.H. Stopford		

- 7 A brief report was given regarding the proposed Gallipoli plot as part of the National Memorial Arboretum. The Association having agreed to contribute £500 towards this while a member has made the marvellous donation of £2,000.
- 8 Len Sellers drew the attention of the meeting to the Royal Naval Division Memorial currently hidden away at Greenwich and the plans for this to be restored and returned to a site in central London. Financial support will be sought from a wide range of bodies including the Gallipoli Association as well as individuals. The meeting closed with Foster Summerson proposing a vote of thanks for all the work put in by the Officers and Committee members during the past year.

GALLIPOLI GROVE – AN UPDATE

In the Winter 1997 *Gallipolian* No 85 page 45, we reported on the plans for a Gallipoli Grove at The National Memorial Arboretum. Members will now be pleased to learn that the Arboretum has just received its first tranche of Millenium Commission Lottery money. Up until now progress has had to be controlled so the project did not overstretch its budget. Now, work can move ahead with greater rapidity and it is hoped that the landforms for the Gallipoli Memorial will be in place by the end of the year. The Association, largely through the generosity of one of its Members, has made a major contribution towards the cost of the Gallipoli Memorial. Once work has been completed Members will be informed and invited to a dedicatory Service.

Further information concerning The National Memorial Arboretum from PO Box 10, Tisbury, Wiltshire, SP3 6TH.

FACES OF WAR

A Conference on Aspects of the First World War will take place at the RAF Museum, Hendon on Saturday 19 September 1000 – 1700, tickets, which in addition to the Conference entitle you to refreshments, a buffet lunch and entry to the Museum are £15.00 each. Cheques payable to The RAF Museum should be sent to WWI Conference, Marketing Department, RAF Museum, Grahame Park Way, Hendon, London, NW9 5LL. 0181 200 1763.

Among the speakers is one of our members, Alan Wakefield of the Museum, whose subject “Under the Devil’s Eye” tells of soldiering in the British Salonika Army, while Iain MacKenzie of the National Maritime Museum is speaking on The Royal Naval Air Service in the Dardanelles: Invention, Innovation and Initiative.

OBITUARIES

WILLIAM LUNN MM

It is with great regret we announce the passing of another Veteran Member – William Lunn MM who died on 2 May at his daughter's home in Hove.

William Lunn was born on 15 December 1896 in Middlesborough, where his father was a steeplejack. He went straight from the High School, Middlesborough in March 1914 to enlist in the Special Reserve 3rd Battalion the Yorkshire Regiment, subsequently the Green Howards, originally the regimental nickname dating from 1740 when they wore green facings and were commanded by a Colonel Howard. Later William Lunn transferred to the 6th Battalion, part of 32nd Brigade, 11th (Northern) Division and sailed from Liverpool to Mudros in early July.

They landed in the first wave at Suvla late on 6 August, the Official History recording that with "the anchors eased down: and with every man's pulse beating a wild tattoo, the lighters made for the beach. Not a sound came from the land. Fleecy clouds hid the stars. A slight breeze ruffled the quiet sea." To aid identification each man wore a white patch sewn on the corner of their haversacks together with a triangular piece of tin cut from a biscuit box, and two white armbands.

The assault of Lala Baba by the 6th Battalion was the first attack by any unit of the New Army in the Great War, and again quoting from the Official History was "carried out in circumstances that would have tried the mettle of highly experienced troops".

In common with all units of the division the 6/Yorkshire had already passed a very tiring day. The battalion had been on an instructional parade soon after daybreak. Then had followed normal routine duties; and it was nearly midday before company commanders first learnt of their imminent departure for the peninsula. A commanding officer's conference was held at 2.30 p.m., when maps of Suvla were issued. Soon afterwards the battalion marched down to the beach in the burning afternoon sun and embarked on its lighters at half past six. The voyage across from Imbros had been a prolonged nervous strain. It was now ten o'clock. The men had been on their feet for seventeen hours; and the night was so black that it was only possible to see a few yards ahead.

The two companies to lead the assault were the first to land. They were still sorting themselves out on the beach when a burst of rifle fire from the left caused a few casualties and a certain amount of confusion. But order was quickly restored, and even before the third company was ashore the first two had started for Lala Baba. The rounded top of the hill was faintly visible against the northern sky.

A few moments later the third company under Major W. B. Shannon, was heading for Nibrunesi Point; and Colonel Chapman, having directed his fourth company towards the Salt Lake, was hurrying forward with his adjutant, his sergeant-major and the battalion medical officer to join the leading troops. Somewhere on the left front the Turks were keeping up a desultory fire, but their bullets were flying high. Suddenly a red flare shot up from Lala Baba: the main garrison was aroused.

The assaulting troops had been warned that bayonets only were to be used till after daybreak. Pressing forward in line, the two leading companies soon came under a hot fire, and officers and men fell thickly; but the line trudged on till the top of the hill was won. Most of the Turks scattered. But some lay low in their deep narrow trenches till the attacking troops had passed, and then sprang up to shoot them in the back.

With the hill captured, the way was now open for the advance towards Hill 10. But Major Roberts and all his officers, except two junior subalterns, had fallen, and at least a third of the men. Colonel Chapman's party, following behind, had stumbled into some Turks, and the Colonel had been killed and the rest of his party wounded.

On 21 August the 6th Yorkshires took part in the attack on Scimitar Hill and Hill 60 where they lost all their officers though about 100 men under Company Sergeant Major Green reached the Turkish line which they held until the following day. Of all the Gallipoli battles this was "at once the most costly, in proportion to its size, and the least successful." The 6th Yorkshires which had landed with 775 officers and men but now reduced to 285 subsequently took up positions on the slopes of Kiretch Tepe Sirte as a composite battalion with the 8th West Yorkshires.

The following months were spent on the ridge, sometimes in the front line at Jephson's Post, at others in reserve close to the beach near Karakol Dagh. Mr Lunn vividly remembered the nightly water carrying squads, how Royal Navy destroyers would steam close inshore to bombard the Turkish positions and like all who were on the Peninsula, the great November storm and the intense cold. After repulsing a final Turkish attack on 15 December Mr Lunn and the remainder of the 6th Yorkshires were evacuated five days before Christmas.

After a short spell in Egypt they moved to France, and here for an action on the Somme in 1917 Corporal William Lunn was awarded the Military Medal, he later said "that it was to one and all as they were all brave lads." He also lost the lower part of his left leg and was sent to Queen Mary's Hospital at Roehampton where a wooden one was fitted, later moving to Gifford House at Worthing. Many years later, on his 100th birthday he recalled his time there in the *History of Gifford House*.

Gifford House was in what was then called 'Millionaire's Row'. The house belonged to Mr JD Charrington of the brewery firm. The house was in its own grounds, with a bowling green at the back and the whole surrounded by cypress trees.

As a patient, I was warded on the ground floor, in the magnificent ballroom with its beautiful glass chandeliers. The paraplegic patients were on the first floor. We all wore uniform – blue outer suit, grey shirt, red tie, regimental hat and badge. The uniform jacket had to be clay-piped white on the lapels each day.

The Matron was a Miss Pollock – big, strict but fair. Patients' dressings were attended to by the female VAD staff, the male orderlies covering the manual work, cooking etc. We had three meals a day; the standard breakfast was one hard-boiled egg, with a hunk of bread and margarine. The other meals were usually stew and dumplings or boiled beef. Each patient provided his own knife, fork and spoon as we were still serving soldiers and this was part of our kit.

We had no pay or money; it was all sent to our next-of-kin and my mother used to send me money from the allowance paid to her. Mr Charrington would visit us, arriving in a smart hansom cab with his footman. Mr Charrington was plainly dressed, often in an old coat, and would give each patient one cigarette.

Those of us who were able would head for London after breakfast. The favourite place was Hyde Park where we would listen to the band – and hopefully receive the odd hand-out. The clippies on the buses always let us travel free.

Gifford House was run on service lines for discipline and routine. We had to be back by 1900 hours. Many who were late climbed in over the fence – legless or not. Our excuses for being late were – missed the last bus, had to walk back, lost my money, got lost. I was caught more than once – and sent back to Roehampton as punishment but they did not have room for me and so I returned to Gifford House.

In general, the beds were good, the nursing good – and the food better than the trenches.

On leaving Gifford House William Lunn trained as a glass blower at a Ministry of Labour Centre and then worked in the Science Laboratories of the Shoreditch Technical Institute. During the Second World War he organised evacuees from London to Suffolk.

In 1921 he married Ethel Mitchell. They had two children, his son Douglas, a naval rating was serving on board HMS *Cornwall* in April 1942, when, together with the *Dorsetshire* she was sunk during a heavy attack by carrier based Japanese bombers to the south of Ceylon. There were 1,122 survivors, but sadly one of the 424 lives lost was that of Douglas Lunn.

Mrs Lunn died in 1977 and subsequently he lived with his daughter Dorothy who along with his two grandchildren and three great grandchildren gave him so much love and devotion.

We are most grateful L. Gunn (1441) and Mr Lunn's daughter, Dorothy, for much assistance with this Obituary.



William Lunn MM Gallipoli Day 1994. David Saunders.

GALLIPOLI DAY CEREMONIES

The Dawn Service at the RAAF Remembrance Stone in Battersea Park was attended by several early rising members and a wreath laid on behalf of the Association. Despite the rain there was a large gathering at this poignant event, which this year took on an even greater importance, for Clive James unveiled an Anzac bronze bas relief by Ros Bastiaan to commemorate the landings by Australian and New Zealand.



RAAF Remembrance Stone and Anzac bas relief, Battersea Park. Liz Shaw.

Then to St Paul's where after an introduction by The Reverend Canon John Halliburton Chancellor of the Cathedral, wreaths were laid at the Gallipoli Memorial by John Spellar MP, Parliamentary Under Secretary of State for Defence, His Excellency The Hon Neal Blewett, Australian High Commissioner, His Excellency Mr Richard Grant, New Zealand High Commissioner, His Excellency Mr Ozdem Sanberk, Turkish Ambassador, Admiral Sir Jock Slater, GCB, LVO, ADC, First Sea Lord and Chief of Naval Staff, General Sir Roger Wheeler, GCB, CBE, Chief of the

General Staff, Contre Amiral J. Gheerbrant, Defence Attache France, Captain Christopher Fagan, Chairman of the Gallipoli Association.

The rain held off for most of the time at the Cenotaph where once again we were pleased to march behind twelve senior cadets from Merchant Taylor's School, so continuing the links we forged in 1995 when the Gallipoli plaque in St Paul's Cathedral was unveiled by our Patron The Duke of Edinburgh. Fred Bundy, an ex Petty Officer who just missed Gallipoli, but served in the Mediterranean in 1916, laid the wreath at the Cenotaph on behalf of the Association.



Captain Christopher Fagan and Fred Bundy preparing for Service at the Cenotaph.
Karen Davies.

Perhaps because it was a Saturday, there seemed to be more people in Westminster Abbey for the Service than in some other years. So to the splendid surroundings of the Officers Mess at the Royal Medical Corps in Millbank, where Anzac biscuits, prepared by the Editor, whose culinary skills otherwise hardly extend beyond a tin of soup or beans on toast, were enjoyed before lunch. An eventful day, which some Members and guests extended long into the evening in the convivial surroundings of the nearby Grafton Arms.

We were pleased as always to receive reports from elsewhere. From Shaftesbury where John Freeman (1422) laid a wreath on behalf of the Association at the War Memorial on St George's Day (see photo opposite). The following day Gavin Richardson (1042) performed the same duty at Edinburgh Castle. Colin Hague



(1573) who attended the Service at Harefield, where children from the local school lay wreaths on the graves of Australian servicemen as they have done for the past 75 years, sent the following report.

Harefield's long connection with Australia was explained in *The Gallipolian* no 86. Despite a clash with the commemorations in London, over 300 people attended the annual Anzac Day ceremony in the village. The beautiful old parish church was full for the service. Afterwards, the customary silence was observed in the graveyard and then, as has been the case every year since 1921, local schoolchildren laid flowers on the graves of 111 Australian soldiers (plus a nursing sister) buried there. Most of the deaths were related to previous action at Gallipoli. The special Australian section of the cemetery has a large stone column donated as a centrepiece, and a memorial gateway erected by CWGC.

Each year a small exhibition is also mounted. It includes the display of a banner embroidered with hundreds of signatures of patients' relatives. This was started in 1917 as a fund-raising effort for the Red Cross. Right through to the Armistice, a regular magazine, "Boomerang", was printed for inmates of the hospital. And the exhibition also has a copy of an Armistice Wheel, containing the signatures of all patients at the date the war ended. Private Bill Hitchen, inspiration for the "coo-ee" recruitment march in 1915, is buried at Harefield (in recent years a "coo-ee" re-enactment took place). So the village maintains its close links with Australia.

From Sutton Veny Bob Tanner reports that in the morning of 26 April a special service was followed by children laying posies of flowers on each of the graves of 143 Australian servicemen and three nurses who lie in the churchyard. A further service in the afternoon was attended by His Excellency The Hon Neal Blewett, Australian

High Commissioner, who in a speech afterwards at tea, thanked the village for the care and attention given to the graves of his fellow countrymen and paid tribute to all who took part in the Gallipoli campaign. At Brockenhurst Major Tom Spring-Smythe (707) represented the Association and laid a wreath, and here again children visit each of the 93 service graves to lay flowers. The New Zealand High Commissioner was represented by Mr John Waugh the Senior Trade Commissioner and the Defence Forces by Captain M.J. Boggs RNZA.

The King's Lynn & West Norfolk – Bayside (Sandringham) Australia Friendship Association remembered Anzac Day at a Civic Luncheon in the Stone Hall attended by three Gallipolians. After lunch there was an opportunity to be guided round parts of historic King's Lynn before attending an impressive and well attended service in St Margaret's Church.

HRH The Duke of Edinburgh sent the following message:

I am pleased to know that a Service of Commemoration to mark ANZAC Day is being held at St Margaret's Church in King's Lynn. I would be grateful if you could offer my greetings to all members of the British-Australia Society attending the Service.

To quote the words of the Official History, "The drama of the Dardanelles campaign by reason of the beauty of the setting, the grandeur of its theme and the unhappiness of its ending, will always rank amongst the world's classic tragedies." It then goes on to say "... for amidst circumstances of unsurpassed difficulty and strain, the bravery, fortitude and stoical endurance of the invading troops upheld most worthily the high traditions of the fighting services of the Crown."

This applied in a particular personal way to the members of the Sandringham Company of the 1/5th Battalion of the Royal Norfolk Regiment who went in to attack the enemy at about 4.15pm on 12 August 1915, the majority of whom were never seen again. There will be many families in this area who have cause to be grateful for this act of remembrance.

The Service included excerpts from writings about the Gallipoli Campaign while the words of Kemal Ataturk were read by Mrs Edward Trafford, Chairman Britain Australia Society, Norfolk Branch. Everyone then returned to the Stone Hall for Anzac biscuits and other refreshments.

We appreciate all the information received about the Memorial Services, indeed we now have details of others not previously listed and will be providing information on all of these in the Spring 1999 *Gallipolian*.

GALLIPOLI MEMORIAL BURSARY 1998

On the evening of 12 May some 70 members and guests gathered on HMS *Belfast* to hear the presentation by Frances Morgan and Richard Hutchings, cadets from the Britannia Royal Naval College, Dartmouth. Among those present were the Earl of Leicester, Lord Birdwood and Sir Harold Walker all of whose grandfathers gave distinguished service at Gallipoli. Others present included Brigadier Bob Fry RM, Director of Naval Staff Duties representing the First Sea Lord, Wing Commander Bob Prescott of the Merchant Taylor's School CCF and Lieutenant Richard Coates of the Royal Regiment of Fusiliers one of the first two bursary cadets.

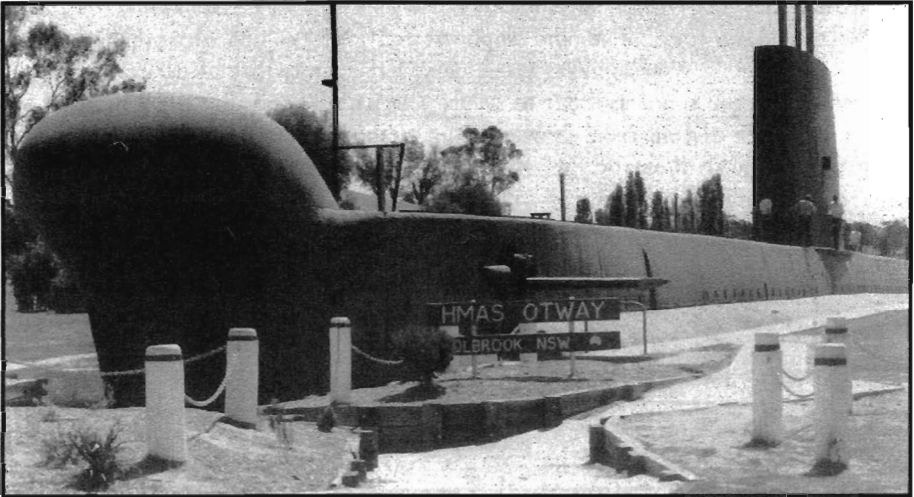
Not surprisingly the cadets had taken as their theme the amphibious assault at Gallipoli, and visited the Peninsula in time to join the enormous throng at the Dawn Service at Anzac Cove. Over the subsequent days they walked the battlefield and contemplated the problems of those charged with the task of getting troops ashore, first at Cape Helles and at Anzac, and later at Suvla Bay. As they rightly pointed out, "Amphibious operations are now recognised to be the most complex of all military operations, due to the necessity of effective simultaneous co-ordination of numerous diverse units. Much research has been carried out in order to develop this type of warfare to achieve the aim, with minimum casualties." In concluding their presentation they said that, "amphibious operations in the Royal Navy today have been developed on a massive and sophisticated scale compared with the initial landings at Gallipoli. The concept has remained the same, that of delivering assault troops onto a hostile shore in order to secure a beachhead and ultimately to allow for major forces to be disembarked. However, the method and means available to achieve this have advanced dramatically. Britain now possesses, and is investing in is permanent amphibious warfare community. This is supported by doctrine based on vigorous study for which the searing example of Gallipoli is an essential reference point."

AN UNFORGETTABLE EXPERIENCE

In *The Gallipolian* No 83 Spring 1997 we reported how the Australian town of Holbrook, New South Wales, took its name in 1915, so moved had they been by the bravery of Lieutenant Norman Holbrook and the crew of B-11 who, on 13 December 1914, had taken the tiny submarine into the Dardanelles and torpedoed the battleship *Messoudieh*. Norman Holbrook was awarded the first naval Victoria Cross of the war, his First Lieutenant the DSO and every man of the crew the DSM.

Holbrook is a small rural township some 240 miles from the sea, and although this action took place over 80 years ago the citizens are passionately proud of their heritage. A large model of B-11 and a statue of Norman Holbrook VC together with a torpedo commemorating the action at the Dardanelles of Lieutenant Stoker and the crew of AE-2 are situated in the park.

Just over a year ago, at the culmination of a remarkable effort, over 3,000 people watched the dedication in Holbrook of the Submariners' Memorial. Not a plaque or pillar, but the whole upperworks of a submarine, HMAS *Otway* 295 feet long, purchased from the Australian navy and transported piece by piece inland and reassembled.



Mrs Gundula Holbrook, widow of Commander Holbrook VC, who has maintained close links with the town, travelled from her home in England to attend the dedication as a special guest. She described the day as “an unforgettable experience which touched everyone’s heart. I think it has left a special memory for everybody who was there.” Indeed it was through the generosity of Mrs Holbrook who made a substantial donation, that this project was completed. Mayor Joan Parker describing her as “our fairy god-mother” as she awarded Mrs Holbrook honorary citizenship of the town named after her husband.



*Mrs Gundula Holbrook with Honorary Citizenship Certificate and Mayor Joan Parker.
HMAS Otway in background.*

IN THE BEGINNING

VICKY BANNER (HONORARY MEMBER)

Some months ago, Denis Pollard our then Treasurer, and one of our longest serving members, asked me if I knew how the Association first started. Searching my memories I realised that maybe I am the only person left who was involved in the very beginning, though when the actual seed was sown, I do not know.

Your founder, Major Edgar Banner, may be unknown to many members, so perhaps I can bring him more into focus. Edgar, an only son, aged 17, ill-trained, inexperienced, enlisted under-age into the Royal Army Medical Corps at Rhyl, North Wales in October 1914, and filled with the glamour and excitement of war, was sent to Mudros on board the *City of Edinburgh* in March 1915.

Serving on the hospital ship *Aragon* he was off V and W Beaches during the landings from 25 April followed by voyages with wounded to Alexandria and Malta. A hospital in Alexandria was his own destination for he went down with fever. Returning to the Peninsula he landed at V Beach and was attached briefly to 11th Casualty Clearing Station at W Beach before moving to Mudros, then to Lemnos during the Suvla operations. Later he was to serve at Salonika where he remained until the end of the war.

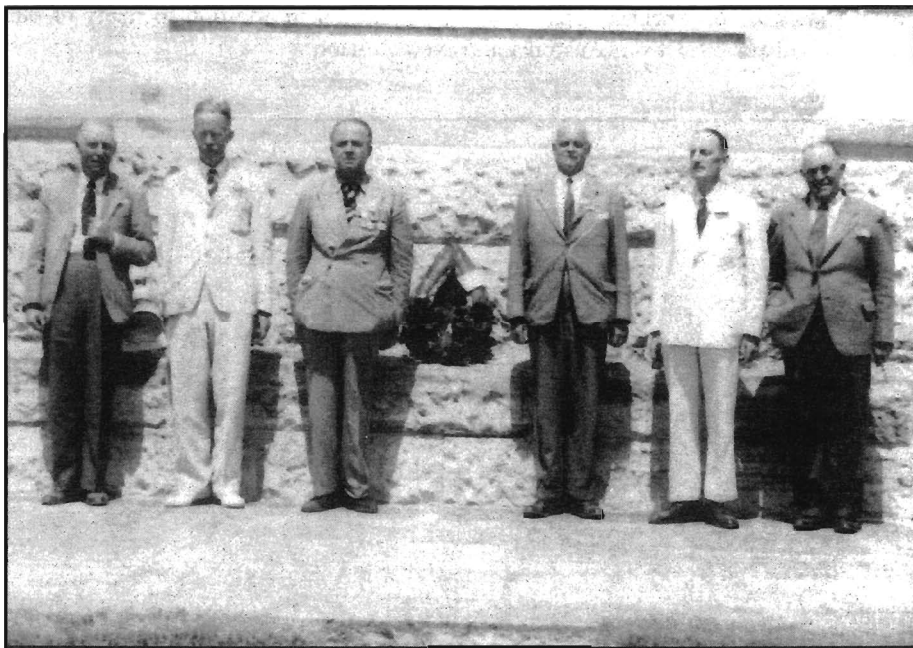


Edgar Banner age 17.

After the Second World War, Edgar discovered a Salonika Reunion Association which kept in touch with its veteran members through a journal called *The Mosquito*. We were married in 1957, each having lost our former partners and, having lived in the same Sussex village, we thought we can help each other. I had a great interest in Greece, while Edgar's interest in the Gallipoli campaign had grown with the years. He wanted to place in his own mind the beaches, the coves, and all the other locations on the Peninsula where thousands were killed.

So we, in 1957, with a very small party of friends interested in both Salonika and Gallipoli, a courier, and an interpreter who was half Greek, half Turkish, and, when in London, more British than British, set off on a return visit to the Peninsula via Greece. An epic and eventful journey then by road, rail, air and ship.

Later we learned that in Turkey 15 wild Australians had been expected not 15 rather quiet staid Britishers, which had caused them great concern. The Gallipoli Peninsula was still fortified and occupied by the Turkish Army. Travel there was nothing like today. Although we were only semi-official we thankfully gained wonderful support from the local representative of the Commonwealth War Graves Commission. Through our letters of introduction and the help of our interpreter we were allowed to proceed.



Cape Helles 1957. L to R Major H.H. King, Major T. Verschoye MC, Sir Leonard Stone, Major Edgar Banner TD, Lieutenant Colonel J. Haigh MBE, Major T. Millington OBE.

We crossed to the Peninsula from Canakkale in the launch of the Turkish Admiral in charge of the Dardanelles. Everywhere we went we were accompanied by sailors who showed great courtesy and charm. We were able to visit all the places on our agenda and lay wreaths at Cape Helles and also the then unfinished Turkish Memorial. The Navy also provided a marvellous picnic lunch which was greatly appreciated.

With the 50th Anniversary fast approaching and inspired by the success of our first visit, Edgar, in 1963, and with tremendous vigour set about organising a full-scale Pilgrimage. He circulated information to members of the 29 Division Association after addressing their Annual General Meeting in April 1963. As a result of this and much other publicity, some 160, mostly Veterans, many accompanied by their wives, set off in May 1965. Most went by rail, the rest flew, Venice being the first destination. Here we boarded our ship to sail down the Adriatic calling at Corfu, Piraeus for Athens, then to Salonika where some visited the battlefield at Doiran. Mudros was the next stop and so to the Dardanelles. As we approached the entrance it had been arranged we would observe a minutes silence, the beginning and end would be marked by a blast of the ships siren. Alas there was confusion and the siren sounded for the whole minute. We sailed up the Dardanelles and across the Sea of Marmora to Istanbul for sightseeing, then on the return anchored off the Peninsula where we spent two days visiting the battlefield. During the Pilgrimage we were able to meet a number of Turkish veterans of the Campaign in addition to many of our Allies who had travelled from Australia and New Zealand.



Veterans at the Cape Helles Memorial 1965.

Early one morning while strolling on the deck Edgar fell into conversation with an Australian who had landed at Anzac Cove in 1915. He had his wife with him and told Edgar he was the happiest man in the world as re-visiting the beaches the following day would fulfill a lifetimes ambition. Sadly, shortly after landing at Anzac Cove, and as he picked up a handful of sand, he collapsed and died. He was buried in a Cemetery at dusk. A torchlight procession from ship to grave by all the men on the Pilgrimage and some of the crew gave our friend a grand send-off, one which would have made him proud.

About 1960, through lack of funds, and the death of its Editor, the Salonika Association folded. Edgar had hoped for a similar national association relating to Gallipoli which held such a special place in his memory but there was none. Now, having made contact with the Veterans who had joined the Pilgrimage, and many more who for one reason or another could not, he was moved to found the Gallipoli Association.

Let Edgar's own words, which for many years have been included in the Membership Brochure of the Gallipoli Association, in which he describes those early days, complete the story.

There has never been a general association in the United Kingdom concerned solely with the Dardanelles–Gallipoli campaign of 1915. There have been Divisional Associations, such as the 29th Division Association, which while very much concerned with the campaign had members who only served elsewhere; this Association closed in 1965, fifty years after the Landings on 25 April. There have been some regional Associations. The Royal Naval Division Association, with a Dardanelles–Gallipoli connection closed down in 1981.

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

In view of my very minor Gallipoli service, I was reluctant to take steps to form such an Association, but realised that unless I did we should get nowhere. A committee was set up and so the strategic formation of the Gallipoli Association took place on 25 April 1969. On 20 July the Committee

first met; this may be said to have been the tactical start of the Association, but the real attack commenced on 12 August with a barrage of 240 letters sent to various Gallipolians whose names I had. From this beginning the present membership has grown and is still growing.

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

In conclusion I can report that the success was beyond Edgar's wildest hopes, and before long he was producing *The Gallipolian* three times a year, and this in an age before word processors. Everything was produced on his typewriter, the correspondence was tremendous. Then there were Committee meetings and re-unions to arrange. Indeed it was almost a full-time effort for some 15 years until his death in 1984 aged nearly 87. During that time something like the names of 900 Veterans had passed through his Register; he had so much wanted to reach 1,000.

For my own part, I was quite overwhelmed when Brigadier Rackham asked me to join the Association as an Honorary Member, and first lady Member. I felt so very, very honoured to be accepted like this by the Veterans, and now the growing number of non Veteran members. Many we met personally, others became friends on the telephone or by letter, and through the years both Edgar and I felt enriched by their friendships that grew out of the common bond of Gallipoli. Even now, long after Edgar's death, some of these friendships continue. It is friendship that holds the Association together, the success of which continues to give me great pleasure, while Edgar would be thrilled at what has been achieved down the years. Long may this continue, for the tragedy of Gallipoli can never be forgotten, nor the joys of comradeship which have sprung from those events on the hills and beaches beside the Dardanelles over 80 years ago.

YOUR TREASURER NEEDS YOU!

UNPAID SUBSCRIPTIONS

Regretably 215 Members have still not paid their subscription, in many cases due I am sure simply to an oversight. May I ask all Members to check that they have paid their subscription for 1998.

Please note that Membership Cards and *The Gallipolian* were distributed to all Members irrespective of whether a subscription has been paid or not. Although the system will change from 1999 onwards, the fact that you have received your 1998 Membership Card and issues of *The Gallipolian* is not in itself I am afraid evidence that I have received your subscription.

The current subscription rates are:

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

As subscription rates were increased in 1997 may I ask all those Members who pay by Standing Order to check with their Banks and ensure the correct amount is being debited.

Meanwhile I will be most grateful if Members with outstanding subscriptions could send me a cheque for the relevant amount made payable to The Gallipoli Association at the earliest convenience. My address is The Hon Treasurer, Gallipoli Association, Nowhelan, The Common, Womersley, Guildford, Surrey, GU5 0PH.

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 complete the form distributed with this copy of *The Gallipolian* and forward it to the Hon Treasurer for processing.

NEW ZEALAND NOTES

DESMOND HURLEY

The celebration of Anzac Day in New Zealand this year was once again marked by increasing attendances at Dawn Parades and Memorial Services throughout the country. A common theme of all commentators and reports was the increased attendance of the younger generation, a trend first noticed in 1996. Many grandchildren attended with their grandparents, themselves the children and grandchildren of World War I veterans. It may be that the post-Vietnam stigma attached by some to military commemorations has now receded – Wellington later hosted the first reunion and march-past of the Vietnam veterans – but it also seems that the younger people feel a need to honour the service and sacrifices of their forebears by attending Anzac Day parades. My neighbour, for instance, a man in his sixties who is not a returned soldier, attended the Dawn parade with his wife and granddaughter. Anzac Day, it seems, is becoming, in some indefinable way, a day to mark New Zealand's identity as a nation.

Dealing with this theme is a book published last year by Jim Rolfe, *Should we Forget? The Significance of Anzac Day*¹. This takes the form of letters written to explain to his grandson what Gallipoli and the First World War meant to the author's generation. The book received slightly mixed reviews but has generally been well accepted. It also seems to have caught the eye of local publishers – three similar books on World War I for the able-to-read under-tens have recently appeared².

The same week as last year's Anzac observance, a private Member's Bill was introduced into Parliament which would have made retail shopping legal 365 days a year (and 366 in leap years).

At present, shopping is legal in New Zealand except for Christmas Day, Good Friday, Easter Sunday and the morning of Anzac Day but there are a number of places, such as tourist resorts, where even this restriction does not apply. Not surprisingly, the Bill – which, its mover said, was to remove anomalies in the present situation – did not go down at all well with old veterans and when it came to the vote it was soundly defeated by 82 votes to 23, thus preserving the Anzac morning observance. Listeners to a National Radio programme responding to the Bill actually felt more strongly about further erosion of Anzac Day than about the three religious holidays! There is also a current suggestion that Anzac Day should be made New Zealand's National Holiday but this is receiving more mixed approval.

There was another reason for marking 1998 – this is the first year that there were no New Zealand survivors of Gallipoli to attend. The last two, Doug Dibley and Leo Leach, died last year, but not before taking part in a very fine TV documentary screened in Anzac week under the title of *"Last of the Anzacs"*. Interspersed with

their reminiscences of Gallipoli are the diaries and letters of two soldiers who were killed at Gallipoli, read by their daughter and granddaughters, and the story of a Maori volunteer, Tuatahi Maraki of the Ngati Porou, who snuck away aboard a coastal steamer without his parents' consent and was also killed at Gallipoli. Recently, his grandson made the pilgrimage to his grave and returned with a handful of soil from Gallipoli to place on his mother's grave, a symbolic return of Tautahi's *wairua* or spirit to his homeland and family.

Army Historian Chris Pugsley, in conjunction with Laurie Barber, Buddy Mikaere, Nigel Prickett and Rose Young and the Auckland Museum, has followed up his earlier books, *Gallipoli: The New Zealand Story*³ (which was republished in paperback this year) and *Anzac: the New Zealanders at Gallipoli*⁴, with a recent book entitled *Scars on the Heart*⁵. This well-illustrated book surveys all of the wars in which New Zealand has been involved from the New Zealand Wars of the 1860s through to NZ Forces' involvement in Bosnia, using photos, paintings, diaries, letters and other mementos. Eighteen pages of text and photos are devoted to Gallipoli.

Last year also saw the announcement by author Maurice Shadbolt that he was suffering from Alzheimer's disease although latest reports suggest that it is not yet affecting his work as much as was feared. He is at present Katherine Mansfield Fellow at Menton in France where he is once again actively writing. Shadbolt is best known as one of New Zealand's top novelists but his works include the play, *Once on Chunuk Bair*⁶, which received critical approval when first performed at the Mercury Theatre in Auckland on 23 April, 1982. It has subsequently been produced elsewhere in New Zealand, made into a movie, and shown on television. An accompanying book recounting experiences of several soldiers who were at Chunuk Bair, *Voices of Gallipoli*⁷, was published in 1988.

In 1995, photographer Bill Hedley visited Gallipoli to see where his great-great-uncle had fought and he realised that the old battlelines were once again visible because of a Turkish afforestation scheme which had removed much of the obscuring scrub and plant growth. He took advantage of the opportunity to record the old battlelines before they were once again overgrown by returning in 1996 and taking a series of sweeping panoramic photographs of the area. In the meantime, he found most of the newly-planted trees had succumbed to the arid soil and dry climate so his striking panoramas give a very vivid impression of the starkly rugged nature of the landscape. These are now on display in the National Library in an exhibition entitled "From Deadman's Ridge".

On a more personal note, when I wrote in 1994 seeking information on New Zealand prisoners of war in Turkey, I mentioned that there were at least 41 of these. What I also should have said was that only 25 of these were captured at Gallipoli. One was a stoker on the captured submarine E7; the rest were soldiers or airmen captured in Palestine or in Mesopotamia.

The winter, 1992, issue of *The Gallipolian* contained a list of prisoners supplied in 1916 by the American Ambassador at Constantinople which included the names of four New Zealand prisoners whose names had yet to be verified. I have searched the official lists of Main Body soldiers for these names and have been unable to verify them, even allowing for the fact that the names appear to have been distorted in translation. These names are William Bert [G. Brown], Sabry Gorrick, Charles Hafless and Arthur Walswick. Perhaps someone can throw more light on these? Were they perhaps British or Australian?

Returning to the theme of grandparents and grandchildren, Australian Greg Kerr has written a very fine book *Lost Anzacs*⁸, dedicated to two brothers, his grandfather, George Kerr, and his grandfather's brother, Hedley Kitchen, who were both at Gallipoli. Kerr weaves his story around his great-uncle's diaries up to his death on 25 April and his grandfather's diaries after his capture by the Turks on 8 August.

Hedley Kitchen's company had been given the job of removing all the barbed-wire entanglements on landing and his last entry includes the prophetic comment: "It strikes me that wire cuffing is the first step to the next world", but typically Australian, adds the comment "Not if I know it though".

George Kerr survived three years in prison in Turkey to become a personality in the Australian fruit-growing industry, for which he was awarded an OBE in 1965 only to die in a road accident the same year. The book contains some great photographs taken by George while a prisoner and now in the Australian War Museum. One of George's photos of Belemelik Camp I had already admired in Patsy Adam-Smith's great book, *Prisoners of War: from Gallipoli to Korea*⁹. Readers of *The Gallipolian* will already know another book of hers, *The Anzacs*¹⁰.

The last word should be left to Leo Leach in what might well be the epitaph of many fine soldiers. "I'm against war – I've got no time for it. It's a waste of time and money and everything else. But they will have it. Greed I suppose."

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The most southerly Anzac Day Dawn Service – Stewart Island, New Zealand.
Carey Clements.

DIARY OF JAMES FYFE

OTAGO MOUNTED RIFLES ATTACHED TO MAORI BATTALION

The Diary which follows was kept by James Fyfe who served throughout the First World War until his discharge in December 1918. He then began work as an accountant in Dunedin with the Pensions Department before transferring to Wellington. During the Second World War he was a Captain and Paymaster, after which he returned to Government service before retiring to Waihi Beach. Married, and with one daughter, the Diary is retained by the family of James Fyfe who died aged 84 in 1972.

We are most grateful to James Fyfe's daughter Mrs M. Radford and her children for making the Diary available to Colin Townsend (1577) who brought it to the attention of the Association and arranged for its publication.



James Fyfe – 13 December 1918.

Friday 10/12/14 Broke camp at Trentham – route march to Wellington Wharf. Horses shipped on the *Verdala* by 6 p.m. Slept on troopship.

11/12/14 Infantry embarked on *Willochra*. Farewell in the afternoon at Newtown park. I arrived about 5.30 at ship side with records. The 3 troopships *Willochra No. 14*, *Verdala No. 13* and *Knight of the Garter* pulled out and anchored in the straight for the night.

12/12/14 Very rough departure postponed on that account Church Service stables etc.

Monday 13/12/14 Blue Sky. Set sail, troop ships 14-13-15 in order named following the HMS *Psyche*. Very calm.

14/12/14 Out of sight of land heavier ground swell. Ship rolls heavily in the evening all the crockery flying about mess room floor. Two horses had to be destroyed during night. A good few men sea sick.

15/12/14 Fairly rough ship rolling a good deal. Very few come down to mess room now.

16/17/18 At sea, usual routine drill and stables.

19/12/14 Entered Hobart harbour in morning. Greatly impressed with irregular formation of the basalt (rock) with the action of the water. Route march in afternoon. Residents give us a hearty reception. Monday and Tuesday Route marches both days and leave at night and had a good look about. Hobart from the ships deck looks beautiful with the hills in the rearground studded with hardwood and the pretty harbour in front but the place does not bear too close an inspection. Houses seem to have been slapped down anywhere and the streets made afterwards to suit them hence many twists and bends. In the main street there are several good buildings but many dilapidated ones and the town looks in general to want a good shower of paint. The Electric cars are of a very inferior build. The one redeeming feature is that the people are very hospitable and gave us a right royal time of it. Beer is cheap 3^d a glass and there were not many sore heads earned thru drinking it. I met two farmers who took me on a good tour round the town and suburbs per motor. Lft McKenzie R.N. got married here on the day of arrival and bade farewell to his wife on Wednesday the day of departure. He goes to join the North Sea Fleet. A big crowd assembled to see the troopships off and gave us a hearty farewell. We sailed along the coast all day and our last glimpse of Tasmania consisted of the intermittent flashing of a light house showing up plainly in the dusk.

24/12/14 My Birthday. Out of sight of land and strictly teetotal. Our boat has pulled up periodically alongside the *Willochra* with the *K of the G* some distance

behind. Sea very calm sky blue. Careful cleaning up of ship in preparation for Christmas Day. Communion and service to be held in the morning. Anticipating a better feast than usual. Albany to be our next port of call. Concert in the evening. Verdala Brass Band. Turned in 9.15 Lights out 9.20.

Programme Christmas Eve 24/12/14
 March Soldiers of the Song Killarney
 Violin Solo
 Duet Larboard Watch
 Recitation The Man from Comic Song
 Song Annie Laurie
 Mandoline Selection
 Waltz Golden Sunset
 Song When other lips
 Song The Veteran
 Accompanist

Dec 25 Calm Sea. Light rain during morning woodwork about skylights etc leaking owing to shrinkage of timber. Afternoon and night turn out fine. Special ration breakfast bacon, sausage, eggs 2 (boiled).

Lunch Cold meat cake and lollies. Dinner Fowl, pork, peas and potatoes duff. Everybody satisfied. Church Service in morning. No drill. At night attempts at singing carols falls flat. Christmas ran strictly on teetotal lines. No sore heads.

26/12/14 Fine sea calm. Usual routine work sighted three strange ships on horizon.

27/12/14 Sunday Church service. Lazy afternoon. Had a quiet read. Blue sky, sunny day, sea calm.

28/12/14 Everybody keenly interested in the near approach of land. At noon 91 miles to go to reach Albany. Saw a few flying fish from the bows. 4 p.m. Sighted land – a long range of hills skirting the horizon. On approaching nearer find very barren. Sandstone and a rotten rock formation. 8 p.m. See in the dusk all the Australian transport steam past and cast anchor for the night. Signal lights blinking from all the ships make the scene rather impressive.

29/12/14 Blue sky sunny day cool breeze blowing off the land. Counted 14 transports in all so when we start again shall comprise a big fleet. Health of men and horses good. The town itself is completely hidden by hills from our present anchorage. We spent nearly all the day at anchor. The sea is choppy and tug boats plying to and fro are having rather a wet time of it. 4 p.m. A tug came out with instructions for us to pull up at wharf. Anchors pulled up and we steamed down the harbour between two hilly spurs and so caught sight of the town. At the distance it

looks a pretty place situated at the foot of Mount Clarence and travelling over a spur in the hills out of sight over the crest. An Australian submarine being towed behind one of the ships. Will it do much damage I wonder.

New Years Eve Very quiet night. To bed at 9.40 some singing and yelling which brought in New Years Day

1/1/1915 Sky slightly cloudy. Very close. Church service in morning. A cigar each served to the men and a general lazy day.

Saturday Blue Sky

Sunday 270 miles

Monday 268 miles

Tuesday 273 miles

Wednesday 278 miles (1980 miles from Colombo.) Passed Tropic of Capricorn and the weather is becoming oppressively hot. Ventilation of boat very poor and it is like going into a Turkish bath when one goes down to the mess room – at least one sweats as much.

12/1/15 Our first death occurred at 3.30 this afternoon. Malcolm Campbell of our camp from pneumonia. A man about 40 a good horseman and very popular. His body was committed to the deep at 8.30 p.m. the same day. It was a fine starry night. The burial service was conducted by the Rev McGavin and three volleys were fired, the bugler played the last post between each volley.

Wednesday 13/1/15 We arrived at Colombo this morning and anchored in the outer harbour. We subsequently pulled inside the breakwater where several other large liners were moored which with the 14 of ours makes an impressive display of shipping. The Singhalese appears to take to water as greedily as a duck. All leave was stopped but I was lucky enough to get on shore. Had a good meal at the Bristol where four of us sat at a table, a Singhalese waiter with a number round his neck corresponding to the number of the table. Had a good ten course dinner. Afterwards did a little shopping and then hired a rickshaw and off to view the Cinnamon gardens. Went all round the town the former was a grand sight. Imagine what 10 acres of the winter gardens would look like with real Singhalese men and women raking up the leaves and Hindoos Japanese Chinese and an occasional white all of the leisured classes and taking their constitutional for selling down at their case. The palms, mango trees etc are a real treat to see. I then made a good tour of the native quarter of the town which extends mile after mile out of the town and are always full of life with native drink shops, barbers, astrologers, Japanese paper houses not to mention the crowds of half grown natives carrying naked children astride their left hip. The native houses are for the most part composed of thick clay walls about a foot thick and roofed with red tiles each like-a drain pipe sliced lengthways and each overlapping the other which at a distance gives the place a very pretty appearance.

The business quarter has many fine up to date buildings which would reflect credit upon any town and throughout my trip I can honestly say I never enjoyed myself so much before.

14/1/15 Spent all morning aboard ship. Called from dinner to go ashore in Mr Godfreys launch. Waited on postal clerks to come off. When they arrived transport left and anchored outside breakwater. Had some difficulty in getting aboard but did so by way of pilot boat.

Friday 15/1/15 Early in the morning sighted land. A very rugged range of rock studded as we found on nearer approach, with forts. The Barracks are long red roofed buildings situated round a spur of the range and opposite the anchorage. Whilst at anchor several native boats came out selling fruit, lollies, cigarettes and did a good trade. The Australian flagship pulled up anchor at 5 p.m. and sailed in a westerly direction, the rest of the fleet amounting to 17 boats in all following her.

Sunday 24/1/15 Sight the coast of Africa. Several coastal trading boats pass by and the *Empress of Russia*. Coast a continuous range of hills bare of vegetation and streaks with sand dunes. Passed the 12 Apostles to our right into the Red Sea. Lighthouses situated on barren rocks.

26/1/15 Within two days journey of Suez. In touch with wireless. Great jubilation over success of British fleet in sinking the *Blucher*. Australian Convoy congratulated us on participation of New Zealanders. *Dreadnought* taking part. Passed several ships today.

Thursday 28/1/15 Arrived at Suez the entrance of the Canal. Large oil tanks showing a vivid white houses of Eastern architecture and vivid hue. Natives in boats crowd round the ship selling oranges. Dress long robes hanging from shoulders with band round the middle. Nationality Sudanese, Turks, Egyptians but all profess to be Scotsmen.

Friday 29/1/15 Steamed to entrance of canal in the morning and anchored at the Bitter Lakes the same night. Passed the *Smifisire* and two other English Battleships also two French ones. English Soudanese Australian troops entrenched along the canal in anticipation of an attack by the Turks. We had a great reception. Cheers being exchanged all along the line.

Friday 30/1/15 Continued our journey. Arriving at Port Said. This place was simply crowded with shipping. We were not allowed ashore but several boats came alongside to trade. A greater lot of rascals I never saw before. Also two Italian string bands came round our boat and reaped a harvest of coin. Alexandria arrived here on Monday morning after a nights sailing. The boatmen here are a far better class than the natives we have seen yet but I imagine a lot of them are Turks though they call themselves Egyptians. The half bred natives who work on the wharf are just brutes

with all their vices and none of their virtues. They clamoured about the boat and lifted all they could lay their hands on. I was put on the wharf to help unload. My duty was to see that none dodged their work. One had a cane and if they shirk you have to beat them and there was much beating. They are just like a flock of sheep. We worked all that night and the next night and by Wednesday at noon we said farewell to the *Verdala* for good perhaps with some regret but eagerly anticipating the future. The wharf labourers work about 12 hours a day for 10 pt 2/1 carrying sacks of grain hay etc on their backs all the time. They sleep about the wharf in any hold they can find and eat any refuse they can secure.

Thursday 5/2/15 Arrived at our camp at Zeitoun. The Otago Mounted are an independent battalion with a machine gun, ambulance and transport of their own. We are attached (on paper) to two regiments of Australian Light Horse thus making up the strength of a brigade. For the next few days we did practically nothing but attend to our horses and on the Sunday the 8th inst were drafted into our respective troops. I am in the 3rd Troop of the 7th Squadron OMR along with A. McGlashan, G. Cuthcart, R. Prout, Booth, W. McGee, Wills and Daley. All the rest of the 103 men are scattered into different troops so this is an end of the 2nd reinforcements. We were given horses and went out into the desert. We got to our destination had practice in scouting, digging trenches etc arriving back to camp at 12 p.m. On Tuesday we had horse work again filled in the trenches. On Wednesday I was on fatigue duty carting hay barley etc more horse drill and at night horse picquet. Friday was filled in with foot drill attacking an imaginary enemy and on Saturday morning cleaning of gear and foot drill. Saturday afternoon is a half holiday so I cleaned myself and off to Cairo. I did not see much of the new town but was right through old Cairo past rows of houses three and four stories high and hundreds of years old, greatly dilapidated with native merchants selling in queer little niches in the wall. Selling all the old rubbish imaginable from second hand pots to silks and satins. Butcher shops where hundreds of flies calmly eat up the meat, cake shops, fish shops and everywhere swarming with natives young and old and of every colour from white to black. Egyptians, Turks, Arabs, Copts, Nubians and the married women with white veils for Turkish women and black for those of Egypt. Scores of peddlars are in the street with about 10/- worth of stock. Attire of the natives is mainly a loose robe flowing from the shoulders. In cold weather they simply put on more robes and a lot of natives are employed about the camps and have been given dungarees they look a very motley crew. I was also through a mosque over 700 years old. The architecture of this place is simply wonderful with carved stone work inlaid with tiles and Egyptian writing there on massive towers with winding steps 200ft high from which one can secure a complete view of the white city. A certain portion of this mosque was destroyed during the French occupation by Napoleon and parts of the mosaic work is stripped from the walls. The tombs of the builders of these mosques are just in the entrance and the priests are constantly offering up prayers to their memory. Another Saturday afternoon I had a run out to the Pyramids. We saw the Sphinx at base embedded in the sand its features weatherworn and its nose

broken off. Around it is an old Roman wall built to prevent the encroaching sand which has now silted up. To the left of the Sphinx which is an ancient God to the Sun is the old Temple once buried up by the sand but now excavated. A large chamber in the centre supported by massive pillars of granite with the priests chambers at the north end constructed of alabaster slabs which glisten in the candle light. The floor is paved the same and as this temple is 6000 years old has been covered in sand and excavated the whole is in a marvellous state of repair. Also the only tools they had were chisels. I was through the largest pyramid which is 480ft square at the base and the same height. Right in the centre is the tomb of the King Cheops, the builder of this pyramid. By the side is an ancient city now being excavated but to which access is forbidden as jewellery and scarabs of great value are constantly being discovered.

11/3/15 The weather has become hotter and duststorms have set in so horsework out in the desert is no joke. Today we rode over a buried city dodging holes etc then through a duststorm you could cut with a knife. I shut my eyes and just trusted to luck for my horse to find its way. Also we had night attacks etc so we are kept pretty busy. Tomorrow we have a big day commencing at 7 a.m.

Sunday 14/3/15 We are duty squadron for the afternoon so there is no leave for us today till 6 p.m. Yesterday I was in Cairo and had a quiet day admiring the architecture of some of the old buildings. Though one admires the vivid colours the ancient buildings covets the stocks in the antique shops enjoys the excitement of the peddlars shoe blacks donkey men all plying at their trade still one grows tired of the filth and squalor of it all.

Monday 12/4/15 All the past week infantry have been bush entraining in route for the new base Alexandria their ultimate destination being unknown. The present camp Zeitoun after five months occupation has now become insanitary. We are supposed to be leaving either on Monday or Tuesday rumours have it for England but rumours are rife and often unreliable so one know not until one is placed on a train with his gear and carted away. Most of the Australian troops have left Cairo. Just before they left there was a big flare up in Cairo as a consequence leave has been cut down considerably and passes have been put into force. Zeitoun. Selected to depart with main body to ship from Alexandria. Paid One Pound a head Officers etc busy completing equipment, Vets selecting horses. Left at 8 p.m.

Tuesday 13/4/15 Intraining at Palais de Kubboth arrived at Alexandria at 7 a.m. the next morning. The 7th embarked first the 5th afterwards on the *Anglo Egyptian*. Men, horses, barbwire all being on by 12 p.m. Posted to horse picquet the night aboard.

15/4/15 Disembarked again finishing up at 6 p.m. Men lined up on wharf till 8 p.m. while officers had tea. Wandered about Alexandria bivouaced on stone pavement till

11 p.m. till officers found out way to camp. Rode to Mex got there 12 p.m. made horse lines fed up and camped for night.

Friday 16/4/15 Squaring up camp

Sunday 25/4/15 Settled down to camp and routine work. Salt lake in rear of camp, limestone hills in front on other side of road. Large limestone quarry. Hills slope down to the sea. To the left front a native village further down the coast some forts. Good bathing front. Some coast guards on beach. Yellow expanse sand while sandstone rocks abutting into sea in places. To the right Alexandria harbour studded with masts like a forest smoke etc rising from factories and houses forming a fog overhead. Sky elsewhere blue.

28/4/15 Had a half holiday. Went to sports held in Indian camp. Some good running but poor jumping. Some good sport riding and wrestling on mules. Weather overcast but cool but no rain. At night a concert held in military hospital. Some good singing. A Miss Wolfe from Alexandria and several officers and men contributing items.

2/5/15 Went to Alexandria today. Admired buildings in square, drove out to Calyars Column went thru the Catacombs. Had a good tour of the natives quarter which are similar to those of Cairo.

Thursday 6/5/15 Alex again. Through Mahomet Ali Tec. School. The municipal gardens and Mahommedan Cemetery. Some splendid specimens of statuary here.

Saturday 8/5/15 Matish faloosh. Afternoon went down for a bathe had a feed of tomatoes saw an old Egyptian fort destroyed by Lord Beresford. Old guns dismantled. Now used as coast guard station.

Monday 10/5/15 Nearly all horses down with colds. Syllabus. 6.15 roll call and reading of daily orders 6.30-7.30 stables 8.45-10.30 leading out horses 10.30-11.00.

17/5/15 Lecture 11.00-11.30. Signalling. 11.30-12.30 stables, 1.45-2.15 Leading out horses. 2.15-4.00 March to beach and swim. 4.30-5.30 Stables. Daily rations 1lb bread, 1lb meat, small portion jam or cheese.

Wednesday Rumour we are going to the Dardanelles.

20/5/15 Broke from Mex camp and embarked on *City of Edinburgh* en route for Dardanelles as infantry.

Friday 21/5/15 Sea calm white clouds.

Saturday 22/5/15 Night. Arrived at Lemnos on Sunday morning. Calm weather. A beautiful harbour fully three miles long. Eight French, two British warships and numerous mine sweepers and torpedo boats at anchor. Between 20-30 other large ships at anchor inc. two hospital ships and several large troop ships. Small villages cultivated paddocks studding the shore. Range of hills consisting of rotten rock as background to exceptional sunsets.

23/5/15 at the Dardanelles. Grotesque costumes. Troopships narrow escape. Saturday *Vaderland* and *C of E* anchor abreast and can walk from one ship to the other. Gave my helmet to one of the sailors who are now clad in soldiers drill uniforms. Many more boats hover about. New troopships arriving. Thirty-seven officers six hundred and sixty one on boat. One officer twenty five on fatigues, fifty five men missing. Heard Italy had declared war on 23/5/14

26/5/15 *Saturnia* and *Condor* arrived with rescued crew of the *Triumph* torpedoed on 23/5/15.

27/5/15 *Majestic* sunk last night in the Dardanelles torpedoed and crew brought to Lemnos by destroyers. We leave the *C of E* tonight on a destroyer for the Dardanelles. 5.00 p.m. embarked aboard the *Clacton*. On guard over stores.

28/5/15 Land at Gallipoli in place where New Zealand and A.A.C. met with heavy losses. Dug outs all along the hill. Spend day in them. Calm cool weather. Full moon. Occasional shooting and spent bullets landing all round. Posted as supports in observation trench.

29/5/15 On guard and having an occasional shot.

30/5/15 On No 1 outpost repelled big attack by about six hundred Turks. One called out in English "Cease Fire" They came right up to our trenches but we made it hot and they retreated. Over five thousand rounds of ammunition fired. McKenzie killed five wounded. Several Turks killed. One got right up to the trench. Fighting lasted from 11.30 p.m. to 4.00 a.m.

31/5/15 On post all day. Relieved at 7.00 p.m. Came to camp and in observation trench. On guard there for another 24 hours.

1/6/15 Heard today P. McGlashan killed at No.2 outpost.

2/6/15 At main camp. In trench at night. Fatigues during day. Daily routine 3.00 a.m. to sunrise stand at arms. 5.00 a.m. to 9.30 a.m. breakfast. 9.30 to 12 Fatigues. 12 to 1.30 dinner 1.30 to 7.00 p.m. spell. 7.00 on stand at arms. 7th Squadron. Four troops two on outpost one on reserve, one in camp trenches. 48 hour duty in trenches. 48 hours camp guard and fatigues.

4/6/15 King's birthday. Warships in bay bombard forts. First issue of rum.

Saturday 5/6/15 Otago mounted rifles 5th, 7th, 12th Squadrons transferred to No.2 outpost permanently. C.M.R. take our place with No.2 troop at No.1 outpost for 48 hours.

Monday 7/6/15 Finish at No.1 outpost tonight. Walk to base to bring water to No.2 outpost, twenty one cans each arrive at 1.00 p.m. In dugouts til 3.00 a.m. Stand at arms. Digging trenches during day. E. Snow shot here on Sunday.

Tuesday 8/6/15 Digging trenches and in trenches at night. At No.3 outpost.

Wednesday & Thursday 9/10 6/15 at No.3. Snipers busy. Several men shot and wounded. Shortage of water. Sniping back during day. Improving trenches. Several men wounded at base by shrapnel. Aeroplane drops bombs over Turks trench.

Friday 11/6/15 Monitors bombard village and trenches. In camp deepening trench. Worked all night.

Saturday 12/6/15 Working at fire trench from 10.00 a.m. to 1.00 p.m. In trenches at night on guard.

Sunday 13/6/15 Edward McLellan killed. Two large frigates bombarded fort. Weather hot. Flies a great pest. Sulphur a cure for lice. Turks quiet except for snipers. All forces busy improving trenches. Several men wounded with shrapnel. Aeroplane drops bomb over Turkish trench. Heavy bombardment at the hill. Put some wild flowers on Vic Christophers grave. Killed 31/5/15. C. Snow 1/6/15. Blue sky sea calm. Splendid sunset.

Monday 14/6/15 Three more men wounded. Total casualties seven killed, twenty-six wounded, forty sick. Cruisers bombard inland. Aeroplane busy sighting for cruisers. A faint attack.

Tuesday 15/6/15 Digging trenches and water fatigue.

Wednesday 16/6/15 Digging lyddite shelters. In trench at 7.00 p.m. In graveyard. McGlashan, Snow, Christopher McLennan, McKenzie buried at No.1 outpost. Magnificent sunset. Heavy stretched black clouds. A crimson streak on skyline. Golden sun bursting between layers of fleece lined clouds turning hill tops a brilliant red. Wild fire playing on high peaks of island in the distance. Sea a silver sheen verging into black then red on skyline. Gun boats creeping along like black eels. Search lights spying out the flats and gullies to our left. An occasional flash as a shell is sent on its way to the enemies trenches. Sounds of incessant firing at the big hill on our right where English, French, Italian and Indian forces are driving the Turks

out of their trenches. At our landing stage is a long line of mine sweepers provision boats ending with the Hospital ship showing its red cross and green line of electric light through the darkness.

Thursday 17/6/15 Quiet. An issue of gift tobacco, one packet pipe tobacco and twenty-two and a half cigs per man which were very acceptable as the whole section is out of smokes and fit to eat each others heads off. Turkish trenches shelled by gun boats. Wrote to Mrs A c/o Evening Mail thanking her for the gift of tobacco.

Friday 18/6/15 In trenches 8.30 p.m. Aeroplanes busy shelling trenches.

Saturday 19/6/15 In trenches. Firing back at snipers. Shrapnel landing on trenches. Two bursts on my trench. One overhead, one below. No one injured.

Tuesday 21/6/15 Very hot. Like a stewpan in trench. Gunboat firing on Turkish reinforcements. Mail day received six letters. *Canterbury Times* and *Witness* which were very much appreciated.

Wednesday 22/6/15 On Fatigue. Hot until Saturday.

Saturday 25/6/15 Very hot. Full moon sea like pane of glass. Warships bombarding battery. Balloon observing. 12.00 a.m. Sky overcast Rain on island but none here.

Sunday 26/6/15 Church service 6-7 p.m. 8 p.m. 12 p.m. Fatigues, carrying iron from H2 to outpost. Enemy does great damage with shrapnel. Several men killed and wounded. Burial service. Hear seven hundred Indian casualties at Point.

Monday 27/6/15 Heavy bombardment at point. Troopships active. Hear Australian troops took three lines of trenches including heavy losses on the Turks.

Tuesday 28/6/15 Supposed large Turkish forces on flat to the north. Anticipate attack on outpost tonight. Large attack by Turks during night. Driven off. Flashes of rifle fire, machine guns, artillery, high explosives, shells and flares. Five hundred Turks killed. Australian casualties, six killed.

1/7/15 In trenches. Hot. High sea! Australians thirty-three killed. To beach for a swim. Total New Zealand casualties to date seventy-three per cent. Shrapnel explodes over our dugout and wounded G. Black, R. Fraser, N. McPhee and R. Wilson.

Friday 2/7/15 Issue of eggs and tobacco. Maoris take over No.1 outpost, from Australians.

Saturday Showers. On Fatigues. Lot of shipping about. At point hear one thousand

five hundred Turk casualties and two thousand Turks captured, plus thirty machine guns and ten heavy guns.

9/7/15 A quiet week. Weather hot. Sea calm. Brady shot at well.

11/7/15 Heavy bombardment of snipers ridge by cruiser. Large reinforcements at point. Captured two Turkish trenches.

Monday Another heavy bombardment at Point.

Saturday 17/7/15 French success at Point. Rumoured.

Sunday 18/7/15 Quiet. Church service 7.00 p.m. Paid today One pound 17/7/15 No. F/64 49360 John Bradbury Sec of Treasury George Vin one corner. St George slaying dragon on right.

Wednesday More howitzers landed. H.Q. report arrival of large Turk reinforcements so anticipate attack. Two gun boats with search lights patrol the coast. Two hundred Maori sleep in gullies as a reserve. Extra keen, look out from our trenches. Wireless kept busy. Indians taking water with mules all day from well. Gen Godleys donkey shot.

Thursday & Friday In trenches. No attack. Turks busy strengthening their post.

Sunday Turk soldier (Regimental water carrier) small chap smile on face dressed in rags, gives himself up. He is sick of it and plenty more willing to give themselves up he says. O'Sullivan killed. Buried by Priest in afternoon. Church service tonight at 7.00 p.m. Turks have placed new gun in position. Now at No.3 outpost. Weather oppressively hot. Flies bad.

2/8/15 Issue of fresh meat. Our rations have improved a lot lately. Bread and meat three times a week and rice daily. Church service in Maori. Two hundred strong Maori picquet singing. Maori Chaplain. 5th relieve 7th in trenches tonight. Australians on main ridge capture and destroy Turks communication trench. Turk and British aeroplanes scouting.

6/8/15 Bush packing up and preparing for a general advance. We are going to a table top some half mile inland. A.M.R. to assist us with Maoris as support. Heavy bombardment on main ridge Saturday morning to precede the attack there. A division of Kitcheners army and Gurkas on our left.

7/8/15 Our part of the attack completely successful. Filed out over trenches at 9.00 p.m. Turks firing on us immediately with rifle, machine guns and bombs. Flares lighting up the position. Made down and formed up in fire trench in gully with fixed

bayonets, but no cartridges in rifle. Made across flat under heavy fire. Several men shot. Reached hillside. No.3 & 4 troops mixed up under McLeen S.M. Graham and Evans reinforced by Maoris and made attack on flank of Turk trenches under heavy machine gun fire. Maoris made good the left trench in rear and made for Bauchops Hill. Turks made strong resistance here. Heavy casualties amongst all our troops. In the 7th Squadron S.M. Cuff Corp Webber, Capt Hay, J. Edgar and about three others killed. Also Ahern and Walmsley, Sgt Williams seriously wounded. Turks retire and leave in a hurry leaving all their gear behind. Silver swords, silk quilts etc. During night Capt Paddon, Sgt Hargest wounded. Mackay killed. Camped on hill for night. Entrenched during morning. Col. Bauchop seriously wounded. Several men sniped some killed. English division on left and Gurkhas make successful attack against Turks position, meeting with heavy casualties. New Zealand and Australian Infantry successful with their part of drive forcing Turks over the top of the ridge and suffering heavy losses. Entrenched and defended position against heavy counter attack. Relieved by Leicester and Irish troops who run away leaving machine guns and gear behind when Turks attack. Entrench lower down hill and machine guns set behind Kitcheners army to prevent their running away. Maori machine guns do good work. Indians say Australian and New Zealanders good. Gurkhas good. English not too good. Colonials were supposed to be relieved after the first two days but on account of the poor showing by the English troops have been kept hard at it all the time. Gurkhas cut up badly. Have been here eleven weeks now with out a spell and need one badly. Cheshire and Lincs from Achi Baba reinforce position. I am transferred to Ammunition Supply Brigade under Lt Neilson. Nearly all our men played out after three months service. I am weak but have no illness.

18/8/15 Flies very bad. Troops busy trenching but large bodies of troops advancing on our left to endeavour to surround Turks and cut off land communication. Hear English transport sunk. Dead English and Turks scattered everywhere. Have had no opportunity to write but will do so first chance I get.

21/8/15 Heavy Bombardment. Bothas men on left. Australian and Gurkha big attack on left.

Sunday 22/8/15 Advance of half a mile on left by Australian, Gurkhas, Auckland Mounted Rifles and Canterbury Mounted Rifles. Heavy casualties. Capture of wells and prisoners etc.

23/8/15 Heavy fighting on Chocolate Hills. Turks being steadily driven back.

2/9/15 More heavy fighting during the past week. Our men lost heavily in the first charge being the first line and were swept away by a hail of machine gun bullets, both front and flank. Turks occupy same trench. Constant bombing. Otago Mounted Rifles attached to brigade now. Plenty of hard fighting, fatigues and unsuitable rations.

5/9/15 Over five thousand bombs have been thrown against the Turk trench during the week. Our mail seems to be going astray. Have not been feeling too fit lately. Shifted tonight from Chocolate Hills to Rhodenderon Spur (Cheshire Ridge) in anticipation of big attack. Our trenches thick with machine guns.

7/9/15 Still feel a bit weak.

12/9/15 Got paid Two pound a man in anticipation of our evacuation. (Was all in silver).

13/9/15 Otago M.R. consisting of three officers and fifty-three men (56) left Gallipoli for Lemnos to await reinforcements and have a spell.

Original strength	780
plus reinforcements	<u>200</u>
Total	<u>980</u>

Twenty-one of the original 780 included in the above 56 men.

EXCHANGE & WANTS

Have you 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? Then why not send details to the Editor to include in *The Gallipolitan*. You may be able to help another Member, or a Member may be able to help you.

Photographs Wanted: Steve Newman (1842), 1 Seldon Close, Westcliff-on-Sea, Essex, SS0 0AD is researching for a book about Gallipoli. He is rather anxious to hear about previously unpublished photographs of the campaign that may be suitable for publication. Offers of the loan of suitable material will be gratefully received.

JOSEPH TRUMPLEDOR PORT ARTHUR – GALLIPOLI – TE HAI

M. D. ROBSON (1468)

Joseph Trumpledor was born in Pyatigorsk in the northern Caucasus region of Russia on 21 November 1880. His father, Vladimir, had served for 25 years in the Czarist Army and no doubt from him Joseph learned the significance of loyalty. A characteristic which was to become his hallmark.

On leaving school Trumpledor studied dentistry while at the same time was attracted by a group attempting to put into practice Leo Tolstoy's principles for a collective agricultural settlement or commune. These theories were to become a constant thread throughout his life.

In 1902 he was drafted into the Russian Army which two years later was confronting the Japanese in Manchuria. During the first year of the war Trumpledor was seriously wounded and his left arm amputated. Although he could have returned home, his sense of loyalty led him to request to rejoin his comrades in the front line where he was promoted to an NCO. A year later when the Japanese captured Port Arthur he was taken prisoner, one of some 75,600 held captive by the end of the war, of which 1,739, were, like Trumpledor, Russian Jews. On being repatriated to Russia in 1906 he was given a commission, some say the only Jewish officer ever to serve in the Czarist army, and awarded the Order of St George for bravery.

Subsequently he embarked upon a course of legal studies at St Petersburg, but once more was attracted by the ideals of a Tolstoy commune to which he would return during vacations to engage in rural manual labour. Eventually, in 1911, he formed a group of like minded Jewish pioneers and a year later they arrived in Palestine.

Alas the first attempt at a commune failed and they disbanded, however Trumpledor had no difficulty finding work on other settlements such as Migdal and Degania on Lake Kinneret, and he helped defend the Lower Galilee settlements against Arab marauders. He soon had a reputation for doing as much work with one hand as others did with two.

Palestine was then part of the Ottoman Empire and when Turkey entered the war in 1914 on the side of the Central Powers the Jews of Palestine who held foreign citizenship were forced to choose between taking Turkish nationality or exile. Trumpledor chose the latter and was expelled to Alexandria.

Here, with several thousand others, he hoped to form a Jewish volunteer unit to fight in the British Army. However it proved impossible for the Army to accept foreign nationals as fighting troops and instead they were formed into what became known as

the Zion Mule Corps to serve “somewhere on the Turkish front.” Although some considered this offer unworthy, Trumpledor as an experienced soldier pointed out that transport was a vital component of warfare, and insisted that service in a Mule Corps was no dishonour. His argument, strengthened possibly by his appearance in uniform complete with medals, and of course his artificial arm.

The Zion Mule Corps served throughout the whole of the Gallipoli campaign (a future issue of *The Gallipolian* will provide a detailed account). They were commanded by Colonel John Patterson of the *The Man-eaters of Tsavo* fame, with Trumpledor, now with the rank of Captain as his second-in-command. Patterson was later to recall that Trumpledor “actually revelled in heavy fire, and the hotter it became the more he liked it.”



Joseph Trumpledor. Palphot Ltd.

Trumpledor himself was more modest. In his diary he records that he was merely trying to reassure his men who unlike him had never been in battle. He wrote "How will our boys do their job unless they see it's possible to laugh at these dangers and carry on as usual?" Above all he was concerned that "whatever happens we have to cherish the good name of our people." As well as the Turkish fire the Jews from Palestine were to experience the autumn weather, the like of which most had not seen before. With Colonel Patterson eventually incapacitated by illness Joseph Trumpledor commanded the Zion Mule Corps during the last month on the Peninsula. Sir Ian Hamilton was later to praise the Corps for "showing a more difficult type of bravery than the men in the front line."

After Gallipoli the Corps was disbanded, but Trumpledor, together with his friend and fellow veteran Vladimir Jabotinsky, persuaded the Secretary of State for War, Lord Derby, to establish other Jewish units and eventually a number of Battalions of infantry, the Jewish Legion, later fought with Allenby in Palestine.

Meanwhile Trumpledor, impatient at the delays, left for Russia, a country rapidly reaching the turmoil of revolution. Here he dreamed of recruiting a Jewish Army to break through the Caucasus and reach Palestine from the north. He formed a Jewish regiment, although after the peace of 1918 this was disbanded, while a related Jewish self-defence force was outlawed and Trumpledor himself arrested. Released after a short while, he became active in the Zionist Hechalutz (Pioneer) movement and was elected Chairman in 1919. He encouraged settlement groups with Palestine as their goal, giving them military training, before leaving to establish an information office in Constantinople and nearby a pioneer training farm.

Arriving in Palestine in 1920, Trumpledor found a very different country to the one he left in 1914. The Turks had gone, while the British now administered the land under mandate. To the north Lebanon and Syria were now French territory with controversy as to the exact border between them and Palestine where the so called "Finger of Galilee" was for a time a no-mans land. While uncertainty reigned control was taken by Muslim Arab irregulars who forced the French and their Christian Arab allies northwards and then laid siege to the Jewish settlements. Two villages, Hamra and Metulah were evacuated, but Tel Hai and Kfar Giladi held out.

The situation called for an experienced commander and Joseph Trumpledor, the veteran of Port Arthur and of Gallipoli, had no hesitation of leaving Tel Aviv. He was clear that the villages should not be abandoned and that there was no alternative to self reliance and self defence. Taking up residence in Tel Hai he quickly set about marshalling his limited resources, while those in Tel Aviv argued amongst themselves the merits of assisting these northern settlements.

The garrison at Tel Hai was about 18 people with 16 rifles, each with a mere 100 rounds of ammunition. The building itself is constructed of black basalt around a

courtyard, rather in the style of a fort one might see anywhere from the American west, to Morocco, and on to the North-west Frontier of India. The mountains of Upper Galilee tower menacingly above it.

Like many similar actions, the exact details of what took place at Tel Hai on 1 March 1920 are confused. It appears that the son of a local Sheikh was given admission to the fort to check whether French were hiding there. Although alone, once inside he threw a grenade into the ammunition store, the explosion signalling a general attack. Early on Trumpledor, who was in the courtyard directing the defence was shot in the stomach, but managed to crawl to the kitchen from where he continued to conduct the defence until assistance arrived from Kfar Giladi. During this brief but bloody skirmish seven defenders lost their lives and with ammunition exhausted there was no alternative but to evacuate Tel Hai. Trumpledor, aged not quite 40, died on a stretcher as he was being carried away. Legend has it that his last words were "It is good to die for our country," and that is what is inscribed on his memorial unveiled here in 1934. Another version says that he died with an earthy Russian curse on his lips. Possibly both are true.

Although both settlements were evacuated, Joseph Trumpledor had staked out the Jewish claim to northern Galilee, and both were reoccupied later that same year. Since 1949 a new town has grown up near to Tel Hai, named Kiryat Shemona (City of the Eight) after Joseph Trumpledor and his seven companions who are buried beneath their monument seen here.



The Zion Mule Corps have their memorial too. A road in Tel Aviv is named Rehov Lohame Gallipoli – the Gallipoli Fighters street.



The Gallipoli Fighters Street. M.D. Robson.

Acknowledgements: In preparing this article I have made use of information published in *The Dictionary of Jewish Biography* by Geoffrey Wigoder published in 1991 by Simon & Schuster, and *Heroes of Israel* by Chaim Hertzog published in 1989 by Weidenfeld and Nicolson.

RECENT SALES

The Dix, Noonan and Webb Sale of 30 June contained two items of Gallipoli interest. A Queen's South Africa Medal with 4 clasps awarded to Lieutenant Walter Bazley of the Imperial Yeomanry, who, as a Captain with the 1/6 Manchester Regiment fell at Gallipoli on 21 May and is buried in Lancashire Landing Cemetery. The sale estimate was £100-120, the price realised £260.

Of special note was the Royal Naval Division Conspicuous Gallantry Medal awarded to Sergeant C.J. Braddock of the Royal Marine Light Infantry who "Behaved with distinguished gallantry on May 1st during operations south of Achi Baba. When the enemy in greatly superior numbers attacked an outpost of 30 men he volunteered in company with Lieutenant Cheetham and one other man to counter-attack the enemy on a flank in the open under heavy fire, thus assisting to save the outpost line." Sold with his seven other medals it was purchased for £2,300, the estimate being £1,600-1,800.

GALLIPOLI STANDARD

WALTER BENTHAM (1594)

In 1994 a fine Standard (see photograph) of the Gallipoli Association – Preston Branch was discovered in Bury and initially brought to London. Investigations however soon revealed that it did not belong to our own Gallipoli Association but to a much earlier one which was in existence before the Second World War. Now the Standard has been returned to its rightful home in northwest England where it continues to take a place of honour at Parades like that in Bury to mark Gallipoli Day, and events like Beating the Retreat at Fulwood Barracks, Preston, Armistice Day and Mayors Parades in the town.

We were fortunate to receive from Robin Maudsley copies of newspaper reports kept by his grandfather Arthur Bound who served as a Radio Officer on board the hospital ship *Genard Castle* during the Gallipoli campaign. These included a number from the 1930's which report on branches of the Gallipoli Association in Accrington, Cambridge and Preston. Indeed Arthur Bound was for a time Secretary of the Preston branch.

One of his achievements was to design the Standard while his wife undertook the rich embroidery work. The Standard was subsequently dedicated at a special service in the Garrison Church, Fulwood Barracks, on Sunday 5 June 1940, Mrs Bound herself presenting the Standard. Following the service a march-past took place, the salute being taken by Lieutenant-Colonel C.V.Moberley-Bell OBE.

Recent restoration of the Standard seen overleaf incorporated a Queen's Crown, taken from a Regimental Colour carried at Sebastopol and now in poor condition, this I have had regilded and put on our staff. How good that almost 60 years later the Standard is once again treasured in safe hands and is still used at parades and other appropriate events. Long may this continue.

Acknowledgements: We are especially grateful to Robin Maudsley for providing copies of the newspaper reports from his grandfathers scrap-books.

A Request: Further information is required on the earlier Gallipoli Association – please see Information Please on page 67.



*Beating the Retreat, Fulwood Barracks. Left to Right Ken Stafford,
Walter Bentham, Brian Fairhurst.*



Walter Bentham and Gallipoli Standard.

BOOK DISCOUNT FOR MEMBERS

Greg Franks (1205), Buttercross Books, 2 The Paddock, Bingham, Nottingham, NG13 8HQ, who issues catalogues of Napoleonic and General Military History kindly offers a 10% discount to members of the Gallipoli Association.

GALLIPOLI MEMORIAL LECTURE

The 1999 Gallipoli Memorial Lecture will be given in Holy Trinity Church, Southend Crescent, Eltham, SE9 on Wednesday 21 April when the speaker will be Admiral of the Fleet Sir Julian Oswald. More information in the Winter *Gallipolitan*.

CRUISE OF HMS *EURYALUS* AUGUST 1914 TO AUGUST 1917

THE DIARY OF ABLE SEAMAN L. A. DAWES, RFR, MESS 34, HMS *EURYALUS*

Transcribed by Patricia Blackett Barber (1062), Curator of Uniforms, Medals & Weapons from 1971 to 1997 at the National Maritime Museum, this previously unpublished diary, written by Able-Seaman Leonard Arthur Dawes, Royal Fleet Reserve) while serving in HMS *Euryalus*, was donated to the Museum by his son, E. L. Dawes, in 1992 (NMM Ref: MS92/026) and is reproduced by kind permission of the Trustees.

We are also most grateful to E.L. Dawes, a former Sergeant in the Royal Marines, now resident in Australia, for biographical information about his father.

Born in Glasslough, County Monaghan, Ireland on or about 22 November 1878 of English parents visiting the country. He ran off to sea due to not being in favour with his step-mother and joined the Royal Navy in 1896 as Boy 2nd Class (o/n 188907) and served until 1905. He transferred to the Royal Fleet Reserve and on the outbreak of war joined the *Euryalus*, a Cressy Class armoured cruiser of 12,000 tons with a complement of 760 men, and served in her for 3 years. Built by Vickers, she was completed in 1903, and with her sister ship *Bacchante* served at the Battle of Heligoland in 1914 with the 7th Cruiser Squadron as well as the Dardanelles where they took part in the landings of 25 April, *Euryalus* putting ashore the Lancashire Fusiliers. After leaving the *Euryalus* in 1917 Dawes served in coastal defences at the North Foreland, Kent until demobilisation on 7 March 1919.

He was employed by the Post Office at their sorting office in Southwark until retirement about 1939 and then as a night watchman for the Ministry of Food in Chelmsford. Married, with four children, he was instrumental in his son joining the Royal Marines (Chatham Division). His son vividly recalls that his father was of the opinion "that the sun rose and set by kind permission of the Royal Corps, though no one could say a word against the Royal Navy in his presence. Indeed our home in London was run shipshape and Bristol fashion even to a mast with radio aerial at the top of the garden flying a White Ensign on Armistice Day. There was a polished 3" shell case on the hearth and another as a door-stop. My father had brought home a Turkish rifle from Gallipoli, though he subsequently destroyed this after finding me filling empty cartridge cases with my home made gunpowder." Leonard Dawes died in 1957.

The diary, written in an exercise book and commencing with a list of ports of call and tons of coal used, provides a very detailed account of life on board *Euryalus* with well written descriptions of both training and the ship in action. Accounts containing such a wealth of technical detail and personal testimony of experiences on the lower deck are rare.

To aid the reader minor spelling errors have been corrected, ships' names are in italic and the text broken into paragraphs rather than the author's one long continual narrative, otherwise the diary which commences here is as written.

Commissioned August 2nd 1914 at Sheerness, left port on Wednesday August 5th to take up patrol duties in the North Sea, met HMS *Lurcher* torpedo boat destroyer who reported that HMS *Amphion** had engaged and sank the German minelayer *Koenigin Luise* and picked up the survivors, we were almost steering into the mine-field she had layed; we returned to Sheerness and took in 600 tons of coal on the 8th: Left Sheerness at 10a.m. 9th: arrived at Deal at 2p.m. left at 4p.m. for South Patrol under R.Adm Campbell on HMS *Bacchante*. At 3am on the 10th took up Dover-Calais & Ostend patrol, On the 11th went on a short cruise by ourselves, picked up the fleet next day; left for Sheerness on the 13th arrived same day coaled ship 850 tons, Admiral Christian hoists his flag on board. Left for sea at full speed expecting to meet enemy. Sighted two ships, gave chase, but they turned out to be two of our own; we continued cruising about, running close into Heligoland; next day we carried out aiming practice; at the same time we were acting as a decoy for the German fleet: On the 20th the *Fearless* arrives with despatches: Aug 22nd arrives at Sheerness, 23rd coal ship 750 tons.

Left again for sea on the 24th carrying out firing practice; returned to Sheerness same day to await orders: At night with *Bacchante*, *Cressy*, *Hogue* and *Aboukir* we embarked 200 marines** each ship with stores and guns; at midnight left for Ostend, arriving there at 7a.m., where we landed the Marines. They got a great reception from the towns-people, who were very much relieved at the presence of our ships in the harbour; ships left on the 25th and proceeded to patrol area Heligoland to Hook of Holland.

On the 26th we got news of action between our destroyers and some enemy ships, we proceeded to the scene of the action. At 3pm Friday the 28th Aug 1914 our destroyers came up loaded with dead and wounded both friend and foe, also a large number of prisoners, rescued from sinking enemy ships, our boats proceeded to take off the wounded and prisoners. H.M.S. *Laurel* presented a rather pitiful sight her funnels were smashed and she had her sides full of holes, her midship gun and gun's crew were blown to bits, the *Liberty* was in an almost similar condition. The skipper

*later sunk by mine

**re-embarked later on advance of German forces on town

of the *Laurel* had both legs blown off, but calmly continued smoking a cig. while giving orders: The prisoners were well looked after, and were given dry clothing, and seemed pleased at the prospect of going to England: later on in the day a sub was sighted, we opened fire and it was thought we had sunk her, some said it was only a big fish, I am inclined to think it was, yes a tin fish: H.M.S. *Hogue* did a fine piece of work in taking H.M.S. *Arethusa* in tow in the dark, with enemy ships in the vicinity: The *Arethusa* was in a very crippled condition as she had not only fought the enemy ships, but had also engaged the forts of Heligoland, many of her crew were killed and wounded; it was her maiden trip at sea.

We proceeded to Sheerness to coal 750 tons, later went up to Chatham for repairs a little leave was given, left Chatham on the 6th Sept for Sheerness arriving the same day; proceeded to sea on the 7th to take on the patrol, Sept 8th returned to Sheerness coaled ship 600 tons and to await orders, Sept 9th left to carry out practice firing: on the same evening the Captain had everyone called aft, and told them to put on clean clothes next morning, ready for action with enemy, excitement very great next morning, after very hard steaming with hopes of meeting the enemy, we were forced to give up the movement, On the 11th the weather became very rough, we arrived at Sheerness on the 13th coaled next day 750 tons, proceeded to sea the same evening under sealed orders.

On the 15th Sept weather very rough, arrived, at the Nore; later we heard that one of our subs had sunk a German cruiser weather gets very bad. Admiral orders all destroyers to return to harbour; all boats report with the exception of the *Liberty* all ships proceed to search for her, after a few hours we found her still sticking it, she had been under the lee of one of the small islands; weather still getting worse, at 1130 am we sighted a sub about a thousand yards away; it caused a very great deal of excitement, we put on full speed, loaded all guns and after an hours hard steaming and zig-zagging, and the ship very nearly foundering through the opening of lower gun-ports in the heavy seas, the water rushing in like rivers, eventually the gun port were closed again, and we then found the sub was one of our own subs the E.7.* which we took in tow owing to her diving planes being out of order.

On Sunday we proceeded to Sheerness, coaled 650 tons left again on the 22nd Sept for the patrol area after we had proceeded for three hours, we got orders to return to our base at full speed, on arrival we learned that three of our ships belonging to our patrol had been sunk by a German sub (*Hogue*, *Aboukir*, & *Cressy*) we were on our way to join them when we were recalled. We considered ourselves very lucky indeed, and if it had not been for the fact of our wireless carrying away which delayed us for repairs, we should most probably have kept them company down in Davy Jones's locker.

*eventually sunk in the Dards

Sept 24 arrived at Sheerness, 28th left for Chatham dockyard for repairs: Oct 2nd left for Sheerness arrived same day: Oct 3 Admiral Christian left the ship: left Sheerness with *Bacchante* for Portsmouth arrived 4th Oct coaled 650 tons: left Portsmouth Oct 5th anchored at Spithead until 9pm when we left with convoy of 11 transports for Gib arriving at 5pm on Oct 8th 1914 the transports continuing on to Malta, each ship cheering as they passed the escort; we later on tied up to the mole and prepared ship for coaling. 9th Oct coaled 850 tons by 4pm. Friday 10th left harbour and anchored outside. Our Captain leaves the ship to take command of H.M.S. *Defence*, the captain of the *Defence* taking over the command of the *Euryalus*. Left 730 p.m. for England with convoy of transports, full of regular troops, also several women and children on board. Arrived at Plymouth on the 18th coaled ship 970 tons, on the 22 Oct left Devonport for Falmouth, took on board Admiral Wemyss and staff also French naval Officer & signalman, then proceeded to duty on Western patrol.

Sunday Oct 25th met the French Cruiser *Jean de Arc*, who joined up with our patrol, many ships were stopped day and night and were sent into port to be searched: Weather now gets very rough: the patrol is from Land's End to Ushant: 27th Oct put into Mounts Bay for mails, 28th German subs reported in the channel; still sending in a good many prizes: Arrived in Plymouth Sound on the 30th Oct: On Nov 1st coaled 850 tons: Nov 2nd left for sea to take up patrol: many ships still being sent into harbour for searching. Nov 11th arrived into port coaled 900 tons left on the 12th for patrol, same routine day in day out: Nov 18th arrive in port coaled 750 tons, left 6 pm same day for sea. German sailing ship captured and taken into the port by several of the *Bacchante's* ships company: Nov 21st arrived at Plymouth coaled 750 tons, leave given to first watch from 21st until 24th, second watch from 24th until 27th Nov: Dec 2nd route march: Dec 9th left for sea, arrived back in port 17 Dec coaled 850 tons left same day; came into harbour for mails Dec 24th left immediately for sea: Xmas day at sea, weather fine; concert at night on board: Dec 26th weather very rough Dec 29th came into port for coal 950 tons, left Dec 31st very fierce gales blowing up channel, escorted several transports across to the French coast. Just missed collision with battleship, weather still continues very rough. Arrived at port on Jan 5th 1915 coaled 600 tons left on the 7th bad weather still encountered: many more ships sent into port. Jan 14th arrive in port coal 700 tons. Jan 15th left again for sea, still rough. Jan 21st terrific gales encountered, German subs again reported in the channel: Jan 24 arrived at Plymouth, coaled next day 950 tons gave 72 hours leave each watch: Awaiting orders. Admiral Wemyss and staff leaves ship: wishes officers and men the best of luck and a safe return:

Ship leaves Plymouth on Feb 7th 1915 for Gibraltar; arrives at Gib Feb 12th coals ship 850 tons left on the 13th: on the 14th we get a signal to return, for the purpose of towing target for H.M.S. *Queen Elizabeth's* heavy gun trials. Feb 17th arrives at Malta; 18th coal ship 700 tons. Left for Port Said early on the 19th, arrived at Port Said on the 21st Feb. Coaled 600 tons later took over the flag of Vice Admiral Pierse

also band and several seedie boys, about 30 men of our ship were sent in exchange landing parties next day: on the banks of the canal are two pontoon boats in which the Turks attempted to cross in, they are completely riddled by shot.

Left Port Said March 3rd 1915 for Smyrna. Arrived on the 5th and picked up with *Triumph* and *Swiftsure*, and then proceeded in close and bombarded the Turkish forts. *Euryalus* leading with her 9.2 guns our Trawlers proceeded in close in sweeping for mines. There was no answer to our fire, the bombardment lasted about two hours: after which we anchored about 15 miles off shore for the night, there were six trawlers and one aeroplane ship with us: at 7 am next morning on the 6th we weighed anchor and steamed towards our object again the trawlers being ahead with their sweeps down: the forts opened fire compelling the trawlers to retire; we closed in to 4 thousand yards and opened a heavy fire on the forts we were not having it all our own way, as all three ships were hit several times one shell exploded and set fire to our mess-deck; but it was soon got under, another shell exploded on the upper deck and completely riddled the funnels and ventilators several of the crew were injured luckily none severely (two died later in hospital) the *Swiftsure* had a midshipman killed and several hands injured: the action lasted about 4 hours, most of the forts were put out of action, we drew off and went to dinner: after dinner we proceeded to engage enemy; but having no reply we left for our anchorage for the night:

Sunday 7th proceeded with the bombardment: no reply: the *Triumph* was sent close in to put out of action anything in the shape of war weapons, remaining close in at night: it was rather amusing as we were spectators to the following duel. There were several search lights on shore and as soon as one switched on, bang went the *Triumph's* guns but the light was out just as quick, as every time a flash appeared from the guns out went the lights, On Monday the 8th of March we closed in towards shore. to bombard large fort at the entrance of the inner harbour it was completely demolished after about 3 hours firing: After dinner the *Triumph* again went in close to draw the fire of a battery the whereabouts of which we could not locate, eventually she found them and put them out of action with several salvos from her 7.5s, they put a shell clean through her funnel in return: at night we all went in close the *Euryalus* anchoring: the *Triumph* and *Swiftsure* keeping under weigh we had another entertainment as both ships were taking hot shots at four disappearing searchlights, they were to keep them out whilst our trawlers were sweeping up to the entrance. As the trawlers had completed their sweep, and were returning, one of them struck a mine and was blown up, about 10 of the crew were drowned:

March 9th all ships hoist the flag of truce, the Admiral sent in demanding the surrender of the town: The *Triumph* was fired on whilst flying the white flag: In an instant all white flags were struck and both ships opened up on the guns that had fired on them; with several salvos of Lyddite, and they said no more after that: at 4

pm the American and Greek consuls came on board leaving about an hour later: At 2 am Thursday morning all hands were quickly but quietly roused, as the next ship to us; which was the seaplane ship, had been torpedoed all ships slip their cables and quietly leave the harbour in the dark, not before a party had been sent to the torpedoed ship to see if she could still be kept afloat which operation they were successful in: next morning the Admiral had an interview with the consuls and a Turkish Officer who were on board for a couple of hours. Later on the *Swiftsure's* picket boat was fired on from shore four of the crew being wounded one severely: For a further two days all ships fly the white flag. In the meantime the Turks sink three large ships in the channel, which of course kept us out and at the same time stopped them from using it as a base for submarine attack on the Dards: at day break all ships proceed to base.

We coaled next day 1000 tons. we proceeded back to Smyrna at 8 am March 13th left at 4 pm for sea, arriving back next morning and anchored; got under weigh at noon patrolled the coast and then anchored at the Greek port of Mytilene on the 15th at 10 am left at 4 pm. arrived at Port Said on the 18th; coaled ship 19th 800 tons (native labour) seaman meanwhile landing for drill returning on board later to clean the ship. On the 22nd Turks make several attacks on outposts on the Canal: All ships under notice to leave within six hours: March 24th 12 Transports arrive at Port Said, with Naval Division's on board: April 10th *Euryalus* with several transports leave for Mudros, Isle of Lemnos, we carry out target practice on the way. In company with *Bacchante* and transports arrive at Mudros 2pm April 12th moored ship. April 13th coaled ship 500 tons. Mudros base of operations against Dards. April 14th landing from boats practised ready for later operations at the peninsula.

April 23rd took on board the Lancashire Fusiliers, left for Tenedos 24th April 1915 left same night for Dardanelles arriving about 2am on the 25th April 1915, all boats proceed to take in their complement of troops ready for landing: boats in tows of four leave the ships, who immediately open up terrible bombardment of the whole of the coast, all went well until the boats were about 200 yards from the shore, when we got it hot from guns of all sizes, and rifle fire many were cut down long before the boats grounded and many more between the boats and the beach, it was a common sight to see boats drifting about full of dead and wounded, we continued back and in to shore with more and more of the troops, the Turks still taking a large toll of life. in the operations, later ammunition and stores were taken on shore as well as troops.

The landing was a success, but at what a cost about 10,000 lives: all through the night we were still landing men and stores and mules and guns: about midnight the Turks received heavy reinforcements causing our troops to fall back, but every available man was rushed to support our men and after hard fighting we forced the enemy back to their trenches, next day the first batch of prisoners arrived on board our ship and they were a motley crowd: heavy fighting continued the ships guns

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moored ship: April 13th coaled ship ~~at~~ at
 Mudros base of operations against Dard.
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 of the seamen from the boats, and it was
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Two pages from the diary showing the entry for 25 April 1915 describing the landings.

National Maritime Museum Reference: MS92/026 pp15-16.

XVNX

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causing terrible losses in the Turks ranks and smashing up their positions. The Forts on both sides of the Dards are making things lively at our landing places; Places of note are, Cape Helles, Sedd-el-Bahr, Achi Baba, Kum Kale. On the 27th we buried all the dead burial service held on the quarter deck for those of our boats crews who

[here on pp 17-18 appears a transcript of Hunter Weston's note "To each man of the 29th Div on going into action"]

were killed in the landing operations, later in the day our troops stormed and took the village and Fort of Sedd-el-Bahr, later the Turks counter attack heavily and were driven back with losses, owing to being caught by the fire from the ships, supporting our troops, 29th ships still continue shelling Turkish positions, same day enemy aeroplane attacks, our balloon ship but fails to hit her, after several attempts May 1st & 2nd 250 prisoners taken, amongst them being several German officers and men. 3rd May hostile plane again makes an attack but with same results as before, nil, many more prisoners taken, same day Turks attack French positions with strong forces, French supported by British drive them off with heavy losses: May 4th Turks make night attack with same results: 5th Enemy plane arrives, but soon disappears, 7th May ships continue to act as heavy artillery for troops in their advance on the enemy positions: Same day E.14 sinks large Turkish transport and two gunboats, later, Turkish forts open fire on our ships but none were hit.

May 12th we are expecting attack from submarine reported in the vicinity. We coal same day 600 tons; at 1.30am on the 13th the *Goliath* is sunk by 2 torpedoes from Turkish Destroyer: which give them the credit due of a very smart bit of work; she sank in about five minutes, the loss of life being very heavy over 500 being drowned: it was very bad business on someones part, as the destroyer was reported as suspicious about 5 minutes before she fired her torpedoes. The Turks opened fire on the rescuing boats May 14th Gurkhas make surprise attack on Turks and slaughter them wholesale; 15th hostile plane appears and drop 6 bombs with no results as every one dropped in the water, May 16th Gurkhas again advance and put the wind up the Turks as they get amongst them with their curved knife, one swish off goes their nut: *Euryalus* leaves Dards at 2pm the same day for Port Mudros arriving at that place at 6pm same night.

May 17th coal ship 600 tons. Left Mudros 7pm, May 17th 1915. arrived at Tenedos 11-30 pm same night, left early on the 18th arrived at Dards at 10-30 am same day. we fired on and silenced enemy battery with our 9.2 guns, we continued as a support for our left wing: At night a heavy battle in progress, our losses very heavy 600 killed and wounded, Turks losses estimated at about 8,000, owing to the great damage from the ship's guns. Our airmen report that the Turks are bringing up heavy guns and ammunition wagons, we opened fire under the direction of our airman's reports with all our guns, and with the 21st round we smashed up the battery and blew up the

ammunition wagons as several large bursts were observed after our shells had reached the object.

May 23rd U boats make attack on our ships, no damage; all ships weigh anchor; ships without torpedo net defence proceed to Mudros: We take in provisions on Sunday and coal ship on Monday 600 tons. We leave Mudros next day, and on the way to the Dards we get the news that the *Majestic* has been torpedoed and sunk, luckily with very little loss as almost all the ships' company were taken off by other boats before she sank, we were ordered back to Mudros, next day the *Triumph* was sunk all hands being saved. May 26th left Mudros for Port Iero, Isle of Mytilene arriving at 5pm same day, we relieved the *Minerva*, the object of our presence was to stop the enemy making a submarine base of the port, we made it a base ourselves for operations against Smyrna, we proceed to mine the entrance and land guns at several points and also put a net defence across the channel we also put a couple search lights ashore as well, 28th May 2 Turkish spies brought on board; our destroyers capture many schooners and boats with supplies on board June 2nd French mine-layer, was blown up by one of her own mines, while mining the entrance to Smyrna Harbour about 36 were saved by H.M.S. *Weir*, while many swam ashore and were taken prisoners by the Turks:

On Sunday June the 6th our picket boat with the Destroyer *Kennet* attack a Turkish base we being piloted there by a Greek Motor boat, during the operation our boat went aground and could not get off again so she was blown up to save her falling into the hands of the Turks, the crew being rescued by a boat from the *Kennet* who had during that time sank several Turkish craft in the harbour by gunfire four of our men were wounded in the operations: On June the 8th we left Port Iero, arriving at Port Mudros same day coaled the next day 600 tons, left again on the 10th arriving at Port Iero, with seaplane on board on the 11th at 4am. seaplane makes attack on Smyrna dropping one torpedo and several bombs. June 19th coaled 600 tons; that night we had a terrific thunderstorm. On the 20th June our seaplane makes another raid on Smyrna we get a visit the next day from Fritz who dropped two bombs close to our ship no damage, only to the nerves of some Greek refugees, who were in boats round our ship begging for (mungee) or bread;

July 12th 1915. several transports arrive with the Irish Div, ready for a landing at Suvla Bay, we practice landing troops and mules for two or three days: July 18th coal ship 400 tons, weather very warm, July 27th H.M.S. *Canopus*, and *Monitor 21* and 9 with the Destroyers *Welland* & *Weir* and two trawlers and couple of Motor Launches with the aeroplane ship *Ben my Chree* are based on Port Irea for patrol duties also the *Honeysuckle* a service minesweeper, and several French and Italian men o war: Aug 1st coaled ship 350 tons, Aug 12th we leave for Suvla Bay arriving early on the 13th supported the landing of troops and stores every day, we had to keep shifting our anchorage about twice a day as the Turks had us in line, also the other ships as well, the *Smifisure* had a shell explode on the upper deck in the midst

of a crowd of sailors, it killed 9 and injured about 20 others for several days we were taking off wounded from the shore to hospital ships one day a shell comes through one of our port holes and kills a man who was cooking his breakfast in the galley.

Aug 21st coaled 600 tons; routine same every day, landing troops and taking off wounded also ships guns firing on Turks: Aug 28th Taube comes over and drops two bombs; one close along each side of our ship, a big splash the result every day ships are compelled to continue shifting positions. Taube give nightly visit about five, but soon shears off owing to heavy gunfire: Sept 1st coaled 450 tons Sept 2nd Enemy make strong night attack on our positions but were forced back, after very fierce fighting. It was a splendid though terrible sight, to see the flares and the bursting shells lighting up the sky and ground for miles: many prisoners were taken, Sept 6th Enemy in large numbers reported at a village at the rear of the Turkish positions, *Euryalus* under direction of one of our planes fired six rounds from forward 9.2, result satisfactory but not known to us.

Sept 8th *Euryalus* leaves Suvla Bay arrives at Mudros on the 9th coaled 650 tons same day: Take in ammunitions and stores: Admiral Christian wounded on shore at Suvla: Sept 14th E.2 Sub – arrived from Sea of Marmora after a stay of 30 days in enemy's waters Sept 26th left Mudros, arrived at Port Iero on the 27th coaled on arrival same day to await orders, Oct 3rd left and arrived at Port Iero same day. Oct 4th seaplane drops bombs on Turkish munition factory at Smyrna Oct 8th *Canopus* leaves, Fritz again comes over and drops two bombs very close to our ship: 9th coaled 450 tons, H.M.S. *Ark Royal* seaplane ship arrives: 20th Seaplanes visit Smyrna on a bombing raid, Nov 4th H.M.S. *Kennet* arrives with two schooners in tow, and with 3 spies on board 2 men and one woman, who were detained on board *Euryalus* – Nov 11th coaled 400 tons, Situation with Greece very strained, ships with steam up ready to leave at a hour's notice landing parties told off ready to take possession of the island if necessary: Dec 2nd *Canopus* arrives and takes over: *Euryalus* leaves same day for Mudros arriving Dec 3rd we had on board several prisoners for the camp here.

Dec 11th sudden orders to coal 700 tons and leave immediately for Kephalo (Isle of Imbros) arriving on Sunday Dec 12th, Wed 12th weather very severe many boats driven ashore canteen empty except boot laces, short rationing in the ship owing to non arrival of food ship Dec 16 subs reported outside net defence; Trawlers and others boat on the look out; aeroplanes up everyday; many buzzes of going home, but still no luck; on the afternoon of the 17th we get a visit from Fritz he drops several bombs, but the results were nil; 18th very quiet, still no stores or mails: very big preparations going on for something on a large scale, Sunday 19th everything very quiet; in the night Suvla Bay and Anzac evacuated; a complete success no loss of life, later we have another visit from Fritz, who beat a hasty retreat owing to heavy anti aircraft fire, later our ships bombard Achi Baba and other Turkish positions:

Dec 21st congratulations from H M the King to Vice Admiral on the successful evacuation of peninsula Dec 22nd very rough weather here: Dec 23rd Memorandum from V.A. read on Q.D. congratulating everyone concerned on the success of the evacuation of Suvla & Anzac Primary due to the clever ruse of the Military Officer commanding, also the boats crews on the splendid way they have carried out their arduous duties while we have been in occupation of the peninsula; Later we get a sudden switch to Mudros, arriving at 10-30 am on Dec 24th coal ship 400 tons and leave at 10 p.m. Dec 25 at sea, we receive Xmas greetings from the King, weather very fine: Dec 26th Wireless from Admiral to Captain *Euryalus*, On leaving my command I wish to express through you, to the Officers and Men under your command my high appreciation of the excellent manner and high standard of efficiency they have shown in carrying out any duties that have been given them to undertake, I wish them all success, and feel confident they will add to the already honourable record they have earned through the war: Dec 27th arrived at Malta, tied up to the wall, 30th went into dry dock for repairs, which were many, we scraped and cleaned the ships bottom: 48 hours leave to each watch.

Jan 1st 1916 P & O Liner *Persia* torpedoed after leaving Malta for Port Said, only about 180 saved out of 500, the survivors were landed at Alexandria; Jan 2nd came out of dock coaled 1,100 tons, provisioned and took in ammunitions and other stores, Jan 15th Vice Admiral Wemyss, again hoists his flag on the *Euryalus* as Com – in chief of East Indies Station: *Bacchante* left for Blighty. Jan 20th left Malta for Port Said escorted by H.M.S. *Minstrel* destroyer. Arrived at Port Said Jan 23rd tied up to buoy at French House. Jan 26th Admiral Pierse relinquishes the command of station and leaves in P & O liner for England, at present time the port is full of British & French Men o war. also Transports full of troops ready for expected attack on canal by Turks Jan 27th P & O liner *Malta* chased by U Boat; it was believed later sunk by the escorting destroyer *Minstrel*: *Malta* arrives safe in port: All ships going west from here have a gun mounted astern for attacks from subs: All neutral ships going through the canal have a guard put on board while in canal.

Euryalus left Port Said on 5th Feb at 8 am; arrived at Ismailia at 5 pm same day and moored ship on the passage through the canal we passed a Armenian Refugee camp and a great many military camps; Ismailia itself is one vast military camp on the banks of the upper Nile it is a very pretty place with Palm Groves and well laid out gardens of Tropical plants and nice walks, the European part of the town is kept very clean: the native part stinks: The red watch land for battalion drill, in the pouring rain in duck suits, there is at present much discontent on board, since the new commander took over, who orders such things that are both a danger to the ships company and also to the discipline of the ship in general. Men being kept on shore drenched to the skin for a whole day: Oh give us back our happy Jack Marriott (late commander of ship) can one wonder why the service is made unpopular, when paintwork and polish is the dominant feature in the routine since we left the Dards.

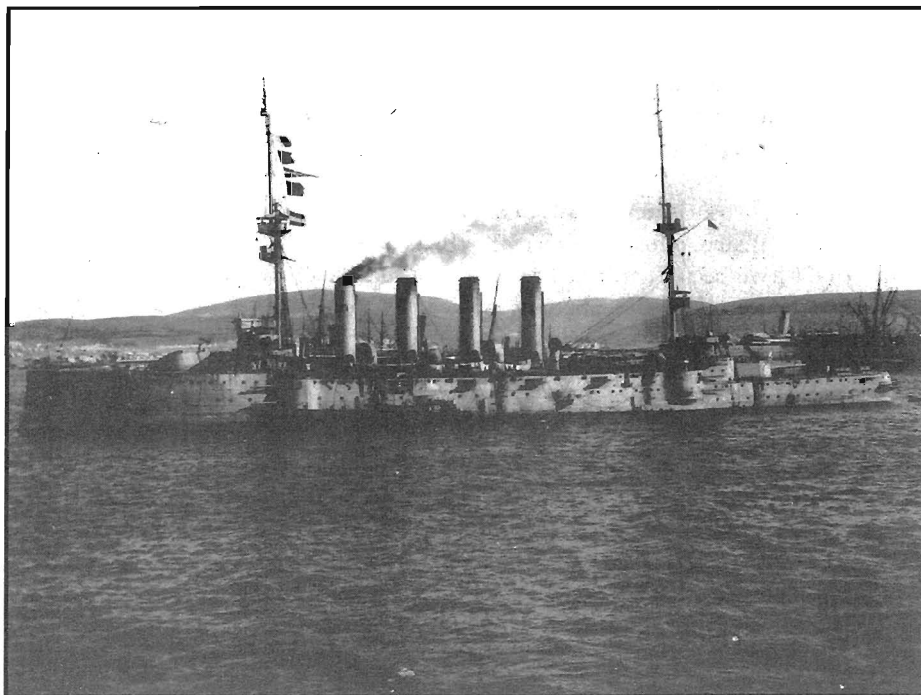
Feb 22nd coaled ship 400 tons and reversed our previous records by just taking 6 hours over it; March the 8th General landing parties for battalion drill March 9th sailing race by ships boats: landing parties every day until March 24th when we left Ismailia arrived at Suez same day. Monday 25th coaled 600 tons left Suez 26th arrived at Aden 30th coaled 900 tons left April 1st 1916 arrived at Muscat Arabia on the 4th. coaled 780 tons; On the 6th H.M.S. *Philomel* arrived with prisoners which she turned over to us, we left the same day for Abu Shar (Bushire Persia) arriving on the 10th April; 25 Men (12th) myself included landed as field guns crews (to relieve the Juno's crews) as guard to British Residency at Zabybad, and as artillery with Indian force operating against numerous tribes of Tangastans who were being led by their chiefs and the late German consul at Bushire their object of capture being the town and port of Bushire there were only about another dozen white men besides the naval guns crews, amongst over 3,000 Indian troops (Under a Major Genl Douglas).

April 13th *Juno* left for refit at Bombay; Admiral left for Basra in the yacht *Imogene*. Commodore Wake hoists his flag on *Euryalus*, Wednesday 14th guns crews go out for drill at several gun positions; Thursday limbered up the guns with Mule teams of six with Indian drivers and carried out drill at all gun positions Friday same routine as Thursday: Wed 21st took part in attack on enemies positions drove them out of a village and set fire to the village and their camp, and drove the enemy into the hills: The Bengal Lancers attacked a large force of the enemy: Our casualties were one officer killed and one trooper of lancers wounded. The officer was buried same day at the English cemetery at Bushire close by. Every day we went to Dastack for our water and provisions, about four miles from our camp: it was the landing place for our ships boats, May 1st very hot 120 degrees in the shade May 13th re-embarked on board ship, as the enemy's had given in and surrendered our prisoners and the German consul: left Bushire 14th May Arrived at Hem Jem 16th May left on the 17th, arrived at Bundam Abbas left again same night at 8p.m. arrived at Jask 7.30 am on the 19th left again at 7 p.m. for Bombay arriving there on May 22nd 16 coaled 950 tons took in stores and provisions: June 7th 1916 left Bombay arrived at Colombo, Ceylon; June 11th tied up inside the breakwater June 12th coaled 750 tons left Colombo 16th arrived at Penang on the 21st June 1916 at this place the *Emden* flying the Japanese Ensign sank a French destroyer and a Russian Gunboat (while at Colombo a memorial service was held for Lord Kitchener, also Japanese cruiser arrived on June 15th) June 22nd at Penang coaled 750 tons. ships in harbour, H.M.S. *Diana* H.M.S. *Laurentic*, flying the flag of Vice Admiral J. Grant, C in C China Station. Also a small Japanese Cruiser: this is a very busy port, and has some fine buildings June 23rd two Japanese destroyers arrive, June 24th both flagships leave Penang, *Laurentic* for China, *Euryalus* for Colombo, arrived June 28th ships in port *Euryalus*, *Minerva*, *Diana*, and *Odin*; June 29th coaled 850 tons, Colombo has one of the finest breakwaters in the world.

July 3rd 1916 W. Hoffman AB, drowned: July 6th Admiral inspects ship: left Colombo July 7th arrived at Trincomalee July 8th. This is a very pretty harbour

with bungalows amongst the trees and lovely walks ashore. July 10th we get sudden orders to leave for Colombo arriving on the 12th. Coaled 750 tons, ships in harbour *Minerva*, *Odin* and Japanese cruiser left Colombo July 13th, arrived at Bombay July 16th went into basin to coal, 650 tons provisioned and took in stores for 3 months left Bombay 19th July arrived at Aden on the 26th July after a very rough trip coaled 1,150 tons left Aden 27th, on the 28th our port engine broke down, remainder of the trip with starboard engine only: arrived at Suez on the 2nd Aug 1916 coaled ship 950 tons: Air attack on Suez no damage Aug 5th left Suez arrived at Ismailia about 4.30 same day: Aug 29th left for Bitter Lakes for aiming practise: Sept 1st left the Bitter Lakes arriving at Ismailia same day: Sept 3rd left Ismailia, arrived at Port Said same day: on the 6th coaled ship 750 tons, Sept 16th, All Monitors and seaplanes make attack on Turkish positions north of El Harish we drove the enemy out, but lost three seaplanes in the —.

[Diary ends here on page 36, the remainder being various notes about ports, 5 pages of "Life & Customs of Hindus" and a list of parcels to and from home with costs and dates together with a few addresses, presumably of friends from *Euryalus*]



HMS Euryalus 1915. National Maritime Museum.

SPECIAL REVIEW

DEATH SENTENCES PASSED BY MILITARY COURTS OF THE BRITISH ARMY 1914-1924

GERARD ORAM

Francis Boutle Publishers 1998. 128 pages. ISBN 0 9532388 0 6. £12.50.

Gallipoli Campaign We Will Remember Them

Thomas Davis 1 Royal Munster Fusiliers 2 July 1915
Harry Salter 6 East Lancashire Regt 11 December 1915
John Robins 5 Wiltshire Regiment 2 January 1916

Andrew Mackinlay, Member of Parliament for Thurrock, who has campaigned tirelessly for posthumous pardons to be granted to men executed for a range of military offences during the First World War has provided a foreword to this timely publication.

A painstaking review of the circumstances in which servicemen were executed has been carried out over the past year by Dr John Reid then Minister for the Armed Forces, and announced by him in a lengthy statement to Parliament made at 1100 on 24 July. Introducing this he said:

“Between 4 August 1914 and 31 March 1920, approximately 20,000 personnel were convicted of military offences under the British Army Act for which the death penalty could have been awarded. That does not include civilian capital offences such as murder. Of those 20,000, something over 3,000 were actually sentenced to death. Approximately 90 per cent of them escaped execution. They had their sentences commuted by their commanders in chief.

The remainder, those executed for a military offence, number some 306 cases in all. That is just over 1 per cent of those tried for a capital offence, and 10 per cent of those actually sentenced to death. Those 300 or so cases can be examined, because the records were preserved. It is the cases of those 300 that many hon Members, notably my hon Friend the Member for Thurrock (Mr Mackinlay), and others outside the House, including the Royal British Legion, have asked us to reconsider with a view to some form of blanket pardon.”

Each case has been considered individually, indeed the Minister personally examined about 100 personal case files, about one third, which he described as “a deeply moving experience.” However most of the files contain no more than the minimum

prescribed, sometimes only one or two pages, so there is little available to provide serious grounds for a formal legal pardon. To pursue legal pardons for the small number where information is available would create further injustice for the remainder.

In announcing his decision he expressed "our deep sense of regret at the loss of life" and went on to say that although the passage of time "has rendered the formality of pardon impossible, it has also cast great doubt on the stigma of condemnation." He asked for recognition that those who were executed were "victims with millions of others, of a cataclysmic and ghastly war" and that their names should be added to books of remembrance and war memorials. Finally, he said that Defence Ministers will invite Parliament to abolish the death penalty for military offences in the British armed forces in peace and in war.

Among Members who subsequently spoke was Mike Hancock, Portsmouth South, and a member of the Gallipoli Association, who thanking the Minister nevertheless expressed concern that while showing compassion, a pardon was not possible, "to pardon them all is a price that the nation would willingly pay in order, once and for all, to lift this stain from our nation's military history." He hoped that legislation will finally be possible to achieve this.

Turning to Gerard Oram's timely book, this contains two lengthy lists, Death Sentences in Chronological Order, followed by Death Sentences in Alphabetical Order. In addition to the name of each soldier or civilian sentenced to death, the unit, rank, date of offence, offence, final sentence, location, PRO reference, is also provided. These lists make up the bulk of the book. Brief additional information is provided in a Notes section. No one interested in the First World War can fail to be moved by the story which it reveals, and for those who wish to delve further into the records it will long remain an essential reference work.

Using the information from the Tables one can compare the death sentences passed at Gallipoli with those in all other theatres. Note when looking at the totals the period extends to 1924 and includes Dominion, Colonial and foreign forces and civilians, so the number executed, 438 is considerably higher than the 306 quoted for British servicemen between 1914 and 1920.

	Death Sentences Gallipoli		Death Sentences All Theatres	
Desertion	6	(1)	2004	(272)
Sleeping	56		449	(2)
Cowardice	14		213	(14)
Disobedience	4	(1)	120	(4)
Quitting Post	9	(1)	82	(6)

Striking	2	49	(4)
Mutiny	1	55	(15)
Other Offences	—	370	(121)
Total	92 (3)	3342	(438)

Figures in brackets are number executed, those from Gallipoli being listed at the head of this review. It is hoped that each can now be recorded on the appropriate war memorials and in books of remembrance as suggested by the Minister in his statement.

Note the Gallipoli total includes 11 dated mid-January and listed as Gallipoli [?], presumably being court-martialled in Egypt for offences carried out at Gallipoli. None was executed.

BOOK REVIEWS

WILFRITH ELSTOB VC DSO MC THE MANCHESTER REGIMENT

ROBERT BONNER

Fleur de Lys Publishing 1998. 46 pages, 23 illustrations, map. ISBN 1-873907-08-7. £9.75.

This volume, written by a member of the Gallipoli Association, is the first in a series describing the lives of 23 soldiers of The King's (Liverpool) Regiment and The Manchester Regiment who have been awarded the Victoria Cross.

Wilfrith Elstob of the 16th Battalion The Manchester Regiment was posthumously awarded the Victoria Cross for his actions in defence of Manchester Redoubt near St Quentin on 21 March 1918, reporting "that the Manchester Regiment will defend Manchester Hill to the last" maintaining to the last the duty which he impressed on his men, namely "Here we fight and here we die."

Well produced and with plenty of illustrations, one looks forward to others in the series, especially that on William Forshaw of The 9th Manchesters awarded the Victoria Cross for his actions at The Vineyard, Helles sector in August 1915.

GALLIPOLI

MICHAEL HICKEY

John Murray Ltd 1998. 363 pages, 28 illustrations, 5 maps. ISBN 0-7195-6142-6. £15.99
paperback.

When first published in a hardback edition we carried a review in *The Gallipolian* No

79 Winter 1995. If you missed purchasing a copy, this edition provides a further opportunity to obtain one of the best recent accounts of a campaign which still enthalls and intrigues. The author is a member of the Gallipoli Association Committee and a noted lecturer and tour guide to Gallipoli.

THE STORY OF THE WINDSOR VCS

DEREK HUNT

Published by the author 1998. 18 pages, 13 illustrations. £3.00 including post from
Derek Hunt, 9 Harrington Close, Windsor, Berkshire, SL4 4AD.

All proceeds from the sale of this attractive publication are being donated to the Royal Star and Garter Home. Originally published as the souvenir programme for the Victoria Cross Exhibition held earlier in the year, see also *The Gallipolian* No 85 Winter 1997, this provides a splendid record of three holders of the Victoria Cross with direct Windsor connections. Earl Gowrie VC who served at Gallipoli, Harry Greenwood VC and Oliver Brooks VC.

ROYAL NAVAL AIR SERVICE 1912-1918

BRAD KING

Hikoki Publications 1998. 160 pages, 200 photographs, 8 pages of specially commissioned
colour illustrations, maps. ISBN 0 9519899 5 2. £24.95.

What a marvellous book, and what marvellous illustrations, in the first history dedicated solely to the Royal Navy's airmen in the First World War. The author who is Public Services Officer in the Film and Video Archive at the Imperial War Museum clearly being well placed to search out new and exciting material.

Of special interest to Members will be the chapters on the Dardanelles followed by that on the Aegean Blockade 1915-1917. It is not just the aircraft that are illustrated, but other fascinating photographs like the one of officers outside the Ritz Hotel, Paris on their way to the Dardanelles, Ian Hamilton's field headquarters, air defences Imbros, Flight Lieutenant Charles Collet having a haircut, a football match on Christmas Day 1915 and many more.

Fascinating and readable, and hopefully an incentive for a full book on air operations at Gallipoli, the subject deserves such attention. Despite the name the publishers are based in Aldershot, and just in case your knowledge of Japanese is not too good, Hikoki means aeroplane and the publisher's wife is Japanese.

HIT THE BEACH

SIMON FOSTER

Cassell Military Classics 1998. 223 pages, 97 illustrations, 9 maps. ISBN 0-304-35056-7. £5.99.

Now published in paperback in the Cassell Military Classics series and first reviewed

in *The Gallipolian* No 78 Autumn 1995, this book includes a significant section on Gallipoli.

The series overall looks impressive, other titles include *World War One* by Philip Warner, *At All Costs* and *Last Stand* both by Bryan Perrett and *Daring to Win* by David Eshell.

THE SAPPER VCS

GERALD NAPIER

HM Stationery Office 1998. 342 pages, numerous illustrations, 27 maps. ISBN 0 11 7728357.
£35.00.

The author, former Director of the Royal Engineers Museum, in his introduction rightly draws attention to the number of awards of the Victoria Cross, some 55, which have gone to a sapper of one sort or another. Descriptions of each campaign from the Crimea onwards are given followed by details of each Victoria Cross action. In the case of Gallipoli, that to Corporal Cyril Bassett, who served in the divisional signals unit of the Royal New Zealand Engineers, and the only New Zealander to be awarded the Victoria Cross on the Peninsula.

A detailed and well produced book, which, despite the price, deserves to join the growing number of volumes concerning the Victoria Cross on ones shelves.

PASSCHENDAELE 1917

STEPHEN SNELLING

Sutton Publishing Ltd 1998. 280 pages, 135 illustrations, 5 maps. ISBN 0 7509 1108 5.
£19.99.

Another volume in the excellent series VCs of the First World War, the author, a member of the Association, having already written the volume on Gallipoli, see *The Gallipolian* No 77 Spring 1995.

Of the 61 awarded the Victoria Cross seven had previously served in Gallipoli including James Ockendon of the Royal Munster Fusiliers who landed on 25 April and whose son is a member of the Gallipoli Association. Others were James Davies of the Royal Welsh Fusiliers, Arnold Loosemore of the York & Lancasters who served at Suvla Bay, John Skinner of the King's Own Scottish Borderers who having been awarded the DCM on the Western Front reached Gallipoli in June 1915. Charles Coverdale served with the Manchester Regiment at Suvla, Frederick Dancox with the 4th Worcesters and John Molyneux of the Royal Fusiliers took part in the landings on 25 April.

MILITARIA DIRECTORY AND SOURCEBOOK

Windrow & Green Ltd 1997. 128 pages. ISBN 1 85915 068 3. £16.95

From Auction Houses to Wargaming no fewer than 26 categories of clubs, dealers, booksellers, military museums, photographic services, paintings, travel and much more make this an essential reference book for all military hobbies. If you don't purchase your own copy then at the very least make sure your local library has one.

INFORMATION PLEASE

We are always pleased to include requests for information concerning the Gallipoli campaign from Members.

HMS *Hythe* and 3rd Kent Field Company RE (TF): F.A.Stevens, 34 Ridgeway Crescent, Tonbridge, TN10 4NR is compiling a history of the Company and the personal details of the 231 men listed on 28 October 1915 on board the steamship *Hythe* when she was run down by the armed boarding-steamer *Sarnia*, 145 troops and ten crew being lost. Information is required on anyone who served with the Company.

Sinking of the *Anglia*: On 17 November 1915 at about 1230 the auxiliary hospital ship *Anglia* was mined and sunk one mile east of Folkestone Gate. Within a short while the vessel took on a heavy list and some ten minutes later sank. In addition to the crew and medical staff *Anglia* carried 385 wounded. Four officers, one nurse and 129 soldiers and crew were lost. A collier, the *Lusitania* coming to the assistance of the *Anglia* was also mined and sunk, though with no loss of life.

Additional information about the sinking of the *Anglia*, the Gallipoli casualties on board and especially those that were lost would be welcomed by the Editor.

An early Gallipoli Association – Accrington, Cambridge and Preston: Robin Maudsley of Preston has very kindly provided copies of newspaper cuttings of the late 1930's from his grandfathers scrapbooks. These include reports of an active Gallipoli Association in Accrington and Preston and in Cambridge. Were these part of a larger Association or independent of one another? Were there Gallipoli Associations in other towns and cities. Can Members provide any additional information, make enquiries in their libraries and record centres? Why not place a request for information in your local paper? Your assistance is sought and the results of your labours eagerly awaited by the Editor.

Pilgrimage Cruise to Gallipoli: To commemorate the 21st anniversary of the landings in Gallipoli, the Cunard-White Star liner *Lancastria* with over 600

passengers, of which some 400 were officers and men who served in the campaign, sailed from Liverpool on 1 May 1936 on a 22 day cruise to the Mediterranean. In addition to the Gallipoli battlefield and cemeteries visits were also made to Salonika. Among those on board were Field Marshal Sir William Birdwood, Admiral Sir Roger Keyes and Captain Unwin VC who had commanded the *River Clyde* at the landings on 25 April. Indeed during the cruise the *Lancastria* and *River Clyde*, now the Spanish collier *Maruja y Aurora*, passed in the Straits of Gibraltar. The Editor requires more information on the cruise – news reports, menus, brochures, photographs, etc. Is there anyone who sailed with the veterans and their families in 1936?

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 £4.90 including post.

A **Lapel Badge** in the same colours is available price £5.25 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.

GUNS AT GALLIPOLI

DR F.L.CONSTABLE (1242)

In the Spring 1998 *Gallipolitan* pages 36 and 37 Niall Cherry (1739) described a gun he discovered near the Cape Helles Memorial. During a visit which I made in September 1997 I located two further guns well hidden in small patches of scrub in an otherwise level field about half way between the Memorial and the cliff top to the south. I am unable to find any reference to these in the literature, though other Gallipolians may well know of their existence.



They may also be able to throw some light on a gun emplacement seen below which lies inland from the picnic area on the beach at Morto Bay, in the direction of the French Cemetery. Was this in service in 1915, or is it more recent?



WHO SAID THIS?

In the Spring *Gallipolian* we asked who said:

The month sped swiftly by. Each of the actors was occupied in his own way. Liman von Sanders was collecting information, urging forward his defensive preparations. His Turkish allies inflamed their martial ardour by the massacre of three-quarters of a million Armenians in their midst. The Royal Navy was working out the details of landing an army on a hostile shore without any special equipment. The Naval Air Service was probing the Turkish defences. The Australians, in the intervals of hard training, were terrifying the population of Cairo. Sir Ian Hamilton was searching for everything from ships to horseshoes. Through his whole force ran an extraordinary exhilaration, often matching the feeling, if not the words, of the poet Rupert Brooke: 'Oh God! I've never been quite so happy in my life I think.... I suddenly realise that the ambition of my life has been – since I was two – to go on a military expedition against Constantinople.' But Rupert Brooke died of blood poisoning as the expedition sailed; neither for him nor for his comrades was there more than a distant vision of the Sublime Porte in store.

The answer, John Terraine in the chapter *The Great 'If'* in his book *The Great War* first published in 1965, and now available in paperback in the Wordsworth Military Library.

Now another WHO SAID THIS?

One by one they died on Chunuk, until after a few hours desperate struggle against overwhelming forces the only New Zealanders left alive were a dozen severely wounded. But not for a long time did the first Turk dare to show his head. Then into the trench several crept with their bayonets to kill the wounded. Fortunately a Turkish sergeant arrived and saved the lives of the wounded who were carried off to the German dressing stations behind Hill Q. In all the history of the Gallipoli Campaign there is no finer story of fortitude, no finer exhibition of heroism and self-sacrifice, than was shown in this forward trench of Chunuk on that desperate August morning. Here died some of the noblest characters in the New Zealand Army. August 8 was a day of tragedy for New Zealand, but no day in our calendar shines with greater glory.

STREET AND ROAD NAMES

The Editor would be pleased to hear of house, road and street names which commemorate the Gallipoli campaign. For instance there is a Mudros Road within Blandford Camp, Dorset, a Gallipoli Row in Port Talbot, an Anzac Road in Lee-on-Solent. At Port Sunlight on the Wirral Peninsula George Donnison, to whom we are most grateful for the photograph, tells us of a quiet road with about 12 houses, known as The Anzacs.

Information on such names, for there must be many, hopefully with a photograph will be welcomed by the Editor.



WAR GRAVES INFORMATION SHEET

The Commonwealth War Graves Commission have recently published a new edition of the Information Sheet relating to the Gallipoli Peninsula. This six page A4 format publication includes a short introduction to the campaign of 1915 and general information about the commemoration of the dead. Brief notes are provided on all 31 cemeteries on the Peninsula, with a colour photograph of each, together with a location map.

The Information Sheet is available, no charge, from Commonwealth War Graves Commission, 2 Marlow Road, Maidenhead, Berkshire, SL6 7DX. Tel 01628 634221.

Those English, French, Australian, New Zealand and
Indian heroes who shed blood on the soil of this
country

Here you are in the soil of a friendly country

Rest in peace.

You are side by side and lying together with the
Mehmetcik's.

You, the mothers who sent their sons to war from far
away countries!

Wipe away your tears. Your sons are lying on our
bosom.

They are at peace and they will rest in peace

After having lost their lives on this land.

They have become our sons as well!

1934

K. Ataturk

The message of Mustafa Kemal Ataturk, given to the visitors from Great Britain, Australia and New Zealand in 1934, and inscribed on the memorial in the main Turkish War Dead Cemetery on the Gallipoli Peninsula.