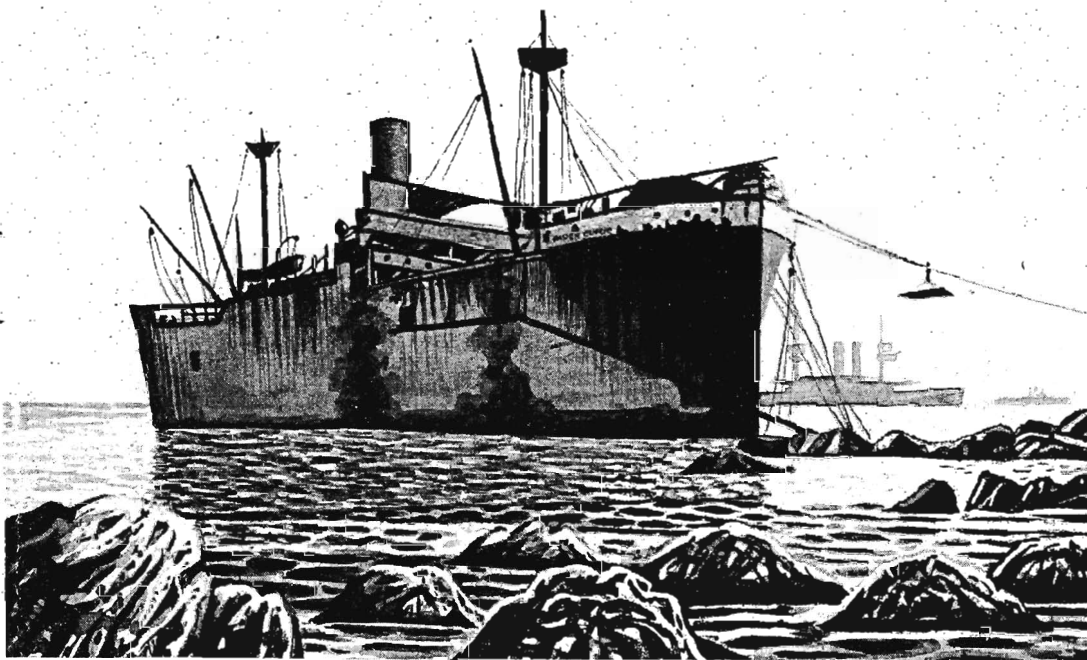


The Gallipollian

*The Journal of the
Gallipoli Association*

No. 96
AUTUMN 2001

ROYAL
BROW



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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29 DIVISION MEMORIAL SERVICE OF RE-DEDICATION

We are pleased to report that as a result of Stretton-on-Dunsmore Community Council obtaining financial support from Ready-Mix Concrete the splendid memorial to the 29th Division (see *The Gallipolitan* 92: 30-32 and 95: 64-65) has been restored. A service of rededication is being held at the Memorial at 1230 on Sunday 23 September, following which those attending are invited to refreshments in the Village Hall. Those attending and wishing to partake of the refreshments should send their names to Mrs C.S. Miles, 14 Langton Road, Rugby CV21 3UA. Tel 01788 565703.

OBITUARIES

PERCY GORING LAST BRITISH VETERAN

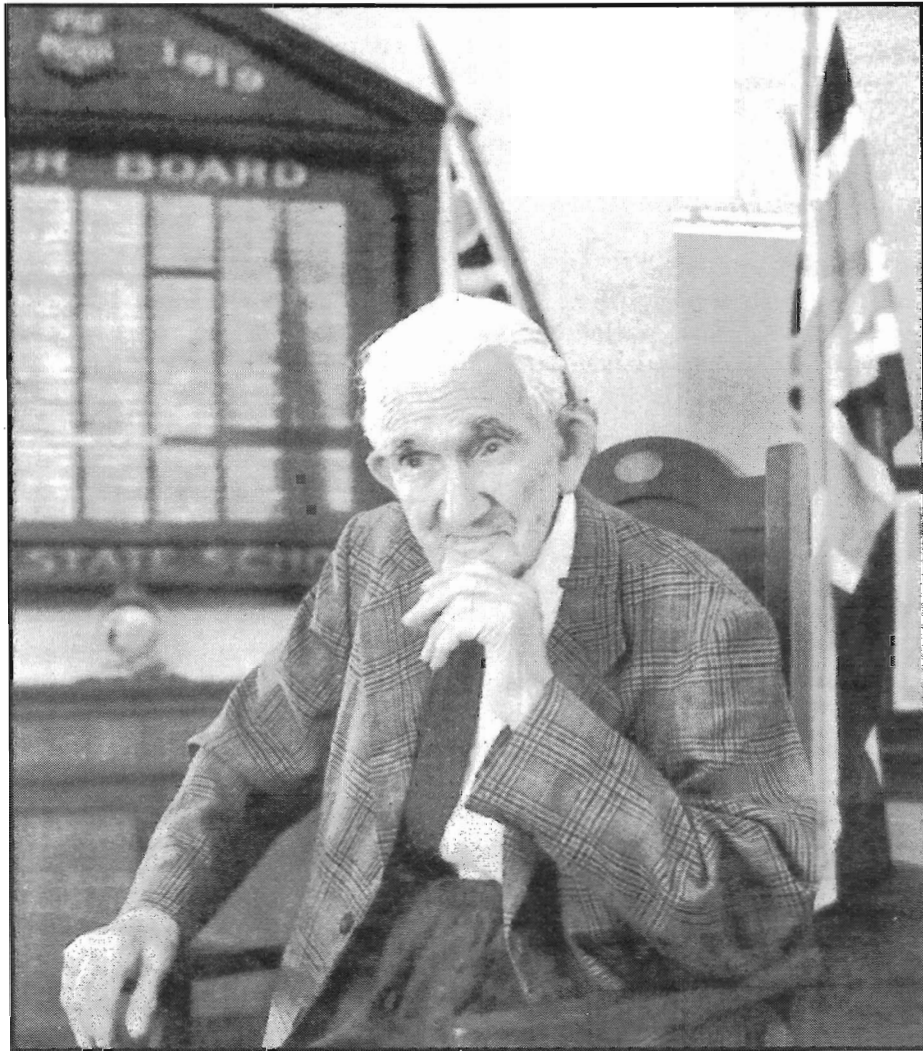
The last known British veteran of the Gallipoli campaign, our member Percy Goring, died at the Churches of Christ Homes, Elanora Village, Bunbury, Western Australia on 27 July aged 106. Born in Shoreditch, London, in 1894 he served with his brother Les in the Royal Engineers as part of the 54th (East Anglian) Division which landed at Suvla Bay from 10 August 1915. He later claimed that he owed his survival on the Peninsula to having the best of luck surviving no fewer than nine close shaves. Indeed his mates at Gallipoli called it "Goring's luck" while many years later he himself said "I was just happy to survive that war, everything else has been a bonus." After the evacuation he served in Palestine before returning to the family millinery business. During the Second World War he was a Major in the Home Guard.

A retired British soldier, Colonel Bill Musson living in Perth on hearing of the death of Veteran Member Darcy Jones (see *The Gallipolian* 92: 3-6) who we thought was our last British veteran kindly informed the Association of Percy Goring who with his wife Daisy had emigrated to Australia in 1948. Here they commenced sheep and cattle farming near Bunbury and in his own words "adopted Australia and left dear Old Blighty behind." Mrs Goring died in 1983 after 63 years of marriage. They had two children, their daughter Mrs Iris Caldecott at the funeral recounted touching memories of her father, PG as he was known to his mates. Her brother, John, said he was proud of the public recognition of his father who many would remember for his sharp wit.

In recent years, as the number of First World War veterans has dwindled in number Bunbury quickly adopted Percy Goring as a local icon where he became well known for his cheeky sense of humour and strong willpower. On Anzac Day earlier this year he was driven in a Second World War jeep at the head of the parade. Despite his right leg having been amputated some twelve months ago due to gangrene Percy described himself "as happy as a well-fed pussy cat basking in the sun." Not only was Percy Goring the last British survivor of the Gallipoli campaign but he was Western Australia's oldest resident.

Percy Goring was given full military honours at his funeral on 1 August. The Last Post was played and all those attending wore poppies which were cast onto the casket at the appropriate time. The Department of Veteran Affairs at the beginning of the year had obtained four sachets of Gallipoli beach sand, one for each of the veterans then still alive. Sand from the third of these was poured onto Percy's coffin.

Note: We are very grateful to Chairman Chris Mills of Bunbury RSL, Colonel Bill Musson MM Chairman of Western Australia RSL who has done a great deal by relaying information, and in particular Dr Cecil Walkley who initiated the quest to bring Percy Goring to the attention of the Association.



Percy Goring in April 2001. Photograph Tony Ashby.

ROY LONGMORE

Roy Longmore who died on 21 June aged 107 was the oldest of the three remaining survivors from the Gallipoli campaign 1915, all resident in Australia. The others at that time were Percy Goring, 106 who has subsequently died (see previous Obituary) and Alec Campbell a mere stripling of 102.

When war broke out in 1914 Roy Longmore enlisted with the 21st Battalion, 2nd Division. After training in Egypt he landed on the Gallipoli Peninsula, Turkey in October 1915. Here General Birdwood commander of the Australian and New Zealand forces had decided that the only chance of a successful assault on the Turkish lines was by undermining them by tunnelling. So began a major scheme to burrow beneath the enemy trenches with Roy Longmore one of those involved in this most hazardous of tasks. Much later he laconically recalled how he survived "that caper" as he described the Gallipoli campaign, "because I was underground most of the time and didn't see much."

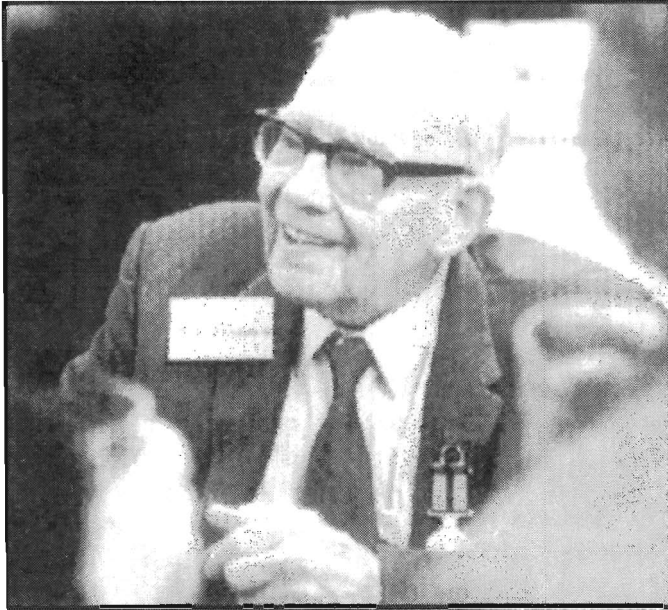
On being asked for his memories in 1995 on the occasion of the 80th anniversary of the campaign he said little more than it was "a nice picnic ground." While of the Turkish enemy "They were pretty decent fighters." Roy Longmore never saw himself as a hero, someone different, but just considered he was doing his job. Many years later he was once told that 50 per cent of Australians thought of him as a hero, to which his reply was "What do the other 50 per cent think?"

After Gallipoli and a further spell in Egypt he transferred to the 2nd Pioneer Battalion and headed for France, "out of the frying pan and into the fire" he used to say. Here he fought at Armentieres, Villers-Bretonneux and Pozieres where he was wounded in August 1916. In November that year he was promoted to Corporal. During the last year of the war he was wounded again, promoted lance sergeant and then from June to September was in hospital due to illness.

Just a month before the war ended his third and worst injury, this at Montbrechain where about half-a-dozen Germans surprised his patrol. Severely wounded in the right arm, right thigh and left knee by machine gun fire his mates at first thought he was dead, then carried him back using a door as a makeshift stretcher. Later he used to say of the incident that it was his fault as after years of dodging bullets he had become too cocky. For a time it seemed that he might lose his left leg at the hip but eventually this was saved. However the wounds were so serious that he was to carry deep scars for the rest of his life.

Born on 29 April 1894 into a farming family, in his youth Roy Longmore was a crack shot and his skill ensured a steady supply of rabbits for the family table at Bannockburn near Geelong, Victoria, Australia. His wounds prevented a return after the war to farming so in partnership with a brother he opened a service station and

car hire business in Malvern, Victoria. Roy Longmore married, in 1927, Lilian Taylor who died in 1979. They had one son, Eric who survives him together with two grandsons and four great-grandchildren.



Roy Longmore on the occasion of receiving his 80th Anniversary Armistice Remembrance Medal. Photograph The Australian.

France awarded Roy Longmore along with other First World War veterans the Legion of Honour in 1998, while the following year he received the Federal Government's 80th Anniversary Armistice Remembrance Medal. Uniquely he figured together with two other Gallipoli veterans – Walter Parker (see Obituary in *The Gallipolitan* No 92 Spring 2000) and Alec Campbell in the set of stamps issued by Australia Post to mark Australia Day 2000.

The Age 30 June 2001 reporting on Roy Longmore's funeral said, "Old soldiers do die. But few get farewelled in such a style." The State Governor, the acting Premier, a former Premier, several Federal Members of Parliament and the head of the armed forces were all present. Carly Longmore aged 16 and one of his great-grandchildren read an eulogy she had prepared "on behalf of the proud Longmore family." She told of his wicked sense of humour and inspiring smile and how he liked nothing better than a sip or two of whisky and family get-togethers round a meal table.

We are most grateful to all those who sent newspaper reports about Roy Longmore, especially Tom Brooks, Donald Buchanan, Reg Clements and Malcolm Orchard. Without such help this Obituary would not have been possible.

SABIHA GOKCEN

On 22 March Turkey lost one of its last direct links to its national founder Ataturk with the death of his adopted daughter Sabiha Gokcen. She was born on 22 March 1913, her father the province Head Clerk Mustafa Izzet who had been exiled to Bursa with the order of Abdulhamit II. Her father died while she was at primary school and as an orphan in poor condition she had approached Ataturk asking for help with her schooling, during a visit he was making to Bursa in 1925. His response was to adopt her, he had already adopted two slightly older girls. Sabiha and another girl – Afet Inan stayed particularly close to Ataturk, though Sahiba had a disappointing school career interrupted by illness.

Her surname Gokcen was given by Ataturk in 1934 and is related to “sky” in Turkish for Sabiha developed a passion for flying and in the following year she completed her Turkukusa (Turkish bird) flight and parachute course. Subsequently she undertook further training in Russia and subsequently enrolled as a military pilot, the first Turkish woman aviator and the first woman from any country to become a military pilot. In 1937 she took part in bombing missions against Kurdish rebels and the following year went on a demonstration flight through the Balkans. As a result she became one of Turkey’s most prominent figures and soon became a symbol of both the new independence and voting rights granted women. In 1938 Sabiha joined the Turkusu flight school and educated many pilots. She retired from flying in 1955.

We are most grateful for Tom Brooks for first drawing our attention to the death of Sabiha Gokcen and to Savas Karakas for providing much additional information.



FIELD OF REMEMBRANCE

WESTMINSTER ABBEY AN OPPORTUNITY FOR MEMBERS

This year, for the first time, the Gallipoli Association will have a Memorial Plot in the Field of Remembrance at Westminster Abbey. We hope this will become part of our annual calendar events.

Her Majesty Queen Elizabeth The Queen Mother intends to open the Field at 1120 on Thursday 8 November, the Chairman, Captain Christopher Fagan DL, will represent the Gallipoli Association. The Field will remain open until 15 November.

The Field of Remembrance was the inspiration of Major George Howson MC founder and chairman of the Poppy Factory until his death in 1936. In 1928 just two crosses were planted by the organisers – one in memory of Private Tommy Atkins the other in memory of Field Marshal Lord Haig. Others were offered to passers by to plant for those they remembered. This year just over 300 Memorial Plots will be available.

The Gallipoli Association Plot is No 73 situated not far from the West Gate

Members of the Association are invited to place their own crosses which are available for purchase at the Poppy Factory “stall” at the Field of Remembrance.

Alternatively Members not able to travel to Westminster may wish the Association to place a cross or crosses on their behalf. These are available for purchase at a production cost of 52p each – see enclosed order form. We very much hope that members will avail themselves of this opportunity to remember those who fell at Gallipoli.

MESSAGE FROM VICKY BANNER

Vicky Banner, wife of our founder Major Edgar Banner, sent the following short message for Gallipoli Day:

“I would like to wish the Gallipoli Association members every success in the years to come and to those I know happy memories of the years gone by as well.”

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Gallipoli Association will be held on Wednesday 17 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

Apologies for absence
 Minutes of the AGM held on 18 October 2000 and printed on next page
 Chairman's Report
 Treasurer's Report & Adoption of 2000 Accounts
 Election of Officers
 Election of Committee
 Any other business

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

AUTUMN LUNCH

The Autumn Lunch on 17 October at 1230 for 1300, will follow the Annual General Meeting, see enclosed booking form for details.

Following Lunch the speaker will be Field Marshal Lord Carver GCB, CBE, DSO and Bar, MC whose subject will be *What Ifs' at Gallipoli*.

Field Marshal Lord (Michael) Carver, born on 24 April 1915, the day before the landings at Cape Helles and Anzac Cove was commissioned into the Royal Tank Corps in January 1935 and was serving with 1st Royal Tank Regiment in Egypt at the outbreak of the Second World War. Thereafter he served in armoured formations throughout the desert campaign in North Africa, towards the end of which he assumed command of the regiment, which he continued to do in Italy in 1943 and in the landings in Normandy in 1944. There, at the age of 29, he was promoted to command 4th Armoured Brigade, finishing the war with them on the shores of the Baltic. After that, he held important army command and staff appointments at home and abroad, culminating in the posts of Chief of the General Staff and, as a Field Marshal in 1973, Chief of the Defence Staff, retiring from that post in 1976. He was created a Life Peer in 1977. He has written fifteen books and edited two others, mostly of 20th Century military history, as well as numerous articles and book reviews. He is at present engaged in writing *The National Army Museum Book of the War Against the Ottoman Empire 1914-1918*.

**MINUTES OF THE ANNUAL GENERAL MEETING OF
THE GALLIPOLI ASSOCIATION HELD AT THE
NAVAL CLUB, HILL STREET, LONDON,
18 OCTOBER 2000**

Vice President Jim Fallon together with the Chairman, Treasurer, Secretary, Editor, Committee member Sir Arthur Hockaday and 14 members were present.

Apologies for absence were received from Vice President Donald Bland, Hon Treasurer W.N.Marsh, Public Relations Officer Major Hugh Jenner, Clifford Baylis, James Brazier, Tim Chamberlain, Foster Summerson, Colonel Michael Hickey, Tom Miles, Robert Phillips and Sir Harold Walker.

The Minutes of the Annual General Meeting held on 14 October 1999 and published in *The Gallipolian* No 93 were approved and signed as a correct record.

The Chairman presented his report, subsequently published in *The Gallipolian* No 94.

The Treasurers Report and the Annual Accounts were adopted by the meeting.

The following were elected Officers for the year:

Chairman	Captain C.T.F. Fagan DL
Treasurer/Membership Secretary	W.J. Marsh
Secretary	James Watson-Smith
Public Relations Officer	Major Hugh Jenner
Editor	David Saunders

The following having agreed to serve on the Committee in addition to the Officers were then elected:

Colonel Michael Hickey	Sir Arthur Hockaday
A. Mullen	Major J.R.H. Stopford

James Dixon reported on the proposed Memorial Gates to those who had served in the armed forces of the Indian Sub-Continent, Africa and the Caribbean. The Secretary replied in answer to a question that a membership list showing members interests was in preparation.

It was reported that the Bursary presentation at Merchant Taylors' School (see *The Gallipolian* No 94 Winter 2000 pages 12-15) was excellent though disappointing that so few members were present.

A Gallipoli seminar is planned at the Imperial War Museum on 24 April. Mrs Pat Barber offered to help publicise the work of the Association through the Friends of the Public Record Office Newsletter. Andy Mullen on behalf of the Association Committee agreed to look into this with our Public Relations Officer.

GALLIPOLI DAY IN GREAT BRITAIN

LONDON

Early risers met before dawn in Battersea Park where as is now customary a large crowd, consisting mainly of young Australian and New Zealanders gathered for the short service and wreath-laying at which Major Hugh Jenner represented the Association. Less than four hours later Association members joined with perhaps fewer of the public than last year for the short service at the Gallipoli Memorial in the Crypt. Then it was on to Whitehall, the crowd seemed as large as ever and it was a pleasure to meet regular attenders from the Association and some more recent recruits. The Abbey was packed for the subsequent Service, as in previous years we occupied several rows of seats in the South Transept. So to lunch at the Union Jack Club. As we have so few opportunities to come together it was especially disappointing that more members were not present. At the conclusion of lunch a presentation was made to Norman Pollitt who had served as Membership Secretary from 1988 until 1999 – see page 55 of this issue, also *The Gallipolian* 91:13.



*Members of the Gallipoli Association marching to the Cenotaph.
Photograph Fergus Cunningham/New Zealand News UK*

BROCKENHURST

The large crowd, including at least four members of the Gallipoli Association, who attended the Anzac Service were not put off by the light drizzle. Nor the restrictions on the use of vehicles because of foot and mouth, this resulted in a walk of some half-a-mile to the church. As always a delightful part of the Service was the laying of posies at every headstone by local children. Something which is always carried out with great energy as they move rapidly from headstone to headstone. The Southampton Youth Brass Band was as usual first class and the Regular Army buglers could not have blown the Last Post and Reveille any better.

CAMBRIDGE

At least eight members of the Gallipoli Association attended the Anzac Service on 22 April in the Church of St Andrew the Great, Cambridge where one of them, Norman Smith read the words of remembrance. The Lessons were read by Air Commodore Geoff Geraghty Head of the Australian Defence Staff in London and Mr G Baughen First Secretary at the New Zealand High Commission while the address was given by Michael Cook AO former Australian Ambassador in Washington.

REMEMBRANCE OF A VICTORIA CROSS WINNER AT CHEPSTOW

Each year on 25 April wreaths are laid on the Memorial to Able Seaman William Charles Williams, who won the V.C. posthumously for his actions at the site of the beaching of SS *River Clyde* on 25 April 1915. The Memorial consists of a gun from a First World War German Submarine and was given to the town of Chepstow by King George V. Williams name is also on the town War Memorial a few feet from the gun. Details of his bravery are available from other sources, I just wish to tell of the simple ceremony carried out this year when I was unable to travel to London. Not wanting the day to pass without my paying my respects to those involved with the Gallipoli Campaign, I decided to go from my home near Cardiff to join the Royal Naval Association wreath laying at Chepstow.

About twenty of us gathered round the gun and war memorial at 1100. The Vicar said his few words and a prayer, two wreaths were laid on the gun, one from the Royal British Legion and one from the Royal Naval Association. Both standards were on parade. An elderly gentleman with a trumpet sounded the Last Post, two minutes silence were kept, and Reveille sounded. The busy life of the town went on while some on lookers paused to observe the ceremony. A photograph was taken, and that was that.

Later in the Royal British Legion Club I was able to reminisce with a couple of old sailors in the way that old sailors do. There was one member of the Williams family

present, an elderly neice. Later I visited the Parish Church where the painting of the *River Clyde* at V Beach hangs. Above it are two White Ensigns worn by ships of the Dover Patrol in the First World War and below are the details of the four Naval Victoria Cross's won on the beach, a Commander, two Midshipmen, and Able Seaman Williams.

Before I left the Church I lit a candle for William Williams and went home happy that I had been able to play a small part in the annual commemoration of the events of eighty-six years ago.

Lieutenant Commander Arthur Coxon



Memorial to Able Seaman Williams VC at Chepstow, Lieutenant-Commander Arthur Coxon (second right). Photograph Chris Sutton.

DALLACHY

Derek Smith laid a wreath on behalf of the Gallipoli Association at the Strike Wing Memorial on Anzac Day in company with representatives of bodies including Lennox Community Council, Buckie Branch of the Royal British Legion and the Spey Bay Hall Committee.

EDINBURGH

The annual Anzac and Gallipoli Day service, organised by the Royal British Legion Scotland, was held at the Scottish National War Memorial Shrine in Edinburgh Castle 25 April. Well attended as always, the Gallipoli Association being represented by both members and friends, with the Association wreath being laid by Commander Ian Hamilton, R.N. Other wreaths laid included those of the High Commissioners of Australia and New Zealand, The Royal British Legion Scotland, The Armed Services of Scotland, The Scots Australian Council, The English Speaking Union, The Royal Overseas League and the Merchant Navy. Present were representatives of Flag Officer Scotland and Northern Ireland, the Army Command Scotland, and the Air Officer Commanding Scotland. A small detachment of the 1st Battalion The Highlanders were in attendance, including a Piper and Bugler who played "The Last Post" and "Reveille".

After the ceremony, guests were entertained to lunch at the Royal British Legion Scotland Headquarters at Logie Road. Those present included two female members of the Royal New Zealand Navy – a Lieutenant and a rating – at present doing courses in this country.

Commander Ian Hamilton

Another of our members, Miss Dorothy Goate has written to say that as in 2000 the morning was wet but this did not hinder people from attending. She, and a friend whose father had served in the Royal Navy at Gallipoli, met two girls from the Australian Air Force who were on leave and so happy they had arrived in Edinburgh to coincide with the service.

NORWICH

At the Anzac Service arranged by the Norfolk Branch of the Britain-Australia Society tributes were made to the last British survivor of the campaign, Percy Goring, resident in Western Australia and a tape of the service was subsequently sent to him. Grandchildren and great grand-children of those who fought at Gallipoli handed out sprigs of rosemary in remembrance of those who served in the campaign.

SHAFTESBURY

The moving Anzac Day service organised by our member John Freeman goes from strength to strength with this year both Australia and Canada being represented. Despite the rain there was the largest attendance yet, and amongst those present, three Australians one of whom had lost his father at Gallipoli. John Freeman managed to have a large report about the landings at Helles published in the local magazine – *Blackmore Vale* – and was interviewed on the local radio.

Editorial Note: We are extremely grateful to all those who have contributed reports, photographs, service sheets and press cuttings on the services and to all those who attended both these and other services.



Mudeline Agnew, a relative of a Gallipoli veteran, outside Norwich Cathedral before the Anzac Service. Photograph Adrian Judd.

ANZAC DAY AT SUTTON VENY

NICKY BARNARD

The morning of 25 April at Sutton Veny Church of England Primary School was a very busy one, beginning with the making of 172 posies for the Commonwealth War Graves in the churchyard of St John the Evangelist Church. The service was well attended by parents, past and present, members of the local community, visitors from Australia and invited guests. Among them The Right Reverend Peter Hullah Bishop of Ramsbury, Mr Bob Wolfson Chief Education Officer for Wiltshire and Captain Craig Shortt Australian Liaison Officer at Warminster Training Centre, his wife Jasmin, new baby daughter Hannah and Captain Shortt's mother who was visiting from Australia.

The service included poetry written and read by the older children (see later) while Captain Shortt gave the children a brief history of the beginnings of Anzac including the story of Simpson and his Donkey. After the singing of the National Anthems of Australia, New Zealand, and Great Britain, the school then assembled in front of the Cross-of Sacrifice for the reading of the Anzac dedication by Victoria Ashley age 11. The younger children were then led by the older children to lay the posies on the graves; this year each posy carried the simple message:

In Remembrance on Anzac Day 2001, From the children of Sutton Veny School.

Afterwards the friends of Sutton Veny School served refreshments supplied by Hythe Mess at the Warminster Training Centre and funded by the Australian High Commission. HTV West News filmed the service and a report appeared on the early evening local news.

Unfortunately this was Captain Craig Shortt's last ANZAC service for Sutton Veny School as he returns to Australia at the end of the year. We will miss the support that he has given to the school over the past two years and wish him and his family well for the future.

I can mention that we are in contact with Wangaratta RSL and Cervantes and Thoona Primary School's in Western Australia. Another new contact is Alan Kitchen a customer service manager for Qantas who helps arrange battlefield tours. From these and from our own efforts we are expanding our collection of Gallipoli memorabilia, which includes such items as a slouch hat and a picture of Sari Bair.

As part of their studies the children from the junior classes have written poems about the Anzacs three of which are reproduced on pages 16 and 17.

Our Memories Of The Anzacs!

Vicky and I feel very strongly about the Anzacs and so to show our respect we have written an Anzac acrostic.

Born to serve our great country,
 Rough sleeping, peace seeking,
 April 1915 Gallipoli they saw,
 Visited villages, trenches, graves,
 Enemies beware of roaring rage,
 Rights for our country, kneel and bow,
 You must appreciate the gallant soldiers,
 ! So when you hear a poem or walk upon a hill,
 remember as we do,
 the pain, suffering and lives they gave.

We hope you understand how we feel, and why we will never forget the lives they gave. The many casualties and broken hearts, that is a lot to replace, and most probably impossible.

So take a moment now and again to bow your heads and think and feel how we feel.

Victoria Ashley & Rachel Winter

Anzac Tragedy

The war broke out so long ago
 To form tragedy around the world.
 To destroy men, young and old,
 To destroy their homes and their land.
 Things have been mended,
 But the memories still stand.
 People remember so clearly those days,
 Those bloody guns and bullets still stand.
 They came to Sutton Veny to do their part,
 Australians, New Zealanders and English folk too.
 Never forget that they did their part,
 And we must respect them with all our heart!

Cameron Smith & Elena von Benzon

A Poem in honour of the Anzacs!

Arrived in Sutton Veny in 1915.
New Zealand and Australian they were.
Zealous young men they seemed to be.
Armies with courage destined to win.
Children will always remember this day,
the day when they died for us.

Thank you for reading our poem. We hope you feel the same way as we do, because these men died for our country and us.

Emily & Bryony



Lauren McCormish and Fergus Frank with Captain Craig Shortt.
Photograph Western Daily Press.

ANZAC DAY IN JERUSALEM

MICHAEL D ROBSON

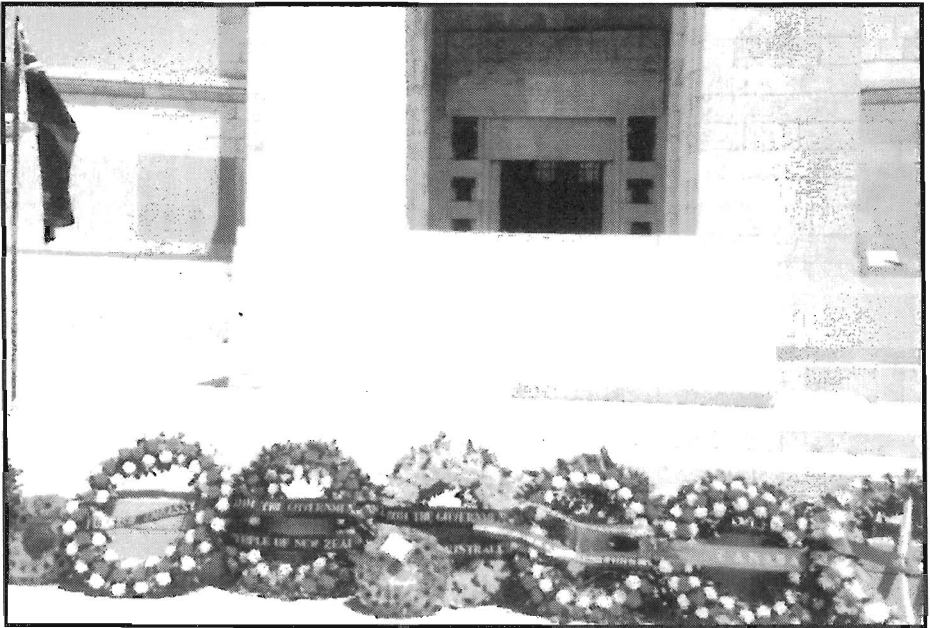
The ever changing relationship between Gregorian and the Hebrew calendars this year brought together the 25 April 2001 with the 2nd Iyar 5761. That day was the eve of Israel's 53rd Independence Day and thereby Israel's Memorial Day for those who have fallen in the country's too many conflicts. The Australian Ambassador to Israel, H.E. Dr. Richard Rigby therefore decided to commemorate Anzac Day on 24 April this year. This wise decision was rewarded by a large gathering for the Remembrance Service held at Jerusalem's Mount Scopus Commonwealth War Graves Cemetery.

Following Dr. Rigby's welcome and opening remarks, the call to worship and remembrance was led by the Reverend Clarence Musgrave. Mr. Kevin Crombie read from the Book of Ecclesiastes and Father Gilles Blouin from the Book of Revelation. Rabbi Shlomo Goldberg read from the diary of a Jewish soldier who served and died as an Anzac. He also read two poems by children, written on the themes of war and peace.

The 86th Anzac Day came just a short while after Australia celebrated its centenary as a commonwealth formed from previously separate and independent states. Gallipoli 1915 was in many respects that young country's baptism of fire. A fire in which it was tried, tested and forged into a nation. Dr. Rigby touched upon this subject in his opening remarks and this theme was continued in a short address given by Mr Ken Symonds, an ex-commando and Australian Second World War veteran. Mr. Symonds concluded by reading from General Sir John Monash's letter addressed to those Anzacs who returned to Australia after 1918. (See page 70.)

Seventeen wreaths were laid by the diplomatic or military representatives of countries and organisations including, Australia, New Zealand, the U.K., Turkey, Canada, France, India, South Africa, U.S.A., the United Nations Truce Supervision Organisation, Israel's Foreign Ministry and her army (the I.D.F. also provided the trumpeter for the sounding of the Last Post). Among the floral tributes were those laid by the Chamber of Commerce, the Zionist Federation of Australia, AJEX (Australian Jewish Ex-Servicemen and Women), the Jewish War Veterans League and by members of Kibbutz Nir David.

Dr. Rigby next read Laurence Binyon's memorable words and the whole company responded, "We will remember them", before all stood for the sounding of the Last Post, the Silence and the national anthems of Australia and New Zealand. The Rev. Clarence Musgrave then invited everyone to join him in bringing the service to a close by saying together the Benediction Prayer which included the lines:



“May we not break faith with those who have served before us and with those who died. As the torch has been passed on to us, may we hold it responsibly and carry on the work which cost so much.”

THE PALS WANTED

Our member Jack O'Connell of Schull Books, Ballydehob, Skibbereen, Co. Cork, Ireland is anxious to obtain a copy of *The Pals at Suvla Bay* by Henry Hanna published in Dublin 1916. The “Pals” being “D” Company of the 7th Royal Dublin Fusiliers.

THE COMBINED IRISH REGIMENTS OCA ANNUAL COMMEMORATIVE PARADE

MALACHI DOYLE

The Association was honoured to lay a wreath for the first time on the occasion of The Combined Irish Regiments Old Comrades Association 78th Annual Commemorative Parade and Service of Remembrance at the Cenotaph, 17 June.

The origins of the The Combined Irish Regiments OCA stem from the creation of the Irish Free State in 1922 and disbandment of the Royal Irish Regiment (18th Foot), The Royal Dublin Fusiliers, The Royal Munster Fusiliers, The Connaught Rangers, The Prince of Wales Leinster Regiment (Royal Canadians) and The South Irish Horse. The first recorded Regimental Association was formed during late 1922 and early 1923 in London. The first parade and service taking place at the Cenotaph in June 1923. Since then the Regiments falling under the Association banner has grown from the initial six to thirty embracing the North and the South of Ireland.

The 2001 parade and service involved the Band of the Coldstream Guards, The Pipes and Drums of the London Irish Rifles and the Royal School Armagh, CCF Cadet Pipers. The Inspecting Officers were His Grace the Duke of Wellington, KGLVO, OBE, MC., and Lieutenant-General (Retd.) G. McMahon DSM. The event was notable for a number of firsts. Amongst which were wreath laying on behalf of the Canadian Nation in memory of Prince of Wales Leinster Regiment (Major Acton Kilby); wreath laying on behalf of the US 69th Infantry Regiment ("The New York Fighting Irish") by Captain Steve Pritchard of the USMC. A further notable first was the participation of the Gallipoli Association. My father served with the 1st Royal Dublin Fusiliers at the 'V' Beach landings, and I had the honour of laying the wreath on behalf of the Association. Another Association member present at the ceremony was Anthony P. Quinn who is researching Irish Barristers who died in the Great War (see page 56).

The parade and service was particularly well attended and passed off in great style with the fusion of the pipes, drums and band of the Coldstreams. The general aims of all the Associations represented namely perpetuating and honouring those soldiers who made the supreme sacrifice in the Great War could not have been better met. More importantly, the enthusiasm and obvious growing support for this parade and service, means that such a commitment will also be met for a long time to come. The Gallipoli Association will play its part to the full in ensuring that is the case not only with this particular event but also with the many others it supports in the course of the year.

A PRECIOUS PHOTOGRAPH

MARTIN SUGARMAN

In March 1996 I visited Gallipoli in order to follow the route of the Zion Mule Corps and research my article on them later published in *The Gallipolitan* No 90 Autumn 1999 and elsewhere. As I walked around No Two Outpost Cemetery on a gorgeous spring day, I saw a sepia photograph, reproduced here, pushed into the earth near the headstone of Trooper Robert George Bradshaw, aged 39 of 6th Squadron, New Zealand Mounted Rifles, killed 16 July 1915.

I could hardly believe my eyes and was deeply moved. There was no indication as to who had placed the photograph or when, but it was already badly weather-beaten. I was torn as to what to do. Leave it as a mark of respect, remembrance and mourning, but certain within a short time to rot away; or save it as a moving memento of a sacrifice made that day in a far off July. As a historian I decided on the latter as I could not bear the idea of possibly an only photograph of this man being lost forever.



Note: The Editor will welcome further information regarding Robert Bradshaw.

A FAMILY TRILOGY

JOE SYMON QPM

An enduring interest in the First World War was enhanced with membership of the Gallipoli Association, prompting this brief account of my family's connection with that horrendous and bloody conflict.

Private Samuel Symon

1st Battalion Royal Inniskilling Fusiliers.

Samuel was my grandfather, aged 40 with six children at the outbreak of the war, it was a surprise when he turned up at his Liverpool dockland home in uniform. Questioned by grandmother, he identified younger workmates and friends who had volunteered as the spur for his enlistment. His war started and ended at Gallipoli, badly wounded but certainly more fortunate than many of his comrades of the "Immortal 29th Division" and others who perished.

His wounds were sustained near the end of the bitter campaign when, just as the trenches recalled the siege warfare of an earlier age, so troops of both sides turned to an old weapon in the hand grenade, or bomb, as it was then known. With trench lines so close together the bombs were a vital tool of the offensive and defensive warfare. As a 'bomb slinger' (his description) this activity was extremely nerve-racking and accidents were common. If the thrower hit the parapet when he got the trajectory wrong the results were predictable, very often fatal and at least life threatening.

Samuel received severe wounds, one of which consisted of a fist size hole in his back which regularly required dressings for the rest of his life. Following hospitalisation in England, he was discharged on medical grounds in 1917. He always sought to make light of his injuries and ultimately returned to work unloading coal ships, constantly reminded not only of those who did not return from Gallipoli, but many friends who subsequently perished at Beaumont Hamel and elsewhere.

He retained sufficient strength to increase his children to thirteen, many of whom served with distinction during the Second World War. Samuel died in Liverpool in 1954 aged 79.

Corporal John Laverty

3rd Australian Light Horse.

John Laverty was my great uncle, one of my grandmother's two brothers who were orphaned at an early age with both boys being sent abroad in the early part of the 1900's, John to Australia and his brother Frank to Canada, later to serve with the Canadian Army in Europe.

At the outbreak of war John joined the 3rd Australian Light Horse at Oaklands in South Australia stating his trade as a Colt Breaker, probably a throwback to an original family business with horses in Liverpool. Ideal for the mounted unit he joined which Chips Rafferty's laconic bushmans' role in the film *40,000 Horsemen* remains an enduring image.

Many of his comrades were stockmen, drivers, farmers, graziers or station hands, the ideal ingredients for the fabled bush horsemen. However it was when dismounted that they became the stuff of legends. He arrived at Gallipoli in time for the historic charge of the 3rd Light Horse Brigade at the Nek. Even Mel Gibson's portrayal of one of their number in the film *Gallipoli* does scant justice to an engagement of which much has been written and spoken and which evokes great Antipodean pride. In the words of the Australian historian C.E.W. Bean and himself a veteran of Gallipoli:

"...a deed of self sacrificing bravery which has never been surpassed in military history"

Between battles, conditions in the claustrophobic trenches, in full view of the Turkish defenders, rapidly deteriorated. Sickness spread and life became a determined struggle against disease and the threat of violent death. Like all those around him, John was to suffer illness. This caused difficulties for anyone on sentry duty. Officers patrolled the front lines checking if the sentries were alert. In squalid conditions it was not easy with trenches full of sleeping soldiers, many of whom were sick, the officers were only too well aware of the consequences if they found a sentry asleep.

Compassionate officers, aware of the outlandish conditions for their men, sought to give warning of their approach by a variety of means so that their encounter could be with a wide awake sentry. Soldiers in these situations were conscious of their predicament, but exhaustion, coupled with ill health, often meant it was physically impossible not to doze off. John Laverty was to be one of the unlucky ones in this respect. A less sympathetic sergeant from another unit is alleged to have found him asleep on sentry duty. An extract from his field court martial at Destroyer Hill 24.10.1915 states:



John Laverty (centre) with brother Frank (left) and unknown person.

When acting as a sentinel on active service in his post in the sap between Destroyer Hill and Camels Hump at 1.0.a.m. 17.10.15 by Sgt. Mason R.A.

Pleaded not guilty – found guilty.

Sentenced to ten (10) years Penal servitude confirmed by Maj.Gen. A.Godley but Sentence reserved for confirmation by superior authority.

Conviction quashed 9.11.1915 By Lieut.Gen. Birdwood.

It must have been a difficult time for John and I suppose like everyone else he was glad to see the back of that infernal place when he left for Egypt in late December 1915 to join the Western Frontier Force. In May 1916 he was transferred to the Imperial Camel Corps which was raised from Yeoman Regiments, the Australian Light Horse and the New Zealand Mounted Rifles.

Their training as Cameliers commenced at Abbassia Barracks near Cairo. They were a tough assortment and an amusing tale is of the Adjutant, an ex-Sergeant Major of the Coldstream Guards. He thought it would be a good idea to have some music in the camp and to sound Reveille and other bugle calls, so he paraded one detachment and asked, "Are any of you men a bugler?" The most frightful looking ruffian in the rear rank held up his hand. Incredulously the Captain asked, "What, are you a bugler!" The man replied "Sorry Guv, I thought you said burglar!"

John Laverty served with them throughout that campaign until July 1918 when he returned to first the 5th and then the 14th Light Horse Regiments.

After the war he returned to England where he married Norah Campbell on 5 June 1919 and was eventually discharged from the Army on 22 January 1920. His subsequent history is a mystery but I believe his first wife died and he married again, while other family details and the date of his own death are currently unknown.

Petty Officer John (Jack) Traynor

Royal Naval Division – Anson Battalion & 1st Royal Dublin Fusiliers.

My uncle John Marlowe was married to the granddaughter of Jack Traynor who was born in Liverpool and sailed for at least five years on board the *Lusitania*. At the outbreak of war he mobilised with the Royal Naval Reserve, to which he had belonged since 1907. He took part in the unsuccessful Antwerp Expedition of October 1914, and was in the last battalion to leave. During the evacuation, while carrying one of his officers to safety, he was hit on the head by shrapnel. He did not regain consciousness until five weeks later after an operation in a marine hospital in England. His recovery was rapid and he returned to the service and in 1915 was attached to the 1st Royal Dublin Fusiliers as a physical training instructor and a member of the expeditionary force sent to Egypt later the Dardanelles.

On 25 April 1915, he took part in the landing from the *River Clyde* when he was in charge of the first boat to leave the ship and was one of the few who reached the shore that day and survived.

John Masfield in his book *Gallipoli* published in 1916 gives this moving description:

"Nothing could be done to support the few survivors of the landing, who by now lay under cover of the sandbank on the other side of the beach. It was almost certain death to try to leave the ship, but all through the day men leaped from her (with leave or without it) to bring water and succour to the wounded on the boats or beach.

A hundred brave men gave their lives thus; every man there earned the Cross that day. A boy earned it by one of the bravest deeds of the war, leaping into the sea with a rope in his teeth to try to secure a drifting lighter”.

From their positions in the steep banks above the beach the Turks raked the *River Clyde* and the boats with deadly gunfire, the casualties were so heavy that the operation was suspended until after nightfall. Meanwhile all the officers in the landing parties had been killed and Jack found himself in charge of about 100 men who took cover in a narrow trench.

After dusk more officers and men landed, and the small force began to fight its way, with severe losses, up the sandy banks. For days the bitter fighting continued. Jack took part, without injury until 8 May, when he was hit by machine-gun fire during a bayonet charge at Krithia. He seems to have been literally sprayed with bullets, being wounded in the head and chest, while a bullet tore through the inner side of his right arm and lodged under the collar bone.

Medical Corps men brought him back, dazed and suffering, to the beach and he was shipped to the base hospital in Alexandria. Now began his long years as an invalid and as the patient of unsuccessful operations. A well known English surgeon, Sir Frederick Treves, operated on him in Alexandria, in an attempt to sew together the completely severed nerves in the upper arm, which the bullet wound had left paralysed and useless. The operation failed, and so did another on the hospital ship that brought him from Alexandria to England. Whilst on board he suffered his first epileptic attack. These were to continue frequently in the years that followed.

After many unsuccessful operations he was discharged with a 100 per cent pension as being permanently and completely disabled. A subsequent operation on his skull left him with an open hole an inch wide eventually covered by a silver plate. Both his legs were paralysed and most of his organs were impaired. For some eight years he was wheelchair bound and totally disabled, testified to by some ten separate doctors, but as a devout Catholic he was determined to seek a cure at Lourdes. He went there in 1923 and while made a complete recovery being described in an official report by six doctors in 1926 as being a cure that is absolutely beyond and above the powers of nature.

For many years afterwards the case was the subject of much discussion and print. Traynor ran a successful coal and haulage business in Liverpool and died of a hernia in 1943. Perhaps there was an element of divine intervention in his case, a tribute to the supreme sacrifice of his heroic fallen Gallipolian comrades, who knows? I am sure that they do by now!



Petty Officer John Traynor Anson Battalion, Royal Naval Division

All three of these men were born, lived and died streets apart, like so many pals and relations during that war, they were to share the harrowing experience in the hell of the Dardanelles, they survived it, so many did not.

In any event, this short trilogy I hope gives more balance to a conflict bedevilled with myths about one nation contributing more than others, a view that does little justice to all the combatants involved, irrespective of their nationality, race or creed.

GALLIPOLI WEEKEND COURSE

THE ROYAL NAVY AND THE GALLIPOLI CAMPAIGN OF 1915

9-11 AUGUST 2002

The University of Birmingham has linked with the Gallipoli Association to arrange a weekend course taking as the theme the War by Sea and on Land: The Royal Navy and the Gallipoli Campaign of 1915. This will take place from 9 to 11 August 2002 at the Bishop Mascall Centre in Ludlow, Shropshire.

This weekend course, specifically designed for the Gallipoli Association, will include lectures by Dr Bob Bushaway of Birmingham University together with a contribution from Colonel Michael Hickey whose book *Gallipoli* will be very well known to members.

The cost for the weekend course including full board will be £175 per person.

Bookings with a deposit of £25.00 (cheques made payable to The University of Birmingham or by credit card with number and expiry date) should be made to Mrs Margaret Jones, The University of Birmingham, School for Professional and Continuing Education, Selly Oak, Birmingham, B29 6LL. Tel: 0121 414 7363. Please indicate whether a single or twin room is required.

SALONIKA COMMEMORATION

The annual gathering of the Salonika Campaign Society at the Cenotaph will take place on Saturday 6 October at 1115 to commence at 1140. Members of the Gallipoli Association are cordially invited to attend and on arrival should make themselves known to the organisers Philip Barnes, Simon Moody or Alan Wakefield. Afterwards a reception will be held in The Cardinal off Victoria Street.

WEB SITE – HELP REQUIRED

The Gallipoli Association website attracts a significant number of visitors and, as intended, helps to raise the profile of the Association worldwide and attract new members. Like all other aspects of the Association it is administered and maintained entirely on a voluntary basis and at the moment cannot always receive anything like the dedicated attention of commercial websites. There is a real need to keep the site fresh and dynamic. In addition, plans and many good ideas in keeping with the Association objectives are in the pipeline but we need additional help to bring them to fruition.

We are seeking the assistance of members willing to contribute their time, have private PC facilities (not corporate-owned) and have some pre-requisite knowledge of the web-site technology involved. If you feel interested and committed we would like desperately to hear from you.

Please call Andy Mullen on 01252 810001 (any day after 19:00). Please indicate the particular role(s) that best suits you from the following below:-

Role	Activities	Typical pre-requisites
Text preparation	From being supplied with raw text (articles, cuttings, photos), laying out a page on Association templates & livery.	Basic Web Authoring software, Some HTML knowledge is helpful. Most people with a basic interest would normally be able to achieve this.
Site design	Provide new ideas for site layout backed by provision of actual solutions. & requirements will be discussed.	Previous website development experience. Creative use of Targets graphics & other web animation tools. We are open to ideas on specific software tools involved.



The Gallipoli Association Tour at the Helles Memorial. The author of the article on extreme right, Colonel Michael Hickey front row in dark blazer, Captain Christopher Fagan in centre holding hat.



*Most of the Tour Party awaiting supper in Ecebat.
Both photographs by Major Hugh Jenner.*

THE ASSOCIATION TRIP TO GALLIPOLI

LYN MACDONALD

Twenty Gallipolians rendezvoused at Heathrow airport on 19 May, in an atmosphere of happy anticipation, despite the fact that most of us had been obliged to rise at break of dawn – if not before! We mostly knew each other well, and such was the cameraderie of our group that even the few spouses or friends of members who had joined us, were soon drawn in and, by the time we reached Istanbul, were already ‘part of the family’. We were soon bowling off in our spacious coach, with Colonel Michael Hickey, our convivial guide at the helm – his commentary was not only entertaining us but impressing us by the extent of his knowledge.

When we reached Bulair it was fascinating to see the plainly visible Bulair Lines, the fortified hilltops engineered by the British, French and Turks (then our allies) in 1854 during the Crimean War. Here too, where the Peninsula is narrowest, we got our first sight of the Gulf of Saros, and were reminded of the feat of Lieutenant Commander Bernard Freyberg. He swam ashore on 25 April to light flares along the shoreline to simulate a landing during the Royal Navy’s feint to distract attention from the genuine landings further south, and swam back in freezing waters for more than a kilometre before being picked up. Driving on across country, and then close to the Dardanelles, we were reminded of classical times and that this was the Hellespont, which Leander had swum night after night to visit his love, Hero. Did the spot Michael Hickey pointed out actually mark the remains of Hero’s tower? We liked to think that it did – though *he* was sceptical.

Our hotel at Eceabat, which was hardly in the class of the Ritz, was clean, with comfortable beds, and good plumbing – which is not always the case on the Peninsula. There was also a friendly welcome – and a ‘bar’, although it took the form of a few bottles of beer and wine in a fridge next to the reception desk. Then Michael Hickey was observed roaming the third floor corridor in search of a screwdriver, and, wearing the expression of a man who was in dire need of a drink. There was a bottle of whisky in his suitcase and, having entered his wife’s code by mistake, could not open its combination lock! In due course we sallied forth to enjoy our first Turkish meal in one of the several restaurants he had recommended and enjoyed a pleasant stroll back beside the waters of the Dardanelles with the lights of Cannakale gleaming across the water.

Day Two: Eceabat is well-placed for reaching any part of the battlefield, and although a groan or two was heard when an 0815 start was decreed, such early ‘kick-offs’ enabled us to enjoy a leisurely and unhurried programme, with plenty of time to ‘stand and stare’. We travelled first to S Beach – Morto Bay and the Turkish Memorial – which was not only a splendid orientation point, but enabled us to

remember the effort of the French forces – which are so often overlooked. From here it was also fascinating to look across to the Asian side, where the French feint landing took place, from which the notorious great gun “Asiatic Annie” dominated the Peninsula. Travelling back much further in time Michael Hickey pointed out the knoll on a distant hill which is believed to be the burial place of Achilles. Some of us then walked to Skew Bridge, underground H.Q. of the Royal Naval Division, with interesting trenches and dugouts found after a couple of false starts and some scouring around. The rest of us (the ‘sick, lame and lazy’!) enjoyed the pleasant sunshine and some moments of quiet contemplation in the cemetery.

Then V Beach – and here we really got our feet on the ground as Michael Hickey recreated the familiar epic of the *River Clyde* before scrambling up the cliff path to visit the grave of Colonel Doughty Wylie. Did his widow visit it even in the midst of the campaign? A veiled lady certainly did so the mystery remains.

On we went to W Beach – Lancashire Landing. Until recently this was a restricted military area, so it was new ground to all of us, and thrilling indeed to drive across the country as Michael Hickey evoked the events which had taken place there. We took our picnic lunch on the beach itself where they won “six VC’s before breakfast”. By the time we continued we had covered, albeit sketchily, the 1st Battle of Krithia.

Then X beach, Gully beach, where the terrain was suitable for goats, the young, or determined stalwarts, but where everyone was interested to observe the lie of the land, (so far as they went!) and to see the vestiges of the pier. Then Y Beach via Pink Farm and half a dozen of the said stalwarts then set out to walk the line of the advance to Twelve Tree Copse, some kilometres away. The rest of us made our more leisurely way by coach and sat under the trees where Michael Hickey again set the scene. We visited the beautiful cemetery and the New Zealand Memorial there, and when the admirable hikers appeared, with the satisfaction of having literally walked in the footsteps of the troops, we moved on to Fusilier Bluff. There we were able to look at the ground where on 17 June, the newly arrived 7th Royal Scots – the half battalion which had escaped the tragic rail disaster that wiped out half their comrades – were committed to their first disastrous battle. The heat was so fierce that the scrub on the ground took fire, trapping the wounded unable to crawl away. The trench line from which they started off is still clearly visible, etched across the fields on the higher ground. Now it was time to return after a long but enjoyable and satisfying day, for a welcome drink, a shower, and another happy evening.

Day Three: Today was ‘Anzac Day’. We drove via Brighton Beach, where the Anzacs were intended to land, to Anzac Cove where they actually did land and marvelled anew at the precipitous terrain and the prominent landmark of the Sphinx – still extraordinarily sphinx-like, despite much weathering and erosion. At Embarkation Pier Cemetery a rough track through sand and scrub led to the beach

where a pier, now disappeared, was built to evacuate the wounded from Sari Bair.

Some inscriptions on the stones in the cemetery, and the details in the cemetery register, reminded us how many of the soldiers here were very new Australians who were born in Great Britain. To cite one of many, the grave of Private Fowlie, AIF, who died aged 26 on 22 August, the inscription reads: *M.A. of Aberdeen University. Eldest son of John Fowlie, Macduff, Scotland.* And the gravestone of Trooper Johnston of the 2nd Light Horse is movingly inscribed with his last words "*Never mind me, Boys. Save Serjeant Beaton.*" But perhaps the most poignant aspect of all was that there are almost 700 graves of unnamed, unidentified soldiers.

This was an excellent orientation point, for the coastline north to the tip of Suvla Bay, and south to Ari Burnu, while on the landward side as we returned we could see the whole panorama of the high ground, Rhododendron Ridge and Chunuk Bair, the Nek, Walker's Ridge and Plugge's Plateau. It was obvious that the few members of our party who had come full of goodwill, but with no particular knowledge of Gallipoli, were succumbing to its magic – and to the general enthusiasm. Not least that of Michael Hickey who untiringly provided the informative and fascinating background in his resonant booming tones. It was our Chairman and C.O. Christopher Fagan who affectionately dubbed him, "Our very own bittern."

At Shrapnel Valley, some – the same indefatigable cohort! – set off on the arduous climb to Lone Pine. The rest walked along the road, or sat in the sun and absorbed the peace of the cemetery from which we could trace the landmarks in the high ground above before joining the coach for Lone Pine. One, who shall be nameless, deciding belatedly to join the walkers, set off to catch them up and got lost. Having failed to appear when we mustered at Lone Pine, he was retrieved by a search party having sensibly retraced his steps to the mouth of Shrapnel Valley 'where last seen'. After lunch at Lone Pine most of us walked along the road to Quinn's Post and the Nek where the Australian Light Horse, fictionally and 'freely' immortalised in the Australian film *Gallipoli* made their costly attack.

Then the tortuous road to Chunuk Bair where we were able to look at the precipitous approaches, visit the New Zealand Memorial and consider the action and the counter-attack led by Kemal Ataturk – 'a soldier's soldier' if ever there was one, and a naturally gifted tactician. Here we obtained a true appreciation of the Aghyll Dere approaches and the ground to the north – a useful introduction to our foray to Suvla. The day culminated in a spectacular drive to the highest point on Hill 971.

Our hotel was right by the ferry terminal – those with rooms overlooking it spent a lot of time looking at the ferry and other shipping on the narrows. Early risers even saw the liner *Oriana*. That evening Michael Hickey, whose knowledge of Gallipoli is equalled by his knowledge of local gastronomy, intended to dine in Cannakale and said that we were welcome to join him. Those who did were rewarded by a



Michael Hickey, waving stick, describing the landing at V Beach. Photograph Andy Mullen.



Close to the well at the entrance to Gully Ravine. Photograph Hugh Jenner.



Commemoration at Hill 60 when a posie of poppies was laid on behalf of Percy Goring for his fallen comrades.



*At the grave of Private John Simpson of Simpson and his Donkey fame in Beach Cemetery.
Both photographs by Andy Mullen.*

piscatorial feast in a restaurant above the fish market – and those who didn't regretted it!

Day 4: A day of highlights in northern Anzac and Suvla. We drove by Lala Baba and the Salt Lake to C beach, frequently stopping to look at the terrain, and perhaps nothing brought the past more vividly home to us (*pace* Col. Hickey) than the skeleton of a foundered barge. There had been a number of private pilgrimages during the trip when some of us had laid wreaths or simply visited special places which had a personal association. But *this* was Christopher's day, for his father who served in the Royal Engineers had been at Jephson's Post, high above the plain in 1915. Many years later, when his father was in his seventies and not long before he died, Christopher had done the very rough climb with him, back to the same spot. Now he intended to do it again – and, on that special day, he was wearing the pigskin belt his father had worn in 1915, and carrying his father's stick.

There were many other serendipities that day – too numerous to relate in detail. Among the highlights, and perhaps the most memorable, was our hair-raising drive up the Kirechtepe Ridge, where our splendid driver Nevzat responded to the challenge "to boldly go where no coach had gone before" and drove us up a precipitous, winding, unsurfaced track to almost the top of the ridge. On the way it gave us a view of the terrain where the 5th Norfolks attacked, and the extent of their advance – and this was riveting in view of the recent bowdlerised version portrayed in the film *All the King's Men*. Despite our well-founded reservations about the film version, it was a touching experience to see the ground.

We rose higher, and higher until we reached the Turkish cemetery and memorial where by some feat of remarkable skill Nevzat succeeded in turning the – luckily empty – coach. Here a simple cemetery founded many years ago, and a modern memorial with a plaque beneath which translated the Turkish inscription: *Between 6-8 August 1915 three companies of the Gelibolu and Bursa Gendarmerie Battalions, after heroic fighting, have stopped the British forces, equivalent of two brigades at Kakoldagi and Kirectepe, thus defended the northern flank of the Anafartalar Group.* These brave auxiliary troops had arrived in the very nick of time after a long forced march from Bulair. We had seen the old road they marched along, and we knew how far away it was. We were very happy to pay our respects.

While the rest of us rejoined the coach, Christopher, supported by the stalwarts struck out across the precipitous crest to reach Jephson's Post. The others picnicking in Azmak Cemetery, so out of the way that it is seldom visited, anxiously watched their progress through binoculars. It was *very* hot that mid-day, but they duly rejoined us in the best of health and spirits to our great relief and admiration! On we went to Chocolate Hill, visiting Hill 10 cemetery and Hill 60 where we laid a wreath on behalf of and at the request of our Australian veteran, Percy Goring. Chocolate Hill proved difficult to reach due to a combination of vicious dogs and barbed wire,

but Green Hill was evocative, and our coverage of the ground had given us a very good and sympathetic understanding of the Suvla campaign.

Day 5: This was *the* day for the fit and dedicated trekkers, who departed early for Gully Ravine. The sick, lame and lazy, ie the majority including, alas, this reporter set off by ferry for Cannakale and, having picked up another most entertaining and informative guide, were rewarded with a fascinating visit to Troy and a dip into the classical history of the ancient world. Later there was a pit-stop at a café and the inevitable but good souvenir shop before returning via a Turkish gun position. Some visited the fort and military museum in Cannakale, while others who had been there previously, or were just plain greedy, set off for a pleasant walk along the shore with the objective of taking a leisurely lunch at the splendid fish market restaurant.

We all returned independently by ferry. The 20-minute crossing usually enlivened by somewhat persistent sellers of carpets, silk scarves and other items – to which some of us succumbed. But no one can be un-moved by the passage across these historic waters. On a cliff-top dominating the narrows is a depiction of a Turkish warrior and the touching inscription which can be seen from all the ships that ply the Dardanelles: *Stop wayfurer! This ground you come and tread on is where an epoch lies. Bend down and lend your ear, for this is the place where the heart of a nation sighs.* Food for thought when one recollects that we were the invaders.

Some of us returned in time for a siesta and roused in time to greet the wanderers on their return – sunburned, dusty, weary, but happy. They had not only trekked up Gully Ravine, but carried on and managed this time to get onto Chocolate Hill. The lesser mortals were full of admiration. Those of us who were not too tired went by coach to Gelibolu (from which the anglicised ‘Gallipoli’ takes its name) where we dined at an excellent restaurant in the harbour under the aegis of the epicurean Colonel Hickey. No one who joins Michael will ever go hungry, and course after course of delicious Turkish food was presented for our delectation, washed down by a good deal of excellent local wine followed by a remarkably modest bill!

Day 6: Sadly our last day on the Peninsula.. We drove to Helles via Kilid Bahr Fort, which there was time to explore. We stopped at a Turkish Memorial, an impressive sculpture of a single soldier carrying a mammoth shell, celebrating the exploit of Corporal Seyit Onbasi, who carried the last shell to his gun when the lifting mechanism failed. He must have been a regular Samson of a man! We carried on to the Redoubt cemetery, where James Watson Smith laid a wreath in memory of his great uncle who lies here, and we looked at the terrain of the Vineyard battle, and the ground where the King’s Own Scottish Borderers attacked in the 2nd Battle of Kritha. At the Helles Memorial we held a small commemorative ceremony and laid a wreath. One of our members had brought a recording of the Last Post, which added a touching note to Christopher’s words as he gave the exhortation.

It was now time to leave the Peninsula, pausing only at Eceabat to pick up a young man who was off to do his military service and to whom we'd been asked to give a lift. After a rousing musical send-off by his mates, we wrested him from the arms of his weeping mother and set off for Istanbul stopping for lunch near Gelibolu at another watering hole recommended by the trusty Michael Hickey.

In Istanbul a convivial gathering assembled to meet one of our members Major Bali Yazici and his British wife who joined us for dinner. The Major's father, General Tahsin Yazici, had commanded the first Turkish brigade to see service in Korea, while Mrs Yazici had assisted with the publication of *Bloody Ridge Diary* – see book reviews. We also had the pleasure of meeting Dr Özgönül, herself an expert tour guide and friend of Michael Hickey's. In response to a very tentative enquiry, Colonel Hickey and our splendid Turkish guide, Guven Pinar, had pulled strings, used influence, and obtained permission for us to visit Scutari, where Florence Nightingale nursed the wounded of the Crimean War – a near impossible feat since it is closed to the public at present. About half of us took advantage of this privilege and were met by a smart young lieutenant who took us through the corridors where the wards had been and escorted us round the small and fascinating museum and to Miss Nightingale's private apartment, still furnished with her own furniture. Later, we visited the Haidar Pasha Cemetery outside the main gate, where the ornate tombs of the Crimean graves lead on to a Commonwealth War Graves Commission cemetery where some who were taken prisoner at Gallipoli are buried.

Others had chosen to visit the sights in Istanbul, before we moved to the extensive and very interesting Military Museum. Here we were treated to a performance by the Janissary Band – a magnificently attired group of elite musicians – whose task in times gone by was to accompany the army into battle playing loudly and with full-throated cries. They *were* extremely loud, and one could well understand how they terrified the enemy!

Finally an evening coach ride to a fishing village beside the Bosphorus where we enjoyed a splendid farewell dinner at the end of a trip which had even surpassed our expectations. That it did so was largely due to the hard work of Hugh Jenner, Bill Marsh, Andy Mullen and James Watson Smith. Between them had done all the administration and paperwork and worked out the itinerary with such meticulous thought and care that everyone was able to do as much or as little as they wanted. We were able to pursue personal interests and fit in special visits, with plenty of time to “stand and stare” without ever feeling that the programme was less than leisurely.

This short account is but an outline of our doings, and there were other highlights – the somewhat basic open-air café in Krithia village where the shop-keeper across the street, having heard that we wished to buy wine, brought an armful of bottles across for us to choose from. The delightful, giggling children who dogged our footsteps; the friendliness and courtesy of the people; the wonderful sunsets, the scenery, and

the sight of Imbros and Samothrace rising from the sparkling Aegean. And the disillusionment of those of us reared on the romantic poets to find that, locally, lovely 'Samothrace' is pronounced uneuphoniously to our ears 'Sam-okra-ty'. But we did master a few Turkish phrases eg. *Bardak sarap lutfen* and *Bardak bira lutfen* meaning 'a glass of wine – or beer – please', *Mudan sewrak*, mineral water, and *Hayur Tesekkur Ederim*, a polite refusal which effectively discouraged persistent vendors. On our final morning there was time for last-minute forays to the Grand Bazaar for bargain shopping – for with our favourable rate of exchange Turkey was not expensive for us. All-too-soon it was time to load the luggage, board the coach and head for the airport and the flight home.

But there's always another time!

See enclosed Booking Form regarding the next Association Tour – 10-18 May 2002.



Some of the Committee at Jephson's Post, Suvla – (left to right) James Watson Smith, Andy Mullen, Captain Christopher Fagan and Bill Marsh.

Photograph Major Hugh Jenner.

SPECIAL REVIEW

HISTORY IN THE DEPTHS

History in the Depths is a 60 minute documentary programme made by a member of the Gallipoli Association the distinguished Turkish television producer and underwater enthusiast Savas Karakas. Eighty-three years after the conflict of 1915 he was given permission by the Turkish government to film the sunken war graves of the Dardanelles.

The original film made for Turkish television extends for five 30 minute programmes and was first screened in 1998. A 60 minute edited highlights version of unique and remarkable underwater footage is now available including English captions giving ranks and units of the participants. Narration is by David Ritchie, who also provides voice extracts from letters and memoirs. The Anzac parts are read by Jake Downs, who did the "I am an Australian" advertisements during the last Olympics, while the Turkish contributors are Gün Gencer and Deniz Sütçü.

His Excellency I.K. Forsyth, Australian Ambassador to Turkey said after viewing the film, "I am sure it will help to inform Australians of the Gallipoli Campaign and provide a perspective that they might not otherwise see." While Ashley Ekins, Senior Historian at the Australian War Memorial said, "Hopefully, a big stride forward in Australian-Turkish understanding of a significant event in both Turkish and Australian national history. It is particularly valuable for its original and striking underwater footage of the large number of wrecked battleships around the Gallipoli peninsula – this has never been viewed on film before." Ross J Bastiaan said of the video, "We have many shows on the Anzac story. None on the Turkish view however. None on the wrecks. There is the strength."

"Savas Karakas" said Kenan Çelik OAM, Gallipoli Guide and Historian, "has achieved a magnificent task bringing the wrecks of the Gallipoli Campaign lying under the calm waters of the Dardanelles and the beaches around the peninsula to the attention of the historians and the public. This daring achievement without doubt deserves public acclaim and encouragement for further studies in this field."

The film presents an interesting perspective of events of 1915 with much archive material, in addition to which there is striking underwater footage including the wrecks of the battleships HMS *Irresistible*, HMS *Majestic*, and HMS *Triumph*, the Turkish battleship *Mesudiye*, the trawler *Lundy*, landing boats, pinnaces and other small craft. A splendid opportunity to see below the waters of the Dardanelles for the first time.

The film on VCD (Video Compact Disc) which can be played on DVD, VCD or PC disc drivers is available for 16 USA Dollars including air mail post from: Denizler Bookstore Istikal Caddesi No 395, Beyoglu, Istanbul, Turkey email address turgayerol@turk.net. Payment of the \$16 can be made by MC/Visa Card, personal cheque or international money order made payable to Rifat Behar.

CORRECTION

In *The Gallipollian* No 95 Spring 2001 pages 55-56 we published a note about the Royal Hampshire Museum. The opening hours should read:

The Museum is open on weekdays throughout the year 1000-1200 and 1400-1600 and from April to October inclusive also at weekends and Bank Holidays 1200-1600. Admission is free.

RND

Index Number 2 of *RND*, the journal devoted to the Royal Naval Division was published in the Spring. This comprehensive index covers issues 9 to 16 inclusive a total of 842 pages packed with information about the Division.

Issue No 17 was published in June and again contains a wide range of articles including as might be expected several related to the Gallipoli campaign. How nice to see a feature about one of our earliest members, and distinguished Vice President, the late Brigadier Basil Rackham CBE, MC & Bar. An analysis of the battle experience of Able Seaman Charles Swales who served with the Nelson Battalion at Gallipoli, is provided by his son Captain R C Swales RN. This includes some fascinating photographs and brief biographical notes on many of those mentioned by Able Seaman Swales. Carrying on from earlier editions is a list of RND names from the Helles Memorial, here from Stoker Kinnon to Able Seaman Leggott, with the Commonwealth War Graves Register entry. Len Sellers continues to be indefatigable in bringing together a wealth of information about the Division and further information on subscribing to RND is available from him at Honeysuckle House, 17A Bellhouse Road, Eastwood, Leigh-on-Sea, SS9 5NL. or e mail leonard@madasafish.com

ROYAL NAVAL ARMoured CAR DIVISION AT GALLIPOLI 1915

STEVE CHAMBERS

When war broke out in 1914 the Royal Navy acted first with the idea of armoured car units, many promptly seeing action in France and Flanders. Being given the official but misleading name of the "Royal Naval Armoured Car Division" (RNACD) the armoured car squadrons were manned by personnel of the Royal Naval Air Service (RNAS) and consisted of a mixed collection of armoured cars, Ford cars, motor lorries and motor cycles with side cars. Recruiting began at the RNAS Headquarters at Crystal Palace, with the RNACD being formed at the *Daily Mail* Airship Sheds at Wormwood Scrubs. In March/April 1915 the first squadrons were sent to the Eastern Mediterranean. These consisted of two armoured car squadrons, namely No.3 under the command of Josiah Wedgwood, being shortly followed by No.4 under the command of James Boothby. Four motorcycle units were also sent, being No.9, No.10, No.11 and No.12 Motor Maxim Squadrons, although originally intended to be part of the RND, were eventually grouped along with the two armoured car units.

The thoroughbred of motor vehicles, the Rolls-Royce Silver Ghost, was used as the chassis for their cars, while equal thoroughbreds were in command. Among these was Josiah Wedgwood MP, from the distinguished Staffordshire pottery firm, and friend of Winston Churchill the First Lord of the Admiralty (Wedgewood 1941.) The Hon Arthur Coke MP, son of Lord Leicester served as did Francis McLaren MP, who had spent many an evening playing bridge with the Asquith's at Downing Street. Commander Charles Samson, the RNAS pioneer aviator who himself served at Gallipoli in the air, began the war in the Armoured Car Division, seeing service in France and Flanders in 1914. Samson had a heavy input on the design and development of the armoured cars, which were originally put into service in Flanders for action against enemy Airship bases. Other members, although not seeing service at Gallipoli, included the Duke of Westminster, one of the richest men in Britain, Locker-Lampson another MP, Wilding a lawn tennis star and Apsley Cherry-Gerrard who accompanied Scott on his last expedition to the Antarctic. Fuelled by the glamour of war, adventure and probably some personal ambition, these courageous men helped forge the beginnings of armoured warfare.

Trojan Horse of Gallipoli

The *River Clyde* and V Beach Landings 25/26 April

Leaving their Rolls Royce armoured cars behind, but taking twelve motor cycles in order to transport their Maxims and help carry ammunition, 50 men from No.3 Squadron RNACD under the command of Lieutenant-Commander Josiah

Wedgwood with Sub-Lieutenants Hon Arthur Coke, Illingworth and Parkes were detached to the *River Clyde* commanded by Commander Edward Unwin RN. Their task when the ship reached the beach was to provide covering fire to aid the landing of the troops.



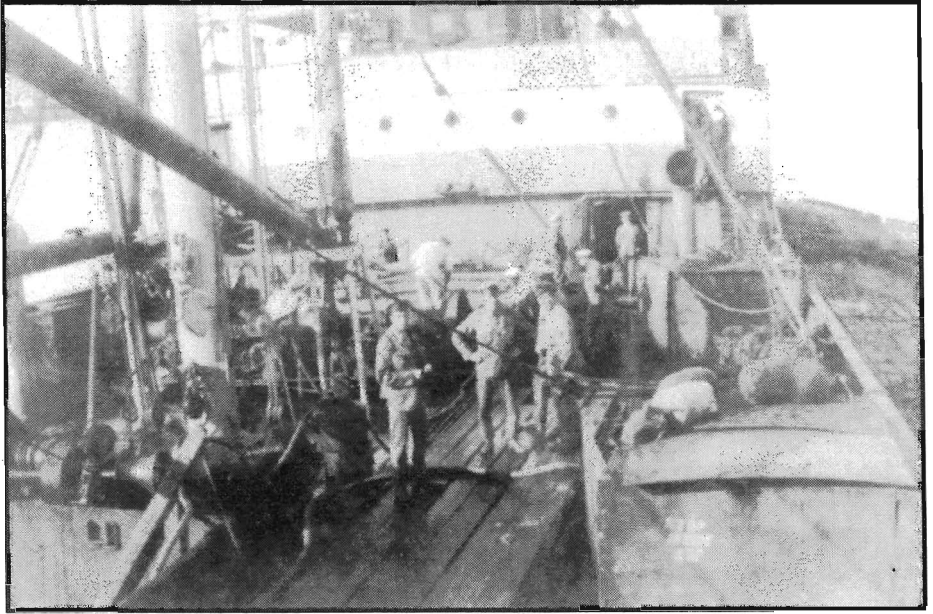
Sub-Lieut. Illingworth and Mitchell along with men of No.3 Squadron RNACD, on route to the Dardanelles March/April 1915.

In a letter dated 21 April 1915, Sub-Lieutenant Douglas Illingworth writes:

“... One can say nothing of ones doings and there is no other news to write. However, we have done nothing yet and there is no means of using us in our normal capacity at the moment. So some of us here volunteered in an exciting enterprise in the meantime.”

Work was carried out to protect the men on board the *River Clyde* collier. Steel casements were built to take the Maxim guns, with the bridge being lined with steel plates and the bulwarks with sandbags. The casements on the bow were manned by Sub-Lieutenant Coke who commented:

“This is to be my seat in the stalls, and many a man now in England would give £1,000 for it”. (Wedgwood 1941)



Deck of the River Clyde in Lemnos bay April 1915, prior to the landing. This clearly shows the armoured square hatches that housed the RNACD Maxims.

The *River Clyde* was run aground on V Beach at 0625 on 25 April after a heavy naval bombardment. In command of his machine gun crew on the bridge was Sub-Lieutenant Illingworth, who in a letter dated 6 May, (Illingworth) describes what happened:

"As there are no immediate possibilities of using us in our nominal capacity I volunteered with about half the squadron to work on maxim guns on a ship called the *River Clyde* – a large tramp, which was to run ashore with a full load of troops. This was affected on Sunday 25th April about 7 a.m. after the fleet bombarded heavily. The idea was bad and the scheme a failure and but for extraordinary good luck there would not have been a single survivor to tell the tale. One gun and a few shells and we were finished. However fortune favoured us. The Turks had no guns to speak of and what they had were very bad – bad range on bad shells, for not a single shell burst which hit the ship. We ran ashore all right but the barges we towed alongside did everything but what was intended – of course no sane man would ever expect otherwise. But that was not the real trouble – our naval guns did not cover the landing well and so we lost heavily while the men were going from our wreck to the shore. Battleships as artillery are a failure – they are difficult to communicate with and not familiar with land operations. The hillsides leading up from

the little bay were covered with trenches which were comparatively little damaged. So we had to keep on firing hard to protect our handful of men on shore from being rushed and then land the rest under the cover of darkness. The struggle was terrible for about 48 hours but eventually some great Irish heroes took the hills and dug the enemy out. I know little of the landings at other points, but I fancy this one at Sedd-el-Bahr was by far the most violently opposed and difficult. Our old boat was riddled with bullets and hit a good many times by shells from the Asiatic side. It is a ghastly thing to be in a ship stranded and unprotected in any way. Both bullets and shells went right through. I had a gun on the bridge and had put up plates which kept the bullets out, but several officers were killed beside me who would persist in standing up too much. We stayed on the wreck until a landing had been secured to protect any possible rush of the ship and then went ashore..."

The *River Clyde*, although firmly driven aground, was not beached far enough on to the shore for the disembarkation of the 2,000 troops on board. The wash when she hit the beach had swung the steam hopper *Argyle* and the three lighters that were to bridge the gap widely out of position. The immediate need to bring these alongside was quickly realised by Commander Unwin who, with other officers and men, dived overboard to effect this otherwise the troops could not disembark. Waist-deep in the bullet-riddled water Unwin and his men eventually achieved success and disembarkation began. One of the men who dived overboard with Unwin was Petty Officer John H. Russell of the RNACD, who was almost immediately wounded, being shot through the stomach as he helped Unwin load a wounded soldier into a boat. Unwin and Russell both lay in the water until a lull in the fighting allowed them to be pulled back onto the *River Clyde*.

Sub-Lieutenant Arthur Tisdall, RNVR Anson Battalion RND, upon seeing the distress of soldiers lying wounded in the boats dived into the water, still under heavy fire. Along with him came Petty Officer Mechanic Geoffrey Rummings, another member of the RNACD. In the evening Rummings went ashore again, this time accompanied by Lieutenant-Commander Wedgwood to help the wounded on the eastern side of the beach beneath Sedd-el-Bahr fort. Whilst this was happening Sub-Lieutenant Parkes, C.P.O. J. Little and P.O's Barton, Tailyour and Murray went out to help the wounded in the boats drifting off to the west of the *River Clyde*. There were six Victoria Crosses, all Naval, awarded for the V Beach landing; Commander Edward Unwin RN, Sub-Lieutenant. Arthur Tisdall RNVR, Seaman George Samson RNR, Able Seaman William Williams RN, Midshipman George Drewry RNR and Midshipman Wilfred Malleson RN. Wedgwood recommended both Russell and Rummings for the Victoria Cross, but they were instead awarded the Conspicuous Gallantry Medal. Wedgwood was awarded the Distinguished Service Order, all for recognition of their brave work done on V beach that day.

The *River Clyde* was under heavy fire throughout, and had even been hit a couple of times by shells from the Asiatic side, luckily causing little damage. With the situation becoming more critical the armoured car detachment helped in the building of barricades on the deck. This was to inconvenience any Turkish attack if they tried to storm the ship, with the reinforced bridge acting as the "keep of the castle". The RNACD kept up a continuous and concentrated fire from their Maxim's throughout the day and night. With ammunition levels running dangerously low, but with the fire sustained, the remaining troops on board were eventually landed and beach secured by the evening of 25/26 April.

This gallant little band of volunteers had won the highest respect of the infantry so that "the landing at V was probably only saved from complete disaster by the machine guns in the *River Clyde*" (Aspinall-Oglander 1929) these being the guns of the Royal Naval Armoured Car Division.

First and Second Battles of Krithia 28 April – 7 May

By 28 April with V beach and Sedd-el-Bahr secured the RNACD detachment took their Maxims onto the ridge Hill 141 where Doughty-Wylie VC is buried, setting their base camp amongst the olive trees and walled gardens of the ruined Sedd-el-Bahr village. At this time there was no possibility of landing the armoured cars, let alone anyone finding a use for them, so they remained onboard their transports. The RNACD made themselves useful by supporting the infantry as dismounted machine gun detachments. Going forward about a mile with the 88th Brigade and RND, they entrenched in a long line left of the Krithia road. About 8pm the battle for Krithia had begun with a British advance forcing the Turkish troops to pull back from their entrenched lines. The Turkish withdrawal was almost a rout, enabling the RNACD detachment to recover a few discarded Maxims, which were later put into action against the enemy. During the 29 and 30 April the Allied advance halted, giving the men time to consolidate the newly captured positions. During the following nights the Turks made several massive counterattacks to recapture their lost trenches and force the Allies back into the sea. These failed, but caused heavy casualties on both sides. Sub-Lieutenant Illingworth writes:

"The most terrible one was last Saturday night when we were attacked all along the line most persistently from 10 p.m. to 7 a.m. Sunday morning, it was indescribable. Countless rapid fire from every rifle and gun. No one can imagine what it was like who has not been in it. I was indeed thankful when daylight came and they were driven off. The losses on the enemy were terrible: our losses must have been heavy but nothing to compare with theirs. I am glad to say that our little force only had one man killed." (P.O. Mech. J. E. Rhys-Evans).

In what was to become known as the Second Battle of Krithia which began on the evening of 5 May. The 29th Division attacked, but only advanced a further 500 yards with further heavy casualties. The RNACD detachment, still in their dismounted support role, began to dig new pits for their guns along the Krithia Spur. During these battles the RNACD suffered almost 50% casualties with Sub-Lieutenant Coke being killed, Lieutenant-Commander Wedgwood and Sub-Lieutenant Illingworth wounded, along with 48 other ranks. This left seven officers and 57 other ranks in the detachment.



No.3 Squadron RNACD men manning Maxims in an entrenched position just south of Krithia, April/May 1915.

The Anzac situation

At Anzac No.4 Squadron were making a name for themselves, as dismounted units they did valuable work with their Vickers guns, in support of the infantry. Landed on 1 May, they lost their commander, Lieutenant-Commander James Robert Boothby, almost straight away. The situation was bad, and did not improve. Sub-Lieutenant Frank Yeo, No.4 Squadron RNACD, in a letter 14 May (Yeo):

“Everyone is asking for our guns. We are doing very good work. I was first of all attached to the New Zealanders, when they were relieved I was re-attached to the 7th Manchesters, and afterwards the 89th Punjabis. They

wouldn't let us have the trenches as machine guns are invaluable...We have had an awful time, my gun was put out of action by shrapnel... Yesterday we received an order to advance which had we done so would have been suicide with a machine gun to carry. However we would have to carry it out but just as we were dismounting our gun it was hit and put out of action. One man killed, the Indians advanced and got shot down like flies, the trench was one mass of blood, wounded and dying all over the place.... Have had some wonderful escapes, had one shot through my water bottle and another through my cap but still going strong. 'Throttle full open'."

Third Battle of Krithia (Helles) 4 June

Eight Rolls Royce armoured cars were brought ashore at Cape Helles in May and parked in specially prepared dugouts just off the West Krithia road between Pink Farm and the beach. The other cars remained on board the transports, with the crews still deployed as dismounted machine gun teams. No immediate opportunities were found for the armoured cars on shore, but in early June 1915 they were given a role to play, although not for the task that they were originally intended. With the onset of trench warfare, with rough ground, heavily entrenched by a determined enemy, the cars turned out to be of little use.



4th June 1915. RNAS Armoured cars advancing along the Krithia road to the front.

On the brilliant summers day of 4 June, four armoured cars were “allowed to try their luck” (Aspinall-Oglander 1929). The roads, tracks and trenches leading from Sedd-el-Bahr towards the front line, were specially flattened out and bridged by the 1/1 West Riding Field Company of the Royal Engineers (29th Division) in order for the cars to carefully cross and advance into battle. Just after 1200, following a creeping barrage of the Turkish lines, the armoured cars began to move forward, one behind another along the flat ground on either side of the Krithia road. With grapnels on long poles, attached to the rear of the cars, the cars were driven backwards towards the Turkish lines. The idea was to reverse up to the Turkish wire and to tear away a path for the infantry to advance through. Passing through the British front lines, the cars edged slowly through no-mans-land towards the Turkish trenches. Enemy shell, rifle and machine gun fire directed on the cars was heavy, although inaccurate causing no major damage. It was soon realised that the idea of ripping the Turkish wire away was not possible, and with their position soon becoming unattainable, now driving forwards, they made their way back through the British lines to return to their dugouts.

Chief Petty Officer F. W. Johnston, attached to the armoured car detachment for the battle relates:

“The air was very heavily laden with dust and we could see absolutely nothing but a bank of yellow fog.... Presently a shout went up and hands pointed to a rise, which formed the skylines across the Nullah. Plainly we could see a string of armoured cars jolting and swaying over the rough and shell-torn ground. As they got nearer the firing line the cheering increased and puffs of shrapnel played around the cars or high explosives fell near and hid them by a cloud of dust from our view. We noticed one car topple on its side – its two off-wheels had skidded into a trench and immediately it became a target of the enemy guns. One car turned and made its way rearward, another suddenly dropped into a depression suffering a shock which caused the turret to become detached and toppled off with the gun, leaving the car useless. Dust rose in huge clouds and hid the remainder from our sight.” (Johnston).

The diary of G.V. Sharkey, RNACD *Fox* for 4 June describes the cars advance:

“What a cheer we got from the troops as we dashed along the Krithia Road passing one line of trench after the other. The boys inside the cars were shouting their old war cry ‘Belt it in’ & the Tommies were shouting ‘Come on the Navy’ etc etc.... The cars got certain distance & then got stuck between the two firing lines. The noise inside the cars caused by the bullets hitting against the armoured plate was deafening & then after a bit they started pitching H.E.s at us. But lucky for us the Turks’ shooting was bad & not a car got seriously damaged. About 12.30 I sent a car to base with its gun damaged & completely out of action. Lieutenant Holden’s car was sent back with its turret off, Holden himself being badly

wounded inside.... Rummings had half his head blown off so they told us & the driver of their car (Scott) practically went mad inside. Nobody was hurt inside the Fox, we had the best of luck. Our tyres were blown to pieces, also our wheels but we managed to return.” (Sharkey)

Even though the crews were enthusiastic, the armoured cars had little effect on the battle, becoming quickly bogged down or slipping off the narrow track that the engineers had earlier improved. Casualties were slight amongst the personnel and the cars received no real, long lasting damage. This was the first and last time that they appeared on the Gallipoli battlefields. Sub-Lieutenant Frank Yeo (Yeo) writes:

“The Armoured car was not a great success, which was hardly surprising if you could see the roads here you would understand and all who took part in it ought to have been blown up, the cars were knocked to pieces and shells missed them by inches, how we got back God alone knows. We have gone back to the trenches again – they are ever so much safer and I am not sorry...”



Sub-Lieut. Hon. Francis McLaren with his car in a dugout, Helles, May 1915. Bullet splashes are visible on the front of the car. McLaren's car was disabled later on in the 4th June attack, and his driver badly wounded.

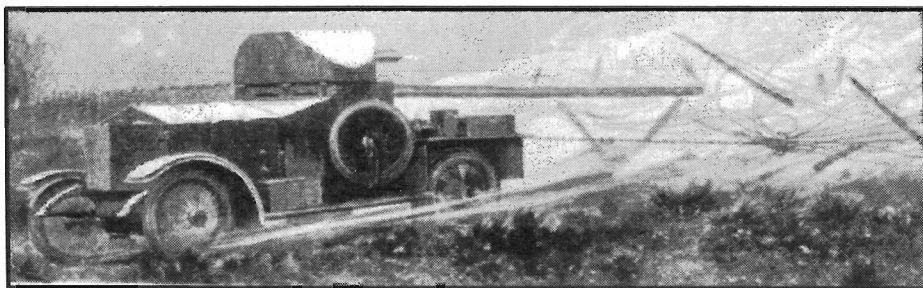
By the closing days of June it was clear that the armoured cars could be better employed elsewhere, so those still on board transports were carried to Egypt, with the remaining cars at Helles following shortly in August. The crews, mainly those from the motorcycle units, remained as dismounted machine gun detachments at Helles, Anzac and Suvla until the closing stages of the Gallipoli campaign.

Sub-Lieutenant Frank Yeo in writing about their support during the battle of Gully Ravine, 28 June says (Yeo):

“We bagged a lot of Turks with our guns as they were retreating. Unfortunately out of the four men I have with my gun I have already lost two in a few hours, one killed (P.O. Mechanic R. R. Thomas) and one wounded in the shoulder. I had a narrow shave, the bullet that killed my No.2 on the gun just grazed the gun, I was firing it at the time, went over my shoulder and hit my man who was looking over it. It covered me with dirt and some got in my eye. I wondered what had happened... I expect the Turks will counter attack tonight and I ought to get some fine targets. This is better than blowing up pheasants at Holme Park...”

General Sir Ian Hamilton's Gallipoli despatches dated 11 December 1915 sums up their service:

“The Armoured Car Division (Royal Naval Air Service) have never failed to respond to any call which might be made upon them. Their organisation was broken up; their work had to be carried out under strange conditions – from the bows of the “River Clyde,” as independent batteries attached to the infantry divisions, etc., etc. – and yet they were always cheerful, always ready to lend a hand in any sort of fighting that might give them a chance of settling old scores with the enemy.”
(Hamilton)



“Allowed to try their luck” RNAS Armoured car ‘grapnelling’ the Turkish wire entanglements during the 4th June attack.

Casualty Roll Royal Naval Armoured Car Division (RNAS) at Gallipoli

P.O. Mech. W.H. Wilsdon, F/1432 30/4/15 Helles Memorial

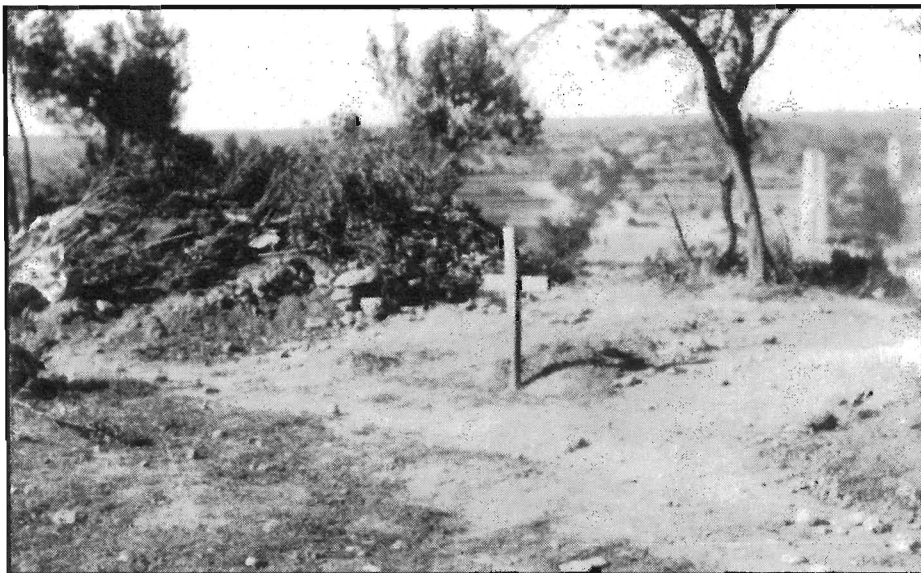
Lt. Cmd. J. R. Boothby age 32 1/5/15 Beach Cemetery

P.O. Mech. J.E.Rhys-Evans F/1104 2/5/15 Helles Memorial

Lt. The Hon. A.G. Coke (photo below) 3/5/15 Helles Memorial



P.O. Mech. H.S. Armstrong F/2028	14/5/15	Twelve Tree Copse
P.O. Mech. W.B. Tryers F/1615	15/5/15	Skew Bridge
Sub. Lieut. J. Weightman age 28	4/6/15	Helles Memorial
P.O. Mech. W. Austin F/1943	4/6/15	Twelve Tree Copse
P.O. Mech. C.E. Bishop F/2024 age 22	4/6/15	Twelve Tree Copse
P.O. Mech. J. Coull F/864	4/6/15	Twelve Tree Copse
P.O. Mech. O. New F/729 age 30	4/6/15	Twelve Tree Copse
P.O. Mech. C.G. Ross F/1355	4/6/15	Twelve Tree Copse
P.O. Mech. G.E. Mitchell F/1393 age 19	5/6/15	Twelve Tree Copse
P.O. Mech. J. Everett F/2080 age 26	6/6/15	Chatham Naval Memorial
P.O. Mech. R.R. Thomas F/1693	28/6/15	Twelve Tree Copse
P.O. Mech. W. Knight F/719 age 34	11/8/15	Lancashire Landing
P.O. Mech. A. Clark F/4059 age 19	4/9/15	Helles Memorial
Surgeon F.J. Humphrys MD age 27	4/9/15	Hill 10 Cemetery
P.O. Mech. D. Turner F/1449	3/9/15	Buried at Portainos, Greece)
P.O. Mech. E. R. Scott F/1466 age 32	25/9/15	Pink Farm Cemetery
P.O. Mech. D.G. Thomas F/1545	4/10/15	Helles Memorial
P.O. Mech. J.L.F. Fairclough F/2046 age 41	10/10/15	Chatby (War) Cemetery
P.O. Mech. E.O. Parsons F/3129 age 23	10/10/15	Pieta Cemetery, Malta
P.O. Mech. B.H. Pearsall F/1254 age 21	11/10/15	Hill 10



Grave of Sub-Lieut. The Hon. Arthur Coke, buried on the spot where he was killed on 3rd May 1915. His grave was later lost and he is now commemorated on the Helles Memorial. Note the white towers leading off in the distance and the Krithia road to the left.

Deployment of the armoured car squadrons at Gallipoli as at 13 May 1915

HQ Section – 4 Officers

No.3 Squadron – 10 Officers and 105 other ranks (3 Officers, 48 other ranks casualties)

No.4 Squadron – 11 Officers and 142 other ranks (10 other ranks sick)

No.10 Squadron – 1 Officer and 60 other ranks

Disembarked transport was:

No.3 Squadron – ‘River Clyde’

12 Motorcycles

8 Maxim Guns

2 Mules

No.4 Squadron –

3 Motorcycles

14 Vickers Guns

30 Mules

Transport remaining on board consisted of:

No.3 Squadron – ‘Moorgate’

12 Rolls Royce Armoured Cars

11 Motorcycles

3 Talbot 25.hp Wagons

1 Wolseley 25.hp Wagonette

No.4 Squadron – ‘Inkonka’

8 Rolls Royce Armrd Cars

17 Motorcycles

18 Ford Cars

56 Scott Motorcycles

1 Wolseley 4 berth Ambulance
1 3ton Seabrooke Lorry
1 Land Wireless Apparatus

1 Vickers Maxim Gun
1 Ship's Wireless Apparatus

No.10 Squadron – 'Inkosi'

12 Ford Cars, converted to armoured vans
12 ponies
3 Talbot 25.hp Wagons (No.3 Squadron) (8)

Royal Naval Armoured Car Division order of battle at Gallipoli

No. 3 Squadron (Armoured Car)

March to June 1915 Dardanelles (one section remained until August)

No. 4 Squadron (Armoured Car)

April to June 1915 Dardanelles (one section only)

No.9 Squadron (Motorcycle)

August -? 1915 Dardanelles

No.10 Squadron (Motorcycle)

April -? 1915 Dardanelles (two sections only)

No.11 Squadron (Motorcycle)

July -? 1915 Dardanelles

No.12 Squadron (Motorcycle)

July -? 1915 Dardanelles

The 1914-model Rolls Royce armoured car was based on the Rolls Royce Silver Ghost chassis. Weighing four tons it was powered by a six-cylinder, dual-ignition engine with a capacity of seven litres, although it could reach speeds of 50 mile per hour the fuel consumption was eight miles per gallon. Crewed by three, the armament was a Maxim or Vickers 303 gun mounted in a revolving armoured turret.

The 1914-model Scott motorcycle supplied to the Admiralty was manufactured in Bradford, running by a 532 cc water-cooled two-stroke twins with a two-speed gearbox with kick-start. Sir Arthur Dawson of Vickers Ltd helped Scott develop a suitable base on the sidecar to mount the Maxim/Vickers gun to make it sturdy, yet flexible enough to act as a tripod for the gun to be fired without the need to dismount.

References

'Memoirs of A Fighting Life' (Rt. Hon. J. C. Wedgwood DSO. MP)
Letters and Photographs of Sub-Lieut. Douglas Illingworth (Private Collection)
Military Operations: Gallipoli part I 1915 (HMSO – Aspinall-Oglander)
Military Operations: Gallipoli part II 1915 (HMSO – Aspinall-Oglander)
Diaries of G. V. Sharkey (IWM)
Diaries of C.P.O F. W. Johnston, DSM. (IWM)
Naval and Military Despatches Part IV from General Sir Ian Hamilton
PRO ref. WO95/4290

PRESENTATION TO NORMAN POLLITT



Presentation by the Chairman of the Gallipoli Association, Captain Christopher Fagan DL to Norman Pollitt former Membership Secretary. Vice President Jim Fallon in foreground.



Norman Pollitt thanking members of the Association. Vice President Jim Fallon on extreme right, Captain Christopher Fagan DL (standing), James Watson Smith (left) and Major Hugh Jenner (far left).

INFORMATION PLEASE

Do you have a question about some aspect of the Gallipoli campaign? Something perhaps you need to know about a regiment, a ship perhaps, an individual, but have so far failed to find the answer. Surely there is someone amongst the nearly 800 members who would be pleased to help? So please do not hesitate to send in your questions, long or short, share your enquiry with the membership, and hopefully someone will provide the answer, or if not the answer another avenue or two to be explored.

Irish Barristers Who Died At Gallipoli: Anthony P Quinn, Barrister, Law Library, Four Courts, Dublin 7, Ireland. E mail rosbeg@iol.ie is investigating the lives of Irish Barristers who died in the First World War and whose names are among 25 on the Four Courts Memorial, Dublin. He requires any relevant information, especially about their military service and deaths.

Captain Robert H Cullinan 7th Bn The Royal Munster Fusiliers – Helles Memorial
 Captain Poole H Hickman 7th Bn The Royal Dublin Fusiliers – Helles Memorial
 Lieutenant Ernest L Julian 7th Bn The Royal Dublin Fusiliers – Helles Memorial
 Lieutenant Joseph B Lee 6th Bn The Royal Munster Fusiliers – Helles Memorial
 Lieutenant John H F Leland 5th Bn The Royal Welch Fusiliers – Helles Memorial
 Lieutenant Gerald Plunkett, Collingwood Battalion, Royal Naval Division – Helles Memorial.

In addition information would be welcome on Lieutenant Cornelius A MacCarthy 9th Bn Royal Dublin Fusiliers who may have served at Gallipoli but died of drowning on 19 July 1917 and is named on the Basra Memorial.

Stolen Medals: Although the only Gallipoli connection is that the medals were owned by one of our members we are pleased to help his search for the following which have been stolen. Information to the Editor please.

1914-15 Star and British War Medal to Private J Duthie of the Coldstream Guards

Territorial Army Nursing Service Cape Medal in original case. Un-named but dated 1931 and with the makers mark "R.J."

General Service Medal clasp Malaya to Gunner J T Mason

General Service Medal clasp Northern Ireland to Gunner A Campbell

Gulf Medal 1991 clasp 16 Janto 28 Feb 1991 to Lance Corporal W Hamilton RCT

Canadian Volunteer Service Medal 1939-1945. Un-named

Samuel Icke: My grandfather Private Samuel Timcke served with the 1st Battalion The Essex Regiment and was killed on 6 August 1915. He is buried in Twelve Tree Copse Cemetery. I am endeavouring to find out as much as I can about his life and especially his military service both before and at Gallipoli. Information and suggestions please to Mrs V M Timcke-Burdett, 3 Christopher Court, High Street, Tadworth, Surrey, KT20 5QX.

Burma Military Police: The Editor would be pleased to hear from anyone who may have information on the service of the Burma Military Police at Gallipoli and in particular Subadar Basgbir Yakha who was awarded the Order of British India. See Honours and Awards Indian Army 1914-1921 published by J B Hayward & Sons Ltd as a reprint of the Roll of Honour Indian Army 1914-1921 published in 1931.

QUARTERMASTER'S STORES TIES, BADGES GALLIPOLIAN BINDERS

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

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

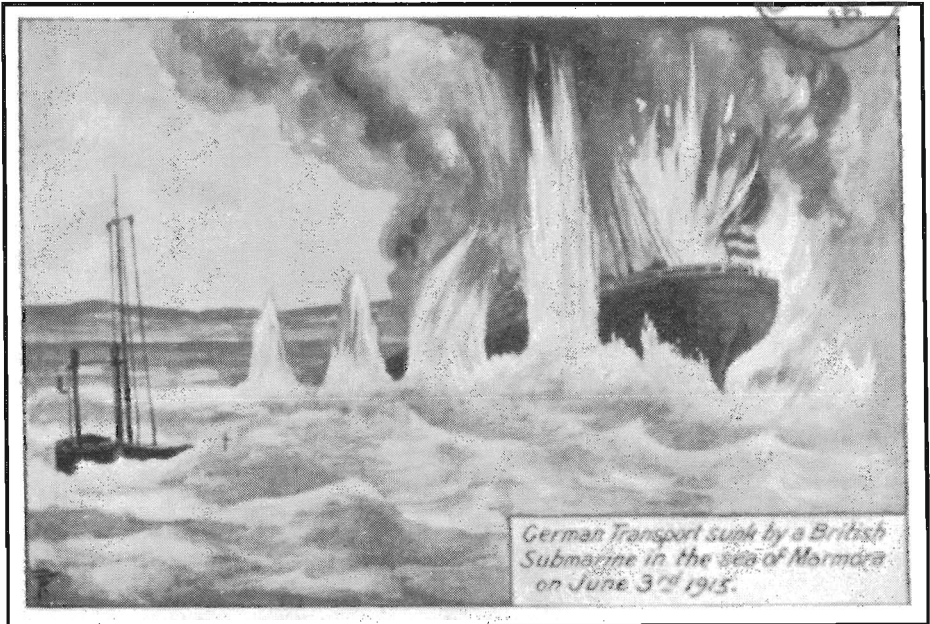
Binders, which hold 12 copies of *The Gallipolian* are available finished in an attractive simulated leather, coloured maroon, with the title blocked in gold on the spine. Price per Binder is £5.25 including post in the United Kingdom and £6.25 including post for overseas.

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

GALLIPOLI POSTCARDS

John C Welch has kindly loaned this postcard, a rather fanciful scene showing a transport ship being sunk in the Sea of Marmara on 3 June 1915. From the date the submarine must have been E11 commanded by the legendary Lieutenant-Commander Martin Nasmith whose Victoria Cross was gazetted on 25 June 1915. He took the name Dunbar-Nasmith on his marriage in 1920 and rose to become an Admiral in 1936. *The Report of the Committee Appointed to Investigate the Attacks Delivered on the Enemy Defences of the Dardanelles Straits* published in 1919 – often referred to as the Mitchell Report does not report a steamer sinking for 3 June but the *Teselli* was sunk on 4 June. Stephen Snelling in *VC's of the First World War: Gallipoli* refers to Nasmith sinking an ammunition ship on 2 June with a single torpedo.

There is no publisher's name on the card just the words "Entirely British Manufacture." It was posted to a Miss Elsie Hall of Briar Patch, Frith Hill, Godalming, from Field Post Office T.12 on 30 August 1915, sadly the senders' name is not decipherable. Were there other Gallipoli cards in this series or was this a once off production?



SPECIAL REVIEW – STOKER'S SUBMARINE

FRED & ELIZABETH BRENCHLEY

Harper Collins (Australia) 2001. 264 pages, 72 illustrations, 2 maps. ISBN 0 7322 6703 X. AUS\$29.95.

The introduction, in 1901, of submarines into the Royal Navy was not universally popular. Indeed, Sir Arthur Wilson derided them as being “underwater, underhand and damned un-English”. However, Sir John Fisher, on becoming First Sea Lord in 1904, recognised their potential and encouraged their production. Similarly, Australian Prime Minister, Alfred Deakin, saw their worth, and when building up the strength of the newly created RAN from 1909 onwards, submarines went into his order book. In consequence, two E class submarines arrived in Sydney on 24 May 1914.

Designated “AE1 “ and “AE2” – the “A” indicating the Australian ownership – these two small submarines had sailed some 13,000 miles from Britain to Australia, creating a world record. *The Times* noted their voyage as “manifestly the most remarkable yet performed by any submarine”. Built by Vickers at Barrow-in-Furness, each had a crew of thirty-two.

“— living in incredibly cramped conditions, often sleeping between torpedoes. Three officers shared two bunks. There were buckets for washing, and the entire crew shared two toilets. Privacy on board was provided by a few curtains. The E's had a small kitchen with an electric cooker.”

Crewing them was a problem. Australia had no submarine experience, advertising amongst British submariners thus resulted in mixed RAN and RN crews. Lieutenant T F Besant from the RN was chosen to captain AE1 – born in Liverpool in 1883, he was an experienced submariner. AE2 was allocated to Lieutenant H H G Stoker, then stationed at the submarine base at Gibraltar, a base he had helped to establish some two years earlier.

Aged 28, Stoker joined AE2 at Barrow. He selected Lieutenant Geoffrey Haggard, aged 25, as First Lieutenant; AE2's third officer, chosen later, was Lieutenant John Cary. According to the Brenchleys, it is “not known whether the trio ever talked literature, but they had the right connections.” Most certainly: Stoker's cousin was Bram Stoker, author of *Dracula*; Haggard's uncle was Rider Haggard, who wrote *King Solomon's Mines* and much else; Cary's brother was Joyce Gary, later noted for *The Horse's Mouth*.

On 25 April 1915, against incredible odds, AE2 breached the Dardanelles Strait and the Narrows, and became the first Allied submarine to reach the Sea of Marmara – Thus, as the Brenchleys succinctly point out, she showed the way to other submarines, with great effect:

“Over the next few months these marauders virtually cut off Turkish sea supply lines to Gallipoli, forcing the Turks and Germans to use inefficient and inconvenient rail and road links to service their troops on the peninsula.”

However:

“The AE2’s reward, however, has been virtual oblivion. Few Australians even know their country had a submarine at Gallipoli, much less that it achieved daring feats, sunk an enemy craft, and possibly played a pivotal role in their troops staying on the beachhead for eight months.”

Sensibly, the Brenchleys are careful when writing about this probable “pivotal role” by the AE2 which is in regard to the suggestion of the ANZAC troops being withdrawn from Gallipoli that Hamilton had to deal with in the early hours of 26 April. Historians are divided over the “role”. Some consider that Stoker’s telegraphic message that he had successfully reached the Sea of Marmara influenced Hamilton’s famous “dig yourselves right in” advice; others assert that he had made his decision, based on Thursby’s evaluation of the situation, before Stoker’s message was dramatically delivered to him. The Brenchleys quietly set out both sides, allowing the reader to decide.

Besides drawing on Stoker’s biography, *Straws in the Wind* published in 1925, and the *Australian Official History of the War* volume 9, the Brenchleys have extensively and generously used diaries and letters written by AE2’s crew. Along with the memories of their descendants, they paint vivid pictures of life within the narrow confines of AE2. Especially during the five days when she was in enemy waters: the groundings, the close escapes, the dangers caused by the many anti-submarine devices, the enemy vessels constantly passing overhead, the increasing foulness of the air they had to breathe. Thanks to Stoker’s skilled captaincy, when AE2 was in her death throes, all thirty-two on board became prisoners-of-war. Then, after capture, the harsh trials and tribulations they had to suffer in Turkish camps.

Stoker’s Submarine also follows Stoker after the First World War: his very successful stage, film and TV careers, and his recall to the Navy in 1939, leading to important involvement in operations Neptune and Overlord prior to D-Day, 1944.

And because, in their words, “the stories of Stoker’s men are a crucial part of one of Australia’s greatest naval feats” Fred & Elizabeth Brenchley have included a short biography of each. Moving biographies which mainly describe their harsh experiences

as prisoners, and how they settled back into postwar life. A photograph accompanies each. Here again, the Brenchleys have done their homework in fine style.

This very readable book is enhanced by clear well drawn maps and a superb collection of photographs. These include two emotive ones, in colour, taken just three years ago, after years of searching, which show Stoker's tiny submarine quietly sitting upright in the soft mud of the Sea of Marmara's floor. Her hatch is ajar, just as he had left it.

Malcolm Orchard BA

BOOK REVIEWS

THE EPIC STORY OF HMAS AW2

CENK AVCI

Nart Yayincilik 2001. 112 pages, 47 illustrations, 6 maps. £7.00*

Another little book (see two previous titles, *The Gallipolian* No 95: 57) produced in Turkey in English about one of the key submarine aspects of the Gallipoli campaign by a former merchant seaman who is clearly captivated by the events of 1915 in his country. This one is dedicated to "the valiant officers and crew of the AE 2 and Sultan Hisar" the torpedo boat which sank the submarine by gunfire.

* Note: Cenk Avci is willing to provide members of the Gallipoli Association with copies at £7.00 each including postage, payment by money order to his account at the Topagaci Branch 1113 of the Türkiye Ys Bankasi, Istanbul. Account No 1113-169024. Orders, with payment having been made direct to the Bank, should be sent to Cenk Avci, Poyracik Sokak No 21/5, Nisantasi, Istanbul, Turkey e mail adige_lad@yahoo.com

THE INDIAN DISTINGUISHED SERVICE MEDAL

RANA CHHINA

Invicta India 2001. 359 pages, 38 illustrations. ISBN 81 87642 00 9. £29.95*

This is the first comprehensive record of one of the two uniquely Indian gallantry awards of the British India Armed Forces. Some 3,100 were awarded during the First World War of which some 88 were awarded at Gallipoli where the largest numbers went to the 14th King George's Own Ferozepore Sikhs and the 5th Gurkha Rifles Frontier Force. Of the 56 recipients of a bar to the ISDM one was awarded to Jemadar Narbahadur Gurung 2nd – 5th Gurkha Rifles, Frontier Force in Mesopotamia, his first was in Gallipoli.

* Available by post for £34.95 in Great Britain, overseas £35.95 from A.N.McClenaghan, 33 High Street, Tilbrook, Huntingdon, PE28 0JP. E mail mcclenaghan@zetnet.co.uk

LONE PINE (BLOODY RIDGE) DIARY

MEHMED FASIH

Denizler Kitabevi 2001. 210 pages. ISBN 975-391-034-7. US\$31.00*

This is the English translation of a Turkish edition first published in 1997 of the diary of Lieutenant Mehmed Fasih of the 5th Imperial Ottoman Army from 11 October to 19 December 1915. He had first arrived on the Gallipoli Peninsula in May 1915 and was wounded later that month and evacuated to Constantinople from where he rejoined his Regiment for the concluding weeks of the campaign. After the war he had a distinguished military career rising to become a Lieutenant-General in 1953 before retirement in 1960. He died aged 70 in 1964. A Gallipoli diary by a Turkish officer is a rarity and to have one translated into English is something special, indeed it has been described by Ashley Elkins of the Australian War Memorial as "one of the finest First World War soldier's diaries I have read." Yet it is only by a stroke of good fortune that it has seen the light of day as the result of three battered notebooks being discovered in a booksellers near the entrance to the Covered Bazaar, Istanbul.

* Available from Denizler Bookstore, Istiklal Cad. 395, 80060, Beyoglu-Istanbul, Turkey. 01212 249 88 93. Fax 01212 243 31 74. E mail turgayerol@turk.net Payment by MC/Visa or International Money Order in US Dollars. Price includes postage.

GALLIPOLI DIARY

LIEUTENANT-COLONEL DOCTOR PERCIVAL FENWICK

David Ling Publishing in association with Auckland War Memorial Museum 2000. 103 pages, 28 illustrations, map. ISBN 0 908990 66 9 NZ\$29.95*

Colonel Fenwick was one of the most senior New Zealand medical officers at Gallipoli from the landings on 25 April when he was in the first boat until he left on 18 June. He was "very sorry to leave unwounded, but have been getting worse for some weeks with dysenteric symptoms and headache. Seven weeks is a long time to be under incessant fire, but I got used to that. It was the increasing weakness that bothered me. I could not walk even a few yards without sweating profusely and I have got very thin and staggersy."

He kept the diary for his wife, though his instructions were that she was not to receive it from the Bank unless he was reported dead. "If I get out alright, it will not matter you seeing it afterwards." It is fortunate that such a remarkable account has not only survived, but is now published and all those involved in its production should be commended. Some mini-biographies of the other men referred to in the entries, a few photographs of them even, would have added even greater interest. Other prospective publishers please take note.

* Available by post at NZ\$45.95 from Museum Store, Auckland War Memorial Museum, Private Bag 92018, Auckland. E mail jbuxton@akmuseum.org.nz

FROM SUSSEX YEOMAN TO GREENWICH WATERMAN

A.W.GEARING

Country Books 2001. 176 pages, numerous illustrations. ISBN 1 898941 55 6. £10.00*

One of the best known of the Veteran members of the Gallipoli Association was Jack Gearing – see *The Gallipolitan* 83: 6-11. His son, Albert, a regular attender at Gallipoli lunches, although as he says makes no claim to be a historian has assiduously brought together a wealth of material about the Gearing family from the early years of the 16th century until Jack's death, aged 103 in 1997. Indeed over half the book is devoted to the century or so of his fathers' life and anyone who was privileged to meet him, to hear him give the exhortation at Gallipoli lunches, will find much of interest. As indeed will those not so fortunate to have attended lunches when the Association had veterans present.

* Available by post for £10.00 from Albert Gearing, 2 St Anne' Gardens, Keymer, Hassocks, West Sussex, BN6 8RA.

THE OTTOMAN NAVY 1828-1923

BERND LANGENSIPIEN & AHMET GULERYUZ

Denizler Kitabevi 2001. 248 pages, numerous photographs and plans. ISBN 975-94818-2-0.
US\$72.00*

This large format book with both Turkish and English texts and such a superb collection of photographs makes available for the first time information on the ships and their operations. Much of it based on previously unknown or rarely accessed archives. Of special interest for members of the Association is the text covering the Gallipoli campaign and in particular the operations by Allied submarines in the Sea of Marmora. It will prove an indispensable reference work for many years to come while shipping enthusiasts will applaud such a comprehensive photographic record.

* Available from Denizler Bookstore, Istiklal Cad. 395, 80060, Beyoglu-Istanbul, Turkey. 01212 249 88 93. Fax 01212 243 31 74. E mail turgayerol@turk.net Payment by MC/Visa or International Money Order in US Dollars. Price includes postage.

A SOLDIER'S WIFE JEAN, LADY HAMILTON

CELIA LEE

Published by author 2001. 359 pages, 21 illustrations. ISBN 0 9539292 0 5. Price £25.00
See Offer*

Very much a husband and wife team in every sense, for members will already be aware of John Lee's book acclaimed biography of General Sir Ian Hamilton. Now his wife has produced this stunning biography of the equally fascinating Lady Hamilton, "one of the most privileged women of her time" who "sacrificed a royal crown at the

Court of Vienna to marry the man she loved." The preface reveals something of the quite extraordinary discoveries made by the author during the search for Lady Hamilton which commenced with her letters "because no one could read her handwriting."

Now, many years on and with the fortitude that Lady Jean would have approved of comes this biography published by the author herself. The fine illustrations include several of Lady Jean's paintings, but all too few of the artist herself which is disappointing. A sixth of the book is devoted to the Gallipoli campaign and the subsequent Dardanelles Commission. She considered that *The Times* when reporting findings "was very nasty, trying to twist it against Ian – the article was probably written by that horrible Murdoch." Lady Jean died in February 1941, in June the same year her adopted son a captain in the Scots Guards fell in the Western Desert. Sir Ian himself died, aged 94 in 1947.

* Copies are available to members of the Gallipoli Association at the special price of £15.00 including postage from the author at Middlemarch, 12 Longhurst Road, London, SE13 5LP.

GUIDE TO THE COLLECTIONS

NAVAL & MARITIME LIBRARIES & ARCHIVES GROUP

Hampshire County Council 2000. 42 pages, illustrations.

This attractively produced booklet briefly outlines the holdings at ten key locations across England of maritime material, some 17 collections in all, together with access information. A useful start with one hopes a more comprehensive guide the eventual outcome. Copies available from Hampshire County Library Service, High Street, Gosport, PO12 1BT. 023 9252 3431 or e-mail clsonav@hants.gov.uk

ALL THESE FINE FELLOWS

DEREK ROBERTSON

Published by author. 192 pages, 27 illustrations. £7.50*

In the centre of Hawick in the Scottish borders stands the Horse Monument which recalls the defeat of English marauders in 1514 by the local "callants" or youths; the grown men having been practically wiped out at Flodden a year earlier when "the Flowers of the Forest were a'weda awa." In 1960 the Gallipoli Comrades Association, by then much depleted in numbers, asked Hawick Callants' Club to continue an annual wreath laying on 12 July. Not in memory of events over four centuries ago but that of 12 July 1915 when the 1/4th King's Own Scottish Borderers attacked the Turkish lines below Achi Baba. Of the 700 men who charged forward that day only 70 answered the roll call 24 hours later. Over 300 had been killed or were missing, 86 coming from Hawick and district, and a further 300 wounded. A year after the disaster a wreath was laid at the 1514 memorial, the card bearing the words:

"In remembrance of the Hawick Territorials, members of the 1/4th King's Own Scottish Borderers, who fell bravely charging the Turkish trenches in Gallipoli 12th July 1915. The ancient spirit of our fathers hath not gone."

Each year since then a short ceremony has taken place at the Memorial, followed by another at the War Memorial in the nearby Park. *All These Fine Fellows*, a splendid production, pays tribute to those from Hawick and District who fell in the First World War, a Roll of Honour which lists 693 names of which one-seventh were killed at Gallipoli.

* *All These Fine Fellows* is available at £7.50 including post or £10.00 if overseas, from Derek Robertson, 7 Houghton Park, Newcastleton, Roxburghshire, TD9 0RQ, Scotland.

A VILLAGE GOES TO WAR

DAVID TATTERSFIELD

Published by author 2000. 410 pages, numerous illustration & maps. ISBN 0 9534689 3 3.

Price £14.95*

A visit to the Western Front inspired by Martin *Middlebrook's The First Day on the Somme* provided the spur for the author to look at the War Memorial inside the parish church of Ravensthorpe in the industrial heart of West Yorkshire. From such a beginning has resulted this detailed work on the 174 casualties from a population of about 6,400 together with much about the actions in which they participated. Surprisingly there was only one casualty at Gallipoli, Henry Ellis who had been born in Dewsbury about 1892 and who died of wounds while serving with the 7th Royal Munster Fusiliers at Suvla and was buried at sea.

* Copies available to members of the Association at £14.50 including postage from the author at 5 Hill Top Green, West Ardsley, Wakefield, WF3 1HS. For each copy sold the author is donating £1.50 to the Friends of War Memorials.

FIRST WORLD WAR GRAVES AND MEMORIALS IN GWENT

RAY WESTLAKE

Wharncliffe Books 2001. 208 pages, numerous illustrations. ISBN 1 871647 78 9. £19.95*

Volume I offers the authors first selection of the many graves and memorials to be found in the county of Gwent. A splendid record both in text and photographs and one which includes many Gallipoli connections in addition to the well known memorial to Seaman Williams VC in Chepstow. Among the individual memorials are those at Christchurch just outside Newport to Major Stanley Hern of the Wiltshire Regiment killed at Suvla on 10 August. One of the last casualties at Gallipoli, was Second Lieutenant Sidney Kirby, 10th Border Regiment killed at the Krithia Nullah, 19 December and remembered in Goetre. At Llangibby is recorded that Second Lieutenant had been three times wounded before he died "aged 19 when leading his

men into action" on 11 August. A book which will provide inspiration far beyond the boundaries of Gwent, indeed a model for other counties to follow.

* Copies are available from the author at Ray Westlake Military Books, 53 Claremont, Malpas, Newport, Gwent, NP20 6PL. 01633 854135. Hardback £17.40 including post, Softback £12.90 including post.

GALLIPOLI CASUALTIES

"One question regularly asked is how many men were killed at Gallipoli, died at sea, or of their "wounds in places like Egypt, Malta, even Great Britain. One of our members, Patrick Gareipy, has for many years been researching the lives of all those on the Allied side save for the French. He has kindly provided the following totals:

British	29,134
Australian	8,520
New Zealand	2,806
Indian	1,891
Newfoundland	45
Ceylon	4
Others *	29
TOTAL	42,429

* Others comprise

- 14 Zion Mule Corps,
- 11 Greek Labour Corps
- 3 Guides & Interpreters
- 1 Maltese Labour Corps

Note: Currently a further 102 possible casualties are the subject of research and verification

ONE DAY CRICKET 1915 – 2001

MICHAEL D ROBSON

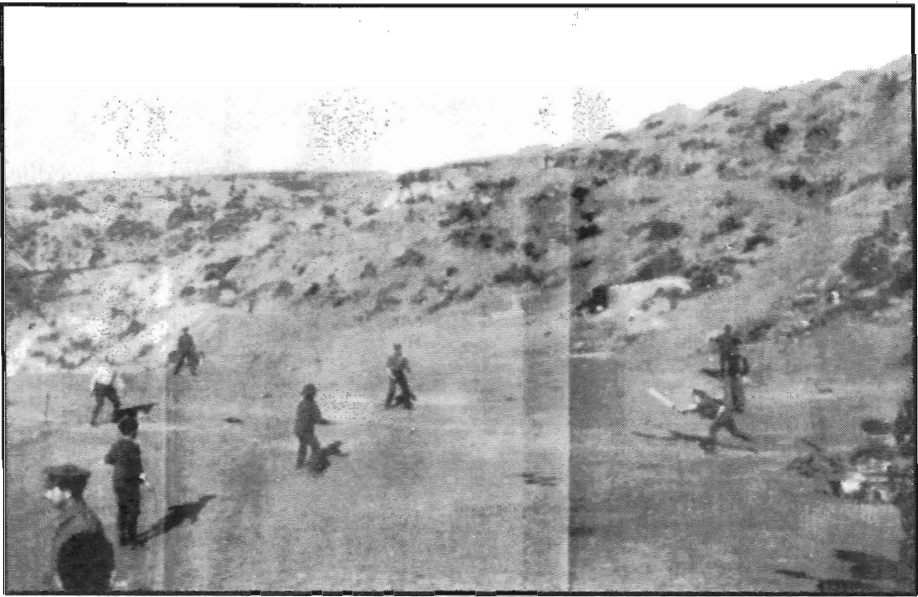
In the final days of 1915 and as one of a series of ploys to conceal the Allied evacuation from the Turks, a group of Australian soldiers held a cricket match at Shell Green. Play took place under less than ideal conditions. Constant shelling by the Turks added to the unease of playing a game on what was already a graveyard. Eighty-six years later Steve Waugh's men were able to pay tribute to the fortitude of their Anzac predecessors.

The idea for the pilgrimage to Anzac Cove was first floated by Lieutenant-General Peter Cosgrove and gained the backing of Prime Minister John Howard. It was also immediately embraced by Steve Waugh who said, "I'm not sure what to expect, but it will be very emotional and a touching experience."

At a leadership seminar held in Melbourne, Lieutenant-General Cosgrove was able to heighten the enthusiasm of Waugh and his senior team-mates by showing them Charles Bean's photographs of the original cricket match at Shell Green and of other aspects of the 1915 campaign. Slouch hats were distributed to the "sporting Anzacs" and they were also reminded that some Turkish grenades were then known to the allies in 1915 as "cricket balls." Waugh said, "Peter Cosgrove went through how cricket was important for the guys who were over there, how they played it in their spare time and how the soldiers who died there would be proud that we are going there to visit where they actually fought."

Steve Waugh also expressed his regret that due to the revised Ashes schedule, the pilgrimage to Gallipoli was restricted to members of the one-day squad and did not include the full Test team. Nevertheless, at the end of May the Australian cricketers were able to have a two-day break on the Gallipoli peninsula, visiting the 1915 battlefields and the Kocatepe Museum. They even managed to find time to put willow to leather in memory of their brave Anzac forbears.

I have condensed this account from Andrew Ramsey's report in *The Weekend Australian* of 12/13 May, and from a report in the *Turkish Daily News*, 29 May 29. The cricket match had good coverage in other Australian newspapers, eg *The Advertiser*, copies of which we are indebted to Malcolm Orchard, in Great Britain in *The Daily Telegraph* and *The Sunday Telegraph*, even in Pakistan where it was fully reported in *The News* and elsewhere.



Australians playing cricket at Shell Green in 1915. The Weekend Australian.

PRIVATE SIMPSON – A FURTHER COMMENT

JAMES McCLOSKEY

I read with most interest the article in *The Gallipolian* No 95: 44-45 regarding Private Simpson 3rd Field Ambulance, AIF and a recommendation for the Victoria Cross. During 1915, and possibly the whole war, only two awards could be awarded posthumously for bravery. These were the Victoria Cross and to be Mentioned in Dispatches. The reason, I believe, why Simpson was never awarded a Victoria Cross is that during the First World War, Australia put an additional condition on the award. This being that in any action in which the award was to be recommended that action must have resulted in a tactical advantage. This is why a large number of Australian Victoria Crosses awarded in the First World War involved the taking out of a gun emplacement, thus a tactical advantage.

Although a very brave man, the ferrying of wounded from the front to the beach under fire, did not incur any tactical advantage for the ANZACs at Gallipoli. Subsequently Simpson was Mentioned in Dispatches. It is interesting to note that on the day he died Lance Corporal Albert Jacka 14th Battalion, AIF won the first Australian Victoria Cross of the war, this just a short distance away at Courtney's Post.

STONEHENGE TO TWELVE TREE COPSE

NIALL CHERRY

It may be of interest to members to know that Stonehenge has a connection with Gallipoli, for in 1915 the famous monument was owned by Captain Charles Alexander Antrobus, 1st Battalion King's Own Scottish Borderers. A seventh son, he was educated at Charterhouse and Sandhurst and his career included service in India, Burma, Egypt and Aden. He was killed during the attempt to establish the bridgehead at Y Beach on 25 April when the fatalities included his Commanding Officer Lieutenant-Colonel Archibald Coe and nine of his brother officers in a casualty list of 296 killed and wounded. Charles Antrobus is buried in Twelve Tree Copse Cemetery.

The stones were inherited by Antrobus's younger brother, Sir Cosmo Antrobus, though he did not want them and endeavoured to interest the Government or a learned society in their acquisition. When this news reached the papers a young American Mary Bella Fern who had recently married a barrister, Cecil Chubb of Bapton Manor, in the Wylde Valley midway between Salisbury and Warminster, Wiltshire declared to her husband that she must have the monument. Put up for auction by Knight, Frank & Rutley the Chubb's purchased Stonehenge for £6,000, though the original reserve was £10,000 and presented the monument to the nation. Three years later Cecil Chubb was made a baronet taking the title of Chubb of Stonehenge.

EXCHANGE & WANTS

Help in Your Search? Is there something you require, that elusive book for instance. An obscure article published many years ago? Photographs, badges, books, artefacts, indeed anything to do with the Campaign of 1915. Then why not send details to the Editor to include in *The Gallipolitan*. You may be able to help another Member, or another Member may be able to help you.

ANZAC DAY

To-day, throughout the length and breadth of our vast Continent, the people of Australia are commemorating the Anniversary of the greatest event in the history of this young nation – the victorious storming by the first and second contingents of the A.I.F. of the hostile cliff-crowned shores of Gallipoli – an event which has created a great tradition, not only to uphold the A.I.F. throughout the long following years of effort, sacrifice and suffering, but also to stimulate the manhood and womanhood of Australia to the noblest ideals of patriotism, and the highest manifestations of good citizenship.

It was by the qualities of loyalty to a common cause, courage in the face of danger, comradeship and mutual co-operation that the soldiers of Australia won success on many a bloody field, and were able throughout four toilsome years to present to the enemy of our Empire a united front which was never broken. These are the qualities upon which, too, the future of Australia depends.

On this day of national commemoration, no man or woman can do greater honour to the heroes who lie buried on the heights of Gallipoli than by the resolve to perpetuate their memory with thoughts and deeds which will make us a united people, loyal to each other, and each one, labouring as did the men of the A.I.F., in the common cause of all.

Written expressly for the troops by
Lieutenant-General Sir John Monash, CCMG, KCB,
VD DCL, LLD