

The Gallipolian

*The Journal of the
Gallipoli Association*

No. 136 - WINTER 2014



The River Clyde at V Beach, 25 April, 1915

*by Charles Dixon - reproduced by kind permission
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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

The Gallipoli Association

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FROM THE EDITOR'S CHAIR

November marked the 100th anniversary of the declaration of war against Turkey, the start of hostilities and, for the Association, the beginning of 'the centenary years'. To mark this, we have two articles dealing with the significant events at sea prior to the April 1915 landings; namely the naval bombardments and attempts to force the Dardanelles, and the successful foray by the submarine HMS *B11*. I am most grateful to Stephen Chambers (our Historian) and David Saunders for these timely accounts.

SUBSCRIPTIONS – 2015

As announced in the last issue there are some changes to membership fees effective from 1 January 2015. The new categories and amounts are:

	UK		Overseas	
	Cheque or Direct Debit	PayPal	Cheque or Direct Debit	PayPal
Individual Membership (£)	20.00	21.50	30.00	31.50
Primary School (£)	25.00	26.50	35.00	36.50
Secondary School (£)	35.00	37.00	45.00	47.00
Regimental Assns./Museums (£)	50.00	52.50	75.00	78.00
Other Museums/Libraries/ Associations (£)	100.00	105.00	125.00	130.00

Payment may be paid by any of the following methods:

Cheque: Members who pay their subscriptions by cheque should use the enclosed form when their membership renewal is due. Please note that the majority of cheque renewals are due on 5 January, but not all.

Standing Order: If you have a Standing Order in place, please check and ensure that the correct amount, as above, is being paid. The Association is unable to amend Standing Orders – this is the sole responsibility of the individual member.

Direct Debit: If you pay via Direct Debit, your payments will be adjusted in line with the above when due and you need take no action. If you wish to pay your subscription by Direct Debit, forms are available for download via the Association's web site, or can be provided on request. These transactions are quite safe and are covered by the Direct Debit Guarantee.

PayPal: If you are paying via an automated, recurring arrangement, your payments will be adjusted in line with the above when due and you need take no action. If you pay manually via PayPal, please ensure that you pay the relevant amount when your renewal is due.

Any subscription outstanding 3 months after it became due will be treated as

lapsed. You will not receive further copies of *The Gallipolian* or any of the other membership benefits.

If you have any queries, please do drop me an email or give me a call. It is easy for me to check and reply. My address and telephone number are shown inside the front cover.

Keith Edmonds,
Membership Secretary

COLLINGWOOD MEMORIAL PARADE

Nicci Brown

As the rest of the country remembered D-Day on its seventieth anniversary on Friday 6 June, military and civic representatives and family members gathered on the perimeter of Blandford Camp at the Collingwood Memorial to remember Gallipoli, where thousands of allied troops died on 4 June 1915. The commemoration is organised by Stuart Adam, the son of its founder Roy Adam, on behalf of the Friends of Collingwood Memorial. The service was conducted by the chaplain of HMS *Collingwood*, the Revd. Roland Wort QHC.

In his moving address, Lt. Col. (Retd.) Bob Brannigan acknowledged the D-Day anniversary and compared the loss of life and 10,000 casualties, injured and fatalities, on the 50 miles stretch of Normandy beaches on a single day with that in the third battle of Krithia at Gallipoli, where the casualty toll was some 6,500 allied troops (and 9,000 Turkish) in 90 minutes. Amongst them were members of the Royal Naval Division's Collingwood Battalion who had had the briefest of training at Blandford Camp before being sent into battle. The battalion was virtually wiped out in the engagement, whose 100th anniversary will be remembered next year.

HMS *Collingwood* has now been re-established as a naval training base at Fareham and was represented by a contingent of trainees who paraded to the memorial, where standard bearers from the Royal Naval Association took up their positions on either side of the memorial. Here wreaths were laid by the Lord Lieutenant of Dorset, Angus Campbell (see photograph on page 29), civic leaders and representatives of the armed services and ex-service organisations.

GALLIPOLI ASSOCIATION ANNUAL CONFERENCE

Robin Clutterbuck and Keith Edmonds

The Association held its third annual conference at the Tally Ho Conference & Banqueting Centre, near Birmingham, on 21 June 2014. Nearly 90 attendees enjoyed a day of presentations, stalls and discussions on the Gallipoli Campaign. Many stayed on afterwards for an evening meal together. The organisers arranged a varied and very interesting programme and in addition to the Association's own stand, there were books available for purchase, authors and exhibitors to meet and displays of equipment to peruse.

As always, the staff at the venue took care of us to their usual high standards and we were well fed and watered! Keith Edmonds, Membership Secretary, opened the event by welcoming everyone and introducing the day's first speaker, **Clive Harris**, who presented 'Yeomanry, 21 August 1915'. Using the benefit of his many years' experience guiding visitors around the battlefield, Clive spoke about the Yeomanry and their role in the attacks of 21 August. He focussed on the local nature of these troops, with their roots in Warwickshire, Buckinghamshire, Berkshire and Dorset; also in London, South Nottinghamshire and Hertfordshire. Clive referred to accounts of the Suvla Bay landings and the long walk in good order across the salt lake, while under intense shrapnel fire. The Derbyshire Yeomanry, led only by NCOs, captured Scimitar Hill as light was fading but as the Turks held the higher ground, the Yeomanry's efforts were doomed to failure. This was the most costly of all the actions of the campaign – of the 14,300 involved, 5,300 were killed or wounded – yet many of the officers went on to be a part of the successful 1918 advance on the Western Front.

Clive was followed by **Andrew French** and **Richard Bennett** who updated us on the 'Trooper Potts VC appeal'. Andrew and Richard told the story of Trooper Potts, who was awarded his VC during the action described by Clive Harris. A trust has been formed (www.pottsvctrust.org) to commemorate and celebrate Fred Potts' bravery by erecting a memorial to him in Reading. As part of this, links have been forged with schools and community groups, and a sculptor has been commissioned. One of the most popular activities in fundraising events was the 'shovel race', where children dragged each other on shovels, as Potts himself did when saving a wounded colleague in very different circumstances in 1915.

After a short break, **Gordon Birdwood** and **Lyn Edmonds** provided an update on the Association's Centenary activities. Gordon and Lyn outlined the range of activities which the G100 committee had been working on. These included local projects, the establishment of a new daffodil cultivar called 'Gallipoli Dawn' bred and named for the centenary, plans to release a commemorative stamp and coin, a photographic competition and the Gallipoli Centenary Education Project. They also introduced the

National Coordinator, Robin Clutterbuck. Robin welcomes the input of GA members and can be contacted by email: robin@gallipoli100.co.uk.

Lyn then introduced the Association's Forum Manager, **Mal Murray** who spoke on 'The Irish Experience and Commemoration'. Mal spoke with passion about the Irish experience of the First World War, and Gallipoli in particular, setting this against the background of growing unrest at home. As in Australia and New Zealand, Gallipoli came to be seen as a symbol of Irish nationhood. It is only in recent years – especially with the Queen's state visit in 2011 and recognition of those killed in the Easter Rising – that the uncomfortable memories of the First World War are being explored again. Although many records have been lost, study of the Irish contribution in the war is gaining strength – for instance there are 18,000 soldiers' wills on the National Archives website. Unlike Britain, Ireland has very few public war memorials but this is also beginning to change.

After an excellent lunch, Steve Chambers, the Association's webmaster, Historian, Tour Guide and Conference co-organiser chaired the opening session of the afternoon. The first speaker was **Martin Purdy**, whose subject was 'The Gallipoli Oak'. Martin and Ian Dawson's book with this title was published in 2013 and Martin told the story of the Duckworth family who wanted a lasting memorial to their son, Eric, who had been killed at the battle of Krithia Vineyard. James, the young officer's father and wealthy Rochdale businessman, took an oak sapling out to Gallipoli and planted it in the cemetery where his son's comrades were buried. He bribed the Turkish gardeners to water the oak regularly and now the tree is fully grown – a manifestation of Rupert Brooke's 'some corner of a foreign field that is forever England'.

The Conference then went offshore into uncharted territory as we listened attentively to two presentations of a naval nature. First, **Professor Dominic Tweddle**, Director of the National Museum of the Royal Navy (NMRN), told conference about the history of HMS Monitor *M33*. Monitors were a direct response to the need for small shallow draught ships to work close to shore; 14 were ordered in March 1915, taking the Harland and Wolff shipyards an astonishing 9 weeks from drawing board to launch. The *M33* is the only one to survive. The NMRN plan to open the refurbished ship to the public in August 2015.

The second sea voyage was steered by **Ivan Steele** and **Martin Marks** who explained the origins of Pinnaces, specifically 'Steam Pinnacle 199'. Pinnaces were tiny remnants from the late Victorian age and were used at Gallipoli; Pinnacle 199 survives at the NMRN in Portsmouth. Fitted with a Hotchkiss gun, machine guns and even torpedoes, they were mini-warships and were often the first command of a young midshipman. Ivan and Martin told of the bravery of some of the teenagers who 'commanded' them.

Keith Edmonds chaired the final session of the day and introduced **Dr Jenny Macleod** who took us through the century since the campaign to consider 'Commemorating Gallipoli'. Jenny's research at the University of Hull has looked at how Gallipoli has

been commemorated over the past century in the various combatant countries, especially in Australia, New Zealand, Britain, Ireland and Turkey. She gave a fascinating account of trawling through newspapers to read contemporary accounts of commemorative events. From the outset, 25 April was called 'Anzac Day' even in Britain, with only Bury running a 'Gallipoli Sunday' event. Over the next decades, the commemorations reflected changing attitudes to Empire, national identity, attitudes towards war and the modern interest in family research, which has had the effect of 'de-toxifying' the military aspects of the campaign and led to people all over the world seeing it in relation to personal experiences. Jenny has just completed her book on Gallipoli commemorations.

To close the conference, Christopher Fagan, Association Chairman, addressed the audience. He thanked the speakers for their excellent presentations from which everyone had learnt a great deal. He also thanked exhibitors for supporting the conference and commended the organisers on their hard work in making the conference such a great success. Next year would see the centenary of the Gallipoli landings and he assured those present that the Association had been working with the government to ensure that the campaign was well represented in commemorative events, both in the UK and on the Peninsula. Finally, he asked for volunteers to step forward to assist the Trustees with the continuation of their work and thanked everyone for attending. A selection of photographs taken during the day can be found on pages 29 – 31.

THE GALLIPOLI ASSOCIATION AT 10 DOWNING STREET

Stephen Chambers

On 1 July the Gallipoli Association, and the members from the Gallipoli100 centenary sub-committee, met the Prime Minister and the leading organisations involved in the UK's First World War Centenary plans at a garden reception at No.10 Downing Street.

2015 will be an important year in the centennial calendar for the commemoration of the Gallipoli campaign and we are pleased to be working with the Department for Culture, Media and Sport, the Heritage Lottery Fund, the Imperial War Museum and numerous individuals and other organisations. As always we continue to work to remember all those who served in this fascinating, inspirational, but ultimately tragic campaign.

Amongst others, we met Baroness Verma and talked about the Sikh contribution, Dr Andrew Murrison MP the advisor to the PM, Professor Dominic Tweddle, Director General at National Museum of the Royal Navy, a group organising the Quintinshill Railway disaster commemoration, the Woodland Trust and the Chairman of the Football League.

AN UPDATE ON CENTENARY PLANS FROM GALLIPOLI 100

Robin Clutterbuck, Gordon Birdwood and Lyn Edmonds

As we approach the centenary, the activities of the Gallipoli100 group gather pace.

The Gallipoli Centenary Education Project

In the last edition of *The Gallipolitan* we announced the start of this project, supported by a grant from the Heritage Lottery Fund and substantial additional funding from GA members. Considerable work has been going on behind the scenes, in advance of the centenary period itself. At the heart of the project are regional partnerships, mainly museums working with groups of schools, and we have established these in areas with strong Gallipoli connections: Bury and Rochdale; Devon; Portsmouth; South Lanarkshire; the Scottish Borders and London. In addition, we are working with individual schools, supporting them as they research their own Gallipoli stories. At the time of writing, one of these schools – Bay House School in Gosport – was about to travel to the peninsula on a 5-day pilot battlefield trip. A mixed group of 13–18 year old boys and girls will spend 3 days on the battlefields and meet Turkish students from Canakkale College during the visit. Evaluation against pre-defined learning objectives is helping us as we plan future visits, establishing suitable itineraries and educational activities.

There are many First World War educational projects in the UK and around the world, and we have made links with many of these. Examples are the Imperial War Museum's '*New Perspectives*' project, the UK Punjabi Heritage Association's '*Empire, Faith and War*' project, the English and Scottish schools' battlefield tour programmes, the Army's '*Soldiers for Schools*' programme and many regional projects.

We have established links with schools and museums in all the countries represented at Gallipoli and will be putting schools in touch with each other as the project progresses. In development during the remainder of 2014 is a project website, where schools will be able to share their activities. We hope that members will contribute their own material where appropriate, for instance where a school has followed a particular regimental or local story. In the long term, the website will be attached to the Gallipoli Association's main site, where it will represent a lasting legacy of our educational work, and will encourage continuing links with schools all over the world.

Local communities

In addition to the work carried out through the education project, we have supported local communities in their commemorative activities. They include Bolton, Rugby, Blandford, Eltham and others.

First World War Centenary Events

We have represented the Association at commemoration events at the Foreign and Commonwealth Office and Downing Street, and attended the Westminster Abbey vigil in August.

'Images of Gallipoli' Photographic Project

This project is continuing and it will now be possible to submit entries through 2015. For further information see www.gallipoli100.co.uk

MEMBERS' MEETING ON 1 OCTOBER 2014

Prior to the Autumn Lunch on 1 October, members were invited to an informal meeting to receive an update on Association matters. The Chairman referred to his message included in the Autumn issue of *The Gallipolian* which explained why an Annual General Meeting (AGM) could not be held this year. He announced that the first Annual General Meeting of the new Charitable Incorporated Organisation would be held on 22 July 2015 and that details would be circulated with Spring issue of the journal. He also reported that the Association's application to be registered for Gift Aid had been approved and he hoped that members who were eligible to do so would make the necessary declarations from which the Association would benefit greatly. He was also pleased to report that the two bursaries awarded to the University of Winchester had been taken up and presentations would be made at the University on 4 December.

Colonel Gordon Birdwood then outlined the work and achievements of the Centenary Sub-Committee (G100), which had been detailed in G100 reports in previous issues of *The Gallipolian*, and would continue to be updated at regular intervals.

The Chairman also referred to the planned launch of an appeal to enable the Association to continue with its objectives of commemoration and education beyond the centenary. As a separate matter, the Association has already gained a Heritage Lottery Fund grant of up to £100,000, plus £35,000 put up by Association funds and three private individuals which will all be applied to the commemoration of the Centenary alone. The aim of the forthcoming appeal is to raise in excess of £150,000. A brochure would be sent to members shortly.

Finally, the Chairman outlined the provisional plans for Gallipoli/Anzac Day 2015. Meetings had been held with the Department for Culture Media and Sport and the MOD and these were on-going. The current plans for commemoration on the Peninsula envisaged a joint British, Commonwealth and Irish ceremony at the Helles Memorial on 24 April, with both a military and naval presence.

It had not proved possible to have a National Service of Commemoration in the UK but the Cenotaph Service would now be organised by the British Government with

representation by the Association, successor regiments to those who took part in the campaign, and other organisations. There would be several military bands. The St Paul's Service would be similar to that in previous years although it might begin slightly earlier than usual. The Dawn Service in Hyde Park and the service of Commemoration and Remembrance at Westminster Abbey would be organised, as usual, by the Australian and New Zealand High Commissions.

Further details of the timing and ticketing arrangements for these events would be notified to members when they were available – probably by a separate mailing rather than through *The Gallipolian* due to timing constraints. **The Chairman expressed the hope that there would be a very large turnout from the Association at St. Paul's and the Cenotaph on this unique anniversary.**

AUTUMN LUNCH

43 members and guests attended the Association's Autumn Lunch at the Naval Club on 1 October – see photographs on page 32. As usual, the Club and its staff looked after us extremely well and we enjoyed lunch in delightful surroundings. Our guest speaker was General Sir Hew Pike KCB DSO MBE who commanded 3 Para in Northern Ireland and in Falklands where the battalion was engaged in the Battle of Mount Longdon.

Sir Hew's talk dealt with aspects of the Gallipoli campaign and the Battle of Arnhem where in both cases the strength of enemy resistance had been badly underestimated. The landings made during Falklands Campaign also exposed weaknesses in some aspects of the planning as well as the impact of earlier reductions made in Britain's military and naval forces. The latter was something that had lessons for today where the speaker felt too much reliance was being placed by the Government on the use of reservists to fill manpower shortages. Sir Hew was kind enough to take questions and a wide ranging discussion followed.

THE 29TH DIVISION MEMORIAL

The annual commemoration at the 29th Division Memorial, Stretton-on-Dunsmore, Warwickshire will take place at 11.45am for 1200 noon **on Sunday 15 March 2015** when a wreath will be laid on behalf of the Gallipoli Association. Wreaths will also be laid by representatives of other organisations, and by individuals.

The memorial is in the centre of a large roundabout on the A45, at the junction with the B4455, about 5 miles east of Coventry (grid reference SP 415733). Please contact James Watson-Smith (address inside the front cover) for more information.

ANNUAL GENERAL MEETING – 2015

As reported by the Chairman at the meeting held on 1 October (see page 8), the Annual General Meeting of the Gallipoli Association will be held on **on 22 July 2015**. The venue and other details will be circulated with Spring issue of the journal. In the meantime, we ask members to note the date in their diaries.

BATTLEFIELD TOURS – 2015

The Association Tour for **5-10 August** next year is now fully booked, and those for **3-8 May** and **6-11 September** were filling up fast at the time the journal went to press. For further information e-mail: tours@gallipoli-association.org

A DATE FOR THE DIARY

There will be a joint conference with the Western Front Association, focussing on the year '1915', on the weekend of 26/27 September 2015. Details will be given in the next issue and on the Association Website.

‘ALL AT SEA’ – A NAVY ONLY AFFAIR

Stephen Chambers

No part of the Dardanelles, from its Aegean entrance to its junction with the Sea of Marmara, was free of defence. From the days of Xerxes, Alexander the Great and the Roman Empire, this stretch of strategic waterway had been fought over. By 1915 the combined defences of the Dardanelles comprised of not only forts with large calibre guns, but minefields, shore-based torpedo tubes, mobile howitzers and field guns, the main concentration of which was at the Narrows. This natural bottleneck was the key to opening the Dardanelles.

Both Britain and Germany had been energetically wooing the Turkish Government during 1914; if Turkey and its Ottoman empire could not be kept neutral, its presence as an ally, however shaky its military capacity, was essential to interests in the east. The German military mission in Turkey was charged with modernising the Ottoman Army under the lead of General Liman von Sanders. Similarly, a British naval mission in Constantinople, under Vice Admiral Arthur Limpus, had the task to prepare the Ottoman Navy. Two new generation dreadnoughts named *Sultan Osman I* and *Reshadieh*, were under construction at this time in British shipyards. They had been largely purchased by nationwide street collection and special taxes in Turkey that paid for their completion.

What happened next was an act of Realpolitik. Just before Britain declared war on Germany on 4 August 1914, Winston Churchill, First Lord of the Admiralty, seized both Ottoman ships, renamed them HMS *Agincourt* and *Erin*, and added them to the British Grand Fleet in the North Sea. Although it was a logical decision, its insensitivity outraged the Turks, and both political and public opinion swung towards Germany. This was dreadful timing for the British on the eve of war. It did not take long for Germany to exploit this.

Already running the Mediterranean gauntlet was the German battlecruiser *Goeben* and light cruiser *Breslau*, under the command of Rear Admiral Wilhelm Souchon. Through guile and British incompetence, Souchon had successfully evaded the Anglo-French Mediterranean fleet embarrassing the British. Having arrived off the entrance of the Dardanelles, the Turks allowed the Germans safe passage through, and onto Constantinople for all to witness. Now the Turks had two new ships that showed that Britannia did not rule the waves.

In direct contravention of international law, German General Weber Pasha, swiftly closed the Dardanelles and began making desperate efforts with the Turks to strengthen these defences. Turkey then progressed plans to attack Russia in the Caucasus, to regain her former territory, and to attack British interests in Egypt, namely the Suez Canal, thus severing Britain's connection to India and the Far East. There was also another threat. When the Sultan called for a *Jihad*, Britain had concerns that this could stir up Islamic agitation against Britain, particularly in Egypt and India. If Britain could teach the Turks a lesson, this would weaken their Muslim prestige and thus reassert British power.

The triumphant Souchon was quickly appointed head of the Ottoman Navy. Britain was not blind to what was happening, and protested that the ships should be impounded and the German crews sent home. Turkey nevertheless maintained her 'armed' neutrality, and still would not commit to war. However this inertia did not last for long. Under the direction of Enver Pasha, the Ottoman Minister of War, the *Goeben* and *Breslau* (renamed *Yavuz Sultan Selim* and *Midilli*) were dispatched with a rag tag fleet of Turkish cruisers, destroyers and torpedo boats to raid the Russian Black Sea ports. On 29 October they began bombarding these ports, which clearly showed where Turkey's allegiances lay. Britain and France sent an ultimatum to Turkey that night and then severed diplomatic relations. On 2 November 1914 Russia declared war on Turkey.

Although Britain was not officially at war with Turkey, on 3 November, in a rapid response to Souchon's unprovoked attack on the Black Sea ports, Churchill ordered the navy to bombard the outer forts that guarded the mouth of the Dardanelles. This was to be a demonstration only and, to reduce risk to the Anglo-French fleet, it would be conducted at long range. As one admiral^[1] remarked at the time, '*a little target practice from 15 to 12 thousand yards might be useful*'. HMS *Indomitable* and *Indefatigable* bombarded the forts at Sedd el Bahr on the European side, whilst the French ships

Suffren and *Verite*, targeted the forts at Kum Kale on the Asiatic side. After ten minutes of negligible return fire, a lucky shot detonated the magazine at Sedd el Bahr, killed eighty-six Turkish defenders and destroyed large parts of the fort.

For this early British ‘success’ there was much criticism in the Admiralty. Carden was accused of ‘lunacy’, ‘irresponsibility’ and for making an ‘unforgivable error’ of judgment, giving the game away. Although partly true, this was a bit of an over-reaction as for three months the Germans and Turks had been improving the defences. Additionally, where else were Britain and France going to attack, if not at the Dardanelles? That aside, any surprise the Entente may have had, was now gone. Worse still, and in defiance of prior ships versus forts wisdom^[2], it gave the navy confidence that their guns could destroy forts, and force the Dardanelles by ships alone. On 5 November Britain and France declared war on Turkey.

Apart from blockading the entrance to the Dardanelles, and a little submarine activity with varying results, the area ceased to be a focus for the British. However on 2 January 1915 Russia asked Britain and France for a diversionary attack to help release the pressure on the Caucasus front. Even though Russia had decisively defeated a Turkish attack there, the strain on Russia’s military war machine was evident. It was this request that brought the Dardanelles back to the attention of the War Council. Kitchener immediately latched onto the idea of a tactical naval demonstration in the Dardanelles, as long as no troops were involved. France was also supportive, and offered a naval squadron to help.

Sir Edward Grey, British Foreign Secretary, stated: ‘*The attack on the Dardanelles was agreed on the express condition that it should be a naval operation only; it was under no circumstances to involve the use of troops ... If it did not succeed, it was to be treated as a demonstration and abandoned*’^[3]. It was on these conditions that Lord Kitchener, Secretary of State for War, agreed to the operation. The Admiralty was suitably stocked with shell, and if this could be won by ship alone, a cheap and easy victory would be welcomed. Kitchener had spoken and nobody, not even the British Cabinet questioned him. The elderly First Sea Lord, Admiral Sir John Fisher, impressed by the young Churchill and intimidated by Kitchener, openly agreed to this naval operation. Only older ships were allocated to the Dardanelles, thus Fisher could retain the main fleet to counter the German threat to the United Kingdom across the North Sea.

The plan was to send the fleet up through the Dardanelles and into the Sea of Marmara from where it would create havoc, paralysing all Turkish movements in the area. The fleet would then proceed to Constantinople. It was hoped that the sight of this great armada would be enough to get the Turks to transfer their allegiances to the Triple Entente. If not, the navy would destroy the city. The plan did have its flaws. Sustaining an operation here would be a problem without support to keep the Dardanelles open for re-supply. Co-operation with Russia would also have been necessary, so control of the Bosphorus could be affected. Putting all this aside in the short term, it was a risk that

Britain and France were willing to take to knock Turkey out of the war and re-establish the warm-water route to Russia, along which she exported half of her goods, including nine tenths of her grain. It was also hoped that this show of might could influence Greece, Bulgaria and possibly Romania to join a Balkan coalition against the Central Powers, however if it went wrong, the effect was unthinkable.

So who was to command the Eastern Mediterranean fleet? When the British Naval Mission in Constantinople was wound up in September 1914 consideration was given to appointing Admiral Limpus, with his vast knowledge of Turkish defence matters. However, he was consigned to supervise the dockyard at Malta. Almost incredibly it was thought that to appoint him to command operations against his old friend, Turkey, would not be 'sporting'. Vice Admiral Sackville Carden was chosen instead.

Demonstrations apart, Fisher and Churchill had in mind a major naval attack. Carden was asked if he thought the scheme was practical by using naval gunfire against the forts, and he replied yes, if he had sufficient ships and time. He should have known better as since the days of Lord Nelson all knew that ships and forts do not mix. To give the operation the best chance of success it was necessary to occupy both sides of the 'Narrows', and all at the Admiralty knew this. In 1906 the Committee of Imperial Defence had conducted a feasibility study on this very operation, and why a combined operation was vital to success. However this appears to have been conveniently forgotten. In 1911 even Churchill declared that forcing the straits by ships alone would fail. Theory aside, in 1807 Rear-Admiral Sir John Duckworth's fleet experienced untold problems with the forts when forcing this same waterway, but this would be nothing compared to what faced the Eastern Mediterranean Fleet in 1915. The defences of the Dardanelles were now more than just a few old guns.

Back in London, Jacky Fisher was now having second thoughts and was concerned how quickly the operation had gathered pace, commenting '*Damn the Dardanelles! They will be our grave*'. The more concerned he was, the more uncooperative he became, eventually falling out with Churchill and resigning. Carden's support was resolute, and because of this the War Council allowed the operation to continue. If it failed, it would be treated as a demonstration only. Carden's plan was to destroy the outer forts, unsuitably awakened on 3 November 1914, and then to:

1. Reduce all defences, permanent and semi-permanent, up to and including the forts at the Narrows.
2. Sweep the minefields from the entrance of the Straits as far as the Narrows.
3. Silence the forts above the Narrows and proceed into the Marmora.

This would be achieved by long-range bombardment, direct and indirect, followed by a bombardment at closer range with secondary armament. There was a likelihood of mines, especially floaters, which would be dealt with by rifle fire or being netted and towed away. Moored mines would be cleared by minesweepers.

Using twelve capital ships, four French and eight British, a long range bombardment began at 10am on 19 February 1915 against three forts guarding the entrance of the Dardanelles: Sedd el Bahr, Kum Kale and Orkanie. The shelling was from seven miles away, which kept the fleet out of range from the forts guns; but it also introduced problems. The guns of the fleet were powerful enough; the trajectory of the fire could blow huge chunks of earth and stone, but was not so good destroying the guns that were positioned behind. There were also concerns about accuracy, and only a small proportion of shells actually hit their targets. This was not surprising as the targets were barely visible at such a long range. Many shells missed and sunk into the soft earth, and the damage of those that hit was difficult to calculate at that range. The fleet closed in to survey the damage, and even though all three forts were in ruins, the Turks still fired back. With failing light and an enlivened defence, Carden retired the fleet for the day.

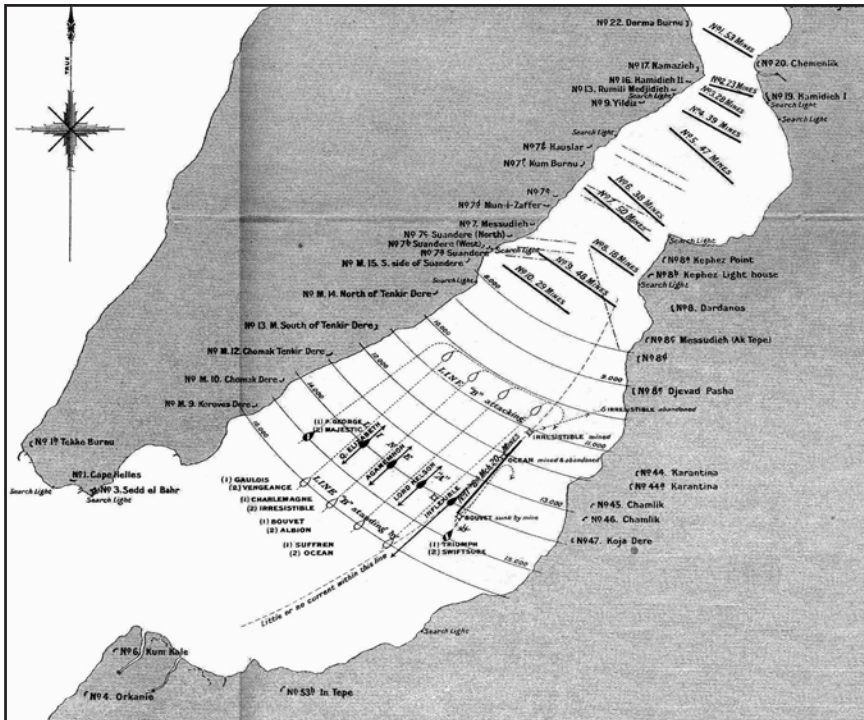
Bad weather then frustrated the operation, and it was not until 25 February that the bombardment could be recommenced. This time the fleet, under the command of Rear Admiral John de Robeck, were brought in closer to target the batteries between Kum Kale and Kephez, but the Turks almost immediately struck back, hitting HMS *Agamemnon* several times, killing three men. Although the damage was superficial, it did highlight how vulnerable these battleships were when anchored, or near to the shore. HMS *Queen Elizabeth* came forward and for an hour focused its fire on Sedd el Bahr, eventually putting its guns out of action by direct hits. But to gain a direct hit took skill and a little luck, and it was not going to be any easier with the other forts.

For the first time at Gallipoli feet were put upon the ground. Small parties of sailors and marines landed the following day to survey the destruction and to destroy any remaining guns, mountings and searchlights in Kum Kale, Orkanie and Sedd el Bahr forts. These raids were initially successful, a Victoria Cross^[4] was won, and parties withdrew without casualties. However, when this was repeated on 4 March, the marines and sailors were met with resistance, and a fire-fight took place in the Kum Kale and Orkanie forts. This mission failed with 17 killed and 24 wounded. The raid on Sedd el Bahr fared a little better, but a premature withdrawal also had to be called when resistance strengthened.

Although hampered by the weather, the plan was progressing with at least three of the outer forts put out of action. Carden optimistically reported that he hoped to be in Constantinople in two weeks. This encouraging news of an impending victory was supplemented when a German wireless message was intercepted indicating that the Ottoman forts were running low on ammunition; this subsequently proved to be inaccurate. The outer forts may have been put out of action, but the inner forts, most of which were out of view, still needed suppressing. Not to mention the howitzers and torpedo tubes. A howitzer was perfect for destroying the smaller minesweepers, and although they posed no threat to the larger capital ships, the torpedo and mines certainly did. Without these being destroyed, the fleet could not progress.

Whilst the forts were being bombarded the minesweepers, mostly requisitioned North

Sea trawlers with civilian crews, were directed up the Dardanelles to sweep for mines. The trawlers worked in pairs, dragging a steel cable under water across the minefield. Early efforts had been unsuccessful, mainly due to these little boats having trouble reaching the minefields, which were some five miles up the Straits. Against the strong currents and Turkish fire, they were not given an easy time. Despite some superficial armour to protect the crew, the boats were vulnerable to howitzer fire and the field guns concealed along the shoreline. One trawler was reported as being hit 84 times!



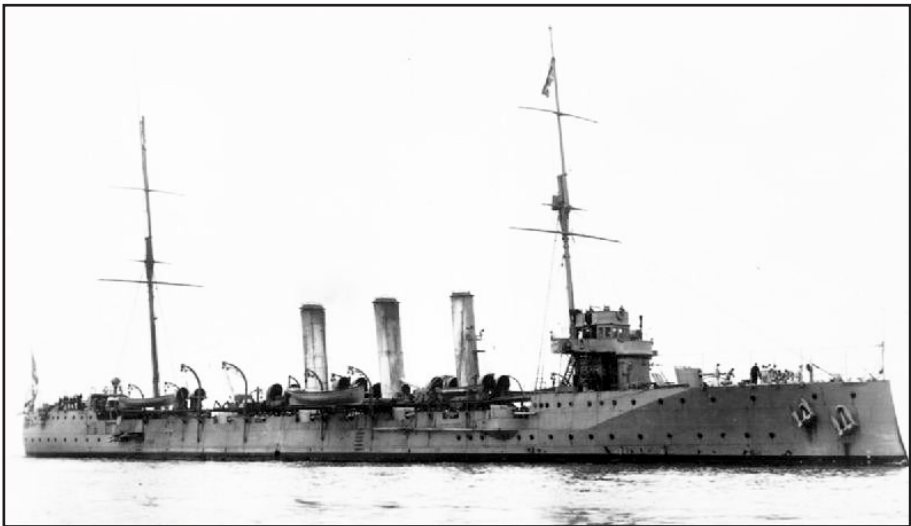
The dispositions of the Allied Fleet and the Turkish defences on 18 March 1915

During the first week in March, Commodore Roger Keyes, in HMS *Wear* now concentrated efforts on sweeping the mines by night. The Turkish defences were still good and on most nights they were spotted by the searchlights which followed seconds later by intense fire. It was paramount that the Turks kept the minefields secure at any cost. Throughout this period no mines were destroyed, and more often than not the Turkish fire kept the minesweepers away. Despite the best efforts by the British and French, little headway was being made.

Churchill was getting impatient with the lack of progress since February, and urged Carden on. It was not long before Kitchener saw the need to send troops to the Dardanelles, and on 12 March General Sir Ian Hamilton was appointed as the commander of this new Mediterranean Expeditionary Force (MEF). He would arrive

on the eve of the main all-naval assault scheduled for 18 March 1915. Before this, however, there would be another setback; Admiral Carden, suffered a nervous breakdown, and announced that he could not continue. Although Rear Admiral Rosslyn Wemyss succeeded Carden, he willingly allowed the now Acting Vice Admiral John de Robeck to continue the operation as commander of the fleet.

The plan was to attack with ten battleships, six British, four French. The first line would be the most modern, their task to again bombard the forts, to be followed by four French ships firing at shorter range. The third lines would be more aged British ships which would press home the attack. The minesweepers would again be key to the operation. Clearing the minefields caused huge problems for the specially converted fishing trawlers and their volunteer civilian crews, bolstered by Royal Navy crews. These small vessels were not designed for speed, and could only achieve about six knots. With up to a four-knot current running against them, they were practically sitting ducks and easy prey to the howitzers. On 13 March they attempted to clear a path under the cover of darkness, but they were spotted by the Turkish searchlights and, despite the protection of the cruiser HMS *Amethyst*, had to be withdrawn under heavy fire, losing two of their number. Four further trawlers and two picket boats were also damaged. *Amethyst* was also damaged and suffered the loss of 27 sailors killed and 43 wounded. Sweeping continued each night with varying success until 18 March, but despite the brave and almost suicidal efforts of these men, the three week effort only accounted for twelve mines destroyed. Without a path through the minefields, the operation was doomed to fail.



HMS Amethyst

The attempt to force the narrows on 18 March was an unmitigated disaster. The Anglo-French fleet's intentions were clear in the bright sunlight, which enabled all those

ashore to view this great armada; it was as clear as the Naval Review at Spithead in July 1914. Leading the first wave in HMS *Queen Elizabeth*, de Robeck steamed up to the Kephez minefield and begun a long range bombardment of the Narrows forts at Chanak and Kilid Bahr. Eight miles away, the Narrows forts could not reply, but the coast and mobile-based artillery could, hitting all of the ships in this first line (*Queen Elizabeth*, *Agamemnon*, *Lord Nelson* and *Inflexible*), along with their flank protection (*Prince George* and *Triumph*). The damage was superficial, but nevertheless, during this initial 90 minutes of action, it showed that the Turks were still full of fight.

Just after midday de Robeck signalled forward his second wave, which comprised Admiral Émile Guépratte's French squadron (*Bouvet*, *Charlemagne*, *Gaulois* and *Suffren*), supported by HMS *Majestic* and *Swiftsure*. This line began well and laid down such a bombardment that the forts almost fell silent. One Ottoman account suggested that by 2pm '*... all telephone wires were cut, all communications with the forts were interrupted, some of the guns had been knocked out ... in consequence the artillery fire of the defines had slackened considerably*'. The third wave was then signalled forward, which consisted of HMS *Albion*, *Irresistible*, *Ocean* and *Vengeance*, and now events started to go wrong for de Robeck.

The first casualty was *Gaulois*, which was hit by a shell quite badly below the waterline and was ordered to withdraw completely. During the retirement of the remainder of this wave, led by *Suffren*, an unknown danger was waiting towards the Asiatic shore. Unbeknown during the night of 7/8 March a new string of mines were secretly laid parallel to the shore by Eren Keui Bay by a Turkish minelayer named *Nusret*. This was chosen wisely, as it was here that the battleships were manoeuvring. This one single action would become the turning point of the whole naval campaign.



HMS Irresistible sinking

Following *Suffren*, the *Bouvet* began to move into this danger zone, when suddenly there was a loud explosion. Both surprise and panic followed. When the water spray had cleared, all witnessed the *Bouvet* sinking in less than two minutes, with the loss of 95% of its crew. As the third wave then turned, disaster struck again, this time the British ship *Irresistible* hit a mine close to the *Bouvet's* watery grave. The Turkish gunners, with a renewed lease of life, began to target the crippled *Irresistible* which had to be abandoned, the crew being taken off by a nearby destroyer. De Robeck was now seriously concerned, believing that the Turks were floating mines down the Dardanelles. He suspended the attack. Keyes, in HMS *Wear*, was ordered to tow in *Irresistible* supported by *Ocean* and *Swiftsure*. Another sudden explosion, *Ocean* had hit a mine and moments later a shell hit her steering gear disabling the ship. The crew from *Ocean* had to be evacuated. Leaving the empty hulks of *Ocean* and *Irresistible* to their fates, *Wear* and *Swiftsure* withdrew. As darkness fell, Keyes returned to sink *Irresistible* and rescue *Ocean* if he could, but it was too late, both had sunk.

Keyes, a passionate believer in offensive action, was keen to continue the attack the following day despite the loss of three battleships and the *Gaulois*, *Suffren* and *Inflexible* being out of the action. He was convinced that the Turks had expended vast quantities of ammunition to the extent that some of the main forts were down to their last rounds. This was not wholly true; although the Turks had expended large amounts of ammunition and lost about 15% of their heavy guns, this had to be weighed against the loss of 33% of the fleet. With the current loss rate of capital ships, the attack could not be sustained for more than another day. Both Wemyss and de Robeck had no other option than to cancel the attack.

Witness to the failed 18 March operation was General Sir Ian Hamilton (Commander in Chief, MEF) and General Sir William Birdwood (Commander, ANZAC Corps) who undoubtedly influenced Wemyss and de Robeck by their presence. It was now clear that the battleships could not force the straits until the minefields had been cleared. The minefields could not be cleared until the defending guns had been destroyed. These guns could not be destroyed until the army was ashore. It was a predicament with one clear answer. On 22 March de Robeck told Churchill that for the fleet to be successful, it needed the army to take the forts from the rear, on the Aegean side. Kitchener was also of the same opinion now, although he needed an early conclusion to the operation. He could not afford for it to turn into a long-winded campaign and a further drain on military resources which he knew were best placed on the Western Front.

The fleet stepped back from the limelight and now all hopes rested with the army to execute what would be the largest amphibious operation the world had known. However there would be no victory on the cheap. For the Turks, the failure of the naval attack was a massive boost to their morale; they had defeated the mighty Royal Navy, in what would be its most significant failure of the Great War.

Main Sources

1. Vice Admiral Sir Edmond Slade, former Director of Naval Intelligence.
2. This refers to a centuries-old Admiralty debate on whether ships could reduce forts alone. There was a saying 'A ship's a fool to fight a fort' and tactics were changed when fighting land batteries. John Ericsson (Maritime engineer and inventor) stated 'A single shot can sink a ship, but a hundred salvos cannot silence a fort'.
3. The Perils of Amateur Strategy, Sir Gerald Ellison, p.38-39, (1926).
4. Lieutenant Commander Eric Robinson VC, Royal Navy.
The Dardanelles Disaster – Winston Churchill's Greatest Disaster, by Dan Van Der Vat (2009).
The Immortal Gamble – by A.J.Stewart & C.J.E.Peshall (1918).
The Gallipoli Association website.

A MIGHTY CLEVER PIECE OF WORK

David Saunders

The Royal Navy had blockaded the Dardanelles, since the German warships *Goeben* and *Breslau*, commanded by Rear Admiral Wilhelm Souchon, with a combination of audacity and luck, reached Constantinople on 10 August 1914. Souchon had commenced the naval war in the Mediterranean on 4 August by shelling the Algerian towns of Bone and Philippville then slipped eastwards, evading first French then British forces as the result of their errors and missed opportunities.

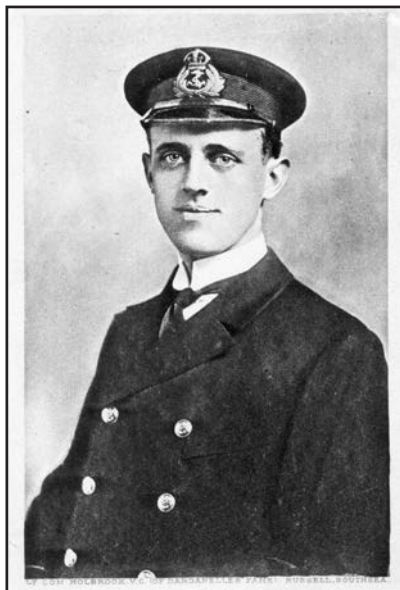
In case Souchon made an attempt to return to the Mediterranean, the Royal Navy maintained strong patrols off the Dardanelles and at the beginning of November made the first bombardment of the forts either side of the entrance. So alerted the Turks were spurred into greater efforts to improve their defences. More shore batteries were constructed and five lines of sea mines laid, much to the Allies costs several months later.

Three British B-class submarines formed part of the Allied fleet in the Eastern Mediterranean. Built in 1906 and considered obsolete by the outbreak of war, B-class submarines measured 140 feet in length, carried just four torpedoes and normally had a crew of two officers and thirteen ratings.

In December, the decision was taken to send a submarine some thirteen miles into the Dardanelles, as far as the Narrows at Chanak, to attack Turkish shipping. This would be about the limit of their range submerged. *B-11* was chosen as she had only recently been fitted with a new battery. A battery which, at least in theory, gave a speed when submerged of six knots, while on the surface her petrol engine might manage 12 knots. The challenge of penetrating the Dardanelles with such engines being compared to attempting to 'cross the Sahara in a 1909 Ford Car', Extra mine guards were added to prevent mine cables snagging the conning tower, exhaust pipes and other projections.

Commanding *B-11*, the last of her class to be built, was Norman Holbrook born on 9 July 1888 in Southsea, fourth son of a family of six boys and four girls. He attended Portsmouth Grammar School from 1900 to 1903 his reports while noting there was some room for improvement said that he made his mark on the sports field, including a win in the 100-yard dash in 1902 *'in the face of a stiff breeze'* and came third in an obstacle race.

Holbrook entered HMS *Britannia* in 1903 becoming a Midshipman in 1905. He began submarine training in January 1910 and gained his first command in March 1913 before joining *B-11* nine months later. He later recalled his feelings on being ordered to penetrate the Dardanelles: *'Well of course I was young and foolish in those days and I said, 'Oh yes, I'll have a crack at it. Certainly, I'd like to.'* But of course it was the daftest thing I've ever done, because a B-boat could never possibly get there. She hadn't got the battery power. It was against the tide. Our underwater speed, I believe they say in the books it was eight knots, well I've never known a B-boat do much more than six.'



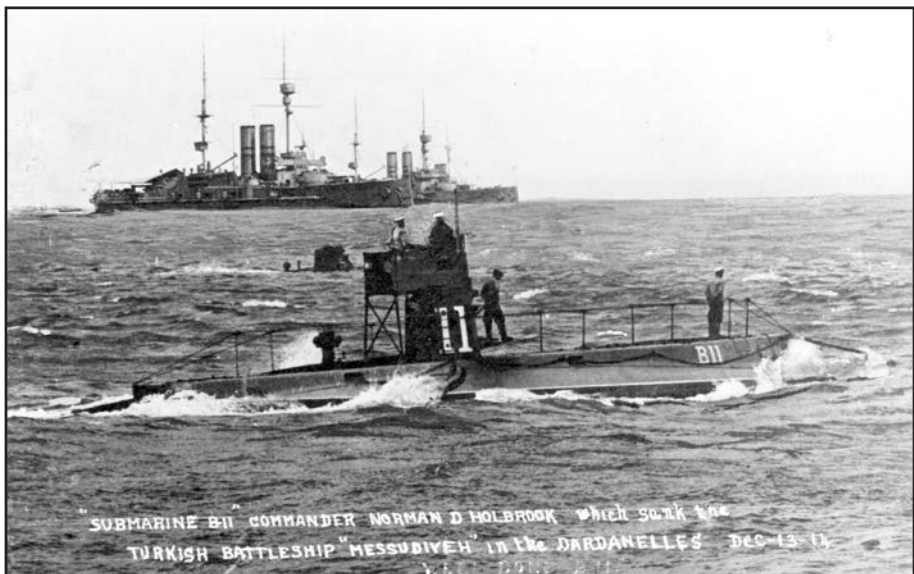
Norman Holbrook [Reproduced from a postcard originally presented free with *'Yes or No & Smart Fiction' Weekly*]

The First Lieutenant was Sidney Winn, while there were fourteen crew, the very experienced Petty Officer William Milsom being added at the last minute. It was said that *'his qualifications as a Petty Officer have always been excellent except in the matter of sobriety.'* He had recently been deprived of three Good Conduct Badges for drunkenness but had more recently performed his duties in *'a most zealous and satisfactory manner.'*

The voyage into the Dardanelles began when *B-11* slipped away at 0300 on 13 December 1914 from *Hindu Kush*, the depot ship moored at Tenedos some twelve miles from the Dardanelles. Just over an hour later they were within three miles of the entrance where the Turkish searchlight beams swept to and fro. Here they waited, until, as dawn began to break, these were switched off. Moving forward again they were about a mile from Cape Helles when Holbrook took the submarine down to about sixty feet.

Shortly afterwards a series of severe vibrations right through the hull forced him to surface. A guard on the bow had twisted, fortunately this could be removed by two seaman working at times up to their waists, as *B-11* wallowed partly submerged. Continuing, but finding progress was slow against the westward current flowing at about two knots, Holbrook now moved close to the north shore. Later recalling that *'being a fisherman I knew where the slack water would be.'*

Every forty-five minutes or so he brought the submarine up to periscope depth to check their position. Progress was also hindered as they moved further from the open sea by the meeting of salt water and the freshwater flowing from the east. Changes in salinity resulted in the submarine altering depth without warning or at times refusing to answer the hand operated hydroplanes. In the area of the minefields *B-11* was taken down to eighty feet and passed through without hindrance, though Holbrook could only guess at the distance travelled. The thought of mines was alleviated when the crew took their breakfast of ham, bread, butter and jam, while Holbrook enjoyed half a cold lobster given him on departure by a French submariner.



The HMS B11 [source unknown]

About 0940 in Holbrook's own words "*on putting the periscope above water, I observed, on my starboard beam, a large two-funneled vessel painted grey*". One of the crew later recalled how Holbrook, on seeing his target for the first time, had exclaimed "*Good God, we are nearly on top of a big ship.*" They were off Chanak, further into the Dardanelles than he had expected. The ship was the elderly battleship *Mesudiye* commanded by Captain Arif Nebi Bey. Launched in 1873 at the Thames Iron Works, Blackwall, London, she displaced almost 10,000 tons, had a top speed of 17 knots with a main armament of two 9.2 inch and twelve 6 inch guns. Her crew in 1914 numbered 665 officers and men. Before the war the *Mesudiye* had flown the flag of Vice-Admiral Arthur Limpus, head of the British Naval Mission to Constantinople. It was ironic that she was about to meet her end by a British torpedo.

Some thirteen minutes after the first sighting Holbrook had brought *B-11* into a position about 800 yards from the *Mesudiye* and off her port beam. Firing a single torpedo, the noise of the discharge being described as "something between a sneeze and a cough" Holbrook could see the line of bubbles going straight to the target. Unfortunately *B-11* dipped, submerging the periscope, shortly before the torpedo hit, but the shock of the explosion was clearly heard by the elated crew.

When the torpedo exploded the crew of the *Mesudiye* had no inkling as to the cause until a periscope was observed not far off the port side. Immediately the gun batteries opened fire in fierce haste, though as she began to heel these could no longer be brought to bear. She sank within seven minutes though her masts, catching the seabed prevented a complete submersion. The American Vice-Consul, Mr G Van H Ingersoll happened to be in his boat quite close to the scene of these extraordinary events and took part in the rescue efforts. Not just of men in the water, but he went on board and helped extricate others who had become trapped below, just thirty-four men being lost.

On board *B 11*, shortly after the elation of their success, the helmsman reported that the compass had fogged up. This was located in a box on the outside of the hull and illuminated by electric light, now there was moisture on the lenses, only several black specks being visible. In Holbrook's own words it had "*Chucked its hand in*" He later described how "*All I knew I was in the middle of the minefield and hadn't the faintest notion in what direction I was pointing.*" However, after ascertaining through the periscope the course he needed to set he ordered the helmsman to use one of the black specks as the bearing.

B-11 then suddenly grounded, then equally suddenly scraped clear. Rising to periscope depth Holbrook was able ascertain he had been swept by the current into Siglar Bay on the Asiatic side of the Dardanelles. He then ordered full speed, the submarine frequently touching bottom before eventually reached deeper water. The open sea was reached and at 2.10pm when *B-11* surfaced, not before time, about two miles off the Dardanelles. They had been submerged for at least nine hours, a record for a B-class submarine. Small wonder that the crew were beginning to feel as sick as dogs, while the

petrol engine would not run for some ten minutes until the submarine had been well ventilated.

Holbrook's senior officer, Lieutenant-Commander George Pownall said that Holbrook had displayed 'judgment', 'skill' and 'coolness' not only in sinking the *Mesudiye* but so successfully bringing his submarine back safely through both shoals and minefields. Even the German's were impressed, Vice-Admiral Merten, the senior naval officer in the Dardanelles when speaking with the American vice-consul several days later described the sinking of the *Mesudiye* as "*a mighty clever piece of work.*" While Holbrook's fellow officers presented him with a giant Iron Cross made from cardboard. Many years later his widow passed this extraordinary relic to the Royal Navy Submarine Museum.

On 22 December, *The London Gazette* announced the award of the Victoria Cross to Holbrook, the first to be awarded to a submariner and the Distinguished Service Order to his second in command. The citations reading:

'For most conspicuous bravery on the 13th December, when in command of the Submarine B. 11, he entered the Dardanelles, and, notwithstanding the very difficult current, dived his vessel under five rows of mines and torpedoed the Turkish battleship Messudiyeh^[1], which was guarding the mine-field. Lieutenant Holbrook succeeded in bringing the B.11 safely back, although assailed by gun-fire and torpedo boats, having been submerged on one occasion for nine hours.'

The KING has been graciously pleased to give orders for the following appointment to the Distinguished Service Order in respect of the undermentioned Officer, who was second in command of Submarine B.11 which torpedoed the Turkish Battleship Messudiyeh in the Dardanelles on the 13th December, 1914: To be Companion of the Distinguished Service Order. Lieutenant Sydney Thornhill Winn.

On 29 December, *The London Gazette* announced the award of the Distinguished Service Medal to the fourteen crew:

Petty Officer William Charles Milsom, O.N. 182452.
Petty Officer Thomas Henry Davey, O.N. 215464.
Chief Engine Room Artificer, 2nd Class, John Harding, O.N. 270410.
Engine Room Artificer, 1st Class, Anthony Douglas, O.N. 270773.
Stoker Petty Officer Patrick McKenna, O.N. 284570.
Leading Seaman Alfred Edmund Perry, O.N. 234677.
Leading Seaman Wilfred Charles Mortimer, O.N. 219476.
Able Seaman Norman Lester Rae, O.N. 232229.
Able Seaman George Read, O.N. 231010.
Able Seaman Edward Buckle, O.N. 237869.

Able Seaman Tom Blake, O.N. J. 1383.
 Signalman Frederick George Foote, O.N. J. 1862.
 Acting Leading Stoker John Henry Sowden, O.N. 308448.
 Stoker 1st Class, Stephen James Lovelady, O.N. K. 2240.

In addition, a Royal Navy prize court subsequently awarded the crew of *B-11* £3,500 of which Holbrook's own share was £601 10s 2d. The *Mesudiye* was subsequently salvaged and her guns used to supplement defences along the Dardanelles. Sometime after the close of the Gallipoli campaign one of her guns was positioned on the hill known as Baby 700 where it can be seen to this day not far from the Commonwealth War Graves Commission cemetery. While in 1938 the *Mesudiye* battery monument was created close to the Asiatic shore.

Holbrook remained in command of *B-11* in the Eastern Mediterranean until the autumn of 1915. He took part in the attempts in April to reach the submarine *E-15* aground near Kephez Point but was defeated by the morning mist and depleted batteries. The following month off Smyrna he sighted the first of a new class of U-boat in the Eastern Mediterranean and was unfortunate not to be able to attack her. In August he nearly lost his life during an encounter with gun-runners off the Egyptian coast. A bullet hitting the conning tower glanced off and damaged his nose. He spent three days in hospital before enjoying Alexandria's many attractions, such a change from Malta. In a letter to his mother he said *'You see an occasional pretty girl, in fact I have met two or three rippers and been having an 'ell of a time,' took one out to tea this afternoon in spite of a bandaged nose and black eye.'*

After returning to England Holbrook attended a ceremony at Buckingham Palace in October to receive his Victoria Cross while subsequently the French made him a Knight of the Legion of Honour. He now took command of the submarine *F-3*, then *V-4* followed by the mine-layer *E-41* and finally, in comparison to *B-11* the mighty *J-2*. Towards the end of the war he transferred to surface vessels before retirement in 1920.

In 1919 Holbrook married Viva Dixon and they had one son, Geoffrey Norman. Aged twenty four and serving as a Lieutenant with the Royal Horse Artillery he was killed in Italy on 10 April 1945 and lies in Ravenna War Cemetery. Following his naval service Holbrook farmed in Hampshire and later near Midhurst in Sussex. His wife Viva died in 1952 and he subsequently married Gundula Felder from Austria. Holbrook died in 1976 while watering his garden and six days short of his 88th birthday. He is buried in St James's Old Cemetery, Stedham, West Sussex where, his gravestone having been cleaned, a service to give thanks for Holbrook was held on 21 July this year.

A century ago the story of Holbrook and *B-11* caught everyone's attention, perhaps none more so than in a small town in New South Wales, Australia some 240 miles from the coast. Originally known as Ten Mile Creek it had become German's Town and thence Germanton about 1860 because of the number of German farmers in the area,

the first having arrived in 1825. Appalled by the events of 1914 the towns folk decided that the name was no longer appropriate and cast around for an alternative. When the news of Holbrook's success became newspaper headlines it was quickly decided this was the name they were looking for. So on 15 April 1915 Germanton ceased to exist and the town became Holbrook. In the concluding lines of one local poem:

*'Flash the good news out
Send it to the Dardanelles:
For there our boys will shout
'Germanton has gone to hell.'*

Holbrook himself visited the town in 1956 with an old shipmate who casually said to some residents "By the way, this is the fellow you've named your town after." He was to return again in 1969 and 1975.

Not just a change of name but the link with the Dardanelles and 1915 is remembered by the Holbrook Memorial Gardens with a statue of Norman Holbrook and a 1:7 scale model of *B-11*. There is a submarine museum and close by the Australian submarine HMAS *Otway*. This was cut into several sections, brought by road and reassembled as a memorial to all submariners. Something made possible by a massive donation from Holbrook's widow, Gundula, who had already presented the town with her husband's sword, medals and other memorabilia.

In Hampshire, Norman Holbrook is remembered in Fareham by Holbrook Park and Holbrook Road. In Southsea by Holbrook Court; while a Blue Plaque can be seen on his boyhood home, Warleigh House, 18 Grove Road, Southsea. More recently at the initiative of the Submariners' Association, a Blue Plaque was unveiled in Portsmouth Grammar School – see photograph on page 33.

Note 1: The spelling is that shown in the citation.

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Acknowledgments I am most grateful to information provided in earlier years by two correspondents, alas neither of whom is still with us, Norman Holbrook's widow Gundula and Michael Hickey following his own visit to Holbrook, Australia. Thanks also go to the Revd. Roger Williamson of Stedham and to the Submariners' Association for information and photographs relating to the recent commemorations.

A NEWFOUNDLAND SHIP: THE MV *GALLIPOLI*

Philip E L Smith

The Dardanelles campaign is still remembered and commemorated in one place in North America: the Canadian province of Newfoundland and Labrador. The government-owned ship MV *Gallipoli* (see photograph on page 33) is one instance of the resolve to perpetuate the memory among the public.

In 1914 the people of what was then a self-governing Dominion within the British Empire raised from scratch a volunteer infantry force named the First Newfoundland Regiment; later in the war it became the Royal Newfoundland Regiment. It was dispatched to Britain to be a unit of the British army. Its first experience of combat was at Gallipoli where it was part of the 88th Brigade of the 29th Division. From September to January it served at Suvla Bay and Lancashire Landing and was part of the rearguard at both places. By the time of evacuation to Egypt it was considerably reduced through deaths, wounds and sickness. Later in the war, still in the 29th Division, it fought in France and Belgium and suffered very heavy losses in a number of battles. Formally disbanded in 1919, the regiment was re-mustered in 1949 after Newfoundland voted to become a province of Canada. It is now an infantry militia unit in the Canadian army, and the only regiment in North America to bear the battle honour 'Gallipoli 1915, 1916' on its colours.

The provincial government operates a fleet of sea-going ferry vessels to maintain communications with small coastal communities where there are few or no roads. One of them is the MV *Gallipoli*. She was built in 1986 in a Newfoundland shipyard; the vessel is 44m. long, 611 tons burden, with a speed of 12 knots and carries a crew of eight. Her load capacity is 100 passengers and 20 vehicles. At present the ship links three isolated communities situated along approximately 45 km. of the rugged southwest coast of the island: Burgeo, Ramea and Grey River. The population of the three places is about 2,300. Traditionally they were important cod fishing centres but the decline of the stocks since the 1980s has encouraged the exploitation of other species such as lobsters, salmon and scallops. The round trip usually takes over six hours and is provided daily in all seasons, although in winter there are often delays and interruptions.

Also in the ferry fleet is the MV *Beaumont Hamel*, named for the village in Picardy where the regiment was almost annihilated on the opening day of the Battle of the Somme on 1 July 1916.

Another tangible reminder of the Dardanelles campaign is Suvla Street, situated in a residential district of the capital St. John's. Finally, proposals are now being considered to erect a Newfoundland memorial, probably in the form of a bronze caribou, the traditional symbol of the province and regiment, on the Gallipoli peninsula.

Acknowledgments I thank the Department of Transportation and Works, Government of Newfoundland and Labrador, St. John's, and especially Carol Ann Carter, Communications Manager, and Kelly Maguire for providing information about the vessel as well as the accompanying image. Also thanks to Chris Morry of Ottawa for helpful comments.

Editor's Note In submitting the article, Philip Smith asked me if I knew of any other ships named '*Gallipoli*'. A friend, Keith Langridge, who has a keen interest in Maritime matters, drew my attention to an entry in *Lloyds Register of British and Foreign Shipping*, which records a whaler (575 tonnes, fitted for fuel oil with cruiser stern) registered with the name *Gallipoli* in December 1942. The name is surprising – or perhaps not – given that the vessel was built by Kaldnes Mekaniske Verksted, Tönsberg, Norway for Die Kriegsmarine!

Having raised the question with me, Philip went back further and checked issues of *Lloyd's Register* to 1860 and came across two late nineteenth century ships named *Gallipoli*. Both were steamers – one was of Italian registry, the other Turkish based in Constantinople (as it then was). The Turkish ship was British-built and owned, and was re-named when it was later transferred to Turkish registry.

My attention was also drawn to a press report in 2002 which stated that Motor Gun Boat 219, built by Vosper, Portsmouth in 1941 and later converted into a 'houseboat' and moored at Penton Hook Marina, Chertsey was named *Gallipoli*. The vessel was later acquired by Paul Childs who intends to restore and display it in Watchet, Somerset, along with a Fast Patrol Boat '*Gay Archer*'. However, it appears that the name '*Gallipoli*' will not be retained and the vessel has no connection with the Gallipoli Campaign.

Are readers aware of any other vessels which might have carried the name Gallipoli?

INFORMATION PLEASE

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

We have two requests for this issue. The first comes from author and Gallipoli Association member, **Stephen Snelling**, who is currently working on a new book focused on the *SS River Clyde* and the men who sailed in her. The book, largely based on the diaries, letters and eyewitness narratives of those who were there, will be the first full-length study of one of the most dramatic episodes of the First World War.

Provisionally titled, *The Wooden Horse of Gallipoli*, it will tell how a humble collier turned horse transport became one of the conflict's most iconic and recognisable vessels. As well as examining the ship's transformation from bit-part player to leading role in the great landing drama, the book will chart the ship's subsequent services and the failed attempts to save her as a lasting memorial to the men who fought on the peninsula 100 years ago.

Where possible, Stephen plans to use first-hand accounts and, to that end, would welcome copies of any material which has a bearing on the story of the *River Clyde* and the men who crewed her and stormed ashore from her 'Heath Robinson' sally ports. If you can help in any way, please contact Stephen Snelling at 81, Beechwood Drive, Thorpe St Andrew, Norwich, Norfolk, NR7 0LN, Tel. 01603 435624, or email him at sjsnelling@sky.com

The second request comes from **Susan Hollis**, whose grandfather, **Pte. Ernest Exon, from Bristol**, served in the 1st Bn. The King's Own Scottish Borderers. Pte. Exon landed at Y Beach on 25 April and served throughout the campaign and was later wounded at Beaumont Hamel on 1 July 1916. Susan would like to hear from anyone who had family members who served with the 1st Battalion at Gallipoli, or on the Western Front.

Susan can be contacted by e-mail: sue_echo@hotmail.com or, if preferred, write 12 Renown Avenue, Miranda, 2228 New South Wales, Australia.



*The Lord Lieutenant of Dorset lays a wreath at the Collingwood Memorial
[See Page 3]*



*Gallipoli Association Conference – Clive Harris with an example of the weapons used by
Yeomanry Regiments [Pages 4-6] Photograph by Keith Edmonds*



Gallipoli Association Conference – Mal Murray at the Association table dealing with questions about Irish Regiments [Pages 4-6] Photograph by Keith Edmonds



Gallipoli Association Conference – Martin Purdy speaking about 'The Gallipoli Oak' [Pages 4-6] Photograph by Keith Edmonds



Gallipoli Association Conference – Ian Philliskirk and his son inspect Rob Langham’s impressive display of military equipment [Pages 4–6] Photograph by Keith Edmonds



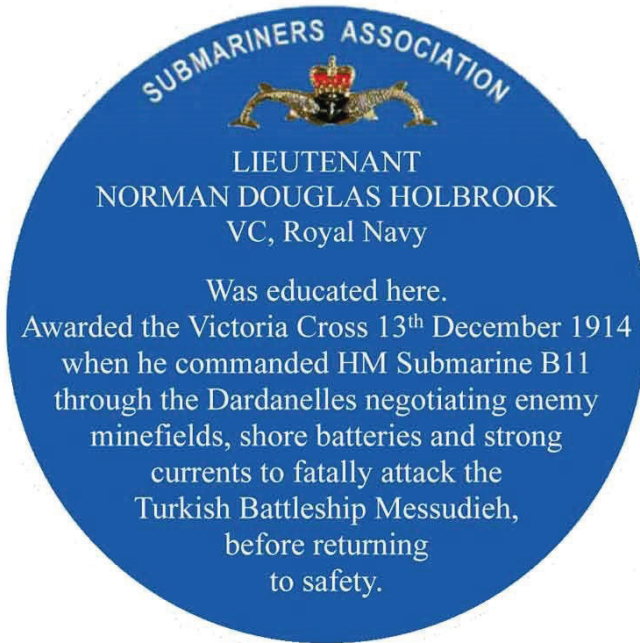
Gallipoli Association Conference – Prof. Dominic Tweddle tells members about the history and preservation of HMS M33 [Pages 4–6] Photograph by Keith Edmonds



The Gallipoli Association's Autumn Lunch at the Naval Club [Page 9]



General Sir Hew Pike KCB DSO MBE speaking at the Autumn Lunch [Page 9]



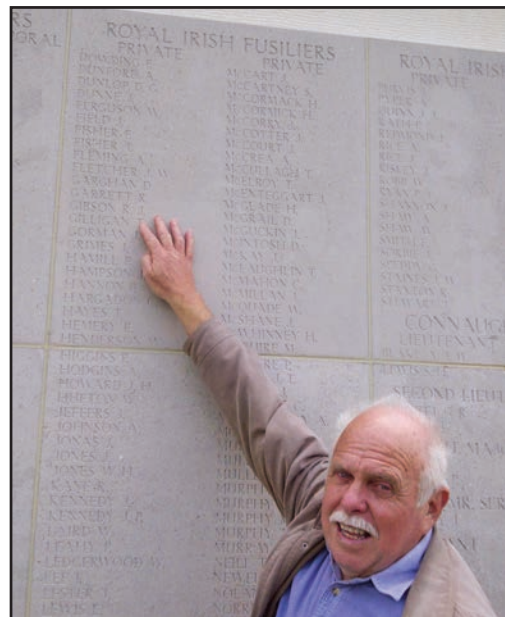
The 'Holbrook' Blue Plaque erected by the Submariners' Association at Portsmouth Grammar School [Page 25] Photograph courtesy of the Submariners' Association



The Newfoundland ship, MV Gallipoli [Pages 26-27]



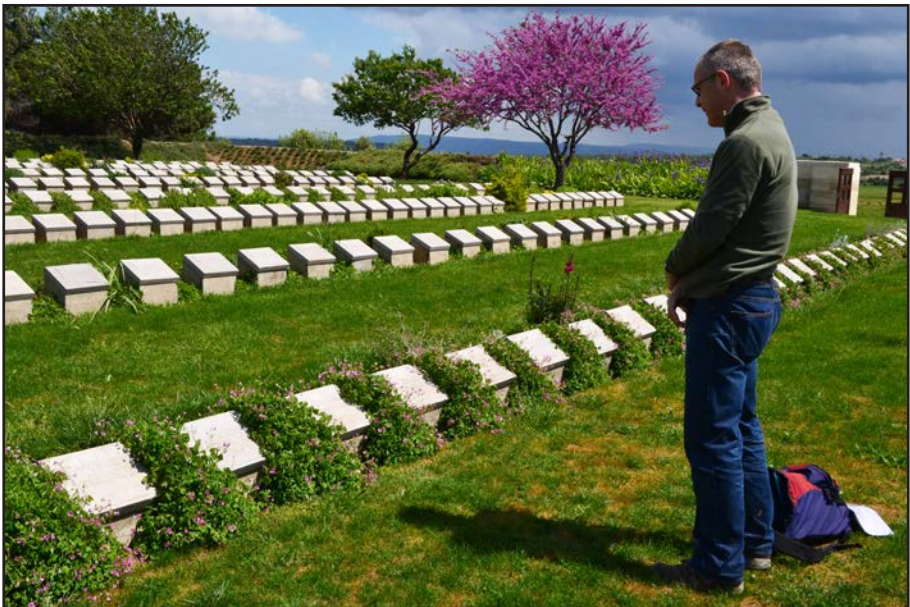
Steve and Christopher Gilligan on the Kiretch Tepe Ridge [Pages 47-48]



Christopher Gilligan points out his Grandfather's name on the Helles Memorial [Pages 47-48]



The 'Bob Bushaway Memorial Group' at Kilitbahir [Pages 48-50]



Dr Neil Wood at the grave of Pte. David Mason, Highland Light Infantry in Lancashire Landing Cemetery [Pages 48-50]



View over the site of the French Hospital on Limnos – the buildings can be seen in the distance
[Pages 55-56]



The remains of one of the buildings which formed the French Hospital on Limnos
[Pages 55-56]

ORLO WILLIAMS

Robert Pike

Orlando Cyprian Williams, known as Orlo, was born on 4 May 1883 in Paddington, the son of T. Cyprian Williams, a barrister and distinguished conveyancer. He went to Eton in 1889 where he was a King's Scholar and later editor of the college chronicle. He was also a keen athlete. After Eton he went up to Balliol and took a first in Honours Mods and in Lit. Humanities. He later studied law being awarded a Doctorate of Civil Law (DCL), and in 1907 became a Clerk in the House of Commons.



Orlando Williams

During the First World War Orlo Williams was the Chief Cypher Officer, (GSO2 Major), GHQ Mediterranean Expeditionary Force and was on Sir Ian Hamilton's Staff at Gallipoli. He later served in Egypt and Palestine after which he spent a year at the War Office before returning to the House of Commons where he eventually became Principal Clerk to Committees and Private Bills.

An article by Williams, entitled 'Memories of a Gallant Adventure', which touched on his experiences at Gallipoli, was published in the *Radio Times* on 24 April 1931. This was reproduced in the Spring 1993 issue of *The Gallipolitan* (No. 71). The article contained 6 stanzas of a humorous poem 'The P.N.T.O and the P.M.L.O'. The complete poem appears not to have been published before; the only full version I could find, possibly the only copy in existence, is in the Special Collections Department at

Leeds University and might be of interest to current readers of our journal.

Subtitled in pencil as ‘The *Pinto and the Pummelo*’ the original is annotated:

‘Written for a? officer on board S.S. *Arcadian*^[1], Lemnos April 1915 before the landing the Dardanelles.’

THE P.N.T.O. AND THE P.M.L.O

Round Tekke Burnu slowly steamed
 A British Man-of-War
 The guns were slowly booming from
 The forts of Sedd-el-Bahr
 With no lights but the fitful gleam
 Of searchlights from afar.

The P.N.T.O. and the P.M.L.O.
 Were gazing at the strand
 “Do you suppose” the P.N.T.O. said,
 “That we shall ever land?”
 The P.M.L.O. said nothing but
 He coughed behind his hand.

“If seven tugs with seven tows
 Started at the dead of night”
 The P.M.L.O. said “I wonder if
 They’d land enough to fight”
 The P.N.T.O. thought abstractedly
 And simply said “They might”.

“And will they” said the P.M.L.O.
 “Land on the proper beach,
 This one on X and that one on Z
 And so on, each to each?”
 The P.N.T.O. held his finger up
 Like one about to preach.

“We’ve thrashed it out with wrinkled brows
 and tears” the P.N.T.O. said
 “And none will land on W
 That ought to land on Z”
 The P.M.L.O. politely smiled
 The smile of the well-bred.

“At break of dawn” the P.N.T.O. said
“Our ships will open fire
The gallant troops will then advance
As far as they desire”.
The P.M.L.O. was indistinct
I think he muttered “Wire!”

“And what is Wire?” the P.N.T.O. cried
“Against a naval shell?
One of us goes there every day
And shoots away like hell”.
“And do you” said the P.M.L.O.
“Not leave your card as well!”

But when the fateful morning came
Whose, how or why, or when,
Are matters little suited for
A merely ribald pen
The P.N.T.O. and the P.M.L.O.
Both quitted them like men.

In after years the text book said
To budding G.S.O's
“This is the golden rule for both
P.N.T.Os and P.M.L.Os.
“It's no good counting up your hands
Before your count your tows”.

Orlo Williams was decorated with the award of the Military Cross, the Legion of Honour, and the Order of the Crown of Italy. He was later awarded a CB for services to Literature. In June 1912, he married Alice Isabella Pollock daughter of Sir Frederick Pollock, 3rd Baronet.

Orlo Williams is now best remembered as a prolific writer and literary critic being a regular contributor to *The Times Literary Supplement* and to *The National Review*. His books include: *Giosue Carducci* 1914 ; *Lamb's friend the census-taker*; *Life and letters of John Rickman* ; *The essay* ; *Vie de Boheme, a patch of romantic Paris*; and *The good Englishwoman*. He died on 10 March 1967 at the age of 83.

Note:

1. Originally named ‘*Ortona*’ the S.S. *Arcadian* was built in 1899 for the Pacific Steam Navigation Co., and was acquired by the R.M.S.P. Company in 1906. She was renamed *Arcadian* in 1910 and converted into a cruise ship. During the First World War, *Arcadian* was requisitioned for use as a troopship and served during the Gallipoli Campaign as HQ ship for General Sir Ian Hamilton, commander of the Mediterranean

Expeditionary Force. On 15 April 1917 the *Arcadian* was torpedoed by a submarine and sunk off Sicily.

Sources: I am grateful for the help received from Special Collections Department at Leeds University and to David Saunders who located a copy of the obituary to Orlo Williams published in *The Times* on 11 March 1967.

PILGRIMAGE TO SALONIKA AND GALLIPOLI

The 1926 St Barnabas Society Pilgrimage to Salonika and Gallipoli, organised by the Revd. Matthew Mullineux, featured in the Winter 2011 issue of *The Gallipolian* (No. 127). This was based on two published accounts – the first by volunteer helper and nurse, Sister Jessie Holmes^[1] and the other by Ian Hay a well-known author and journalist^[2]. The following account was written by **Mrs Nellie Summers** who joined the pilgrimage with her husband, George, whose brother Sapper H D (Douglas) Summers died of malaria in Salonika on 23 October 1917. Whilst there is some duplication with the previously published accounts, it is written very much from the viewpoint of a ‘pilgrim’ rather than from the perspective of an organiser or commentator. Although strictly outside the scope of this journal I have included extracts relating to Salonika as this was the reason for Mr and Mrs Summers making the pilgrimage.

George and Nellie Summers ran the Rochester & Chatham Commercial College with George operating a subsidiary business (Geo. Summers Ltd.) supplying typewriters and related services, while Nellie taught shorthand and type-writing. Mrs Summers’ immaculately typed account begins:

‘About 274 Pilgrims departed from Victoria Station on August 25th, to visit the graves of Husbands, Sweethearts and other relatives who lost their lives and were buried in Salonika and Gallipoli during the war.’

The party travelled to Folkestone and embarked on the cross channel ferry, *Maid of Orleans*, to Boulogne where at 6.00pm they caught the overnight train to Marseilles. In the darkness the pilgrims saw ‘*an incessant flashing searchlight ... which is in constant remembrance of the dead*’. At 6.30am the following morning the train stopped briefly at Lyons where coffee and rolls were provided on the platform. Marseilles was reached at 11.50am on the 26th and soon after the pilgrims embarked on the liner *Stella d’Italia*.

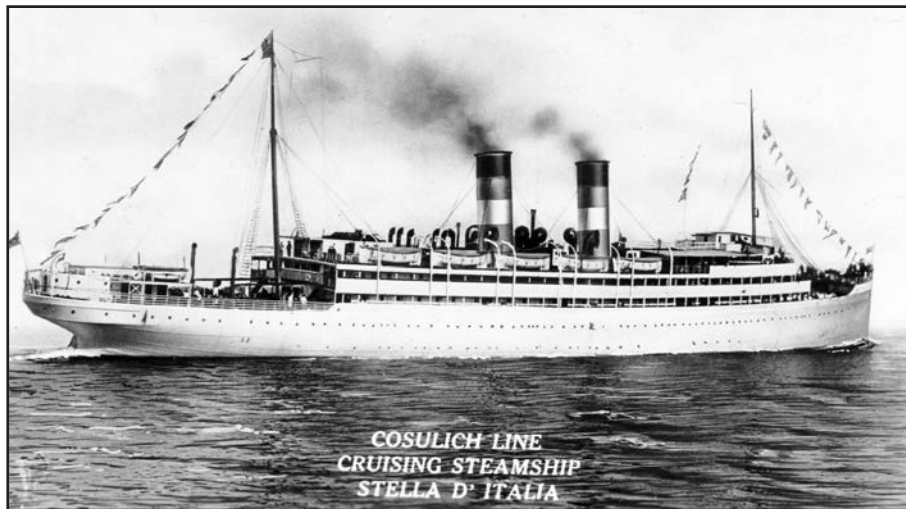
Once on board Mrs Summers recorded:

‘... we all had a most refreshing wash after the long train journey. Lunch was served as soon as possible and I think everyone was ravenous by this time for a proper meal, and before the meal was finished we commenced our sea voyage’.



Pilgrims boarding the Stella d' Italia at Marseilles.

The pilgrims spent the first full day at sea relaxing and getting use to their new surroundings and the facilities on board which included a swimming pool that was well patronised as the weather began to get warmer.



The Stella d' Italia^[3]

The diary continues:

On Saturday 28th we were called by the Bugler at 4.15am to see Stromboli, the volcanic mountain which is always burning, and is known as "The Mediterranean Lighthouse".

There was a large flame coming from the top and it was issuing huge volumes of black smoke. At 9am we passed Mount Etna, the largest Volcanic mountain in the world I believe. A lot of smoke was issuing from it, but no flame was visible...

In the evening we had a surprise visit paid to our cabin by Mr and Mrs Masters. Mr Masters is brother-in-law to Mrs Masters of Ye Olde Eastgate Tea Shoppe, Rochester and was going out to see his brother's grave in Gallipoli ^[4].

On Sunday, 29 August the *Stella d'Italia* passed Cape Matapan (the most southerly point on mainland Greece) and the sea became gradually rougher, increasing to gale force. Port holes had to be closed and the evening church service on deck was enclosed by waterproof curtains. During the service the Hymn 'For those in peril on the Sea' was sung.



Pilgrimage group – the Revd. Mullineux (sitting) in the centre of the group

The storm delayed the arrival of the ship in Salonika which was reached, six hours late, at 12.30pm on 30 August but the pilgrims were ashore by 2.30pm.

We went straight to Lember [Lembet] Road Cemetery to see our grave, whilst others who had not graves to visit made a tour of the place. We travelled to the Cemetery by Motor Cars which were provided for us. The streets we passed through were extremely rough, huge cobbles and stones all over the place, and sometimes we were so one sided that we thought we might turn right over. At other times we were bumping along the route ruts in the road, and getting smothered with dust. ... we found the Cemetery and grave to be beautifully kept, as indeed all the cemeteries that were visited proved to be. Thus each Pilgrim had entire satisfaction, and a peaceful remembrance of the graves of their relatives.



[Left] Nellie Summers on the quay at Salonika. [Right] George Summers at his brother's grave at the Lembet Road Military Cemetery, Salonika

After a day's sightseeing, the *Stella d'Italia* left Salonika for Lemnos, which was reached on Wednesday, 1 September after a very rough night on board, with many passengers suffering from sea-sickness. Mrs Summers described the scene on arrival:

The landing here was very awkward as a rope caught in the propeller of the ship's motor launch in which the passengers were to be transported from the ship. Engineers dived to try and free it but failed, and the pilgrims had to be transferred to the shore in small native boats manned by fishermen.

The Union Jack and the flag of Greece fluttered a welcome on shore, and fifty Boy Scouts – many of whom had tramped more than thirty miles [?] in order to take part in the ceremony – formed a guard of honour. Both cemeteries were visited, and a memorial service held.

We left for Channok [Chanak] at 2 o'clock but on reaching there we did not stop as the sea was still very rough and the Captain wanted to get through the Straits before darkness set in. This enabled us to land at Constantinople at 6 o'clock on September 2nd.

Two days were spent sightseeing in Constantinople including a visit to Scutari. The pilgrims also visited '...the Crimean Cemetery^[5] where there are more than 100 graves of men who died as Turkish prisoners or during the Armistice. Wreaths and English flowers were laid by relatives on the graves'.

At 6.00pm on 3 September the *Stella d'Italia* left Constantinople for Cape Helles arriving there early the next morning.



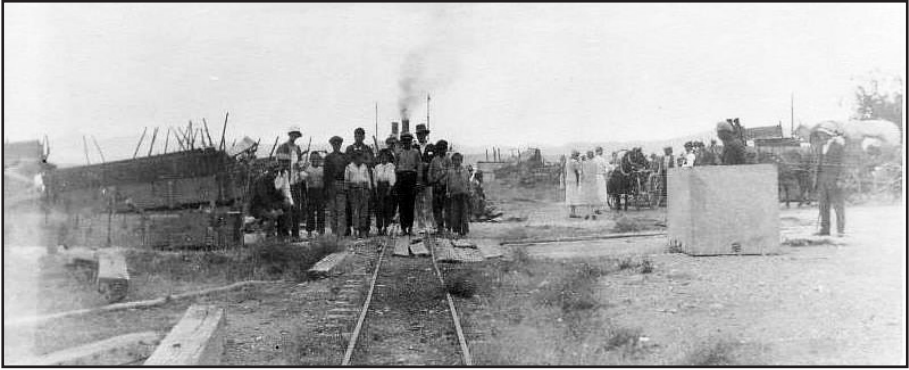
Wreath being cast into the sea off Cape Helles

We had an early breakfast and then a Ceremony on Deck where all the wreaths were blessed, and a wreath mounted on cork was dropped in the sea in memory of the many sailors who lost their lives on this spot. After this we all went ashore, and a big remembrance service was held round the Cape Helles Memorial which commemorates more than 20,000 men who have "no known graves". The pilgrims were joined here by 150 Sailors and Marines serving on the Mediterranean Station.

After the service the pilgrims proceeded to their graves, and those who had no graves to visit wandered over the Gallipoli fields where numerous figs were found, one party discovered some vines and brought home a large quantity of grapes.

Sunday morning Sept. 5th. We left for Anzac at 4am and arrived about 6 o'clock, when to our surprise we were told that the Turks refused to allow us to make a landing at Suvla Bay as originally anticipated, so it was decided for all pilgrims to visit their graves from Kelia Bay. The transport was extremely bad and the roads worse than any we had met during our travels. The pilgrims were conveyed in the best conveyances that were obtainable, and others sat, or rather hung, on to low flat carts, not quite as good as our fish carts. We went over the Gallipoli fields in this way, and sometimes when the horses got a move on we had to cling onto the sides for dear life...

We saw many trenches and dugouts and all down the cliffs to the water's edge the entanglement still remains, and on the fields one sees the hedges growing round masses of entanglement....



Ashore at Kelia (Eceabat)



The transport to Anzac!

And later, ‘... a little child was brought over to the ship from the Imperial War Graves Commission at Kelia Bay to receive an English Christening’.

The Stella d’Italia was due to leave Eceabat early the following morning, 6 September but there was a hitch:

We were all awakened at 6.30am by the Bugle call, and on going up on deck we were told that we had run aground on an uncharted sand bank. All the lifeboats were launched, and efforts were made to refloat our ship. Although the boat listed considerably the passengers remained perfectly calm, playing deck games, and watching the soundings being taken. At 12 noon we felt a bump, bump, bump and we moved off a little and at 12.45 we commenced to move off quite satisfactorily. When the Captain came into dinner, he was applauded heartily with three cheers from the passengers, and then we sung “For he is a jolly good fellow”... At 10.30pm we passed Skyros, and a short service was held there in memory of Rupert Brooke, the poet, and as we passed the island the engines were stopped, and two wreaths were dropped, one being from his mother.

Athens was reached on 7 September and that evening the *Stella d'Italia* left for the final destination, Trieste. However, there are two final extracts from Mrs Summers' account that are worthy of mention:

Thursday Sept. 10th. Immediately after dinner everyone assembled on Deck, when the Countess of Longford, on behalf of her fellow pilgrims, presented an antique Turkish tinder box of inlaid silver to the Rev. M Mullineux ... as a token of our appreciation and gratitude for the work which had made the pilgrimage so successful. Major Beith (Ian Hay) said that it was also intended to give "the beloved padre" a suitcase, which would be inscribed with his name, "so that he shall not part with it, as he does with most of his possessions when his fund will not allow of some poor mother to visit her own boy's grave".

Twenty-seven British military cemeteries have been visited, and every pilgrim has been successful in finding the grave he or she came to see. One mother who sails home to Australia next week has seen not only her boy's grave but, on behalf of Australian mothers, has visited seven others.

Acknowledgements

I am very grateful to **Mrs Angela Downing**, the great niece of George and Nellie Summers, for allowing the account to be published and for identifying her relatives in some of the pictures, not all of which it has been possible to include. Thanks are also due to Mr Roland Whaite for bringing this account to my attention and for the information about the vessel and its history.

Editor's Notes

1. *A Pilgrimage to Gallipoli* by Sister Jessie Holmes FRCN, published by Alexander-Ouseley, London 1927
2. *Ship of Remembrance* by Ian Hay – a pen name; he was Major John Hay Beith, CBE – published by Hodder & Stoughton, London 1926.
3. The funnels look shorter and thicker than those shown in the pre-war photograph of the SS *Bermudian* (renamed the *Stella d'Italia*) shown on page 20 of issue No. 127 of *The Gallipolian*. The foc's'le was built-up and the forward superstructure and bridge enlarged in the 1920s.
4. 234 Tpr. George Alexander Lewis Masters 2nd Australian Light Horse. Died 5 July 1915. Age 39. Buried Shrapnel Valley Cemetery (Grave III. F. 32). Son of Thomas and Eliza Masters of 154 Eastgate, High Street, Rochester. Native of Dartford.
5. The Haidar Pasha Cemetery now contains the graves of 407 First World War burials.

NO LONGER JUST A GALLIPOLI CASUALTY: PTE. THOMAS GILLIGAN

Steve Gilligan

Members may recall that in the Spring 2011 edition of the journal (No. 125), the 'Gallipoli Casualty' series featured Thomas Gilligan – my Great Grandfather – who having previously served in the Royal Irish Rifles from 1893 to 1905, re-enlisted at the outbreak of war in August 1914 as a Private in the 6th Bn. Royal Irish Fusiliers.



Thomas Gilligan

Thomas' battalion was part of the 31st Brigade, 10th (Irish) Division; which landed at C Beach, Suvla on 7 August 1915 under heavy shrapnel fire. After several actions at Chocolate Hill, Green Hill and the W Hills, Thomas was recorded as being killed in action at the Kiretch Tepe Ridge on 15 August, an action in which his battalion lost 10 officers and 210 other ranks killed, wounded or missing. Thomas was never identified as being recovered; however his name is recorded on the Helles Memorial and in his local church at St Stephens in Dublin.

Having planned for many years to make a pilgrimage to Gallipoli, but with many other events taking priority, I decided to treat my father, Christopher, to a place on the May 2014 Gallipoli Walking Tour for his 70th birthday, thinking it was now or never!

Sunday, 4 May came and we were on our way from Marseille in the south of France to meet the rest of the party at Istanbul who had travelled from Heathrow. The next day, having traveled by minibus from Canakkale to Anzac, my father and I together with Stephen Chambers and our Turkish guide, Emre, left the rest of the group to take a pre-arranged personal tour. As we drove to the Kiretch Tepe, the anticipation increased as we saw places that had previously only been names in books, the Salt Lake, Chocolate Hill, Green Hill, the W Hills, the Suvla Plain and, of course, the ridge stretching out before us. The mini-bus parked at the lower slope and with Stephen in the lead we took a 40 minute

walk to the ridge line, heading through the muddy ground and bushes past Kidney Hill towards the Pimple, the point of the farthest advance in the action of 15 -16 August.

The Pimple is a small cairn approximately 6 feet in height; from this point the views over the Suvla plain and Gulf of Saros are breathtaking. Stephen explained the action of 15 and 16 August and the respective trench positions to us and then after taking photographs, we were left for a few moments at this most emotional of places. Scanning the ridge line towards Jephson's Post and Karokal Dagħ the ridge has a tremendous atmosphere forged by the sacrifice of the men of Kitchener's New Army and their Turkish adversaries. All too soon we returned to the mini-bus and to the rest of our party who by now were approaching Shell Green Cemetery.

On the following day a very educational tour of the area around W Beach and V Beach was broken by a period of time at the Helles Memorial giving us the opportunity to see Thomas' name, just one amongst approximately 21,000 recorded. Two photographs taken during the visit can be found on page 34.

The tour throughout, was a mixture of excitement, humor, education, sorrow and joy; walking with our party through many areas of outstanding natural beauty and of such historical significance but unfortunately it ended much too quickly. So what now? Well for us the story is not over as planning has now begun to visit the Suvla Bay area again in 2015 for the anniversary of the landings.

The author and his father would like to thank Clive and the *Battle Honours* team for their excellent organisation of the walking tour and of course for the opportunity to make a personal visit to the Kiretch Tepe ridge.

IN THE FOOTSTEPS OF DR BOB BUSHAWAY

David K Smith

Over the Easter weekend 2014 a group of five set out for Gallipoli in memory of one of the Gallipoli campaign's experts, Dr Bob Bushaway. Bob had visited the peninsula on many occasions leading small tours of his students from the Centre of First World War Studies at Birmingham University. I had the pleasure of being on two of those trips in 2009 and 2011.

What isn't known is that Bob had made a promise to his new wife, Pat, that he would take her on the next trip in April 2013; sadly he died in the February, less than five months after the wedding. At his funeral one or two fellow mourners persuaded me to keep that promise and in the week before Anzac Day 2014 Pat, George Bushaway (Bob's son), John Powell, Dr Neil Wood and myself arrived at TJ's hotel in Eceabat.

This wasn't going to be the whistle stop five hour tour of the area that focused on Anzac, we had set aside three full days to explore Helles, Anzac and Suvla, we were going to do those parts some tours do not reach; Gully Ravine, the French sector, taking in the view from Achi Baba and true to Bob's way of thinking we would also cover the Turkish side, the monument overlooking Morto Bay, the legend that was Corporal Seyit and the Kilitbahir Forts.

First stop was the restored fortifications at Kilitbahir. In previous years these had been deserted but with the approaching anniversary they were heavily populated with Turkish nationals learning about their heroes of 100 years ago. The Helles Memorial was equally crowded but only around the monument, once in Seddulbahir at the grave of Doughty-Wylie VC, or on V and W beaches we had the place to ourselves again.

Road repairs stretching from Seddulbahir to the Lancashire Landing Cemetery meant we had to enlist Shank's pony. At the cemetery Neil recounted the story of when, as a young boy in a Glasgow junk shop, he found a set of medals. These eventually led him to Lancashire Landing Cemetery where we paid our respects to Private 2644 David Mason of the Highland Light Infantry. This fascinating story is worthy of another article in *The Gallipolian*!

Day Two saw us again mixing with the locals at the Turkish memorial overlooking Morto Bay – they all seemed to want their photographs taken alongside the statue of Atatürk. The French cemetery was in stark contrast, only our small group's conversation broke the tranquillity.

From Morto Bay we moved to view the front line from Krithia. Our group was now looking up towards Twelve Tree Copse Cemetery and it was my turn for a personal story. It was here that my maternal Grandfather Private 19739 Fredrick Harrison and his mates of the 4th Worcester's advanced on 6 August, and where he suffered a gunshot wound to the ankle. A total of 767 of his battalion were either killed or wounded on that advance. Granddad, a Boer War veteran, survived the war but not before serving on the Western Front and being caught up in Operation Michael in 1918 where he was wounded a second time.

A short hike on another temporary road surface took us to Twelve Tree Copse, to view the advance from the opposite angle. From there we crossed over the fields to Gully Ravine entering it cautiously from the northern end, working our way down behind allied lines until reaching a dam where standing water prevented us going further. The atmosphere in the gully was different to that elsewhere; it felt as if eyes were looking from every direction. Our second day finished on the new Achi Baba observation tower giving us a panoramic view of the whole Helles battlefield.

Day Three started at the new Information Centre on the Eceabat-Alcotepe road. Whilst it is very much geared to a Turkish victory and their national pride, and contains

some inaccuracies to the more knowledgeable, do not let this distract you. For those less familiar with the campaign it is worth a visit for a couple of hours.

Dodging Australian TV crews at Beach Cemetery gathered around Private Simpson's (Kirkpatrick) grave, we yomped up to Plugge's Plateaux to take in the vista of the Razor Back at the rear of the cemetery; here previous visitors had left their detritus behind so Neil undertook an impromptu litter pick. Anzac Beach was full of people preparing for the 25th so we were unable to spend too much time here, but seeing the preparations gave us an insight of what would be happening a few days later. We were to meet up again later with the Australian and New Zealand Anzac Day volunteers at the Boomerang Bar in Eceabat and share our experiences over a beer or three.

Pat had recently purchased the film '*Gallipoli*' featuring Mel Gibson, so a trip to The Nek was included, this gave the opportunity to overlook Suvla and tell the story of the lost men of the Sandringham Company and stop off at the Turkish memorials on the way. Moving on, Chunk Bair was as crowded as Helles again with local nationals rather than New Zealanders. Sadly, time was pressing by now so a visit down to 'The Farm Cemetery' was not possible.

Our last stop was to take in Suvla and on the way back we pulled up for tea at Buyukanafata. Here the small museum is well worth the short detour off the long Anzac coast road. The one outstanding exhibit is that of a school prefects' badge from King Edward School Birmingham belonging to 2nd Lieutenant Eric Newton Marson, Warwickshire Regiment (KIA 10 August), a fellow pupil of William Slim, later Field Marshal Viscount Slim of Burma.

Pat left a message in the visitors' book here which summed up Bob's Gallipoli involvement. It read:

Five of us visited here in remembrance of Dr Bob Bushaway of Birmingham, a great historian of The First World War and the Gallipoli Campaign – he loved this place and respected all who took part in the war.

Bob Bushaway, 1952-2013 – R.I.P.

From there our mission completed we headed back to Eceabat and that beer with the ANZAC Day volunteers. Two photographs taken during the visit can be found on page 35.

Editor's Note: Given the number of people now visiting Gallipoli, I have to be extremely selective about accepting articles and reports on visits made by members. This article came to me in June – too late for the Autumn edition – and I am conscious that another report, focussing on the Gilligan family's pilgrimage to Gallipoli is also included in the current issue. However, given the nature of both articles I decided to publish both rather than hold one over until a future issue.

JUSTICE DENIED FOR THE VICTIMS OF THE ROYAL EDWARD DISASTER

David Crampin and Jack Carlson

With the 100th anniversary of the start of the First World War upon us, newspapers, magazines and books have been deluged with battlefield art, poetry and letters from the front, and with personal accounts of the war that have been passed down to children and grandchildren. No such stories of the Gallipoli campaign are from those who form the subject of this article as they were killed by enemy action before they ever reached the peninsula. We refer, of course, to those who perished when the troopship *Royal Edward* was sunk on 13 August 1915.

The details of the sinking are well documented and have been the subject of a number of previous articles in *The Gallipolitan*^[1]. Suffice to say that HMT *Royal Edward* sailed from Avonmouth on 28 July 1915 with reinforcements for Gallipoli. After collecting another contingent from Devonport on 30 July and an uncomfortable passage through the Bay of Biscay, the ship arrived at Alexandria on 11 August. After a one-night stay there the passage continued to Gallipoli on 12 August. Then, at about 09.30 on the following day, the ship was sunk by a torpedo from a German U-boat, six nautical miles off Kandeloussa. Survivors said the ship sank within six minutes.

The *Royal Edward* had sailed with some 32 officers and 1350 troops. On 6 and 7 September *The Times* newspaper published the casualty list of all those missing. It contained a few errors and omissions but it was remarkably accurate so soon after the event. The breakdown, by regiment, of those lost was as follows:

Army Service Corps (ASC)	126
Bedfordshire Regiment	2
Border Regiment	59
Essex Regiment	175
Hampshire Regiment	212
Kings Own Scottish Borderers (KOSB)	58
Lancashire Fusiliers	28
Royal Army Medical Corps (RAMC)	147
Somerset Light Infantry	3
South Wales Borderers	56
Total	866

The casualty list has recently been under detailed review to make it as accurate and authentic as possible.

The men had come from a variety of backgrounds and a variety of training. The RAMC units had been trained for up to six months prior to their posting to Gallipoli. Most of

the men in the Essex Regiment were from the Norfolk Regiment who had volunteered for overseas service in an operational unit. The ASC had recruited men of all ages from all walks of life; men such as Samuel Martin, a stone mason from Cornwall. At 57 years old Sam would have been one of the oldest. He, with five others, enlisted on 7 July into the 18th Labour Company, in London. His army service lasted for just 38 days. In a genealogy search of Sam's military service his medal index card revealed that he had been awarded the British War Medal. The card also listed the 1914-15 Star and the Victory Medal neither of which was awarded to Sam. The ensuing research uncovered what appeared to be an example of injustice that has troubled relatives of the victims for best part of 100 years.

It soon became clear that medal entitlement depended on service overseas in a theatre of war. The initial reaction was that one couldn't get much closer to a theatre of war than to be drowned after one's ship had been sunk by an enemy torpedo. But the authorities had already decided that military operations in the First World War took place in six, later seven, theatres of war around the world. Each theatre and operational area within it was assigned an alpha-numeric code for use by the British military authorities for the compilation of records of service and medals. The codes were slightly amended after 1 January 1916 but, for the period covering the sinking of the *Royal Edmond*, they were:

Western Europe	Code 1	a France and Flanders b Italy
Balkans	Code 2	a Greek Macedonia, Serbia, Bulgaria & European b Gallipoli (Dardanelles)
Turkey		
Egypt	Code 3	
Africa	Code 4	
Asia	Code 5	
Australasia	Code 6	

Depending on their service the WW1 campaign medals that could be awarded were:

The 1914 Star: This was approved in 1917 for those who served in France or Belgium between 5 August (the day after war with Germany was declared) and midnight on 22/23 November 1914 (the day marking the end of the 1st Battle of Ypres).

The 1914-15 Star: This was for all who served in any theatre of war between 5 August 1914 and 31 December 1915, except those eligible for the 1914 Star. They could not receive both. Recipients of either the 1914 Star or the 1914-15 Star also qualified for the British War Medal and the Victory Medal.

The British War Medal: This was for those who either entered a theatre of war on duty or who left places of residence and rendered approved service overseas, other than the waters dividing the different parts of the United Kingdom, between 5 August 1914 and 11 November 1918.

The Victory Medal: Provided the claims were approved by the competent military authorities, the medal was granted to all who actually served in a theatre of war between 5 August 1914 and 11 November 1918.

Approximately 25 of those who died on the *Royal Edward* had qualified for the 1914 Star but the victims' eligibility for the other 3 medals required clarification. The ship had arrived in Alexandria, Code 3, and was sailing to Gallipoli, Code 2b which, on the face of it, would have qualified all of those on board for the 1914-15 Star, the British War Medal (BWM) and the Victory Medal. But the clue was in the wording of the award criteria. To qualify, one had to have served on the establishment of a unit in a theatre of war and it was unlikely that any of the men on the ship would have had prior active service in Egypt (though they were in Alexandria for one night) and, of course, the ship never reached Gallipoli for them to disembark and join their units for operational service there. Unless they had already qualified for the 1914 Star or 1914-15 Star and Victory Medals by virtue of earlier theatre of war service, the victims of the *Royal Edward* were left with only the BWM which would have been awarded to their next of kin.

It is known that the debate concerning the eligibility for medals went on well after the end of the war. The conditions governing the issue of the BWM had been laid down in Army Order 266 of 1919 and the Army Council met in May 1921 to discuss the general question of medals including a proposed General Service Medal and clasps for the BWM. In those discussions it is recorded that Winston Churchill, the Secretary of State for War: '*felt that it was inequitable that certain classes who had been in action with the enemy in this country should be ineligible for medals which those serving at a base in a theatre of war received, and he accordingly recommended to the King that:*

All officers and other ranks and military personnel, as defined in Army Order 266 of 1919, who were killed or wounded by enemy action whilst engaged in the performance of military duty in this country, or whilst on board a transport proceeding to or from a theatre of war;

All officers and other ranks belonging to, and actually present with, a coast defence unit or anti-aircraft detachment which took part in the United Kingdom in an action against enemy warships or aircraft on an occasion when the enemy inflicted casualties among members of the unit or detachment;

Should be therefore entitled to any of the following medals not already earned by them:

The British War Medal

The Victory Medal

The 1914-15 Star, if the action or casualty took place before 31st December 1915.'

At the Army Council meeting in June 1921 it is recorded that '*The proposal to make the*

British War Medal, the Victory Medal and the 1914-15 Star available for actions against the enemy in this country and on board transports, ... should be dropped.'

Some high level correspondence ensued between the Adjutant General and Sir Frederick Ponsonby (Chairman of the Medals Committee) and, although there appeared to be no Army Order or Army Council Instruction, an extract from the Army Council's meeting of 27 June 1921 records, *inter alia*, that there should be no General Service Medal, the British War Medal should only be granted for Home Service to personnel of Coast Defence batteries actually engaged with hostile vessels of war, and the proposal to make the Victory Medal and the 1914-15 Star available for actions against the enemy in this country and on board transports ... should be dropped. This appeared to be the end of the discussion and the record is annotated 'closed'.

The important outcome of these discussions was that the victims of the *Royal Edward* sinking would, once again, not be eligible for other than the BWM unless they had already earned them in other theatres of war. But it also demonstrated that there was disquiet at very high levels that it should be so. That disquiet has simmered until the present day and has been strengthened by evidence of a significant inconsistency in the interpretation of the entitlement rules with a consequent injustice affecting a considerable number of individuals.

An examination of the *Royal Edward* casualty list and the associated medal index cards at the National Archives in 2013 and 2014 has shown that nearly all of the men who drowned in the *Royal Edward* from two of the units (Kings Own Scottish Borderers and Royal Army Medical Corps) were awarded the 1914-15 Star, the British War, and the Victory Medals while nearly all of those in the remaining regiments received the BWM only. For example, just two of the 147 Royal Army Medical Corps men received the BWM only. Ironically, they were both officers. All the others received the Star, the BWM and Victory Medals because it was stated that they had served in theatre of war Code 3, Egypt, on 11 August 1915, the day the ship arrived in Alexandria.

Similarly, with only two exceptions, every one of the 58 victims from the King's Own Scottish Borderers was awarded the Star, BWM and Victory Medals having said to have entered theatre of war Code 2b, Gallipoli, on 31 July 1915, the day the ship had left the UK. In contrast, of the 175 Essex men who died, 12 had already earned the three medals by service in a theatre of war prior to joining the ship. All of the remaining 163 received the BWM only. In the same way, 8 of the Hampshire men had already earned the three medals while 204 received the BWM only. Just one of the 126 ASC men was awarded the three medals. All the others received the BWM only. The other regiments had a larger number of men already qualified for the three medals from earlier theatre of war service but any who had not previously entered a theatre of war received the BWM only.

In less than a year's time, the 100th anniversary of the *Royal Edward* sinking

will take place and we consider this will be a fitting time for the sacrifice of all the victims of the troopship to be recognised and, for those who were previously judged to be ineligible for the award of the 1914-15 Star and Victory Medals, to have their eligibility endorsed and approved.

It is not a huge problem. Bearing in mind that just over 200 RAMC and KOSB victims were already granted the three medals, and between 50 and 60 from the remaining regiments had also already qualified, we are talking of little over 600 disadvantaged soldiers. None of them, of course, is still alive but, if our proposal is approved, justice would be seen to be done for the memory of these disadvantaged men.

Following the Military Medals Review in 2012 an opportunity exists for a case to be made to the Honours and Decorations Committee to review previous decisions and we believe we have a genuine case to be made for such a review and the earlier decision overturned.

We will need to demonstrate public backing for what we are doing and urge readers to register their support for our campaign with their Regimental Associations, their Members or Parliament or the Royal British Legion and by e-mailing royaledwardmedals@btinternet.com.

Note 1: These include *Reinforcements for Gallipoli* by J S Houston (issue No. 30); *Loss of the Troopship HMT Royal Edward* by Neil Burnett (No. 100); *Watery Grave* by Thane Burnett (No.104); *The Life and Letters of Captain (Temp. Major) Cuthbert Bromley VC* by Clive Summerson (Nos.120 &121); and *The Loss of the Royal Edward – Account* by Surgeon Neagle (Nos. 127 & 129)

FRENCH HOSPITAL ON LIMNOS

Margaret Carter and Steve Moore

On visiting Limnos^[1] we stayed at the Hotel Ethaleia, perched high up on the hills overlooking the stunningly beautiful Mudros Bay, a distance of about five kms. from the town of Mudros. It is accessed by a narrow dirt road running parallel to the tarmac 'new' road which skirts the edge of the bay. After using the dirt road for five days, enjoying the fabulous sea views and sheer drops, we casually asked Dina, the owner of the hotel, if she had had to pay for the road to be built in order to get access to her property. She told us that the road had originally been an animal path across her family's lands but was enlarged by the French army during the Gallipoli campaign to secure access to the French hospitals. Immediately we queried where these hospitals had been situated. She replied that they were the two roofless buildings on the right side of the road about half a kilometre from the hotel. When asked how she knew these buildings were indeed the remains of French hospitals she told us that she vividly remembered stories her two

Grandfathers had told her about seeing wounded soldiers being carried by mule and donkey carts past their land on the way to the hospitals. Her Grandfathers were born in 1896 and 1904, so would have been 11 and 19 years of age in 1915.

As keen ‘Gallipolians’ we have spent one week a year for the last four years in Gallipoli, staying at the wonderful Gallipoli Houses, walking the battlefields. We considered Limnos as the missing piece in the jigsaw of our knowledge of its part in the ill-fated Gallipoli campaign. We had come to Limnos for first hand experiences and to walk in the paths of the soldiers. After all, Mudros Bay was where the final preparations were made for the Gallipoli offensive, from whence the ships sailed and where the wounded were treated. It was in Limnos where the Mudros Armistice was signed with the Turks in 1918.

We spent five days visiting war cemeteries, the site of the desalination/condenser plant, the huge concrete remains of the massive water tower, discovering the positions of the Sarpi rest camp, finding remains of landing jetties and the sand spit where an iconic photograph showed the Australians taking a short cut by walking through the water rather than marching round the promontory. We had even visited the spa at Therma, (ostensibly for research only but who could resist the Jacuzzi session in Aphrodite’s bath and massage afterwards!). We had studied the fantastic photographs on the Limnos link on the Gallipoli Association Forum and wanted to visit these locations. We knew the locations of the British and Australian tented hospitals but knew nothing of French hospital. Yet we had passed these buildings every day on the way to the hotel but had not given them a second glance.

Next day we were on a mission to find and photograph them. Sure enough there were the two buildings built of concrete. They were both roofless, of similar design measuring about six by eight metres, in elevated positions with fabulous views over Mudros Bay and Fanaraki beach – see photographs on page 36. There was still evidence of large flattened circular areas with large rocks which could have been used to stabilise the tents, necessary as Limnos is a very windy island. Remains of the original barbed wire fence could be seen. There were pieces of the concrete roof tiles scattered around. On the opposite side of the road there was a large concrete tank capable of holding about 10,000 gallons of water, with a partial outer dry stone wall. The tank was still in good repair with the iron access rings still visible inside. This was probably the water supply to the hospital opposite.

The buildings are in such a prime sea view position it is to be hoped that they will not be demolished by developers building new homes in the future.

Note 1. The Greek spelling is used for the island.

CANADIAN STATIONARY HOSPITALS AT MUDROS

14 August 1915 – 31 January 1916

Dr W David Parsons,

The Royal Newfoundland Regiment is the only North American Regiment with the battle honour 'GALLIPOLI'^[1]. In 1914, Newfoundland was a Dominion similar to Canada or Australia, and the Newfoundland Regiment was a separate unit distinct of Canada. However, there were other Canadian units present in the Mediterranean theatre. The 1st Canadian Stationary Hospital (CSH) and the 3rd Canadian Stationary Hospital served on Lemnos in 1915, and the 5th Canadian Stationary Hospital was stationed in Cairo at this time.

The purpose of the Stationary Hospital was to care for the sick and convalescent soldiers. The establishment was for 40 officers, 70 Nursing Sisters and 205 other ranks, for a 200 bed tent hospital, however, they went into active service with far less staff than the establishment.

These hospital units were formed in Canada, and proceeded overseas in August 1915. The 1st, 3rd and 5th Canadian Stationary Hospitals boarded SS *Asturias* to join the Mediterranean Expeditionary Force. They arrived in Alexandria and the 5th CSH remained in Cairo at Abbassia Barracks. The nurses of the 1st CSH and 3rd CSH were taken to Lemnos on SS *Delta* and the equipment was on SS *Alfic* arriving 16 August 1915. The nurses remained on the ship until 24 August while the tents for the hospital and staff were erected. The equipment was off-loaded onto lighters and brought ashore. In spite of this, they opened for patients on 23 August. Within one week, they had 500 dysentery patients under their care. The 3rd CSH was put in place a few hundred yards from this site.

The *Official History*^[2] describes the conditions that the hospitals had to face on Lemnos:

'The site assigned at Mudros to these hospitals had been occupied by a camp for Egyptian labourers; there were no sanitary provisions, the water supply was precarious and depended on one borrowed cart, not even latrine pails were on hand, food was scarce and unsuitable for personnel, impossible for patients, dust and flies completed the distress. Indeed the misery of the personnel and the suffering of patients recall events of Crimea days.'

The 1st Canadian Stationary Hospital opened on 23 August, by the first weeks of September they were responsible for 600 beds. Nurse Helen Lauder Fowlds^[3] wrote:

'...we are short of all sorts of things except hospital supplies of which we seem to have plenty.'

Later she wrote about the difficulties with unsuitable food for the sick, and the staff:

'...we all agreed not to mention food or work at the table. Nurse M. Thanked God in the most appropriate way for each new culinary atrocity. She sat up and ate the rotten messes with all the airs and grace as if she were dining at the Ritz.'

Water supply was difficult, dust and flies plagued patients and staff. Soon, many of the staff were sick as well.

Nursing Sister E R Munroe died on 15 September 1915 and **Matron Jessie Jarrard** died ten days later. Both are buried in Portianos Cemetery, Mudros. Nurse Fowlds described her feelings, and those of her colleagues, following the first funeral:

'The night of Nurse Munroe's funeral, we read Kipling and thanked God for such a man who pictured our life. The poem 'Dirge of Dead Sisters' got us all. ^[4]'

'Who recalls the twilight and range of tents in order,
(Violet peaks uplifted through the crystal evening air)
Just like this and the clinks of iron tea cups and the piteous noble laughter
And the face of sisters with dust upon their hair'

'Nurse M. asked everyone in camp if she had a 'piteous noble laughter' and is trying to cultivate it in all of us. She says our Colonial giggles won't do at all. She says no one will write poetry to us if we don't acquire more of a Florence Nightingale manner.'

In October the rains came and flooded tents. Again, Nurse Fowlds described the scene:

'The rain sounded like Maxims on the tents ... Our girls are all better now and all on duty so work is much easier and we are in better spirits.'

Then came November, the snow and storms. This added over 300 cases of frost bite to care for, some of whom needed amputations. The hospital was now up to 1,000 beds, and due to lack of vegetables, scurvy and beri beri, vitamin deficient diseases appeared. By December, nineteen of the original 38 nursing sisters were invalided out. Replacements arrived in December, including **Nursing Sister Maysie Parsons** who wrote:

'I think our girls are wonderful. As a unit we seem to get into shape in a remarkably short time'

The 3rd CSH experienced the same conditions with poor sanitation, inadequate water supplies, insects and sickness. Conditions that were faced with courage and fortitude through difficult times. By December, 5 medical officers, including Lt. Col. H Casgraine, the Commanding Officer, several nurses and 25 other ranks of this hospital had been invalided out.

As the Gallipoli campaign ended, the patients were transported back to England for

treatment. The 1st CSH closed on 31 January 1916. From August 1915 to January 1916, this unit cared for over 6,300 cases. The following is an extract from a letter written by Nurse Fowlds in March, 1917:

'We have been reading the report of the Dardanelles Commission in this morning's Times. Such a record as it is! and to most of all to us who saw it in the making. I don't think France will ever interest me again after that. We lived it all so intensely ...'

The 1st CSH went to Cairo and then in March 1916, to Salonika where it served until September 1917, when it returned to England. The 3rd CSH returned to England and was then stationed at Rouen for the rest of the war. It was one of the hospitals bombed by the Germans in 1918.

Postscript – The Parsons family in the First World War

Nursing Sister Maysie Parsons mentioned above was from Harbour Grace, Newfoundland, a town about 100 miles from the capital, St John's. Her father was a manufacturer and member of the Legislative Assembly for the Harbour Grace district. Miss Parsons graduated from the St John's General Hospital Nursing School in 1914. In 1915, she volunteered to nurse at Dr Depage's hospital at La Panne, Belgium. Following this duty, she went to London and enlisted in the Canadian Army Medical Corps and was posted to 1st Canadian Stationary Hospital. Arriving on Lemnos in December, 1915, she remained with this unit, and served in Salonika. She was struck off strength in late 1917 when her unit returned to England. After the war, she married Capt. William Marcy, who had been with the 1st CSH on Mudros. She died in 1949.

Maysie's older brother, **Dr William Henry Parsons** enlisted in the Royal Army Medical Corps in 1915 and was assigned to the 113th Field Ambulance, being posted to Malta. He became ill and was evacuated as a 'cot case'. He recovered and was medical officer with the Royal Inniskilling Fusiliers at the battle for Guillemont – Ginchy in September 1916. He was awarded the Military Cross for his devotion to duty in treating over 300 casualties as Regimental Medical Officer. He remained in France until March 1918 when he was seconded to the Royal Newfoundland Regiment as Assistant Deputy Director, Medical Services. He retired in 1919 and served on the Veterans Pension Board in Newfoundland, as its Chairman, until his death in 1929.

A younger brother, **Alexander Edward Parsons**, enlisted in the Newfoundland Regiment, number 585, and went overseas with the 'Blue Puttees' in October, 1914. He served with the regiment on Gallipoli but was evacuated sick. He was transported to England and was discharged, medical unfit in late 1916 in Newfoundland. He recovered and was able to enlist in the Royal Flying Corps in 1917, and was sent to Deseronto, Ontario for training as a pilot. In the winter of 1917 – 18, he was training in Texas. He received his wings but the war was over and he did not see further active service.

Notes:

1. The Newfoundland Regiment landed at Suvla Bay on 19/20 September 1915 to join

the 29th Division. They were amongst the last to be evacuated from Cape Helles, 8/9 January 1916.

2. *Official History of the Canadian Forces in the Great War 1914 – 1918 : Medical Services* by Sir Andrew McPhail, 1923, p.266

3. Letters and diary of Helen Lauder Fowlds (1889 – 1965) of Hastings , Ontario, Canada. Graduate Nurse of Grace Hospital, Toronto,1913, attached to 1st Canadian Stationary Hospital on Lemnos. Trent University Archives, Peterborough, Ontario Canada. <http://www.trentu.ca/admin/library/archives/ffowldswelcome.htm>
Accessed 10 June 2014

4. Rudyard Kipling, South Africa, 1902. '*For the nurses who died in South Africa*'.

GALLIPOLI'S FALLEN

Stephen Chambers

In 2012 we were saddened to learn of the death of member Patrick Gariepy of Eugene, Oregon. Patrick had served in the US Army in Military Intelligence, and later worked in the healthcare sector. During the last twenty-six years he gathered information on Gallipoli's fallen from David Saunders (the previous Editor of *The Gallipolian*), other members, families, official archives, books, journals etc. Following his death, his painstaking research was donated to the Gallipoli Association and is now in my safe custodianship as the Association's Historian. Having helped Patrick over the years I have now taken the baton and have been adding to this unique archive as information comes to hand.

The Archive currently contains just over 44,000 names of British and Dominion troops (British, Australian, New Zealanders, Indians, Newfoundlanders and the Labour Corps) that died in the campaign. Most have short biographies, supplemented occasionally by a photograph of the serviceman, his grave or local memorial. In the long term, the aim is to digitise this wealth of information and make it available online. But for now, if you are researching a fallen individual, please e-mail me at historian@gallipoli-association.org and I would be happy to send you the information we have.

This invaluable research archive would not be here without the work of people like Patrick and also our membership in sharing this information. If you have information on a relative or serviceman who died as a result of his service at Gallipoli, please let me know and I will add the information to our records.

QUARTERMASTER'S STORES

Details of items available can be found in the Autumn issue.

BOOK REVIEWS

ANZAC – Sari Bair

Author: Stephen J. Chambers. Publisher: Pen & Sword Military. Softback. 244 pages, including numerous maps and photographs. ISBN 978 178159 190 1 – Price £14.99

This complex battle epitomizes, in so far as anything can, that most complicated of campaigns which was Gallipoli. It brought together Australian, New Zealand, Maori, Indian and British New Army troops, to fight over ground which none had so far seen; and their advance over that ground was to be at night! The New Army formations were untried, and perhaps untrained for such a task, whilst the veterans from the antipodes and the Indies were weakened by their months of service on this ghastly battlefield, without proper rest camps or sufficient medical facilities.

Stephen Chambers' approach to this complex battle is to deal with each sector in turn, rather than trying to follow a chronological timetable. So much here was happening at the same time, but in different areas of the battlefield, that this system produces the best result and the author guides us through the intricate battle sequence, place by place, rather than by following a single time line. It cannot be over-stated how well this works and thus how easily it can be understood by the reader. The potted biographies of the individuals involved add greatly to the interest, as they cover not only the commanders, but also the Privates and NCOs in the front line.

As a battlefield guide of many years' experience and the Association's Historian, Stephen Chambers has perhaps unique insights into the lie of the land here, and the peculiar nature of the physical geography which confronted and confounded the allies in early August 1915. His annotated photographs add greatly to the plentiful maps. Chambers concludes his description of the August 1915 action with a look at Hill 60. Though not always thought of as part of the Sari Bair offensive, Hill 60 falls within the same geographical area and therefore its inclusion here must be welcomed by the battlefield tourist.

There was over-confidence, not only in the fresh New Army formations, but also in the battle-weary and debilitated veterans, and their commanders. Ironically, added to this must be one of the lessons learnt from April 1915; secrecy was now given top priority, but alas, it also meant less effective preparation in the form of little or no reconnaissance, by air or on the ground. Altogether, the allies were handicapped before

they started. The Turks on the other hand reacted well and quickly to the developing threat.

Stephen Chambers' latest book, his fourth in this series, gives us a welcome insight into this most intricate of actions, and he guides us well and clearly around the complex geography of this sector which so troubled the allies in the summer of 1915. This book should be in the knapsack of anyone visiting Gallipoli's August battlefields.

Michael D Robson

STOKER'S SUBMARINE

Authors: Fred & Elizabeth Brenchley, Publisher: Australian Teachers of Media 2013.

Softback. 280 pages numerous illustrations, maps. Price \$A34.95

ISBN 978-1-74295-378-6

We reviewed the first edition of this book in the Autumn 2001 issue of *The Gallipolian* (No 96); it was republished later that year, and in Turkish in 2003 and now most recently in 2013. It tells the epic story of the submarine *HMAS AE2*, her sinking and the vicissitudes of its crew as prisoners of war in Turkey. Sadly, Fred Brenchley died in 2009, he would be thrilled to see this new edition with its wealth of additional information and photographs including some in colour.

The significant new sections are 'What Shall We Do With The *AE2*' which includes the current situation concerning the submarine – described as being in surprisingly good nick for an old lady of almost 100 years who lies at 240 feet depth in the Sea of Marmara. With the sub-title 'Searching for the Devil Fish' an additional chapter tells the story of her sister submarine *HMAS AE1* sunk with all hands off New Guinea in September 1914. While, as for the crew of *HMAS AE2*, there are now biographies of the thirty-five who lost their lives on *HMAS AE1*, a remarkable piece of research in itself to conclude this quite brilliant book.

David Saunders MBE

THE ONLY WOMAN AT GALLIPOLI

Author: John Howell. Publisher: The Mikie Dalton Foundation, Kempsey NSW.

Softback. 310 pages including photographs. ISBN 978-0-9923422-2-7 . Price: £17.99 from Daunt Books, Marylebone High Street, London or through Amazon (prices vary).

Copies can be obtained in Australia/NZ via www.theonlywomanatgallipoli.com

The bravery of Colonel Charles Doughty-Wylie VC has featured before on the pages of *The Gallipolian* as has the mystery surrounding a possible visit to his grave by a woman in November 1915 – was it his wife, Lilian (Lily), or his mistress Gertrude Bell?

Member, John Howell, has always been fascinated with the story and this led him to spend many years researching the letters and diaries of the three people at the centre of this story as well as photographs and newspaper articles. Beginning with an account of Doughty-Wylie's early life, his military career, diplomatic postings – he was military vice-consul in Turkey – and marriage, the author then traces Lilian's early life and career as a nurse.

Later chapters deal with the outbreak of the First World War, the Gallipoli campaign and the death of Doughty-Wylie. Although events surrounding the latter are clearly relevant to the story, I am not convinced that it was necessary to rehearse the wider campaign which, in my view, tends to interrupt the main narrative. No doubt, however, the author was focussing on a wider audience, not as familiar with the Gallipoli story as readers of this journal.

The account continues with the life and career of the 'other woman' – the well-educated, politically astute and widely travelled, Gertrude Bell, her close friendship with Doughty-Wylie and the important work she – like Lilian Doughty Wylie – undertook during and after the First World War.

The crucial part of the story comes mid-way through the book with an examination of whether a woman did visit the peninsula in November 1915, and the means and opportunity of both women to do so. The author concludes that a visit did take place, that Gertrude and Lilian were in the area at the time and that both had connections that might have facilitated a visit to the grave. He then examines in detail what might be termed the competing claims of both women and the associated and sometimes conflicting documentary evidence such as it is. Bravely, in my view, he comes to a decision as to which woman visited the grave but it is not the role of this reviewer, who remains undecided, to give the game away!

MY FAMILY IN THE GREAT WAR

Author: Ned Malet de Carteret. Publisher: Reville Press. Softback. 195 pages incl. photographs. ISBN 978-1-908336-46-0. Price £17.00 inc. p&p. Available from the author: nedmalet@gmail.com

The author, a member of the Association, tells the story of three members of his family who served in the Great War: Midshipman Philip Reginald Malet de Carteret, killed at Jutland on HMS *Queen Mary* after service on HMS *Canopus* in the Falklands and at Gallipoli, Midshipman John Malet Armstrong who served on HMAS *Australia* and Captain Harold Ackroyd VC MC MD killed during the Battle of Passchendaele in 1917.

The focus of the book are the letters written by the three men to family and friends at home – in Philip's and John's cases very young men, full of youthful enthusiasm. The numerous letters from Philip will be of particular interest to members of the

Association as they describe his experiences on the *Canopus* at Malta, Mudros, Suvla and off the coast of Smyrna. The letters also reveal how little Philip and his fellow midshipmen, and perhaps others afloat, knew what was really happening on the Peninsula. Linked by carefully researched historical notes, the contrasting stories of the three men who served in different theatres during the First World War bring home the sacrifices of all who took part in that conflict on land and sea.

Foster Summerson

UNIQUE GALLIPOLI LIBRARY FOR SALE

Tim Chamberlin (Membership No. 1003)

It has taken me around 50 years to amass a large collection of books and other material related to the Gallipoli campaign. There are many rare and 'hard to find' publications including Official Histories, Divisional and Regimental Histories, Biographies, Autobiographies and photographic records. The total number of books and ephemera exceed 150 items; among them are 7 'Gallipoli' Victoria Cross award signatures, including Albert Jacka, Cyril Bassett and Walter Parker.

It would be sad to see this collection 'broken-up', so I hope that an educational institution either here in the UK or elsewhere, or an individual with a keen interest in the Gallipoli campaign, might be interested in acquiring it.

Should this not happen then individual items will be offered for sale to Gallipoli Association members in the hope that it will help them to fill some of those elusive gaps! Anyone interested should contact me on 01949.850086 or e-mail chamberlin@snc.org.uk for a detailed list.

LAST POST

It is with regret that the Association learnt of the deaths of following members:

Mr Keith Fulton-Forrest (Membership No. 2586)

Mr A Jones (Membership No. 2501)

Mr Lewis J. Robson (Membership No. 1396) died on 25 July 2014 aged 92. In the 1939-45 war Lewis served in the RNVF, having the dubious pleasure of passing through the work-up base HMS *Western Isles*, under tender mercies and command of the much feared Vice Admiral (retired) Sir Gilbert Stephenson who had served at the Dardanelles in various roles, including second in command of HMS *Canopus*.

In 1945 Lewis ran into another Gallipoli veteran when he married Rita, the daughter of ex- TZ89 AB Daniel Dunn RNVR, who had been wounded at the 3rd Krithia while serving with the Nelson Battalion, RND. Lewis and Rita joined the Association in the early 1990s and twice donated wreaths on behalf of the association, which were laid on Anzac Day in Jerusalem.

Mr Anthony Vaughan (Membership No. 1753) – Anthony was the author of an article in the Autumn 2008 issue of *The Gallipolian* about his Grandfather, Lt. Horace Vaughan and Great Uncle, Capt. Walter Lionel Paine both of whom served in the 10th Bn. King's Own (Royal) Lancaster Regiment.

THE SPRING EDITION OF *THE GALLIPOLIAN*

The Spring issue of the journal will be published in April 2015 to mark the centenary of the landings. As noted on page 9, details of the timing and ticketing arrangements for the commemorations in London will be notified to members when available – probably by a separate mailing rather than through *The Gallipolian*.

Information notified to the Association about commemorative services outside London will be posted on the Association Website. For those without Internet access, the Editor will be happy to provide details of local services although a s.a.e. would be appreciated. Such information is unlikely to be available before the middle/end of March.

ARTICLES FOR THE GALLIPOLIAN

Articles and items of interest about any aspect of the Gallipoli campaign are always welcome. These should be submitted direct to the Editor at the address inside the front cover. Because there is sometimes a significant amount of material awaiting publication, it is not always possible to feature articles in the issue following submission although where there is an element of topicality I always try to accommodate them, or refer them to colleagues responsible for the Association website.

For those considering the submission of articles I can provide a copy of 'Notes for the Guidance of Contributors' on request.

DISCLAIMER

Readers are reminded that the observations and opinions expressed in articles and letters published in *The Gallipolian* are those of the authors, and do not necessarily reflect those of either the Editor, or of the Association.



OBJECTIVES

*To advance education for the public benefit
by raising public awareness of the Gallipoli Campaign of 1915
and by encouraging and facilitating the study in the legacy
and lessons of that Campaign, keeping alive the memory
of the Campaign and ensuring that all who fought
or served in it, and those who gave their lives, are not forgotten
by applying such means as the Trustees deem fit.*

The Gallipoli Campaign is characterised by countless deeds of heroism and endurance. It took place in an area smaller than Southampton amid appalling conditions, such as heat, flies, lack of water, equipment and proper sanitation. Later on, rain and a freak spell of sub-zero temperatures had to be endured, to say nothing of the desperate close quarter fighting throughout the campaign. Some 559,000 Allied personnel were committed, of whom 420,000 were British and Empire troops, 80,000 French, 50,000 Australians and 9,000 New Zealanders. The cost in human terms was terrible. The Allies had 250,000 casualties, of whom 50,000 were killed with only 10,000 having known graves. Turkish forces with some Germans, numbered between 300,000 and 400,000 and of these some 87,000 were killed. The evacuation in December and early January 1916 was a masterly operation – one of the great feats of military history.