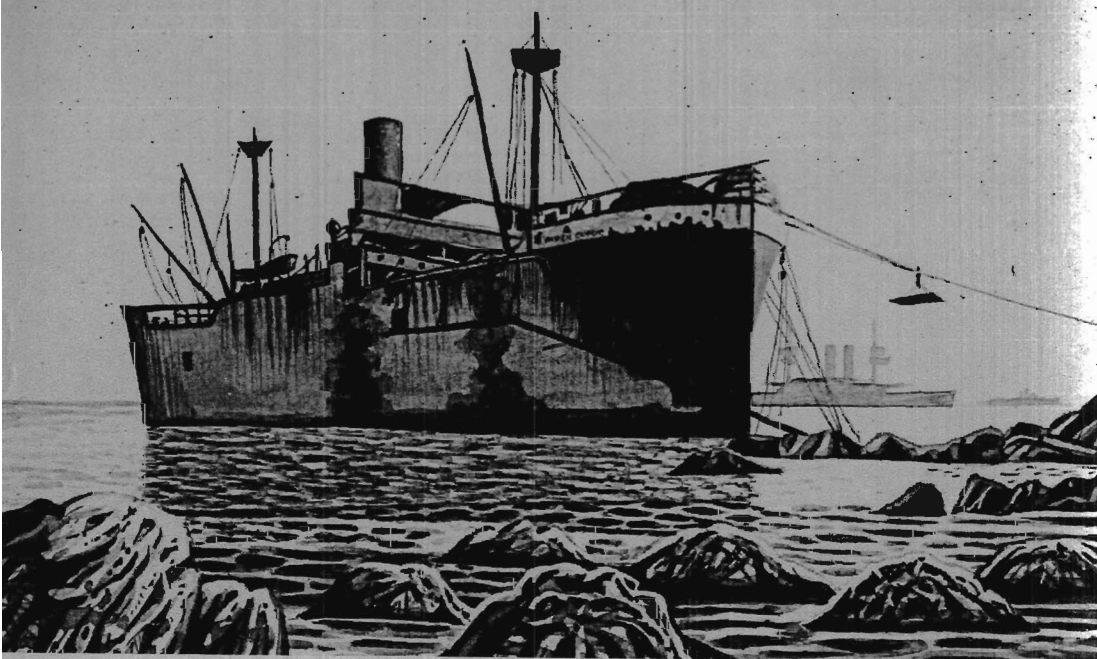


The Gallipollian

*The Journal of the
Gallipoli Association*

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WINTER 2002 - 2003

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BROWNE
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THE GALLIPOLIAN

THE JOURNAL OF THE GALLIPOLI ASSOCIATION
FOUNDED BY MAJOR E. H. W. BANNER IN 1969
ON THE CAMPAIGN OF 1915

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DATES FOR THE DIARY

29 Division Memorial Members and friends will gather at the 29 Division Memorial, Stretton-on-Dunsmore on Sunday 9 March. See page 3 for details, also page 55 regarding a possible threat to the Memorial.

Memorial Bursary Presentation Winchester College on 18 March. See page 3 and also flyer enclosed with *The Gallipolian*.

Gallipoli Day 25 April Full details of the service at St Paul's Cathedral and other events in the Spring *Gallipolian*.

Memorial Bursary Presentation Royal Hospital Haslar on 11 July. Further information in the Spring *Gallipolian*.

FRED BUNDAY

It is with deep regret that we announce the death on 28 December of Fred Bunday, a Royal Navy veteran of both wars and the last First World War veteran member of the Association. Fred did not serve at Gallipoli but in the Mediterranean during the latter stages of the war. A full Obituary will be published in the Spring Gallipolian.



Fred Bunday with James Watson-Smith, Gallipoli Day 2001. Photograph Phil Mills.

29 DIVISION MEMORIAL 9 MARCH 2003

The ceremony will take place at 1430 for 1500 on Sunday 9 March when a wreath will be laid on behalf of the Gallipoli Association. Wreaths will also be laid on behalf of other organisations and of individuals who served with the 29th Division. The memorial is situated in the centre of a large roundabout on the A45 about 5 miles east of Coventry, grid reference SP415733.

Although the ceremony is at 1500 members and friends might like to gather from 1200 onwards at the Three Horseshoes (01926 632345) in Princethorpe, about two miles south of the Memorial. Lunch or other appropriate refreshments can be ordered throughout the day as required.

At the Memorial parking for a modest number of cars is kindly being made available off the road on the left just north of the Memorial by Dr Bernadette Taylor to whom we are once again most grateful.

GALLIPOLI EVENING

On the evening of 24 April the Imperial War Museum will be presenting a Gallipoli programme commencing at 1600 and concluding by 1930. There will be a number of talks about aspects of the campaign the speakers likely to include Nigel Steel, Peter Hart and Phillip Dutton to be followed by the rare film, *Heroes of Gallipoli*. Made by Ellis Ashmead Bartlett, it is the only known documentary film of the campaign while it was underway.

Tickets, including tea and coffee, will cost £6.00 for members of the Association, otherwise £8.00. More details in the Spring *Gallipolian*.

MEMORIAL BURSARY PRESENTATION

The Gallipoli Memorial Bursary presentation will take place at Winchester College on 18 March from 1630 to 2030 when the boys who visited Gallipoli in 2002 will report on their travels on the Peninsula and studies of the campaign – see enclosed booking form for details.

CHAIRMAN'S REPORT

ANNUAL GENERAL MEETING OF THE GALLIPOLI ASSOCIATION 16 OCTOBER 2002

The Committee have met five times during the year.

Autumn Lunch

This was held at the Naval Club on the 17 October 2001. Our speaker was Field Marshal The Lord Carver who gave us an excellent talk (published in *The Gallipolian* No 98: 5-9) and answered questions afterwards. We were delighted that Lady Carver was able to accompany him to the lunch. Very sadly Lord Carver died not long afterwards and our deepest sympathy goes to Lady Carver.

Our thanks are due to the Naval Club for all the arrangements they kindly make on our behalf.

Gallipoli Day 25 April 2002

At our annual wreath laying ceremony at St. Paul's Her Britannic Majesty's Government was represented by the Rt. Hon. Adam Ingram MP, Minister of State for Defence. Other wreath layers were Admiral Sir Nigel Essenhig, First Sea Lord; General Sir Michael Walker, Chief of the General Staff; His Excellency Mr Michael L'Estrange, Australian High Commissioner; His Excellency The Hon. Russell Marshall, New Zealand High Commissioner; Capitaine de Vaisseau H-F Piot, Naval Attache France; and Mr Irfan Acar, Counsellor Turkish Embassy, and myself as Chairman of the Association.

Last Post was sounded by Lance Sergeant J Pickin from the Band of the Grenadier Guards. His great grandfather, Private Thomas Pickin of the York and Lancaster Regiment, was killed at Gallipoli on the 25 November 1915. Commander Henry Brooke, whose father as 2¹/_c of 1st Battalion The Border Regiment was killed at Gallipoli on the 28 April 1915, recited 'They shall grow not old'. The Reverend Canon Philip Buckler conducted the ceremony.

There was quite a large attendance in The Crypt including a number of members. Do please continue to make the effort to attend this short but high profile event in 2003.

At the invitation of the Australian High Commission we attended the ceremony at the Cenotaph. Mr Fred Bunday, aged 101, laid the wreath on behalf of the Association and a contingent of the Merchant Taylors' CCF were on parade as well. After the service at Westminster Abbey, also by kind invitation of the Australian High Commission, we held our lunch at the Union Jack Club.

The Gallipoli Memorial Bursary

Bursaries were awarded to two boys at Winchester College. Their presentation is due to take place at Winchester College on Tuesday 18 March (see page 3 for details).

Two Bursaries have been awarded for 2003 to the Royal Hospital Haslar which is now a combined services hospital at Gosport, Hampshire. Great enthusiasm has been shown by the Commanding Officer who has arranged for a third award to be made so that somebody from each of the three services can participate. It is the 250th anniversary year of HMS *Haslar* and the presentations will probably be very well attended. The likely date is Friday 11 July with full details being published in the Spring *Gallipollian*.

Finance

As you will see from the enclosed report from our Treasurer, Bill Marsh, the finances of the Association are very healthy. The amount spent on promotion of the Association has come from reserves and has been a considerable success.

The Gallipollian

Together with David Saunders, our editor, we have been looking at ways to improve the paper and print quality of the magazine and hopefully this may be noticeable in the forthcoming year. David Saunders continues to produce three magazines per year and is always only too pleased to hear from members on any subject they may think suitable for inclusion.

Marketing and Management Sub-Committee

The four members of this committee, namely Hugh Jenner, Andy Mullen, James Watson Smith and Bill Marsh meet on a regular basis to discuss a variety of subjects and activities. One of the main ones is the Battlefield Tour of which more in a subsequent paragraph.

Membership

Membership has continued to increase at a steady pace and now stands at 968. I very much hope that all members will keep themselves on the lookout for people who might have had forbears or relations who took part in the campaign plus anybody else who has a genuine interest. There is a plentiful supply of brochures and these can be obtained from James Watson Smith and are intended for distribution to potential members.

Battlefield Tour

The second Association Battlefield Tour took place from the 11 to the 18 May. Once again Colonel Michael Hickey with his unrivalled knowledge of the Campaign was the schoolmaster. The administration and planning was carried out by the Marketing and Management Sub-Committee as mentioned above. The two tours which they have arranged so far have been a great success and demand for next year has been such that two tours in consecutive weeks have been arranged. It may still be possible to fit one or two people in and anybody interested in going should contact Bill Marsh. I can confidently say that there is no finer tour of the battlefield. The arrangements have been excellent and refined where necessary, the cost which is non-profit making is as low as it can be compatible with reasonable comfort, and Michael Hickey's professional knowledge and approach are unsurpassed.

Committee

I am personally particularly grateful, and the Association is very fortunate, to have such a dedicated team of people constantly furthering the objects of the Association. Bill Marsh, the Treasurer and Membership Secretary; James Watson Smith, Secretary; David Saunders, Editor of *The Gallipolian*; Hugh Jenner, Sub Committee Leader; Andy Mullen, Web Site and IT; Michael Hickey, Military Historian; Sir Arthur Hockaday, Historian and retired Senior Civil Servant and Jim Fallon who started off the great increase in membership, have all made the Association the success that it is today. I am deeply grateful to them and thank them warmly on your behalf.

General Outlook

As we approach our 1,000th member we now need to look forward to expanding the membership further so that, should it be necessary in the future, the Association would be better able to produce services and activities for members and attract more members from the very large number of people who have not yet heard of us. The Bursary is an undoubted success and the Association will now contribute a percentage of its income to this admirable cause with a view to reaching as many people as possible.

It has been another successful year and the outlook is excellent.

TREASURER'S REPORT FOR YEAR ENDING 31 DECEMBER 2001

The Income and Expenditure Accounts and the Balance Sheet for the year ended 31 December 2001, duly certified by an Independent Examiner are enclosed with this issue of *The Gallipolian* having been presented to the Annual General Meeting held on 16 October 2002.

The Association's financial situation remains sound not withstanding an overall deficit for the year of £3583.00. That deficit is mainly accounted for by two exceptional and non-recurring items, £3257.00 on Marketing (the design and production of the Association Brochures and £1177.00 on Merchandise). The Merchandise costs will be and indeed already are being recovered over time by selling it to our evergrowing number of members while the Brochure is already making a significant contribution to the recruitment of those new members.

David Saunders has managed to effect an overall reduction of some £200.00 in the cost of producing *The Gallipolian* despite the number being produced being on an ascending curve. Thanks and indeed congratulations to him for this excellent piece of financial control.

Our Income for the year is down by £749.00 due mainly to the fact that in the previous year we had exceptional sales of Merchandise and received a one off injection £299.00 from Advertising in *The Gallipolian*.

Subscription income is up by an encouraging 9.4%. The deficit over the year has inevitably resulted in a corresponding reduction in the Associations overall reserves. I am confident however that this situation will be largely reversed during 2002. Finally, I record my thanks to the Chairman and my colleague Committee members for the encouragement and support which I continue to receive from them. And last, but by no means least I record my thanks to the Associations Independent Examiner, Mr G D Enticknap F.C.A. for his help in preparing the documents appended to this report. (Circulated with Winter 2002-2003 *Gallipolian*).

W.J.MARSH HON.TREASURER 4 OCTOBER 2002

MAJOR RICHARD WILLIS VC

As part of the ongoing campaign to erect monuments on all previously unmarked graves of Victoria Cross holders *This England* magazine arranged for the unveiling of a memorial plaque to Richard Willis, VC, of the Lancashire Fusiliers at Cheltenham Crematorium on Wednesday 11 September 2002.

The unveiling was carried out jointly by the Mayors of Cheltenham and Bury, prior to which Colonel Brian Gorski spoke about the heroic episode at Gallipoli which resulted in this particular Victoria Cross being awarded. Mrs Charmian Rose daughter of Major Willis, was accompanied by her son Allan. Among other guests were representatives from Harrow School (where his replica medals are displayed), the Victoria & George Cross Association, Friends of War Memorials, Royal British Legion and the Gallipoli Association.

Born at Woking on 13 October 1876 Richard Willis was educated at Harrow and the Royal Military College, Sandhurst before joining the 2nd Battalion Lancashire Fusiliers at Quetta in 1897, a year later he was in the Sudan where his baptism of fire occurred at the Battle of Omdurman. Subsequently having transferred to the 1st Battalion he served in Malta, Crete, Gibraltar and Egypt becoming an expert linguist speaking four languages including Arabic and Turkish. He was also a competent musician, the Battalion's champion revolver shot and an outstanding player at polo and hockey. In 1907 he married Maude, daughter of Colonel J.A. Temple; they had two sons and a daughter.

He commanded "C" of the 1st Battalion for over 15 years leading them ashore on 25 April at what was to be immortalised as Lancashire Landing. Years later one of those who survived that awful morning recalled seeing him stand up as the boats neared the beach, shouting amidst the noise "Come on C Company! Remember Minden!" then waving his walking stick he led them forward. "Whenever we were in trouble, whenever we looked like going under, the cry "Remember Minden!" brought us to our senses."

Another influenced by Major Willis was Lieutenant-Colonel J E Grimshaw VC who as a Corporal had landed with him saying, "I shall always remember him as my old Company Commander and the excellent example of courage and leadership that he always displayed, which made one feel proud to serve under him. He was a great man whom we will always remember."

Tim Brain, CDM, MM, also served alongside Major Willis at "The Landing" and later commented "We all had the greatest affection and respect for him and would have followed him anywhere. He was a born leader."

In the days immediately after the landing Major Willis seemed to have a charmed life. On 2 May four men beside him were killed, a bullet passed through his cap, and another smashed his periscope. On two further occasions he escaped unhurt when men beside him were killed, though his luck deserted him on 4 June when the Battalion suffered more than 500 casualties, Willis being wounded by a bullet beneath the heart.

When he first heard the news of his award of the Victoria Cross Willis asked journalists "Please keep me out of it." Though he did assist the *Illustrated London News* in their production of the artist's impression of the "Lancashire Landing", the picture soon earning him the nickname "Walking Stick Willis." After recovering from his wounds he returned to service on the Western Front where he took part in battles on the Somme, and at Messines and Passchendaele, the latter which he described as being worse than Gallipoli. His cool and detached manner under fire impressing all who shared such experiences with him.

On retiring from the Army in 1920 he became an educational officer with the RAF and then during the 1930's a lecturer in London and a prep school master followed by a spell early in the Second World War as a training officer at Aldershot. Injured during the London Blitz he subsequently returned to teaching continuing until his mid-seventies. In old age it was a great cause for personal regret that he became parted from his medals, although quite how this occurred has never been fully ascertained. When his daughter Charmian found out, she helped him to obtain a replica set from the War Office which was eventually donated to Harrow School.

For the remaining eight years of his life Richard Willis was looked after at the Lillian Faithfull home in Suffolk Square, Cheltenham. His wife was with him for the first two years until her death in 1960. In later life he was also generously assisted financially by his Regiment, the Lancashire Fusiliers. Following Willis's death on 9 February 1966, Major Shaw of the Lancashire Fusiliers sent a letter to his daughter from Regimental HQ at Wellington Barracks, Bury, which contained the following remarks:

"He was a wonderful man and everyone in the Regiment had the very greatest respect and admiration for him. He was very much a legendary figure. Last year we celebrated the 50th Anniversary of the Lancashire Landing at Gallipoli and about 40 survivors from all parts of England came to Bury for that occasion. They all served under your father and almost every incident that happened seemed as fresh in their minds as if it only occurred the other day. They all thought the world of him and I heard many first-hand accounts of his remarkable exploits on that very memorable day."

Willis's Victoria Cross and his eight other medals – spanning the Sudan Campaign to the Coronation Medal of 1953 – were sold on several times but were eventually

purchased by a private individual in 1996, who loaned them to the Regimental Museum in Bury. At the current time they are displayed in the Imperial War Museum (North) which was opened by Her Majesty the Queen at Salford Quays, Old Trafford, Manchester, in July 2002.

Acknowledgement: We are most grateful to *This England* and especially Assistant Editor Peter Worsley for providing information and photographs and not least for arranging for Major Willis to be commemorated in an appropriate way.



Unveiling of the memorial plaque to Major Richard Willis VC at Cheltenham Crematorium, 11 September 2002. Left to right: Colonel Brian Gorski (OC Royal Regiment of Fusiliers), Councillor John Smith (Mayor of Bury), Mrs Charmian Rose (Major Willis's daughter), Councillor Ken Buckland (Mayor of Cheltenham) Joy Buckland (Mayoress of Cheltenham). Photograph This England magazine.

CHAPLAIN TO THE *EURYALUS*

JOHN C WELCH

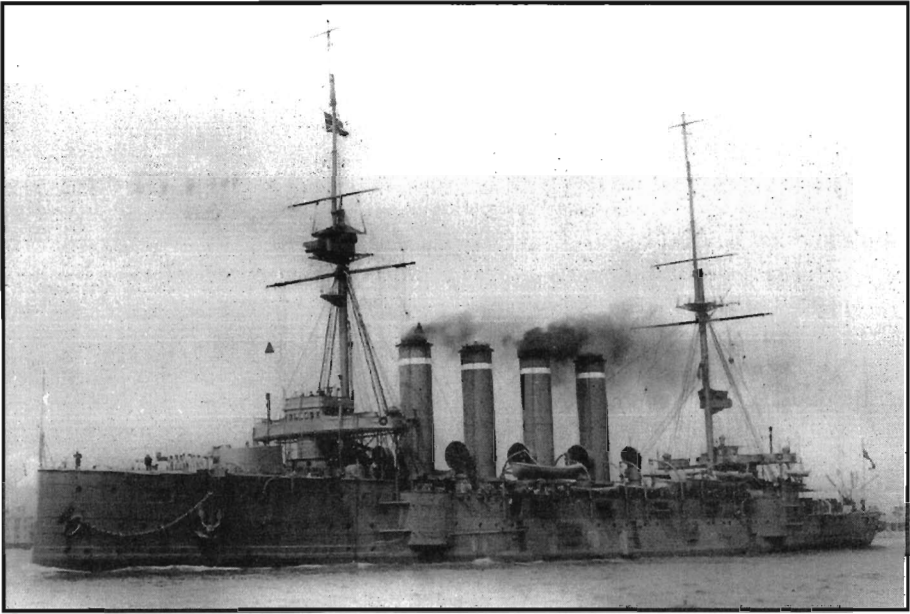
David Jonathan Jones was born into a Welsh speaking family at Llanrhystyd, a small hamlet a few miles south of Aberystwyth, on 9 January 1883. His father, after whom he received his middle name, was a prosperous farmer, some fifteen years older than David's mother, Jane.

The young David attended University College, Wales, where his main interests outside of studying were the Celtic Society and tennis. Indeed, he wrote reports on both activities which appeared in the college magazine. He graduated in 1907 with a B.Sc. and three years later attended theological college at Newcastle upon Tyne. He was made a Deacon in 1911, and a Priest in 1912 by the Bishop of Asaph. When the First World War broke out he had been a curate at St Saviour's, Colwyn Bay, for three years, and was looking forward to obtaining a parish of his own on his next appointment.



The outbreak of the First World War caused David Jones to offer his services to the Royal Navy, and on 11 August 1914 he was appointed a temporary naval chaplain. He joined HMS *Euryalus* on 16 August 1914, and was soon at sea on her, as she patrolled off the Dutch coast near the port of Ijmuiden.

HMS *Euryalus* was one of six ships in the Cressy class of armoured cruisers, built to counter similar units in the French and German navies. She was laid down at Barrow in July 1899 and launched in May 1901. A series of accidents meant that she was not completed until January 1904. She was a large ship, with a displacement of 12,000 tons, an overall length of 472 feet and a complement of 760. Her engines, for which 1,600 tons of coal was carried, developed 21,000 horse power giving a maximum speed of 21 knots. An armoured belt had a maximum of six inches, and deck armour a maximum of three inches thickness. The main armament was two 9.2 inch guns and twelve 6 inch guns. Twelve 12 pdr guns were carried to deal with torpedo boats.



HMS Euryalus – a Kingsway Real Photo Service Postcard

A common duty taken over by naval chaplains was coding and cyphering. Such was David Jones' efficiency in carrying out these tasks, that he was put in charge of all such duties on the ship. There was a foretaste for *Euryalus* of her role at Gallipoli, when in the early hours of 25 August she landed 200 Royal Marines at Ostend. Three days later *Euryalus* took part in the Battle of Heligoland Bight, in which the Germans lost over 1,200 men, compared to a loss of 35 by the Royal Navy. This was to be her first battle honour. The feelings of the ship's company can only be imagined when, on 22 September, they learned that their sister ships *Aboukir*, *Cressy* and *Hogue* had all been sunk. This meant that apart from themselves, only the *Bacchante* and *Sutlej* were left of the *Cressy* class.

Another foretaste of things to come occurred on 25 October, when Rear-Admiral Wester Wemyss moved his flag from *Charybdis* to *Euryalus*. He wrote to his wife that the new ship had, "Nice officers and a fine ship's company. The reserve men throughout seem a splendid lot, and far beyond anything I expected" (1). The next few months saw *Euryalus* working in the Western Atlantic as part of the 12th Cruiser Squadron, engaged in escorting convoys and enforcing the blockade against Germany.

(1) *The Life and Times of Lord Wester Wemyss* Lady Wester Wemyss, Eyre and Spottiswoode, London, 1935.

She left Plymouth on 7 February 1915, was at Gibraltar on the 12th, Malta on 17th and arrived at Port Said on the 21st. Here the ship's company were introduced to a new enemy, when they had the opportunity to view the bullet ridden pontoons, with which the Turks had attempted to cross the Suez Canal. She left Port Said on 3 March, and two days later arrived off the Turkish held port of Smyrna. Here, together with *Swiftsure* and *Triumph*, she spent some ten days in an intermittent bombardment of Turkish forts. Rear-Admiral Wester Wemyss, who had left her at Plymouth, now returned as Senior Naval Officer, Mudros.

Greater plans were unfolding in the Mediterranean, and *Euryalus* returned to Port Said on 18 March. She left on 10 April, escorting troop transports to Mudros, on the Greek island of Lemnos, in the Aegean Sea. Two days later she arrived safely at that island, and on the 14th practised landing from boats. The ship's log (2) for the 23rd recorded that after lunch, "hands were employed rigging towing spars as required". Some seven members of the ship's company were shown as sick, but these we nearly compensated for by the transfer of one rating from *Hussar*, and four from *Arcadia* that evening.

The next day, David Jones said prayers at morning divisions. After lunch, hands were piped to "make and mend". Major General Hunter Weston and his staff came aboard at five o'clock, and two hours later the 1st Battalion Lancashire Fusiliers were embarked. HMS *Euryalus* weighed anchor at 9.48 pm and left Mudros accompanied by two fleet sweepers and two trawlers towing boats.

Sailing via Tenedos, *Euryalus* reached Cape Helles shortly before 0400, and stopped engines some 2,000 yards from W Beach. There was a slight wind from the north, and the thermometer stood at 57F. The Lancashire Fusiliers, 950 strong, were disembarked into cutters, which were towed, four or more at a time, by steam picket boats. Just after 0500 they moved off towards W Beach. An hour later the ship's log recorded that they had, "landed south of Cape Tekeh under heavy machine gun and rifle fire ". The Fusiliers were now earning their, "Six VCs before breakfast" (3).

Around noon the ship's log recorded "Shelled enemy's entrenched positions on Hill 138, and at head of nullah". Some four hours later the log noted "Shelled old fort and enemy's entrenched positions on Hill 141. The last entry for the day, ten minutes before midnight, was "Fired three rounds of shrapnel at Krithea Wood". The *Euryalus* was capable of putting down a devastating fire on the Turks. Just a single shell from one of her 9.2" guns alone weighed 380 lbs. A broadside, made up

(2) Public Record Office, Kew ADM 53/41213. This file was closed until 1966.

(3) The Cranston print of the painting *Gallipoli* by Charles Dixon, shows the *Euryalus* in the top right hand corner – a warship with a white band round each of her four funnels. See *The Gallipolian*, Autumn 1995, page 29.

of two 9.2" and six 6" guns, gave a total weight of shells of 1,360 lbs.

Ammunition and general stores were landed throughout day. Events ashore were brought home more directly when, at 2100, forty one Turkish prisoners were taken on board. Another direct effect was the increase in numbers on the sick list, which rose to twenty five.

The Fusiliers had suffered appalling casualties ashore. An army chaplain who landed with reinforcements later in the day recorded, "One hundred corpses lay in rows upon the sand, some of them so badly mauled as to be beyond recognition" (4). When the boats returned to *Euryalus* they carried a number of dead and wounded, some of the latter suffering fatal injuries. The Lancashire Fusiliers in landing had sustained 189 officers and men killed, 283 wounded and 61 missing, a total of 533 casualties.

The weather the following day was much the same as that on the day of the landings. David Jones conducted a funeral service on the quarterdeck, for burial at sea of seventeen bodies, at 0945 (5). Four of them were men who had died on board earlier that day. Two were sailors from *Euryalus* and two were Lancashire Fusiliers:

Able Seaman William Arthur Emberson (178329), Royal Fleet Reserve

Ordinary Seaman Percy Lee (5192), Royal Naval Reserve.

Private J.Campbell (1873)

Private H.G.Tomey (1504).

The remainder were sailors and soldiers who had been brought aboard dead:

Ordinary Seaman Charles Kibblewhite (34390), R.N.R., HMS *Euryalus*

Ordinary Seaman Thomas Copeland, HMS *Implacable*

Lieutenant Alastair Roderick MacLeod, "Y" Battery, Royal Horse Artillery (6)

Lieutenant John Stanley Williamson, Lancashire Fusiliers

Private J.Birch	(2383)	Lancashire Fusiliers
-----------------	--------	----------------------

Private J.Doyle	(1299)	" "
-----------------	--------	-----

Corporal Malone	(1926)	" "
-----------------	--------	-----

Corporal W.T.Mercer	(1511)	" "
---------------------	--------	-----

Private Neall	(933)	" "
---------------	-------	-----

Private W.Pennington	(2140)	" "
----------------------	--------	-----

Private P.Turner	(1485)	" "
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Private J.Howard	(9697)	2 nd Battalion, Essex Regiment
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Private C.O'Connell	(10725)	South Wales Borderers.
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(4) *Gallipoli*, Robert Rhodes James, Batsford, London, 1965.

(5) *With the Fleet in the Dardanelles* Rev W.H.Price, Andrew Melrose, London, 1915, has two photographs of such a service on board HMS *Triumph*.

(6) *To What End Did They Die?* R.W.Walker, R.W.Walker Publishing, Worcester, 1985, has a photograph of this officer.

The normal procedure for burials at sea was to have the body sewn into a canvas bag, along with a large shell or several fire bars. The basic service was from the Book of Common Prayer, and included the firing of volleys, and playing of "The Last Post".

The service over, the ship promptly began to shell Turkish batteries on the Western slopes of Achi Baba. After lunch further shelling took place of an old fort, and entrenchments on Hill 141. The sick list was now down to twelve, as a result of those who had died earlier that morning, and transfers to hospital ships.

HMS *Euryalus* was to stay in the Eastern Mediterranean until the evacuation, during which time she continued to support the army ashore by bombarding Turkish positions. She was particularly active in supporting the landings at Sulva Bay on 13th August 1915. The Turks at Smyrna were not forgotten, and she returned there to support operations to block the harbour and intercept coastal shipping. She left Suez on 26 March 1916 and, sailing via Aden, arrived at Bushire on 10 April to support operations in the Persian Gulf. An honour bestowed on HMS *Euryalus* at this time was when Rear-Admiral Wester Wemyss, as Commander in Chief East Indies and Egypt Station, made her his flagship (7).

David Jones left HMS *Euryalus* on 30 November 1917, with the endorsement on his record by his captain, that he was "keen, zealous and earnest" (8).

His next ship was HMS *Vulcan*, a depot for submarines at Lough Swilly, on the North East coast of Donegal. The *Vulcan* was an extraordinary ship, completed in 1889, the size of a cruiser, with a displacement of 6,600 tons. She had been built for the purpose of carrying torpedo boats close to an enemy port, launching them, recovering them after their attack and then returning home. A reminder of this original purpose were two 65' high cranes, supported by feet in castings on the ship's double bottom.

The *Vulcan* was home to six submarines, whose task was to patrol north of the British Isles, and intercept U-boats seeking to break out into the North Atlantic. Morale amongst the submariners took a severe plunge when, as a result of overlapping patrol lines, one British submarine attacked another, all be it unsuccessfully.

Whilst on *Vulcan* David Jones completed four years service, and became a permanent naval chaplain (9). His time on *Vulcan* earned him a glowing reference from

(7) His coffin was covered with *Euryalus* flag at his funeral on 30th May 1933.

(8) HMS *Euryalus* was awarded "Dardanelles 1915", as a second battle honour. She survived the war and was sold out of service for breaking in 1920.

(9) She had an extraordinary long life, becoming *Defiance III* in 1933, and was not broken up until 1955.

Commander Max Horton, D.S.O. – “A man whom the men respect and like to hear, grand in every way” (10).

His third ship, which he joined in July 1921, was HMS *Greenwich* a depot ship for destroyers based at Portsmouth. After three years he was posted as chaplain to the Royal Navy's dockyard at Bermuda. David Jones received his last seagoing appointment when, in 1928, he was posted to HMS *Renown* for a year.

The *Renown* gave the name to a two ship class of battle cruiser, her sister being the ill fated *Repulse*. Laid down in 1915, she displaced 26,500 tons, was 794 feet in length and had a maximum speed of 30 knots. Her main armament consisted of six 15” guns, whilst the secondary armament included seventeen 4” guns and two 3” anti-aircraft guns. A refit in 1926 had equipped her with an aircraft catapult. David Jones’ “parish” consisted of the 1,000 officers and ratings, who constituted the ship’s company (11).

His last appointments were all to shore establishments – the Royal Navy’s hospital at Chatham from 1929 to 1932, the Royal Marine’s barracks at Portsmouth from 1932 to 1935 and finally HMS *Vernon* from 1935 to 1938. He left the Royal Navy in 1938 after twenty four years service and finally received a parish of his own (12).

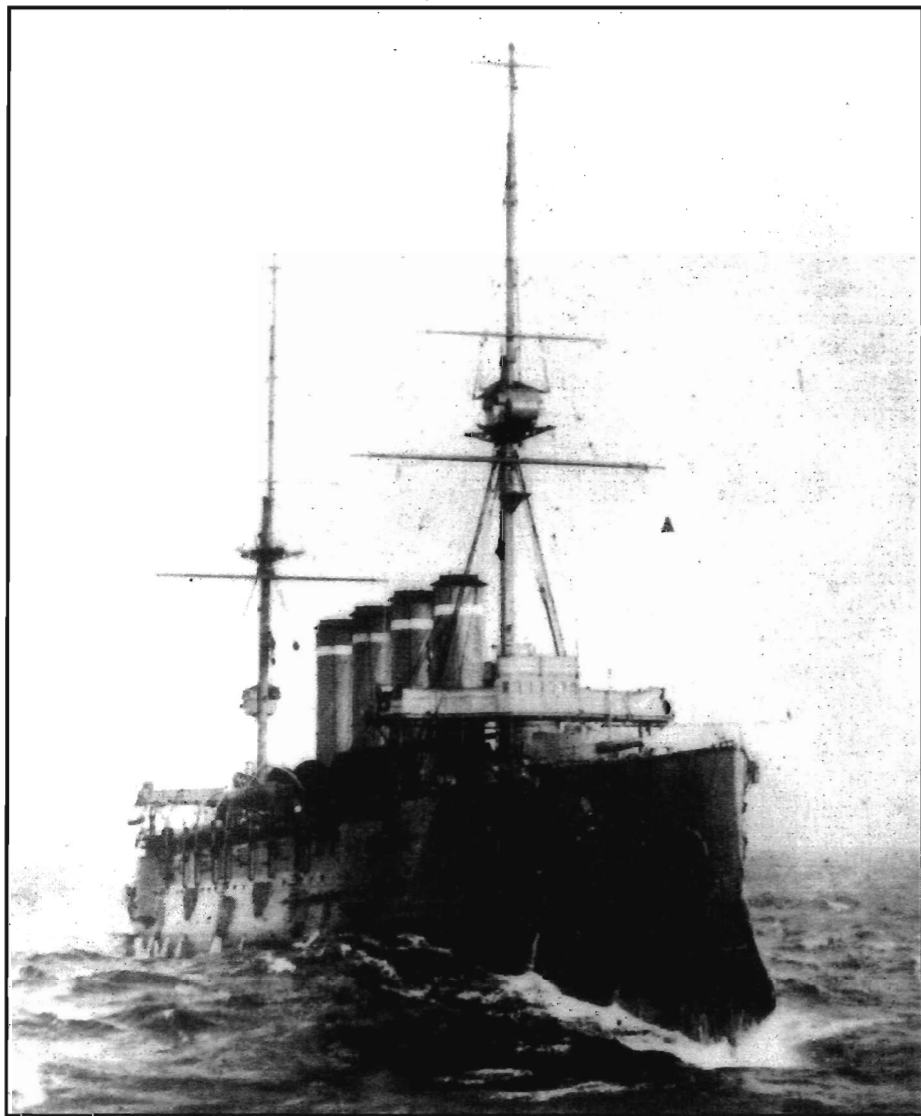
David Jones became Rector of St Mary’s, Hedgerley in the Thames Valley, some five miles north of Windsor. Hedgerley, which came under the Diocese of Oxford, boasted a population of 323. He served the parish through out the Second World War, and the years of austerity which followed (13). Towards the end of 1952 he was diagnosed as having cancer, and on 5 May 1953 died in hospital at Chalfont St Peter, Buckinghamshire. He was survived by his wife, Serena, and his daughter. His body was cremated and the ashes buried next to the entrance to St Mary’s, the spot being marked by a slate headstone.

(10) Commanded the submarine *E9* early in the war, when he torpedoed two German cruisers. Commander in Chief, Western Approaches, 1942-1945.

(11) She was reconstructed during 1936 – 1939, and after a very busy war, was broken up in 1948.

(12) He received five medals during his Royal Navy service – The 1914/15 Star, British War Medal, Allied Victory Medal, Jubilee Medal, Coronation Medal.

(13) Hedgerley today has no dedicated minister of it’s own, and has been joined to another parish. The Rectory has been sold, and is now the home of a couple well known in the media world, Peregrine Worsthorpe and Lucinda Lampson.



HMS Euryalus. Maritime Photo Library

More on HMS *Euryalus* on following pages.

HMS EURYALUS AND LANCASHIRE LANDING 25 APRIL

HOWARD MALLINSON

If it sounds remarkable that I should have arrived in my fifty-ninth year without knowing that my grandmother's brother, Private George Vivian Ash, 1st/5th Bn Lancashire Fusiliers, died¹ in the Gallipoli campaign, then the reader may not be surprised that there is a story behind that. It all started with a clock which I inherited just a few months before the discovery was made: a clock which had been presented to my great-grandfather, Sergeant-Major George Ash,² when he retired from the Lancashire Fusiliers.

When the Great War broke out, his son, Private Ash, rejoined his territorial battalion, the 5th Lancashire Fusiliers, which was immediately sent to Egypt as part of the 42nd East Lancashire Territorial Division. It was this division which had the misfortune to be in the wrong place at the wrong time. When the landings at Gallipoli had not met their objectives and General Sir Ian Hamilton was casting around for reinforcements, the 42nd was sent quickly to Cape Helles. Here it landed on the very beach which had been captured only eleven days earlier by the immortal bravery of its comrades in the 1st Lancashire Fusiliers. But I knew none of this; I knew only that my grandmother's father served in the regiment. In spite of the fact that my mother's family was from Bury and the martyrdom of that town on account of Gallipoli, I knew nothing! In fact, as I claim in my book³ there was a subliminal conspiracy, a coping strategy on the family's part, to extirpate the bitterness of the memory of the death of my grandmother's brother by making no reference to it. It was blanked out as if it never happened. Only occasionally would my grandmother spit the words "The Dardanelles" in rebuke of me as a child for some unworthiness, but I noticed her tears could only just be contained, hinting at the existence of a dark secret which it took me fifty years to discover.

Being, as I am, a child of the Second World War, I have always been more interested in its history than that of the Great War. Now that I have discovered that it is, so to speak, personal, it is different! I started studying the Gallipoli campaign only in April 2001. Until then I had a stereotyped version in my mind. "A military disaster at the hands of the Turks while trying to capture the Dardanelles. Great bravery was displayed; the Anzacs did well but Churchill was blamed for the defeat."

1. In the Third battle of Krithia.

2. Sergeant-Major George Ash re-joined the Regiment when war broke out and died of a heart attack, in service, on 8th March 1915.

3. *Where is Gallipoli* to be published in 2003.

I would have had great difficulty, just a few months ago, in expanding on these thirty words. Certainly, the Anzacs were sublime. Certainly not should Churchill be blamed for the high level military and naval blunders; on the evidence I have understood it is at Kitchener that the finger should be pointed, not least for the fatal error of having no unified command of the whole force. As I began studying the campaign, I was, naturally enough in view of my recently exposed and personal Lancashire Fusilier connections, impressed to learn of the heroism of the men who landed at dawn on 25 April 1915. The regiment raised thirty battalions during The Great War but of all their exploits in the war, the transcending feat was the landing by the 1st Battalion on what was "W" beach but which was ordered to be renamed "Lancashire Landing".

In my naïve state of knowledge about the campaign, I asked a man⁴ whose father was wounded at Gallipoli: "How come there were so many casualties at the landings?" The simple but true reply was: "Because they knew we were coming!" Thus, from my very first exposure to the valour at Gallipoli, I learned about the "Six VCs before Breakfast" awarded to the Lancashire Fusiliers. Nothing that I write must diminish the awards made for bravery, but I do wonder how many acts of supreme valour went unrecognized. This thought I put on one side, as I write about the bravery of those sailors who put those soldiers ashore on that glorious dawn.

In my ignorance of the campaign as I started to study it, I was shocked, shocked to the point of incredulity, when I discovered that the troops were rowed ashore, yes rowed, in ships' cutters. Can you imagine? An invasion against beaches overlooked by flanking cliffs defended by an entrenched enemy who was alert to your arrival – an invasion by rowing boat! The cutters which landed the 1st Lancashire Fusiliers were crewed by men from the ship's company of HMS *Euryalus*. For as long as Christians worship in Bury, the name of their ship will live. A bond with those brave men who rowed the Fusiliers ashore was created that day which lasted till death, and, such was its character, to beyond the grave.

The battalion was carried close to the shore in HMS *Euryalus* herself. At 0400 the men transferred to small boats which were towed towards the shore by the warships' steam pinnaces and under cover of their fire. About fifty yards from the shore the pinnaces cast off, leaving the boats to be rowed to the beach by their naval crews of six oarsmen and a coxswain. Frederick Chandler⁵, a private in the 1st Border Regiment, was rowed ashore on "X" beach. He told his son that as the sailors pulled on their oars, the soldiers, anxious to help, pushed. Those who landed on "X" beach met little opposition but on "W" beach the Turks were waiting for them. To realise the horror of the moment, consider the following eyewitness account of Leading Seaman Gilligan from HMS *Euryalus* in a letter to his vicar published in the *Bury Guardian* on 16 June 1915:

1. Len Chandlers, a member of the Gallipoli Association.
2. Len Chandler's father.

"We landed the Lancashire Fusiliers, 35 in each boat. I shall never forget it as long as I live. We lost 19-20 of our ship's company. I would not like to go through the same again. It was wicked and I, like a lot more, never expected to come through it whole."

"We landed at daybreak under a very heavy fire from our ship. It was deafening. There were four boats in tow of a steam pinnace, and there was no sign of the enemy till we touched the shore. Then they opened fire on us in the boats. They were very strongly entrenched above us in the cliffs, with Maxims, Nordenfeldts and 11b Pom Poms. I was in charge of No 12 boat and I told the men to lie down in the bottom of the boat, leaving myself and six oarsmen exposed to the enemy's fire. I then ordered them all to jump out and get under cover as quickly as they could. As soon as we touched the beach we could see wire entanglements. The fire was terrible; just like a hailstorm. I jumped out of the stern up to my arms in water and pushed the boat in. The sergeant jumped in front of me and got mortally wounded. The cries of the wounded were terrible."

"By now the Lancashires were ashore. We came off for more men and one man was killed in my crew. He was shot in the ear, and was quite dead when I picked him up. I could mention a lot of cases, but they are better left for the present. I hope I am spared to tell you the thrilling story when I come home. It is without equal in this war, landing troops under fire. There is such a bond between the Lancashire Fusiliers and us now that it will never be broken by the ——⁶ that are left. I never thought I should come out clear: but we have done well."

Indeed, they had done well. As we shall soon see, Leading Seaman Gilligan was spot on when he predicted that the bond between the 1st Battalion and the ship's company would never be broken. Consider also another account from the contemporary diary of Able Seaman Dawes,⁷ one of the crew of HMS *Euryalus*:

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

6. Here the dead hand of the censor obliterates the number of survivors.

7. Held by the National Maritime Museum and published in the Autumn 1998 edition of *The Gallipolian*.

The Commander in Chief, General Sir Ian Hamilton, had a good view of the landing. He wrote in his dispatch:

“ . . . So strong, in fact, were the defences of W beach that the Turks may well have considered them impregnable, and it is my firm conviction that no finer feat of arms has ever been achieved by the British soldier – or any other soldier — than the storming of these beaches from open boats on the morning of 25th April.

The landing at W had been entrusted to the 1st Battalion Lancashire Fusiliers (Major Bishop) and it was to the complete lack of the senses of danger or of fear of this daring battalion that we owed our astonishing success ...

Gallantly led by their officers, the Fusiliers literally hurled themselves ashore and, fired at from right, left and centre, commenced hacking their way through the wire. A long line of men was at once mown down as by a scythe, but the remainder were not to be denied ... ”

Vice-Admiral De Robeck, the Commander of the Naval Force, wrote in his dispatch on the naval conduct of the operation:

“ ... It is impossible to exalt too highly the service rendered by the 1st Battalion Lancashire Fusiliers in the storming of the beach; the dash and gallantry displayed was superb ... ”

From HMS *Euryalus* herself came another intimate tribute:

“We are as proud as can be to have had the honour to carry your splendid regiment. We feel for you all in your great losses as if you were our own ship's company, but know the magnificent gallantry of your regiment has made the name more famous than ever.”

This is indeed exalted praise but the bravery of the men rowing under fire is not mentioned. Sixty-three out of eighty naval ratings were killed or wounded in the operation. Although two young midshipmen, A M Williams and H M Wilson, who were in command of two of the steam pinnaces which towed the cutters, were awarded the DSC⁸, none of the oarsmen was decorated. It is not to diminish the worthiness of these two officers that I write in praise of the men who rowed the cutters but to pay tribute to the very brave men did their duty while watching their passengers and their shipmates die. Would they ever have imagined that their duty would be to row a cutter into a defended beach?

8. I am grateful to Mike Ellis of HMS *Euryalus* Association for this information.

From the dawn of that day an unbreakable bond was created between the ship's company of HMS *Euryalus* and the Lancashire Fusiliers. It survives today in the connection between the HMS Euryalus Association⁹ and the Regiment's successor, The Royal Regiment of Fusiliers. In a magnificent gesture, the ship's company erected a fine tablet to the memory of the Lancashire Landing in Bury Parish Church, where the ship's Gallipoli battle ensign was also lodged. The tablet was unveiled in 1930 by Admiral of the Fleet Lord Wemyss, whose Gallipoli flagship was HMS *Euryalus*. The inscription reads:

‘LANCASHIRE LANDING’
TO COMMEMORATE
THE OFFICERS
NON-COMMISSIONED OFFICERS
AND MEN OF
THE FIRST BATTALION
THE LANCASHIRE FUSILILERS
WHO FELL IN ACTION
AT GALLIPOLI IN 1915
THIS TABLET
IS PLACED HERE BY THE
OFFICERS AND SHIP'S COMPANY OF
H.M.S. EURYALUS
THE SHIP WHICH LANDED THE
FUSILIERS AT CAPE HELLES
APRIL 25TH, 1915

I visited the parish church, finding it much more satisfying to gain access after communion. In a conducted tour, I was shown the symbols of its proud connection with the Lancashire Fusiliers. That the bond between HMS *Euryalus* and the 1st Battalion is lock tight is proved by the fact that the several successor warships bearing the same name have continued to celebrate the link. I was deeply impressed to learn that when the Gallipoli *Euryalus* was decommissioned in 1934 her watch bell, the one that had counted the hours at Cape Helles, was presented by the Admiralty to the 1st Lancashire Fusiliers. It remains still with the 1st Battalion The Royal Regiment of Fusiliers and it goes with them wherever they go; presently it is at their barracks in North Luffenham, Leicestershire.

During the Second World War, the fifth HMS *Euryalus* was a *Dido* class cruiser. When she was placed in reserve in 1954, her ship's crest was also presented to the 1st Battalion and her bell to the Recruit Training Regiment at Basingbourn, near Cambridge. The sixth and last HMS *Euryalus*, a frigate, was decommissioned in

9. The Association was formed in 1988 and is thriving today; it has over 400 members who formerly served on successor ships bearing the name "Euryalus".

1989. Her ship's bell is in the Lancashire Fusiliers' Museum in Bury, as is her deck-plate name. Men who served on these two ships go to Bury every April to celebrate Gallipoli Sunday with the Fusiliers. They speak in terms of "our regiment": who can fail to be in awe of a memory being kept alive in this way over eighty-seven years?

Shortly after my discovery of this kinship between serving and former members of the ships' companies of HMS *Euryalus* and the Lancashire Fusiliers, I received a graphic illustration of its intensity in a chance conversation with a wedding reception guest. He had served with the regiment as a junior officer in the 1950s. I asked him about HMS *Euryalus* and his story reinforced the tradition. The battalion was stationed in Aqaba¹⁰ when, either serendipitously or by design, the then *Euryalus* (the *Dido* class cruiser) called at the port. My subaltern raconteur told me that, celebrations having got out of hand, he had been placed under "tent arrest" having been fished out of Aqaba harbor "wearing a *matelot's* cap". Fortune favoured this young officer. His behavior, although no doubt quite improper, was excused by the extenuating circumstance of *Euryalus's* presence.

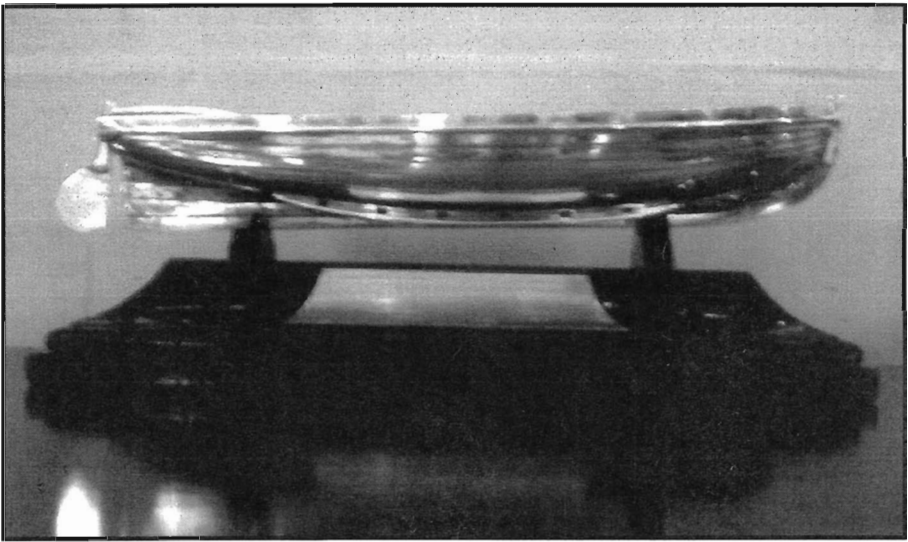
At practically the lowest ebb of fortune in the Second World War, in June 1941, a most remarkable ceremony took place: the officers of the 1st Bn Lancashire Fusiliers and of HMS *Euryalus* exchanged silver replicas, about 15 inches long, of one of *Euryalus's* cutters, complete with oars and tiller. The one given to *Euryalus* is held in the Tower of London see my photo on next page, the inscription reading:

PRESENTED BY THE OFFICERS PAST AND PRESENT
1st Bn XX THE LANCASHIRE FUSILIERS
TO THE WARD ROOM OFFICERS HMS EURYALUS
JUNE 1941
IN REMEMBRANCE OF
LANCASHIRE LANDING
25th APRIL 1915

The twin to this model is inscribed the reverse way round and is a treasured possession of the 1st Bn, The Royal Regiment of Fusiliers.

In further illustration of this bond, if such were necessary, is it not remarkable that a Royal Regiment and a Royal Navy ship should share the same motto *Omnia Audax* (bold in all things). The Lancashire Fusiliers adopted its motto when it was known plainly as "XX of Foot"; HMS *Euryalus* adopted the motto after a successful request to the MoD and the Admiralty in the early 1950's.

10. Aqaba is a port at the head of the Gulf of Aqaba at the head of the Red Sea. Famously, it was captured from the Turks in 1917 by Lawrence of Arabia with a handful of men attacking from inland having crossed the desert in an epic journey celebrated in the film *Lawrence of Arabia*. Infamously, the Turks' guns were pointing out to sea from where an attack was feared and they were defenceless from the rear. Twenty six years later, Singapore was to fall to the Japanese, cheaply and disgracefully, for the same reason. *Plus ça change!*



As the *Bury Times* reports each Gallipoli Day (April 25) is an honoured anniversary in the regiment. *In Memoriam* notices are inserted in London and Lancashire newspapers for all ranks of the 1st Battalion who died at the Lancashire Landing. "Gallipoli Greetings" are exchanged and are sent from the Colonel of the Regiment to all units, to HMS *Euryalus* when in commission and to the Regiment's senior officers. The 1st Battalion parades, and maintains a two-minute silence followed by the Last Post, sounded, when possible, on the silver bugle presented by the fifth HMS *Euryalus* to commemorate the service together of the ship and the 11th Battalion during the siege of Malta in 1944. Afterwards all ranks are given an opportunity to see the Colours, the Regimental Rolls of Honour and trophies.

On the Sunday closest to April 25, an annual Commemoration Service to honour the regiment's dead is held in Bury Parish Church, attended by the Mayor and Corporation and civic dignitaries of the town, detachments of the regiment, old comrades' associations, the Royal British Legion, former members and friends of the Regiment, and former members of the *Euryalus*' ships' companies. Wreaths are laid on the Regimental Memorial at Wellington Barracks, the *Euryalus* Memorial Tablet in the Church, and the Bury War Memorial. After the service the parade marches past to salute the Colonel of the Regiment and the Mayor.

As I now remember the glorious deeds of the Lancashire Fusiliers at Gallipoli, I spare a thought for those brave sailors pulling on the oars for the fifty-yard dash, which must have seemed to them an eternity. The Royal Regiment of Fusiliers Regimental Association and the HMS *Euryalus* Association are actively lobbying the Ministry of Defence to have a new warship named *Euryalus* in order to revive the unusual blood-forged link between a regiment and a ship.

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General Sir John Monash

GENERAL SIR JOHN MONASH AN APPRECIATION

MICHAEL D ROBSON

Jaffo is a city with a history stretching back over thousands of years. As Joppa, it was to this port that Hiram king of Tyre promised to send cedar wood for the building of King Solomon's temple in Jerusalem. From here Jonah set sail for Tarshish only to find his plans changed by a great fish. Later, in The Acts, we find that here too was Simon the Tanner's house, where St. Peter had a vision and from where he set out to visit Cornelius the centurion at Caesarea. Two millenia after the latter events, the full name of the municipality is now 'Tel Aviv-Jaffo' however the younger of these twin cities is very much a creation of the 20th century.

In 1946 Jewish soldiers, freshly demobbed from the British army, came to settle in a town which was then only 37 years old. They came to live in a new neighbourhood called Yad Eliahu and sought somehow to imprint their own character upon its drab, utilitarian, post-war architecture. Today those veterans have moved on, but they have left behind them a rich legacy in the names given to the streets of their neighbourhood. As old soldiers do, they remembered the many in 'The Service' or 'The Corps'. They remembered the few, 'The Pilots' and they remembered too, individuals such as 'Wingate'. With 'The Unknown Hero' they remembered their comrades-in-arms who, unlike them, did not return. They also remembered the previous generation and its sacrifice for Great Britain and her allies in the First World War. Thus we find 'Rehov Lohame Gallipoli' with its references to Captain Joseph Trumpeldor and the Zion Mule Corps. The next street west and parallel to 'Gallipoli' is 'Rehov Monash' (1) which is named after the Australian, General Sir John Monash GCMG, KCB, VD, CdeG, DCL, LLD.

The son of Jewish immigrants from Prussia, John Monash was born in Melbourne in 1865. In 1914 he was neither young, nor was he a regular professional soldier, however he had served in the militia since 1884. Acting in his capacity as the Inspector-General of Overseas Forces, it was Sir Ian Hamilton who had spotted the talent of this enthusiastic amateur soldier during his tour of Australia in early 1914. Having watched Colonel Monash put his brigade through an exacting exercise at Lilydale, outside Melbourne, Hamilton gave him high marks, both in his account to the Australian authorities and in his secret report to the War Office in London. When war broke out later that year John Monash was given charge of the Australian Fourth Infantry Brigade; a position of command which he always acknowledged as being due in no small measure to Hamilton's favourable reports.

At Gallipoli in 1915 both Brigadier-General Monash and his men had a particularly hard time of it and not just from the Turks either. By August they were described

by Laffin (1980) as being "in the worst state of all...weakened by three months' combat, sleeplessness and dysentery." Regarding the battle for Sari Bair which was then in progress, James (1965) quotes at length from a critical account by Major Cecil J. L. Allanson and concludes that Monash "was a very competent officer in the wrong place at the wrong time." Few who came away from Gallipoli garnered laurels for their trouble there. If Gallipoli was a school of hard knocks however, then equally, John Monash was a diligent pupil. The lessons to be drawn from the campaign on the peninsula were not lost upon him. Monash learnt from the mistakes which were made there and he made good use of his fine intellect to ensure future success.

Following his studies at the University of Melbourne, Monash was awarded a Doctorate in Engineering as well as degrees in Arts and Law. In 1894 he set up in practise as a consulting engineer and patent attorney. He became well known in the state of Victoria for his being among the first to use the then very new construction technique of reinforced concrete. It was this training which later in France placed him above the rest of the field. Monash was able to see beyond the stalemate of trench warfare and to quickly embrace new technologies and techniques, as expressed in his dictum;

"..the true role of the infantry was not to expend itself upon heroic physical effort, nor to wither away under merciless machine-gun fire, nor to impale itself on hostile bayonets, nor to tear itself to pieces in hostile entanglements...but, on the contrary, to advance under the maximum possible protection of the maximum possible array of mechanical resources, in the form of guns, machine-guns, tanks, mortars and aeroplanes."(2)

In the new technology of war Monash saw resources which could be harnessed for the benefit of his men and ultimately, for the good of the allied cause. Others however, saw only a threat. In a reaction which was more in tune with centuries gone by, that threat was even perceived by some to be moral, as well as physical in nature. It can be argued to what degree new technology impinged upon the Gallipoli campaign, however two examples provided by Travers (2001) are revealing as to the prejudices of the command there. Hamilton (1910) considered that "Blindness to moral forces and worship of material forces inevitably lead in war to destruction." Hamilton's Chief of the General Staff (MEF) also thought along similar lines. At Simla on 30 July 1913 Major-General W. P. Braithwaite gave a lecture entitled "For the conduct of an army character weighs more than knowledge or science."(3)

Under ideal conditions Monash, like any prudent general, preferred his infantry "to advance with as little impediment as possible." He set about trying to achieve this firstly by gaining complete surprise over the enemy. He complained that while surprise was a potent weapon, previously in this war it had been employed only

rarely. It was certainly one of the vital elements which was missing at Gallipoli. Just a couple of days before the naval attack on the Narrows, the Secretary of the War Council, Lieutenant-Colonel Maurice Hankey wrote to the Prime Minister pointing out that "one of the greatest advantages to be obtained from this class of operation has been lost – surprise...The military enterprise, therefore, will be of a most formidable nature." And most formidable it certainly became! As a true engineer, Monash's second task was to assist his infantry by applying every mechanical and technical aid which he could lay his hands on. The following are a just a few examples of the new techniques which he and his corps devised or exploited later in the war and they will serve as examples to illustrate the various ways in which together they rose to those challenges.

His guns were no longer registered after they had been placed in position but instead they were calibrated on a range behind his lines before they were brought up to the front. This allowed an attack to take place at a point where the enemy did not anticipate even the presence of artillery. In another ploy, Monash's guns would fire rounds of smoke shells and gas shells mixed together in their 'ordinary harassing fire.' Over the course of a few days the enemy thus became accustomed to his having to don his gas-mask as soon as his trenches received the first smoke shells. On the day of an attack however, only smoke shells were used and no gas at all. Not only did Monash's Australian infantryman move forward under a protective smokescreen, but he also found that his enemy was further visually handicapped and hampered in his fighting by having already put on his gas-mask. When Ludendorff was writing his memoirs and referring to 8 August 1918 as "the black day of the German Army" he also recalled "...a dense fog that had been rendered still thicker by artificial means."(4)

Behind his lines Monash forbade the movement of tanks over soft ground where their tracks were readily visible to the enemy's air reconnaissance. His tanks moved only on hard surfaces, only at night and only in small groups which were easily concealed during the daylight hours. By 1918 tank technology had come a long way, however it remained a very noisy contraption and because of this it was easily and instantly recognizable to the enemy. Monash divined that the engines of certain large aeroplanes, such as the Handley-Page bomber, sounded very similar to a tank, especially if the aeroplane was flying low. By repeated daily use the enemy became accustomed to the sound and sight of these aeroplanes over his lines and with this Pavlovian conditioning, he would always take the appropriate actions. On the morning of an attack this routine was not disturbed. The aeroplanes flew over as usual and as usual the enemy turned his gaze and his rifle skyward. He looked out for the falling bombs and he kept an eye open for a place to where he might quickly dash for cover. All the while and unnoticed by the enemy, Monash's tanks were advancing towards their objective, under what he was pleased to call "noise camouflage."

No.3 Squadron of the Australian Flying Corps was attached to Monash's command on a permanent basis, however as and when the operational need arose, then up to a dozen squadrons were available to him. His infantry became used to working very closely with the air force and together they developed several techniques to enhance the effectiveness of that close relationship. Noise camouflage has already been referred to. Another aid was the supply of ammunition to the machine-gunners. Previously there had always been substantial casualties amongst the infantry ammunition carriers. This was the inevitable outcome of the necessity for two men to carry each 1000 round box over perhaps two miles or so of open ground under enemy fire. Captain Wackett of the A.F.C. developed for Monash the new idea that each of his pilots could safely parachute two boxes of Vickers ammunition from a height of 1000 feet to within a 100 yards of a machine-gun crew who had previously signalled to the air by laying out on the ground a canvas 'V' (for Vickers). This successful procedure was quickly adopted throughout the British army.



"The Servants of the Troops"

Standing behind Lieutenant-General Sir John Monash on 22nd July 1918 at Bertangles, were from left to right, Brigadier-General C. H. Foott, C.B., C.M.G. (Chief Engineer),

Brigadier-General R. A. Carruthers, C.B., C.M.G. (Chief of the Administrative Services), Brigadier-General T. A. Blamey, C.M.G., D.S.O. (Corps Chief-of-Staff), Brigadier-General L. D. Fraser, C.B., C.M.G. (C.O., Heavy Artillery of the Corps), Brigadier-General W. A. Coxen, C.B., C.M.G., D.S.O. (Corps Artillery Commander)

Photograph Australian War Memorial

Notwithstanding the above, it should not be assumed that Monash brought only his skills as a technician to the battlefield, for he also managed to make use of at least part of his legal training. He always insisted on the use of clear, plain English in his orders, noting that anything which could be misunderstood would, inevitably, be misunderstood. In July 1918 G.H.Q. published a General Staff brochure, Staff-Sheet No.218 entitled 'Operations of the Australian Corps against Hamel etc.' which contained the complete text of Monash's orders for that battle as an example to the whole of the British Army.(5) It is also worth noting at this point that, like many another lawyer Monash himself was not above mis-reading the instructions of others when it suited his purpose. More often than not, exploitation is the key to success in a battle. In one example of this, while Monash was anxious to press on with two rested Divisions which were available to him, he was restrained by his Army commander, General Rawlinson, who ordered him to hold back. Monash noted that fortunately Rawlinson gave him "the loophole necessary for continued activity." His order included the phrase "Touch must be kept with the enemy" and this was all that Monash needed: "...it was sufficient to justify an aggressive policy on my part...I ordered an immediate general advance along my whole front...There followed a merry and exciting three days of pursuit."

Monash employed all of these new ideas and skills to the full in the summer of 1918 when his Australian Army Corps, in action with American, British and Canadian units, was the first to use integrated forces of infantry, armour, artillery and aircraft to successfully break through the German lines. Perhaps this is what David Lloyd George (Prime Minister 1916-1922) was thinking of when he described John Monash as "the most resourceful general in the British Army."(6) The counter-offensive which his corps commenced on 8 August 1918 was, as Monash himself put it, "maintained, without pause, without check, and without reverse, for 60 consecutive days – a period of glorious achievement."

Three years previously Monash had lived and dressed on Gallipoli just like his own men, in a very simple manner indeed. When not actually fighting he wore 'shorts', a new word which he explained thus to his family at home:

"They are khaki overalls, cut down so as to finish four inches above the knee...These worn with short underpants, and with boots and puttees, look really well...I have dressed like that for some weeks, with khaki shirt and no collar or tie."

Monash's bivouac was similarly basic:

"a hole in the side of the hill, about 6 feet by 7 feet and 4 feet deep. The sides are built up with sandbags and the roof consists of three waterproof sheets lashed together. Biscuit-boxes serve as tables, chairs, cupboards and other furniture. I have my valise to sleep on, and get a

daily bath out of a canvas bucket with a sponge.”

At last, in mid-September, the poor state of health of his brigade forced the higher command to withdraw them to Lemnos for a period of recuperation. Monash found conditions off the peninsula a great surprise. On 25 September he wrote of his impressions from Sarpi Camp, Mudros West, Lemnos:

“In this island one can see the cult of inefficiency and muddle and red-tape practised to a nicety. There are ever so many gentlemen earning their war medals on board luxurious transports, decked all over with forget patches and arm-bands and lace, acting as deputy-assistant-acting-inspector-general-of-something-or-other.”

Deeply disturbed by what he saw, Monash's letter of the next day opens in the same vein:

“At Lemnos here the watchwords for everything and everybody are ‘inefficiency’ and ‘muddle’ and red tape run mad.”

When Monash and his men finally withdrew from Gallipoli he was able to write home from Egypt on 30 December 1915 and to summarize the problem thus:

“Remember what I have told you about the confusion and muddle on line communications, and also about the mob of brilliant staff officers who are earning their war medals in comfort on palatial ships like the ‘Aragon’ and ‘Arcadian.’ Well, the latest rumour is that all these gallant gentry are to get three clasps to their war ribbon respectively for Imbros, Mudros and Chaos!”

By September 1918 Monash's corps was nearly 200,000 strong, half of them Australians.⁽⁷⁾ This was the largest corps to be found on either side in the war and Monash was the first to recognize that he could not have achieved what he did without the support of a good staff. Monash was the maestro however. He set the tone. He conducted this vast orchestra. John Monash's “outstanding force of character” which Sir Ian Hamilton had observed in early 1914 now came fully to the fore. No one was to lay at his door a charge similar to “Imbros, Mudros and Chaos.” With a corps and staff of his own, the mottoes were to be very different: “Their watchword was ‘efficiency’ and ‘The Staff Officer is the servant of the troops.’ This was the ritual pronounced at the initiation of every Staff Officer.”

It is interesting to note that Lewin (1971) quotes Field Marshal Montgomery also using the latter mantra: “...my war experience led me to believe that the staff must be the servants of the troops.” In this instance Lord Montgomery may have neglected to acknowledge Monash's primary authorship, however as you will see in a moment,

elsewhere the Field Marshal has made gallant amends for the omission. Lieutenant-General John Monash's innovative thinking and his thorough attention to every detail, impressed all around him including the junior officers. Some of whom, like Montgomery, had already seen at first hand the unnecessary carnage due to bad planning, the low morale due to the slaughter of their men and the absenteeism from the front by their seniors. Half a century later Montgomery (1968) was to rank John Monash above all of his contemporaries, allied and enemy alike:

"I consider Monash to have been the best general on the western front; he had creative originality, and the war might well have been over sooner, and certainly with fewer casualties, had he been appointed to command the British armies in place of Haig. Maybe Haig was competent according to his lights, but those lights were dim; confidence of divine approval appeared to satisfy him. Nothing can excuse the casualties of the Somme and Passchendaele."

Montgomery, who as a Lieutenant had been badly wounded and awarded the D.S.O. in the first months of the war, never forgot the butchery which he had witnessed on the western front. Lewin recalls a radio interview of June 1969 in which the Field Marshal described Sir Douglas Haig as having "a complete disregard for human life." An attitude which, was alas, neither unique nor confined to the Western Front, but had already been seen in others at Gallipoli. Dr. Laffin's characterization of Major-General Sir Aylmer Hunter-Weston as "the Butcher of Helles" may be a little too strong for some tastes. Nevertheless, if the General is allowed to speak for himself then may one not fairly say with the evangelist "Out of thine own mouth will I judge thee." Compton Mackenzie, who was then serving as a Lieutenant in the Royal Marine Light Infantry, recalled overhearing the following conversation. "Many casualties?" Major-General Archibald Paris enquired of Hunter-Weston. "Casualties? What do I care for casualties?" the latter replied brusquely. Whereupon the G.O.C. of the hard pressed Royal Naval Division cut short the interview and left Hunter-Weston to his tea.⁽⁸⁾ This was not an isolated incident of some ill considered words spoken in haste, but it was in fact all too representative of Hunter-Weston's attitude to British losses. Other examples include a General Order, issued by him immediately after the initial landings, which contained the inspiring line "Every man will die at his post rather than retire."⁽⁹⁾ Similarly, when the newly arrived 156th Brigade lost nearly 1400 men, of whom over 800 were killed, on one day in Gully Ravine, he outraged Major-General Granville Egerton by remarking that he was "delighted to hear that the pups had been so well blooded." A fatal flaw in Hunter-Weston's approach to the profession of arms was identified by Hickey (1995) when he wrote that the general "had little knowledge of the ordeals through which the men under his command had passed."

Hunter-Weston and Monash were almost exactly the same age, but the two men could hardly have been less alike. They could almost have been from different

generations and certainly, they were from very different worlds. Monash came from a small, new country, which had sent the cream of her manhood to fight far from home. Australia's was the only purely volunteer army that fought in the Great War and Monash had too much respect for his men and for his country to wantonly squander such a valuable national asset. (10). In his advance from August to October 1918, Monash lost 21,243 men killed in action, died of wounds, wounded or missing. This amounted to approximately 70 men per day, for each of his five divisions. With some satisfaction Monash claims, "it was the least costly period, for Australia, of all the fighting that her soldiers underwent."

In mid-May 1918 General Sir William Birdwood was given charge of the British Fifth Army and it was at that point that John Monash took over from him the command of the Australian Army Corps. With that modest caveat, there is one more set of figures which will help to further illustrate the points which Lloyd George and Lord Montgomery made. From 27 March, the date when Australian troops first entered the action against the German offensive which had begun six days earlier, until 5 October when they were finally withdrawn from the line, the Australian Army Corps made up just less than ten per cent of the British Army's strength on the western front (5 out of 53 divisions). In that time however, from March to October 1918, they captured 23 per cent of the prisoners taken, took over 23 per cent of the enemy guns captured and reoccupied over 21 per cent of the territory regained. During this time the Australian Army Corps came up against 39 separate enemy divisions. Just less than half of these enemy divisions were engaged more than once. Twenty however, were engaged once only and at least six of these divisions could not be resurrected at all following their encounter with Monash's corps.

During the course of the war Monash was Mentioned in Despatches eight times and for his service he received various orders and decorations from grateful allies. From Belgium, Grand Officier de l'Ordre de la Couronne and the Belgian Croix de Guerre. From France, Grand Officier de la Legion d'Honneur and the French Croix de Guerre, with two palms. And from the U.S.A., the American Distinguished Service Medal. At what is believed to have been the first battlefield investiture for two hundred years, King George V knighted Lieutenant-General John Monash at his headquarters at Bertangles on 12 August 1918.

In 1919 Sir John was given the job of Director-General of Repatriation and Demobilisation. This involved not only the arduous task of organizing the return of all of the Australian troops from the various theatres of war, such as Western Europe, Salonika, the Near-east and Mesopotamia, but also preparing the men for civilian life and their return to being useful members of the work force.

Writing in 1920 of his exploits during the late war Sir John said,

“Let it not be assumed ... that the humble part which it fell to my lot to perform afforded me any satisfaction or prompted any enthusiasm for war. Quite the contrary. ... I deplored all the time the loss of precious life and the waste of human effort.”

These are the thoughtful words of a compassionate man and a prudent wartime commander. As Monash continues one can also hear the voice of the professional engineer beginning to resurface once again: “Nothing could have been more repugnant to me than the realization of the dreadful inefficiency and the misspent energy of war.” Just before his death in 1931 this former amateur soldier was promoted to the full rank of General.

In the years between his war service and his death, Sir John devoted himself to work which he thought would “balance the ledger” as he put it, compensating for the years when his tasks were of a “very destructive nature.” He became the very successful General Manager and then the first Chairman of the State Electricity Commission of Victoria. From 1923 he was honorary Vice-Chancellor of Melbourne University and he served a term as President of the Australian Association for the Advancement of Science. Monash continued his involvement in military matters too, serving on the Australian Council of Defence. He also took particular interest in ensuring that the 25 April was remembered, serving as Chairman of the Anzac Day Commemoration Council and as Deputy Chairman of the National War Memorial Committee for Victoria. General Sir John Monash represented Australia at the dedication of the new capital of India, New Delhi and at the time of his death his was one of two names being considered by the Federal Government for nomination as the first Australian born Governor-General.

In his private life his interests were also many and varied. John Monash enjoyed chess, concerts, the opera and working in his garden. He dabbled in painting and had his own telescope for his hobby of astronomy. He was truly a family man as is witnessed by the huge volume of letters which he wrote home during the war. It is also said that after the war he read to his grandchildren every night that he could manage it.

In 1946, at the same time as the Second World War veterans in Tel Aviv's Yad Eliahu neighbourhood were naming their street after Sir John, other veterans also settling in Israel were naming their cooperative village after him; Kfar Monash. Australia's capital, Canberra, has a suburb named for the general, whose memory was further recognized when in 1958 Monash University opened its doors.

These thoughts on General Sir John Monash were prompted by comparing the events and the personalities of early August 1915 as described, first by Moorehead and then by James. In particular, one notes how the latter took issue with the former over his endorsement of Lloyd George's opinion of Monash, preferring

instead to describe it as “a very debatable judgement.”

In any work on the subject of Gallipoli, references to later (1918) events can be justified when they are used to add colour or contrast to the tale. Equally, James is correct when he maintains that the breakdown at Sari Bair should not be glossed over. His classic history of the campaign is dedicated to the memory of his uncle, who died just two years before the first edition was published in 1965. In the dedication Rhodes James wrote that his uncle, “while attached to the 1st Battalion, The 6th Gurkha Rifles, served and *suffered in Gallipoli, August 1915*” (my italics). This close family connection may well account for his very strong feelings on this point. Generally speaking however, the events at Sari Bair have not been overlooked. Indeed, they have even entered the wider realm of literature. Like Rhodes James, the Australian writer and academic Chris Wallace-Crabbe also drew on Major Allanson’s negative description of Monash, when he wrote part IV of his poem *The Shapes of Gallipoli*.

The plan for Sari Bair called for excessive secrecy: with regard to surprise, the pendulum had now swung too far the other way. Commanders were not briefed until the very last minute and all reconnaissance was forbidden. Even the resourceful Allanson, whose Gurkhas had been on Imbros for a well deserved rest after the battle of Gully Ravine, had cause for complaint about being required to make an approach march across un-reconnoitred, enemy held ground, in darkness, with over half of his officers new and never having been on a night march before. Under conditions such as these it is perhaps not surprising that some confusion arose.

The army’s Scout was Major Percy J. Overton of the Canterbury Mounted Rifles, NZEF, who was killed later in this same action. Overton was assisted by two Greek farmers acting as the local guides. Finding that the Assaulting Column was delayed by running into the rear of the Covering Column, the guides persuaded Major Overton to use a short-cut. This led into a ravine which, unused for months, was choked with undergrowth so thick that, according to Hamilton’s biographer John Lee, it required engineers to clear it, causing yet further delays. All the while during these various hold-ups the men were subjected to destructive Turkish fire. It was, in the words of the Australian historian Dr. Charles E.W. Bean, “one of those black days which most deeply affect the spirits of soldiers.” Coming as it did, after over three months of struggle under the most appalling conditions both for combat and for health, then it should be possible to view the debilitated Australians and their commander with perhaps a degree of sympathetic understanding.

Did Monash “command a division better than a brigade and a corps better than a division?” I am not qualified to pass such a judgement. If it were true however, then I would suggest that, like the political jibe which says that someone “is too clever by half,” it is not per se a bad thing. Liddle Hart put it better when, writing at the time of Sir John’s death in 1931, he said “He probably had the greatest capacity for

command in modern war.”(11) Add to that Monash’s abilities to learn new skills and to adapt quickly to new technologies and one plainly sees what marked him out as peerless on the western front. Whatever one’s view may be with regard to August 1915, the officer of August 1918 was clearly, supremely competent and undoubtedly in the right place at the right time.

Author’s acknowledgements: For their help and encouragement in the writing of the above essay I wish to offer my thanks to three fine Australians: Mrs. Jean Metters of Canberra, Mr. Leo Marks of Avihayil and Mr. Ken Symonds of Jerusalem.

Notes/Sources:

Abbreviations used in the notes indicating sources:

AVF – *The Australian Victories in France in 1918* by General Sir John Monash K.C.B., 1920, republished jointly by the Imperial War Museum and The Battery Press, 1993

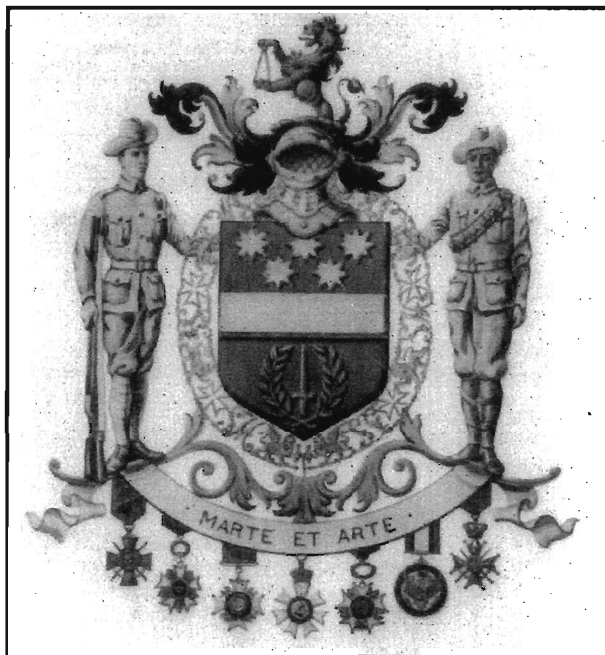
WLGm – *War Letters of General Monash* edited by F. M. Cutlack, published by Angus and Robertson Ltd., Sydney, 1934

- (1) It is remarkable that contained within the few hundred square yards of this district of Tel Aviv is a galaxy of Gallipolians. Roads not only named after The Zion Mule Corps and General Monash but also Lieutenant-Colonel J. H. Patterson DSO, Lieutenant-Commander Josiah C. Wedgwood DSO, RNVR and Lieutenant-Colonel E. L. Margolin DSO.
- (2) AVF, chapter v The Battle Plan, page 96
- (3) *Gallipoli 1915* by Professor Tim Travers, published by Tempus, 2001; Conclusion, page 222 and Notes pages 262/3
- (4) AVF, chapter vii The Chase Begins, page 130; Monash quotes here from Ludendorff’s memoirs as republished in *The Times* 22 August 1919
- (5) AVF, chapter iii Hamel, page 57; Monash commented on Staff-Sheet No.218 as follows
“The last paragraph of this document...expresses tersely the conclusions reached by our High Command:
‘81. The success of the attack was due:
(a) To the care and skill as regards every detail with which the plan was drawn up by the Corps, Division, Brigade and Battalion Staffs.”
- (6) This quote from Lloyd’s George’s *War Memoirs* Vol.1 (Nicholas and Waggon, 1931) has been repeated by several authors, but here the context is specifically ‘Gallipoli’ by Sir Robert Rhodes James, published by B. T. Batsford Ltd. 1965; chapter 11 The Fight for Sari Bair, page 261.
- (7) WLGm. In his long letter from France dated 8 November 1918, Monash gives his family what he calls a “bird’s-eye” view of the period from 27 March 1918. Referring to his time in command of the Australian Army Corps he says
“During this period, I had a fluctuating command, varying from my own five Australian divisions up to a total of eight divisions, including at times two Canadian divisions, two American divisions, and the British 32nd Division (General Lambert). During one phase I had under my command 200,000 troops.”
- (8) *Gallipoli Memories* by Compton Mackenzie, published by Cassell & Co. 1929 and quoted by Len Sellers in *The Hood Battalion* published by Leo Cooper 1995; chapter 11 page 108 June 1915.
- (9) *History of the First World War* by B. H. Liddle Hart, published by Faber and Faber Ltd. 1930; chapter 5 Scene Two, page 179 (the Papermac edition.) On the morning of 26 April 1915 Hunter-Weston was “expecting a Turkish onslaught, and fearing the result, he issued the order” which is quoted here
- (10) The author of the *Introduction to Clubbing of the Gunfire* (editors C. Wallace-Crabbe and P. Pierce, reprinted in paperback by Melbourne University Press 1984) asserts that
“Australia raised more than 400,000 troops, of whom one-third of a million fought in theatres of war...The percentage of casualties to the number of men involved was the highest of any combatant nation.”

- (11) WLGM. In his Foreword (page ix) dated Sydney, December 1934, F. M. Cutlack recalls that "Captain Liddle Hart, the well-known British military critic, wrote in a memoir for the London Press on Sir John at his death in 1931:
 'If the war had lasted another year Sir John Monash would almost certainly have risen to an army command and might even have risen to Commander-in-Chief. He probably had the greatest capacity for command in modern war among all who held command.'"

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The coat of arms assigned to General Sir John Monash "to be borne by him and his descendents according to the Laws of Arms". The sword means that the original holder was a soldier. The Latin motto means "For Art and War." The supporters of an artilleryman and an infantryman of the AIF denote that the honour of knighthood was granted to the holder as the leader and representative of the soldiers of Australia. Are these unique examples of "Anzacs" in heraldry?

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The Gallipoli Association holds a small stock of these most attractive badges produced by the ANZAC Day Commemoration Committee of Queensland. The Simpson Badge is an oval design (three-quarters on an inch) showing Simpson in classic pose with his donkey, while the Slouch Hat measuring about an inch across is exactly that. Each badge costs £2.50 plus an sae, orders please to The Treasurer, Nowhelan, The Common, Womersley, Guildford, GU5 0PH.

LOSS OF THE TROOPSHIP *ROYAL EDWARD*

NEIL BURNETT

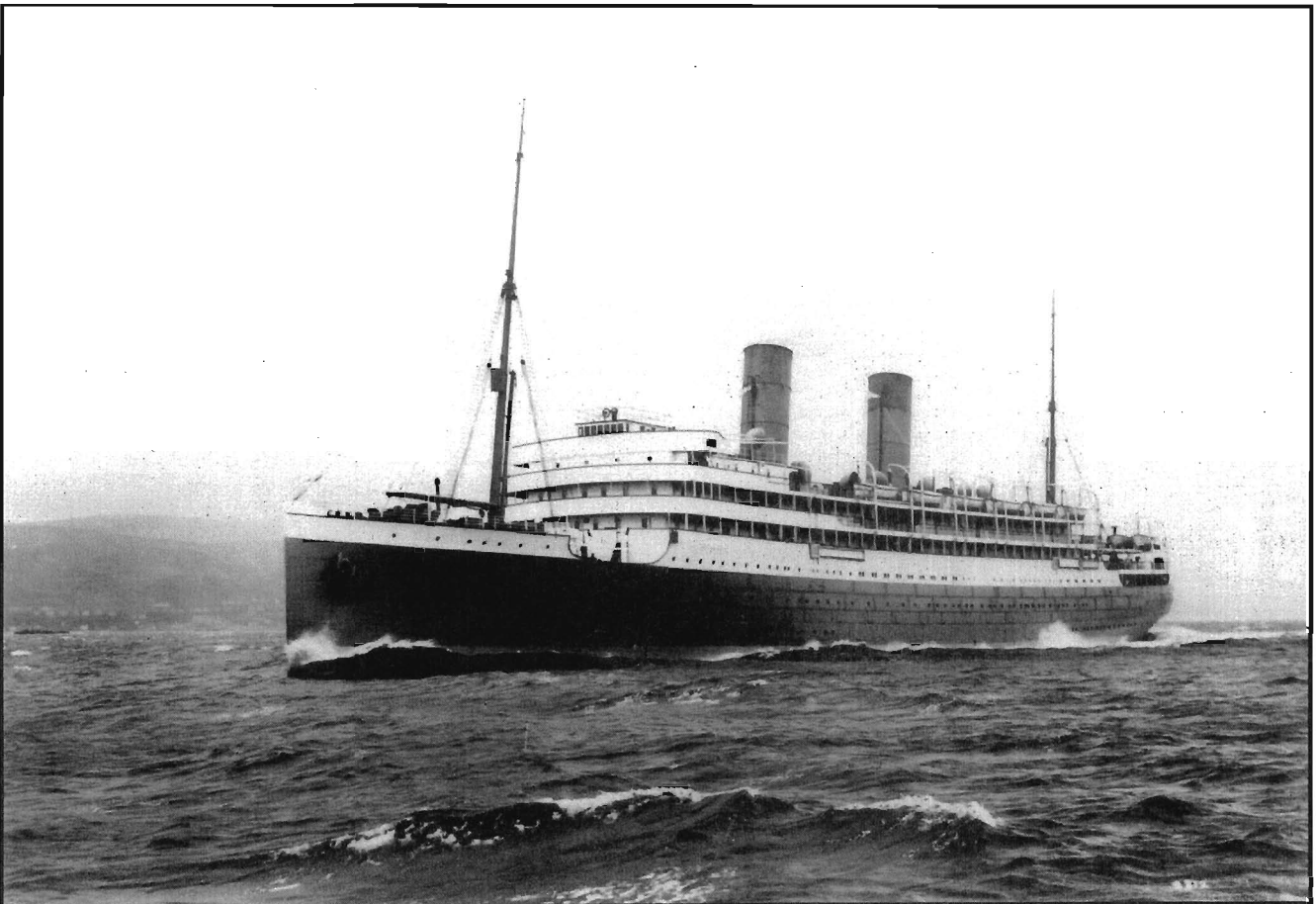
The *Royal Edward*, 11,117 tons, was the first troop ship to be lost through enemy action in the First World War. She was carrying reinforcements for the Gallipoli campaign in 1915. On Friday 13 August, at 9.15 am, she was torpedoed six miles west of Kandelouisa Island, Aegean Sea, sinking in five minutes with nearly 1000 men lost. Given the scale of this tragedy, it is very surprising that so little has been written about it.

The *Royal Edward* and her sister ship, the *Royal George* started life in happier times. Launched in 1907 as the *Cairo* and *Heliopolis*, they were built for the Egyptian Mail Steamship Company by the Fairfield Yard at Govan, Glasgow¹. These luxury liners sailed between Marseilles and Alexandria. However, passenger numbers were insufficient and the service ceased after the first season of 1908. The Canadian Northern Steamship Company of Toronto bought the ships in 1910 and renamed them to form the Royal Line. They sailed from Avonmouth to Montreal and Quebec in summer, and Halifax in winter, when the St. Lawrence was frozen over. William Roberts was the first captain of the *Royal Edward*. He retired in 1913 and was succeeded by 38-year-old Peter Millman Wotton, R.N.R., Chief Officer of the *Royal George*.

On 28 September 1914, the ships were requisitioned for war duties and formed part of the 33 ship convoy bringing the Canadian troops over to Great Britain. This convoy entered the Hamoez Plymouth between 14th and 19 October. However, the *Royal Edward* sailed out again on 17th to disembark her troops and their equipment at her home port of Avonmouth². Then, until required for Gallipoli, both ships were moored at Southend Pier and used to inter enemy aliens.

On 28 July 1915, the *Royal Edward* left Avonmouth for the last time to take reinforcements to Gallipoli. She sailed to Devonport, where the troops arrived by train from camps all over Britain. There were drafts of men for the 2nd Hampshire Regiment drawn from the 13th Battalion based at Bovington, Dorset. One of these was 20-year-old Lance-Corporal Herbert 'Bert' Joshua Salmon (the author's uncle). Meanwhile, 18-year-old Sergeant A. T. Fraser, 1st Battalion Border Regiment, was at Billericay Camp, Essex.

Embarkation completed, the *Royal Edward*, Transport Number 628, sailed at 8.00 pm on 30 July with a destroyer escort as far as the Bay of Biscay. Sergeant Fraser was sick crossing the Bay, but later felt better and enjoyed the voyage. They arrived at Malta on 6 August to take on coal³.



The Royal Edward in 1910. By kind permission The National Archives of Scotland.

The stop at Malta also allowed the men to go ashore and send letters home. Private Myles Derbyshire, 23rd W. Lancashire Field Ambulance Brigade R.A.M.C. told his brother, Fred, "We are getting better food than we expected." He also remarked on the many elderly men going out. "Chaps between 50 and 60 years of age apparently. It is a damned shame when one thinks of the 'swells' who are daily parading the streets⁴." Coaling completed, the *Royal Edward* sailed on 7 August and reached Alexandria safely on the 10th. Transports called at here to make any final logistical alterations before proceeding to Mudros Harbour, Lemnos. This exposed them to many extra miles of possible submarine attack, but the risks were considered worth taking, as no ships has been lost – yet! Although three interpreters joined the ship, there was little change in the numbers of military personnel⁵, with one notable addition in Acting Major Cuthbert Bromley, 1st Lancashire Fusiliers. He was later awarded a posthumous V.C. for leading his men while wounded during the landing at 'W' beach on 25 April. After hospital treatment for another wound, sustained at the Battle of Gully Ravine on 28 June, he insisted on boarding the ship and so became Commanding Officer of all the troops on the *Royal Edward*⁶.

The ship sailed at 8.00 am on 12 August and steered the usual direct course NW for Lemnos. At about 8.00 am, the next morning, she passed the hospital ship, *Soudan*, going SE to Alexandria carrying wounded troops.

German submarine activity in the Mediterranean increased with the arrival in May of small short-range coastal boats of the UB type. These could be transported in sections through the Kiel Canal for North Sea operations, or by rail to the Austro-Hungarian port of Pola at the northern end of the Adriatic. UB14, later to sink the *Royal Edward*, arrived in June. Her second commander was 25-year-old Oberleutnant Zurzee Heino von Heimburg. On 16 July, UB14 was towed to save fuel by a destroyer out of the southern Adriatic base at Cattaro, bound for the Aegean. She arrived at Bodrum in Turkey on the 24th July.

On 12 August, UB14, von Heimburg and his 13-man crew left Bodrum and the next morning they were on the supply route between Alexandria and Mudros, west of Kandelouisa Island, one of the Dodecanese Group. Through the periscope, von Heimburg saw the *Royal Edward* appear over the horizon – he prepared to attack⁸.

Above the waves, it was a lovely morning as Captain Wotton looked out from the bridge of the *Royal Edward*. The weather was clear, sunny and bright with a NW breeze blowing and a slight sea running SE. The ship was fitted with Marconi radio and had two operators. On duty that morning in the radio cabin, perched on the stern end of the boat deck, was Senior Operator 21-year-old Edward Walter Dyer. His deputy was 20-year-old John Keir⁹. Most on board were relaxing after breakfast, only about 200 soldiers were below decks with the crew. Surgeon Richard Neagle was in his cabin on the promenade deck starboard side having a smoke before going down to his surgery. At the same time, Sergeant Fraser sat in a deckchair on the

afterdeck, while, more energetically, Lance Corporal Salmon and his comrades in the Hampshires were on deck preparing for morning parade, in full marching order! Some people were looking forward to reaching Mudros, such as the Colonel, who said to Sergeant Fraser, "Well, Sergeant, we shall soon be there"¹⁰." Another colonel, perhaps the same one, and mindful of the U-boat menace, said to Cabin Steward Arthur Bulpett, "Looks as if we are safe now, Steward." Arthur replied that he hoped so¹¹.

At 1600 metres, and at right angles to the *Royal Edward*, von Heimbург gave the order to fire the torpedo and watched it streak towards the ship, at this time steaming at about 15 to 16 knots and following a zigzag course. Many men saw the wake as the torpedo approached the port side amidships. Butcher George Perry saw it about 60 yards away, as did Ordinary Seaman and Signaller Frederick Riches in the nearby saloon pantry, and Arthur Bulpett from his cabin, as he called to another man, "Look at this thing coming towards us!" Sergeant Fraser didn't see it, but those men who rushed past him from the port to the starboard rail certainly did!

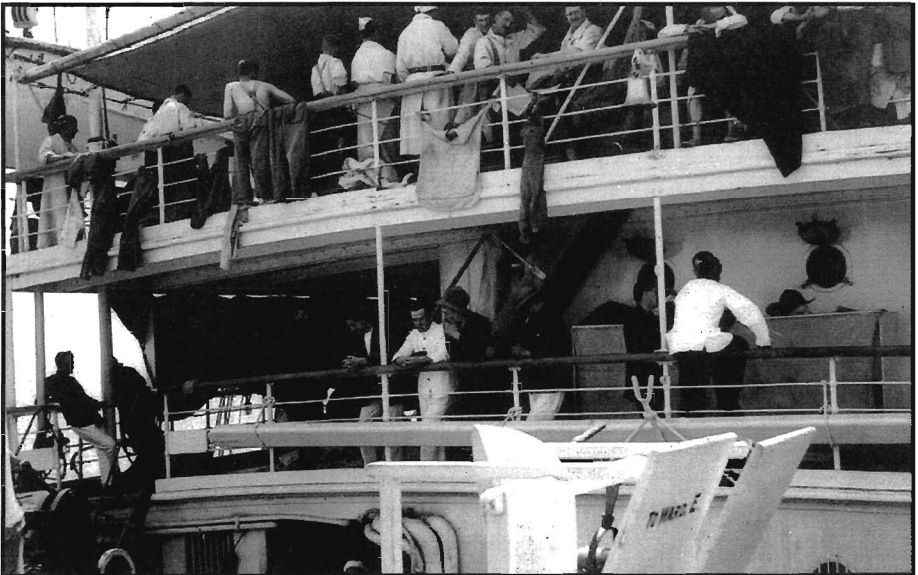
The torpedo struck towards the stern and moments before Corporal Hogg, Kings Own Scottish Borderers, was on police duty and looked at his watch to change the guard – it was 9.15 am¹².

"The ship during this period was quivering and it seemed to me like a minor earthquake shock," said Surgeon Neagle¹³. The ship took a list to starboard and began sinking by the stern. Captain Wotton gave a long blast on the whistle to signal collision stations, meaning every man should go to his allotted lifeboat, and ordered stop engines. Valiant efforts were made to launch the boats, but only about a dozen were and some of these broke in two while others capsized. Nobody had been told to wear lifebelts, so now men rushed to get them. A soldier, identified only as 'Alf' attached to the Hampshire Regiment, said, "I know a great many of the poor chaps went down to their berths for lifebelts and could not get back again, so went down with the ship." Perhaps this is what happened to Bert Salmon¹⁴.

There was no panic and discipline was maintained. However, as Sergeant Fraser observed, "The hundreds on deck ran below to get their lifebelts and hundreds below would have met them on the way up ... one can imagine what had happened on the inside stairs of the ship." Having gone up to the boat deck, Surgeon Neagle returned to his cabin for his lifebelt. With this and just a pair of white canvas duck trousers on, he went back to help with the boats. Just then the ship gave a violent lurch to starboard and he was thrown across the ship from the port to the starboard rail. The ship came upright and then rose bow upwards. Now it was every man for himself. Many, like Surgeon Neagle, dived overboard and swam away from the ship as fast as possible to avoid being dragged down by the suction. Others broke their necks on impact with the water. Many stepped off the ship as the water reached them. 'Alf' climbed over the rails onto a lifeboat, which couldn't be released and was



*Survivors from the Royal Edward being taken on board the Hospital Ship Soudan.
Surgeon-Lieutenant C J G Taylor RNVR.*



*Survivors from the Royal Edward on board the Hospital Ship Soudan.
Surgeon-Lieutenant C J G Taylor RNVR.*

taken under. Surfacing, he scrambled into an upturned lifeboat, but was dragged off by a wire rope from the mast. There was an explosion and under he went again. "I thought it was all over with me then, but I didn't feel frightened!" Bobbing up again, he got onto another upturned lifeboat and drifted away. There was yet another worry as Private Derbyshire recalled, "The mast funnels killed many a man who was trying to get clear. It was horrible to see men drowning in front of you and no chance of giving them a hand."

As the funnels went under, clouds of steam bellowed out and "... all the fire was belched all over the sea, there was a loud whoosh," said Sergeant Fraser. Then the ship rose perpendicular and Arthur Bulpett, who had sailed to Canada on her first voyage in 1910, watched as the *Royal Edward* disappeared beneath the waves. Captain Wotton stayed on the bridge and went down with his ship. It was 9.20 am as Corporal Hogg's watch had been stopped by the water. (He sent the watch home but where is it now?)

At first, there was a slight swell on the sea, which was warm. Sergeant Fraser wondered if there were sharks. Later the wind freshened and the sea became rougher and colder. Arthur Bulpett couldn't swim but had a chest of drawers under his arms and a hatchway cover for support. Some men drifted along under upturned lifeboats, finding air trapped inside to breathe. Sergeant Fraser was in a lifeboat with seventeen other men. About every half-hour, the boat turned over in the rough sea and their refuge became waterlogged. The ship also had Englehardt collapsible boats, which had canvas sides requiring the insertion of wooden supports to make them rigid. Evidently, no instruction had been given on how to do this, as James Houston, 2nd Lowland Field Ambulance reached an empty one, which was soon packed with survivors, but nobody knew how to fix the sides. It became side on to the waves and eventually turned over, throwing everyone into the water.

Men began sing-songs to keep their spirits up. 'Tipperary', 'Rule Britannia' rang out, as did the shout "Are we down-hearted?" answered by an emphatic "No!" From a stout wooden grating, Surgeon Neagle noticed one man influenced by other spirits. "One old soldier quite close to me got hold of what appeared to be half a bottle of whisky and seemed to be enjoying it, being well supported by some substantial wreckage."

In the most chilling passage of his testimony, Surgeon Neagle describes the scene about two hours after the sinking. "The saddening and tragic part was to come and come soon. Another hour passed by, there was a great quiet all round, many had dropped off from portions of the wreckage and, too exhausted by weight of clothes and the exposure, were drowned. There was some awful cries for aid in their distress."

Edward Dyer remained at the Marconi radio until the sea swamped the cabin.

Escaping from the ship, he dislocated a shoulder and a mast stay broke his leg. Somehow, he got into a boat with the Honorary Lieutenant and Quartermaster J. W. Price, R.A.M.C. In the rough sea, the boat turned over; they were tipped into the water. Lieutenant Price couldn't swim but had a lifebelt on as he clung to the upturned boat. Seeing Edward Dyer in difficulties, he left the boat and supported him until they were rescued. For saving Edward Dyer's life, Lieutenant Price was awarded the bronze medal of the Royal Humane Society¹⁵. John Keir also survived but suffered bruised ribs, having been crushed between two collapsible boats.

There being no escort ships, von Heimburg let all his crew look through the periscope at their victim. Finally, he saw her sink as men thronged the decks, then men in boats waving white shirts, trousers and handkerchiefs, as if afraid he would attack them. He didn't and remained submerged until rescue arrived.

One ship arrived, but couldn't pick anyone up as she was carrying ammunition, but sent an SOS. However, rescue was already under way, as, fortunately, another troopship, *Alnwick Castle*, witnessed the sinking in the far distance. She signalled SOS, which was answered by the *Soudan*, now many miles from the spot, and requested her return to the area¹⁶. In about ninety minutes the *Soudan* reported that she was at the scene, had lowered boats and was saving lives. Surgeon C. T. G. Taylor helped row the boats, as he recalled later, "I was walking along the promenade deck when a boat in the process of being lowered dropped opposite to me and someone shouted, 'Come on, Taylor, we want another one to take an oar.' I scrambled in; we slipped the falls and were soon pulling away"¹⁷. They had a large area of sea to cover as, due to the momentum of the sinking ship, wind and sea drift, survivors were scattered over some four or five miles.

Surgeon Neagle saw the *Soudan* arrive and anchor about one and a half miles away. "It was about this time that I felt the cold and had cramp in my legs and in the muscles of my leg. I was obliged to leave my grating from time to time and swim and get over these conditions." Eventually, he was rescued by the troopship, *Ajax* after nearly five hours in the water. The *Alnwick Castle* arrived at the scene later, but didn't pick up any survivors.

Survivors reported that several boats had made for Kandelouisa and Cos. French patrol boats rescued these men and transferred them to the cruiser, *Jules Ferry*, which took them back to Alexandria. One of these was Private John T. Langton, 1st Border Regiment. Writing home he says, "A French ship picked us up and they were very good to us, I can tell you. They gave us hot wine and cigarettes and clean clothes"¹⁸.

The *Soudan* searched for survivors until 4.00 pm and Surgeon Taylor's boat picked up forty men. Although the water was cold, the air was hot, as Surgeon Taylor observed, "It was a terrifically hot day and my bottom began to get very sore from

rowing.” He was glad to get back on board for a cold beer!

Some of the crew were taken onto Mudros while most returned to Alexandria where, as they had lost everything, they were given new clothing and sent back to England. However, Stoker R. P. Fowler and Edward Dyer went to hospital, where Dyer had his broken leg amputated. On arrival in England, all received £5 for their immediate needs and a railway warrant home. Additionally, although their pay had officially stopped the day after the ship had sunk, they each received one month’s wages¹⁹.

When fit again, Sergeant Fraser and the other soldiers continued to the Dardanelles, which, after all they had endured, seemed, as Private Derbyshire put it, “a bit offside ...” However, he was philosophical, “... but one has to look on the bright side of everything in the army. We are here to do our bit and someone has to suffer. So far, I have been lucky.”

Exactly what happened to Major Bromley is unclear; however, his fellow officer and great friend, Lieutenant Colonel W. B. Pearson questioned the few survivors of the regiment who reached Gallipoli. According to these men, Major Bromley had a fever that morning and didn’t go down to breakfast. He evidently escaped from the ship, because he was seen swimming in the water in a half unconscious state with his forehead damaged – whether he had hit something or been hit as he escaped wasn’t known. He was helped onto a collapsible boat, which kept turning over as more men climbed on. When the *Soudan* arrived in the distance, he and another man started to swim towards it but, after about twenty yards, he felt too weak and turned back, telling the other man to go on. Later a man, who had been rescued by one of the *Soudan*’s boats and who knew Major Bromley, saw the major’s body in the water and it was taken on board. Resuscitation was tried, but to no avail and, as the boat was full and there were more men struggling in the water to pick up, his body was put back into the sea²⁰. Other witnesses separate to these said Major Bromley drowned after being hit by a rescue boat²¹.

There is a discrepancy between the official figures for the numbers of men on the *Royal Edward* and for those lost and saved. On 15 August, the Admiralty Transportation Department informed James Marsterton, Secretary to the First Sea Lord, Arthur Balfour, that there were 1,382 military personnel on board when she left Alexandria. The shipping company supplied the wages list of the crew, consisting of 221 names, making a total of 1,603. *The Times* for Monday, 6 September, published the official list of military casualties, 853 men of all ranks. The Admiralty return for merchant shipping losses dated 1919 states that 132 crew perished, making a final total of 985 men lost. Of the survivors, the transport *Ajax* took 49 to Mudros, while Purser J. E. Cartwright stated on 16th August that the *Soudan* brought 441 and the *Jules Ferry* 120 to Alexandria, a final total of 610 survivors. This means that there were eight fewer lost and saved than were supposed to be on the ship! This discrepancy could be explained either by there being fewer crew on board than stated

in the wages list, or an error in the number of soldiers. Either way, while some families and friends received good news, more were bereaved.

The sense of bereavement was also strongly felt by fellow comrades. Writing from the muddy trenches near Suvla Bay on 9 October, perpetually bombarded by shells and bullets, Lieutenant Colonel Pearson expressed his grief to Lady Bromley at the death of her son. "So passed one of the bravest officers I have known – my friend for years – and the most popular man in the regiment – I was near heartbroken, Lady Bromley, at it all – now I am alone, in command and very lonely Please accept my heartfelt sympathy in your loss – for our loss I never cease to grieve ... "22

Sister Mary Brown, Queen Alexandra's Imperial Military Nursing Service, on board the hospital ship, *Devhana*, wrote in her diary on Monday 16th August, "We had a most impressive funeral service on deck at 9.45 this evening. As we passed over the spot where the *Royal Edward* went down, our ship was stopped and we had the service and prayers for the safety of those at sea for our soldiers and sailors. For those bereaved (poor creatures, they don't know of their loss yet), we sang "Now the labourer's task is o'er" and had a short service, finishing with "God Save the King" and "The Dead March" from Saul²³. The Rev. Basil K. Bond, who conducted the service, wrote to *The Times* in the hope "that the thought that such a service was held may give some comfort to the bereaved at home."²⁴

Emma Salmon, Bert's sister (and the author's mother), wrote a fitting epitaph in her autograph book for all those lost on the *Royal Edward* and the war in general.

*For heroes lost in field and flood
Who for their country shed their blood
In Belgium, France and Italy
In Serbia and Gallipoli
For those, O God, we lift our prayer
And leave them sleeping 'neath they care
Their wars are o'er, their sun is set
But England never shall forget
And through the long, long years to be
Their deeds shall live eternally*

ACKNOWLEDGEMENTS

The author gratefully acknowledges the co-operation of the following in granting permission to use copyright material: Mr. L. L. Bromley, Ms. E. Cleverly, Miss S. M. C. Taylor, Mr. P. M. Cadell, Keeper of the Records of Scotland, The National Archives of Scotland, Edinburgh, Gail Dever, Director of External Communicatoin, Canadian National Railways, Montreal, Mr. T. R. Padfield, Rights Officer, Public Record Office, Kew, Mr. C. D. W. Sheppard, Head of Special Collections – The

Liddle Collection – Brotherton Library, Leeds University.

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REQUEST FOR INFORMATION

The author is writing a book about the *Royal Edward* and would like to hear from anyone with further information, especially from relatives of those on board. Please contact Neil Burnett, 76 Sandy Lane, Maybury, Woking, Surrey, GU22 8BH.

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P.R.O.: ADM 137/1137, Ships lost by enemy submarines, August–October 1915

Imperial War Museum (hereafter I.W.M.), PP/MCR/126, Microfilm Box No 1. The papers of Lieutenant C. J. G. Taylor, R.N.V.R., World War One. By kind permission of Miss S. M. C. Taylor and the Trustees of the Imperial War Museum.

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Letter from Lieutenant Colonel W. B. Pearson, 9 October 1915 to Lady Bromley. By kind permission of Mr. Lance Bromley.

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I.W.M.: 88/7/1 Papers of Sister Mary Ann Brown, Queen Alexandra's Imperial Military Nursing Service. By kind permission of Ms. E. Cleverly and the Trustees of the Imperial War Museum.

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88/7/1 Diary of Sister Mary Ann Brown, Queen Alexandra's Imperial Military Nursing Service

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GS 0585: Papers of Sergeant A. T. Fraser, 1st Border Regiment;

GS 0807: Papers of Private J.Houston, 1st/3rd Lowland Field Ambulance R.A.M.C.

AIR 310: Papers of Surgeon Lieutenant C. J. G. Taylor, R.N.V.R, World War One.

Two photographs: 'A' Survivors being taken on board hospital ship, *Soudan*; 'B' Survivors on board hospital ship, *Soudan*.

National Archives of Scotland at the Glasgow City Archives, The Mitchell Library, Glasgow

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**ASSOCIATION NATIONALE POUR
LE SOUVENIR DES DARDANELLES
ET FRONTS D' ORIENT
18 NOVEMBER 1918**

A day, a holiday, but also a day of solemn celebration for the past 84 years. An inexhaustible anniversary though it tends to disappear a little more each year from our memories

A simplistic attitude is to consider that the “Grande Guerre” – the First World War – belongs now to history – which is true – or even just to historians – which is false, at least if this would mean that it is their exclusivity. Historians know that very well, as their studies are only possible with the help of authentic documents, specially those written by witnesses, the soldiers whose letters and diaries continue to constitute a “living memory”, intrinsically living since in a short while there will alas be no more veterans.

For many years one of the essential actions in France of our Association has been to look for and gather these kinds of memories, first from the veterans, then from their families, and to make them known. They are the basis of our publications, as we do not consider ourselves as historians. Our role is to “pass on”, and we hope that the anniversaries of great historical events on the Orient fronts in coming years will give us new opportunities in this respect. On the other hand we have to consider the real interest, even the “attraction”, felt by people about this mythical Orient, which, from the Danube to the Jordan has been the theatre of many battles, including those fought by our troops from 1915 to 1921 against the Turks and the central Empires.

Our bad weather conditions of the past summer has been favourable to reading. We have noticed in the well known daily paper “Le Figaro” a series of articles on these two large rivers so associated with history. The Danube which is a never ending story, and the Jordan “the river of iron” along which had progressed the Near East allied armies commanded by the General Allenby, with the participation of our valorous “Chasseurs d’Afrique.” These articles include many descriptions and information, and mark the place in history in which our Association has its part. Memory is still alive.

Acknowledgements: From an article by Mrs Madeleine Stocanne, President of the Association Nationale pour le Souvenir des Dardanelles et Fronts D’ Orient, Paris published in La Voix September 2002. We are most grateful to Mrs Stocanne for permission to publish this and to Jean-Claude Lis for providing the text in English.



On 25 April 2002 the ceremony at the Arc de Triomphe in Paris for the “reanimation of the flame” (the flame which is constantly burning on the tomb of the “Unknown Soldier”).

The flame was reanimated by Mrs Madeleine Stocanne President of the “Association Nationale pour le Souvenir des Dardanelles et Fronts d’Orient”, with two great-grandchildren of a French soldier of the “Armee du Levant”. Among those attending were General Cossrode, Chief of Staff of the Australian Armies, on his left Mr Fisher, Ambassador of Australia, near to Mr Fisher, Mr Macey, Ambassador of New Zealand in front of Mr Macey, Mrs Stocanne.

VICTORIA CROSS SOCIETY

Included with this issue of *The Gallipolitan* is a brochure concerning the Victoria Cross Society which in October 2002 published the inaugural edition of its journal – 44 pages in A4 size with numerous illustrations. Among the articles is that by Colonel John Cantwell of the Australian Army about Albert Jacka VC who was awarded the Victoria Cross for his bravery on 19 May 1915 near Courtney’s Post, the first Australian of the war to receive the award.

THE JEWISH LABOUR CORPS A VANISHED UNIT OF THE FIRST WORLD WAR

MARTIN SUGARMAN

In the Public Record Office file WO 329/2359 (a Medal Roll of the First World War), about forty sheets into the un-numbered pages, is a list of 189 names of the Jewish Labour Corps who fought in Gallipoli. Typed along the top of the first page is the comment, "Prepared in accordance with War Office letter NW/2/18747 (A.G.4. Medals), 3rd March 1928" and that the "individuals are entitled to The British War Medal (Bronze)". The pages are signed by a Lieutenant H Wetherall.

Unusually, attached to the first page are copies of War Office letters which in summary explain that the unit was formed in Egypt separately from the Zion Mule Corps but may have been mis-named as the 2nd battalion of that Corps, and that the army numbers range from 1 to 320 with gaps. One letter says that the rates of pay were 1/- (5p) per day for a Labourer, 1/6d (7.5 p) for a Ganger, 2/- (10p) for a foreman and £12 10s (£12-50) per month for the Superintendent (who was called Bension Ventura). All the men were enlisted between the 15 and 22 April 1915 and served only until 22 and 28 May 1915.

The entry was not made in the Medal Roll until May 14 1928 and clearly there had been some appeal from the veterans about receipt of the medal which had not till then been forthcoming. Another letter is evidence of this, as it is between the War Office in London and the Chief Rabbi of Alexandria and Zion Mule Corps Commission (Veterans), in Alexandria, discussing the medal issue.

A quick cross reference with the Zion Mule Corps Roll in the British Jewry Book of Honour shows clearly that the names are not included among those of the Corps and so these men were definitely a separate group. Equally, I could find none of the names among other Jewish units – The Jewish Royal Fusiliers or the Labour Corps in the Book of Honour. They all have very Sephardi names and are clearly locally enlisted Egyptian and Israeli Jews.

Perhaps not unsurprisingly, the names of the men serving in the Jewish Labour Corps at Gallipoli were mistakenly omitted from the compilation by Chief Rabbi Adler of the British Jewry Book of Honour in 1922. My discovery thus adds a further 189 names to the splendid record of Jewish British and Empire personnel in the First World War.

None of the many standard works on Gallipoli mention this Corps although this is not surprising given that the Zion Mule Corps were also largely ignored until

recently in official and unofficial British written histories of the campaign. Research by the author at the Public Records Office revealed no mention of the Corps in General Routine Orders or Army Orders for the Egyptian Expeditionary Force Mediterranean/Gallipoli areas for the time period, nor in the Cabinet Records (CAB) for that time. Furthermore, none of the men have Medal Index Cards or personal Army Records. Whilst there are many, albeit brief, references to the Zion Mule Corps, there is nothing referring to the Jewish Labour Corps in the many files referring to the establishment of the Zion Mule Corps and the Jewish Legion (Royal Fusiliers Jewish battalions). A search through the *Jewish Chronicle* for the 1915 period and for 1928 also resulted in no mention of the Jewish Labour Corps.

A Request: Martin Sugarman, Archivist of The Association of Jewish Ex-Servicemen and Women (AJEX) would be pleased to hear from anyone with information about the Labour Corps at Gallipoli. Please contact him at 16 Brenthouse Road, London, E9 6QG. 0207 819 3328 or e-mail martin.sugarman@westking.ac.uk

AIRPORT THREAT TO 29 DIVISION MEMORIAL

In July 2002 the Department for Transport published Future Development of Air Transport in the United Kingdom: Midlands* among the proposals a new airport, larger than Heathrow, for the Midlands. The south-west corner as indicated in the consultation paper will be about 100 yards from the 29 Division Memorial on the roundabout at Stretton-on-Dunsmore. Indeed the entrance to the airport would be off this roundabout while the famous avenue of Lime Trees, each marking the spot where the troops lined up, would clearly be threatened due to their proximity to the runway.

A major campaign of objection has been running for some months, over 80,000 signatures of support have been received. The consultation period extends to November and members seeking further information or voicing an objection should write to our member Councillor Bill Shields, Primrose Hill, Pope Hill Lane, Draycote, Rugby, CV23 9RB. 01926 632581. Or e-mail william@shields29.fsnet.co.uk

*Available from Dept of Transport, PO Box 236, Wetherby, West Yorkshire, LS23 7NB. E-mail dft@twoten.press.net. Web site www.dft.gov.uk/consult.htm

A CORRECTION

In the *The Gallipolitan* No 99 Autumn 2002 we published a request by Roger Cuckow regarding the 41st Field Ambulance. Unfortunately the e-mail address contained an error, it should read roger.cuckow@cuckoos-nest.freemove.co.uk

VETERANS VIDEOS

Mrs Essex, daughter of the well known Veteran member the late Jack Gearing, will be known to many members of the Association who attended our parades during the 1980's and 1990's. She made videos of several of these and also interviewed veterans of the First World War in their homes as they spoke about the hardship and horrors of war at Gallipoli and on the Western Front.

Copies of the videos are available at £12.00 including postage from Albert Gearing, 2 St Anne's Gardens, Hassocks, West Sussex, BN6 8RA. 01273 846278. He also has available at £12.00 including postage copies of his book *From Sussex Yeoman to Greenwich Waterman* which includes the life of his father Jack Gearing see the review in *The Gallipolian* No 96 Autumn 2001.

Gallipoli Tour 1990 with Douglas Stott followed by the Anzac Day ceremony at the Cenotaph 25 April 1990 attended by H M The Queen and the Duke of Edinburgh.

Gallipoli Tour 1990 only.

Anzac Day 1990 ceremony at the Cenotaph only.

Anzac Day ceremony 1989 followed by Lunch at Wellington Barracks attended by nine Veterans.

Anzac Day March, Sydney 1993 – three hours and very good.

Veteran members Jack Gearing and Albert Thompson RHA talking about Gallipoli and the Western Front in 1990 when both aged 96.

Jack Gearing talking to veteran member Jack Chadwick RN about Gallipoli.

Eve Essex talking to veteran member Ivan Newman about Gallipoli and Palestine.

Eve Essex talking to "Smiler" Marshall, Essex Yeomanry who provides a fascinating account of life on the Western Front.

Eve Essex talking to Norman Booth, Veterinary Corps who had charge of 56 horses in France.

Old Contemptibles Fred Dixon, Leicester Regiment and Frank Sumpter, Rifle Brigade.

Old Contemptibles Donald Hodge 7th Queen's Own West Kent Regiment and Harry Wells.

Allan Short who completed his service with the 2nd Battalion London Post Office Rifles.

The last Pilgrimage of Old Contemptibles taken to Flanders by Brigadier G M Sprake MC, MM.

A Game of Ghosts – Memories of the Somme.

Military funeral of Sergeant White, AIF killed in action 1917. His remains being found in 1993 and re-interred in 1994.

Eve Essex interviewing six pilots who flew in the Battle of Britain, vivid accounts of experiences a mere 25 years after Gallipoli.

A GALLIPOLI DOCTOR

CHRISTOPHER TOBIN

With the exception of the famous Simpson and his donkey, medical personnel tend to be overlooked as far as the Gallipoli campaign is concerned. From a New Zealand perspective, the exploits of Colonel William Malone and his Wellington Infantry Battalion on the crest of Chunuk Bair during the desperate fighting of August 7/8 have become almost legendary. To most New Zealanders Malone is the name most often remembered when it comes to Gallipoli. His memory overshadows even that of the country's sole Victoria Cross winner at Gallipoli – Corporal Cyril Bassett, of the NZ Divisional Signal Company.

Among the many New Zealanders now largely forgotten in their own country is the commander of the New Zealand Mounted Field Ambulance, Lieutenant Colonel Charles Thomas. I uncovered Thomas' story when researching and writing a history of soldiers from the region in which I live, South Canterbury, in the middle of New Zealand's South Island. A region of rolling hills, lakes, rivers and plains with tussock in the high country and the majestic Southern Alps behind. Even today South Canterbury is a relatively sparsely populated region of about 55,000 people. At the time of Gallipoli the population was under 36,000. The main centre is Timaru, a port town, from where in August 1914 the first soldiers started boarding trains to go north 100 miles to a camp in Christchurch, the first leg of a journey which would end for many of them at Gallipoli.



Now to return to Thomas who I discovered was very much a product of empire. He had been born at Bangalore, India, and raised in England where he attended Cheltenham College. He studied medicine at Middlesex Hospital and then at the relatively young age of 25 emigrated to New Zealand. He settled in Timaru and practised medicine. In many ways Timaru and South Canterbury operated like a transplanted England. Thomas, a short slightly built though handsome man (his nickname was "the little doctor") moved in local gentry circles. He rode to hounds and was a member of the Timaru Gentlemen's Club and he acted as honorary surgeon to the local fire brigade. It seems he possessed a sense of humour and indeed upset some more staid members of his club when on a visit to London he bought a picture of dancing girls for the club which caused a minor rumpus on his return.

At the time of the Boer War Thomas volunteered and served as chief medical officer at Klerksdorp. When he returned Timaru's citizens carried him on their shoulders from the railway station to his home. Not long after Thomas married Mildred Rhodes, a widow of one of the region's leading families. The Rhodes, from Yorkshire, had been the original European settlers in South Canterbury. The couple had a son, Thomas, and life for all of them appears to have gone on happily and smoothly until the outbreak of war in August 1914.

As a territorial, Thomas volunteered, though as he indicated in one of his letters, it was a difficult decision. He was nearly 50; he had a busy medical practice and a wife and 10-year-old son, Tom, who loved him and depended on him. Having already done his duty in South Africa, his fellow citizens would not have criticised him had he decided not to serve in this latest war. In one letter to a friend he said he pondered long and hard whether to go to war again or not. What made him decide finally to go, he said, was the seriousness of the situation. So Thomas, a selfless man, left behind all that he loved and went off to war.

He commanded the NZ Mounted Field Ambulance which I imagine required enormous organisation skills. The logistics of caring not just for men but horses and medical equipment must have been quite daunting especially in a long sea voyage from New Zealand to Egypt. By all accounts Thomas was a keen horseman and loved horses. In one of his letters he expressed deep disappointment that his unit's horses had to be left in Egypt once they embarked for Gallipoli.

The Field Ambulance arrived at Gallipoli in early May when he hoped they would be thrown into service on land but the first weeks were bitterly frustrating for him and his men. Four times they landed at Anzac Cove and four times they were ordered off again back to Lemnos after being told they were not wanted. What made matters much worse was that his unit was split up and became what he told his wife Mildred merely "useful wanderers." Adding to his frustration was a sense of indignation. He was on board a ship which provided luxurious conditions for officers "as good as any passenger liner" his words, while just over a mile away soldiers were stricken with dysentery and surviving on bully beef and rock hard biscuits.

Eventually Thomas was called into action on the hospital ship *Galeka*. One day in late May from 0900 to 2200 he and 13 other surgeons operated on Australian wounded. After a few hours sleep he resumed operating, continuing through the remainder of the night and through the next day until evening. From what I gather he sailed with wounded to Malta and then went back to Anzac. His great hope was to get ashore and in August he was given the opportunity. To his joy his unit's days as useful wanderers ended and they were reunited – at least for a short time.

Thomas and his men went to outposts north along the beach from Anzac Cove to

tend the New Zealand wounded from action on Hill 60. What he saw probably had a profound effect on him. The men had been under fire for sixteen weeks without a spell. They had taken part in a bayonet attack along the Sari Bair foothills on August 6/7 which preceded the massive Allied offensive. Even after this they were not rested. On August 21, with many of them suffering from dysentery, they took part in the attack on Hill 60 and suffered heavily. On August 27 the remnants attacked on Hill 60 and again suffered heavily. The South Canterbury Mounted, which at full strength had 169 men, was reduced to a dozen or so.

Thomas knew many of the South Canterbury Mounted personally and had ridden to hounds with nearly all of the officers. I am sure he felt their devastation keenly and this perhaps explains why he took the dangerous step of going right to the frontline trenches to provide assistance. He could have stayed back at an advanced dressing station waiting for the bearers to bring the wounded. But he did not. In the late afternoon of August 28, he was in the forward trenches among the wounded, doing the very thing that drove him on – doing his duty.

As he made his way through the trenches fighting intensified. Taking shelter, a shell exploded overhead and suddenly, in a flash Thomas, the “little doctor” was killed. The suddenness must have been a shock for those with him. One of his men wrote home telling what had happened:

“Colonel Thomas was killed outright and died without speaking. I was badly hit and rolled over towards him while three or four stretcher-bearers were also more or less badly hit. Our little company was broken-hearted on hearing the death of our colonel. I am proud to have been with him when he died. He was absolutely fearless and would go anywhere in the face of danger.”

Thomas’ body was subsequently carried back to the beach next day and buried in Embarkation Pier Cemetery. A doctor colleague subsequently wrote to Mrs Thomas:

“The view from the grave is singularly beautiful. He lies under a great olive tree next to one of our privates with a great expanse of sea in front and wooded hills behind. I have lost a true friend and I shall never forget the kindness which the colonel showed me. To work with him was an inspiration. Duty was more to him than a hackneyed word; it was a very real faith.”

In Timaru Mildred Thomas would endure the pain of widowhood for the rest of her life, while a ten years old son was left to grow up without a father. Thomas was just one of many thousands who died at Gallipoli but his story I feel is somehow special: he was one of those who went Gallipoli to save life...and who ended up losing his own.

I first learnt a little about him from several letters he had written to his wife from

Gallipoli which were published in the local newspaper only a short time after his death. The main thing that surprised me about them was that they were far from gung-ho. In fact, Thomas' comments seemed to suggest what everyone would subsequently learn in New Zealand – that Gallipoli was a mess. He described the campaign – “This Dardanelles undertaking” he termed it – as “a ghastly business.”

Note: See a review of the author's book *Gone to Gallipoli* on page 56 Autumn *Gallipolian* 2002

BOOK REVIEWS

FORGOTTEN VOICES OF THE GREAT WAR

MAX ARTHUR

Ebury Press, 2002. 326 pages, illustrations. ISBN 0 091882 095. £19.99.

A member of the Gallipoli Association, Max Arthur will be known for his previous books, especially *The True Glory: The Royal Navy 1914-1939*. He draws on the Sound Archives of the Imperial War Museum for the present welcome volume in which he devotes 17 pages to Gallipoli, veteran members including Joe Clement, Jack Gearing and Joe Murray figuring prominently.

MISSION TO TASHKENT

F.M. BAILEY

Oxford University Press 2002. 314 pages, 3 maps. ISBN 0 19 280387 5. £8.99.

The author, Colonel Bailey, described as “deceptively mild-looking but formidable” served at Gallipoli with the 1st/5th Gurkhas being wounded twice, the second time shot through both legs. “Following his recovery, he returned to the area he knew best, Central Asia, this book, a paperback re-issue of one of the epic stories from the Great Game, a breathtaking understatement of some 16 months from March 1918”. Gardeners amongst our members may recognise the author as having the Tibetan Blue Poppy *Meconopsis betonicifolia baileyi* and other plants named after him. An Obituary of his death in 1967 says “In its diversity of adventure his career as soldier, explorer, linguist, secret agent and diplomatist can be compared with that of Sir Richard Burton and it included not a few incidents reminiscent of Kipling's Kim”. Certainly a remarkable man in every sense and wonderful to have his book so easily available.

VOICES FROM THE TRENCHES – LETTERS TO HOME

NOEL CARTHEW

New Holland Publishers 2002. 244 pages, 27 illustrations, 3 maps. ISBN 1 86436 744 X.
AUS\$24.95.

The story of the three brothers Carthew – Charles, Fred and James – in a wonderful collection of letters brought together lovingly by the daughter of James. Brother Charles, a Lieutenant in the 8th Light Horse was killed during the charge at The Nek on 7 August, the first his family knew of his death was a cable from younger brother Fred, then in Egypt which read “Charlie has been killed in action on seventh. Fred.” Fred served at Gallipoli, his last letter home from the Peninsula dated 11 December, and then completed the rest of the war in Palestine with the Camel Corps. James did not serve at Gallipoli but with the artillery on the Western Front being awarded the Military Medal in 1917.

THE ASQUITHS

COLIN CLIFFORD

John Murray 2002. 528 pages, 39 illustrations. ISBN 0 7195 5457 8. £25.00.

A real-life Forsyth saga, the Asquiths rose to the top both in politics and society but like many other families the First World War was a tragedy. Raymond Asquith was to die leading his troops on the Somme, Herbert known as “Beb” suffered shell-shock, while Arthur known as “Oc” served with distinction at the Dardanelles and on the Western Front but was to die young. The book deals mainly with the period when their father was Prime Minister, a fascinating story in which his daughter Violet and second wife Margot, not forgetting confidant Venetia Stanley play their not inconsiderable parts.

A PERFECT JUDGE

JEAN GRAHAM HALL & DOUGLAS F MARTIN

Barry Rose 1999. 225 pages, 6 illustrations. ISBN 1 872328 74 1. £32.00 but see offer*

This book, which most members will probably be unaware of, is a biography of Lord Sterndale (1848-1923) Master of the Rolls, better known as Pickford, who received universal acclaim during his lifetime and after his death. A member of the Dardanelles Commission Sir William Pickford as he then was became Chairman following the death of Lord Cromer, though sadly left no letters, memoirs or other personal material which would intrigue subsequent generations. Sadly his biographers have not done so either, but provided just a potted history of the campaign.

* Available from Barry Rose Law Publishers, Little London, Chichester, PO19 1PG. 01243 783637 to Gallipoli Association members at £25.60 plus £2.00 postage.

FIRST TO DAMASCUS

JILL, DUCHESS OF HAMILTON

Kangaroo Press 2002. 230 pages, 14 illustrations, map. AUS\$29.95.

The story of the Australian Light Horse and Lawrence of Arabia. A dashing account which the author, a member of the Gallipoli Association, dedicates to the horse which took her father from the shadow of the Pyramids across the deserts to Palestine, not forgetting the 50,000 or so others shipped from the Australian bush to serve in Egypt, Palestine and Syria in the care of Banjo Patterson. A percentage of the royalties of this book will go to the Brooke Hospital for Horses in Cairo.

THE PALS AT SUVLA BAY

HENRY HANNA

Naval & Military Press 2002. 244 pages, 7 colour, numerous monochrome illustrations, maps.
£24.00.

One of the much sought after books of the Gallipoli campaign is this record of the service at Suvla of D Company, 7th Royal Dublin Fusiliers, "comprised almost entirely of Dublin gentlemen." First published in 1917 the book contains many first-hand accounts of the actions from 7 August to evacuation at the end of September when only 79 of over 300 who had originally landed were still present. The main account concludes with a chapter regarding the chaplains who accompanied the Dublins while the final 100 pages are devoted to a complete roll of D Company and a "Who's Who". The publication by Naval & Military Press of this and other rare volumes deserves every support.

THE DARDANELLES CAMPAIGN 1915

COMPILED BY FRED R VAN HARTESVELDT

Greenwood Press 1997. 163 pages. ISBN 0 313 29387 2. £56.95*

The author, Professor of History at Fort Valley State College, GA, has also compiled a similar *Bibliography on the Battles of the Somme 1916*. The present volume is in two parts, the first 31 pages comprise a review of the campaign of 1915 which he concludes by saying that "the definitive assessment of the Dardanelles Campaign will never be written. It certainly has not been yet." Maybe, but the wealth of literature already available is remarkable and new publications, both books and articles show no sign of drying up.

The main part of the book is devoted to 765 references to works, both books and articles concerned with the Dardanelles, publication details are followed by a brief description. The coverage seems pretty comprehensive and is thus a handy reference

work. Sadly the price will place it outside all but the most committed enthusiast while an annual Gallipoli bibliography of books and articles published is long overdue.

*Available from Europsan Group, 3 Henrietta Street, Covent Garden, London, WC2E 8LU.

MONUMENTS TO COURAGE

DAVID HARVEY

Published by the author 1999. Two volumes – 416 pages & 433 pages, illustrations. £75.00*

An outstanding contribution, previously reported in *The Gallipolian* No 90 page 53 – *Monuments of Courage* is superb, the result of some 40 years of research on the 1,350 holders of the Victoria Cross by the author, a member of the Gallipoli Association. Here some 6,000 photographs, primarily a photographic record with brief essential notes on each of those decorated. A monumental book in every sense, no reference library should be without a copy, so if you cannot afford a set yourself then at the least make sure there is one in your local library.

* Available at £75.00 plus post/packing from The Naval & Press, Unit 10, Ridgewood Industrial Park, Uckfield, East Sussex, TN22 5QE. 01825 749494, e-mail order.dept@naval-military-press.com web site www.naval-military-press.com The Naval & Military Press publish regular catalogues of new and reduced price books.

THE FIRST WORLD WAR

MICHAEL HOWARD

Oxford University Press 2002. 154 pages, 12 illustrations, 7 maps. ISBN 0 19 285362 7.
£11.99.

Short but excellent, an ideal book to give to someone with no prior knowledge or deep insight into the War. The Dardanelles and Salonica in 1915 merit a mere six pages, the failure of the former being “redeemed only by the courage and endurance of the troops.”

GALLIPOLI 1915

RICHARD REID

ABC Books 2002. 154 pages, numerous illustrations. ISBN 0 7333 1072 9. AUS\$39.95.

The author, who emigrated from Ireland in 1972, is well placed to provide this illustrative feast and excellent linking notes and descriptions, for he works as an historian in the Commemorations Branch, Department of Veterans Affairs, Canberra. Many of the illustrations have been published before but others are seen for the first time, there is even a photograph of George Anzac Drane, baby son of a Gallipoli veteran. Certainly a book for every Gallipolian's library.

MILLINGTON'S MISSION

JOHN SAMUELS

HarperCollins (Australia) 2002. 240 pages, 38 illustrations, 3 maps. ISBN 0 7322 6922 9.
AUS\$21.95.

Tasman Millington served with the 26th Battalion AIF at Gallipoli, landing in August and subsequently being invalided to England suffering life-threatening dysentery. Later he served in France where he was wounded twice and then we are told recruited by British Intelligence. In 1919 he returned to the Dardanelles, to work for the War Graves Commission rising to become Superintendent. Most of the book however concerns his clandestine work during the Second World War at the Dardanelles and amongst the Greek islands. A fascinating story, but an absence of an index and source notes are inexcusable lapses by both author and publisher.

NOT YET FORGOTTEN

NEVILLE SKINNER AND GERALD BROWN

Published by authors 2002. 80 pages including numerous illustrations. £4.70 including post*

Another of these marvellous local histories, the result of much dedicated research, here the story of the Kessingland, Suffolk War Memorial – 1914-1918, some 51 names of which three have Gallipoli connections. Harold Davis is a little out of the ordinary in that he was drowned in November 1915 from the minesweeping trawler *Supporter*; no information seems to be available regarding the circumstances, while the trawler continued in service until 1943. The Obituary of Robert Mallett, aged 39 and lost on the *Royal Edward* describes him as “a general favourite who brought sunshine with him.” His three children and many other folk in Kessingland much missed that sunshine. Finally Major Herbert Chevers O/C Troops on the hospital ship *Kildonan Castle* at the Dardanelles who died in 1919 aged 59.

From Neville Skinner, 60 Gunton Drive, Lowestoft, Suffolk, NR32 4QB.

ANTHEM FOR DOOMED YOUTH

JON STALLWORTHY

Constable & Robinson Ltd 2002. 192 pages, numerous illustrations. ISBN 1 84119 635 5.
£14.99.

Not to be missed, and at a very acceptable price is this fine book, certainly one to treasure, published to coincide with the exhibition of the same name at the Imperial War Museum. This terminates on 27 April so do not fail to pay a visit. Herewith the life and works twelve of First World War poets, Rupert Brooke and Francis Ledwidge being the representatives from Gallipoli. In addition to Brooke and Ledwidge five more of the poets did not survive the war. Should you miss the exhibition there is no excuse for not purchasing the book.

WAR IN BURMA

JULIAN THOMPSON

Sidgwick & Jackson 2002. 456 pages, 47 illustrations, 11 maps. ISBN 0 283 07280 6. £30.00

Clearly not Gallipoli though the connection is that the author, one of our most distinguished Royal Marines, best known for his part in the Falklands Conflict is a member of the Gallipoli Association. Now a visiting Professor of War Studies at King's College, London he is a prolific author and here draws on the archives of unpublished material in the Imperial War Museum.

GALLIPOLI 1915

TIM TRAVERS

Tempus Paperback Edition 2002. 287 pages, 78 illustrations, 4 maps. ISBN 0 7524 2551 X.
£16.99.

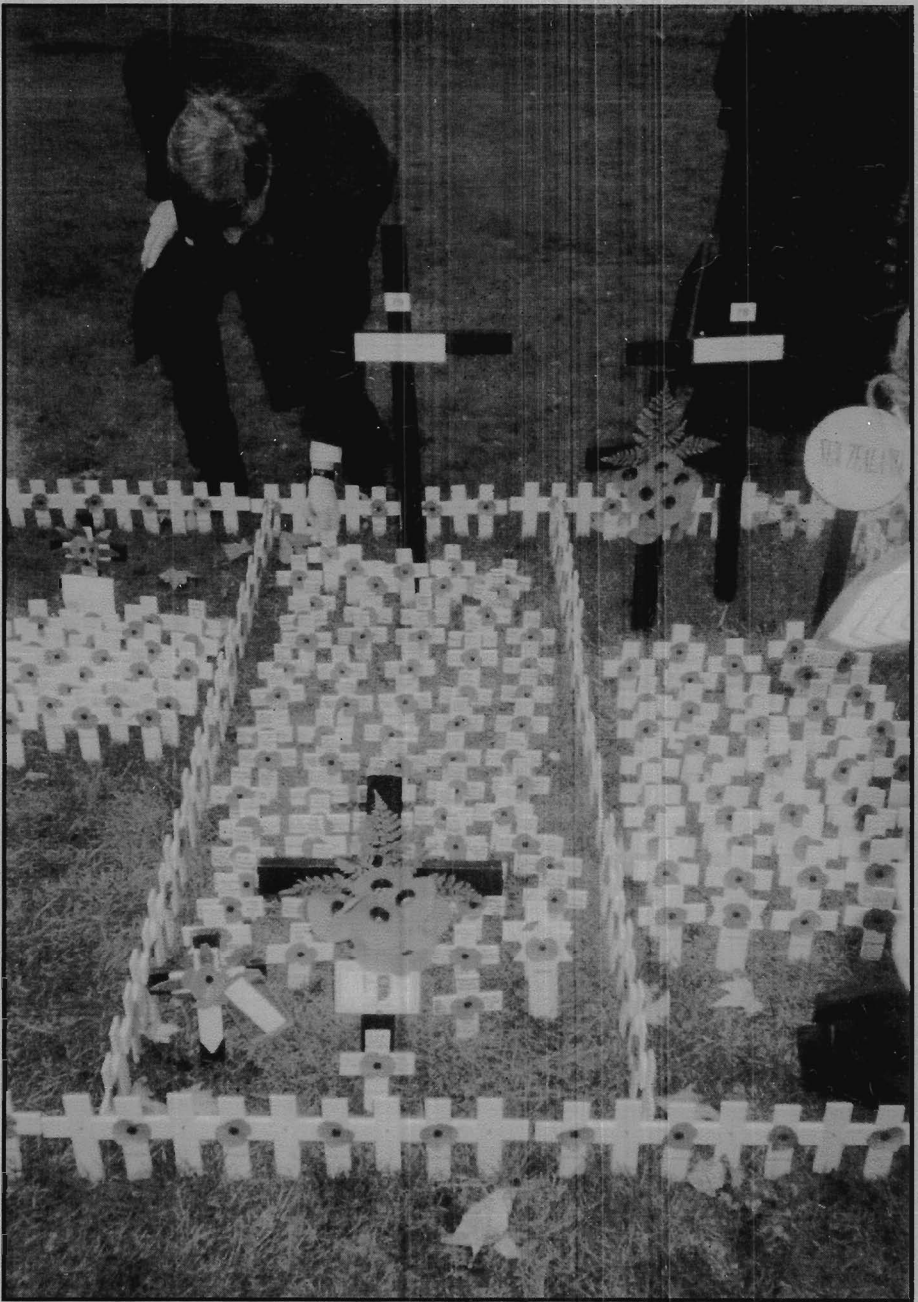
The original edition was reviewed in *The Gallipolitan* No 97 exactly a year ago. If you did not purchase your copy then, well here is a second opportunity. Need further encouragement. Various eminent reviewers have variously described it as "The most balanced history of the campaign yet published"; "compulsive ... scrupulously non partisan"; and "the first to incorporate research from the Ottoman Turkish archives." Incidentally Gallipoli 1915 is one of a series of other fine battlefield accounts by the publisher.

NEVILLE HOWSE

MICHAEL B TYQUIN

Oxford University Press 1999. 212 pages, 33 illustrations, 7 maps. ISBN 0 19 551190 5.
AUS\$43.95

Born at Stogursey, near Bridgewater, Somerset, Neville Howse was the first soldier to be awarded the Victoria Cross while serving with an Australian unit, this at Vredefort near Kroonstad on 24 July 1900 during the Boer War when under heavy cross-fire he went to rescue a fallen trumpeter. With his horse shot he continued on foot and brought the man to safety. Some 23 pages are devoted to Howse at Gallipoli, a watershed in his career and a unique opportunity to display his new-found administrative flair, his personal bravery, and his loyalty to subordinates. An excellent biography of a big man in every sense of the word. We are grateful to Malcolm Orchard for providing a copy.



Gallipoli Association Plot at the Field of Remembrance, Westminster Abbey, November 2002. Photograph Andy Mullen.