

The Gallipolian

The Journal of the Gallipoli Association

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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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Wooden battlefield cross at Field of Remembrance. Photo courtesy Frances Speakman. See pages 2 - 3.

ANZAC / GALLIPOLI DAY 2019

Anzac / Gallipoli Day will take place on Thursday 25th April.

The ceremonies (organised by the Australian High Commission) in London are:

- (1) Dawn service, Australian Memorial, Hyde Park Corner 5.00 a.m.
- (2) Wreath-laying ceremony and parade, The Cenotaph 11.00 a.m.
- (3) Service of Commemoration and Thanksgiving, Westminster Abbey 12.00 noon

The Association's wreath-laying ceremony at St. Paul's Cathedral will be at 9.30 a.m.

As was the case last year, security arrangements are expected to be tight and details of those wishing to participate will be required. Given that the deadlines imposed on the Association continue to shorten, it is proposed to continue the practice adopted in recent years and to ask members to express an interest in attending one or more commemorations / events by completing the form enclosed with this issue of *The Gallipolian*. This will not guarantee a place nor will it be binding on individuals or on the Association, but it will allow us to contact those who indicate a wish to attend as soon as final arrangements are known – the deadline being **25th January 2019**.

Sarah Kellam – Honorary Secretary

(please email me if you require more detailed information at this stage)

REMEMBRANCE COMMEMORATIONS 2018

2018 - 100th Anniversary of the Armistice

Sarah Kellam

The Field

The Field of Remembrance at Westminster Abbey was instigated in 1928 by Major George Howson MC, the founder of the Royal British Legion poppy factory. He and a few disabled ex-servicemen got together around a wooden battlefield cross – familiar to those who had served in Flanders and on the Western Front and elsewhere. They sold paper poppies and invited passers-by to plant them around the cross: this is the founding legacy of what we have today. The Royal British Legion continues to organize the Field each year thus enabling the public to pay their respects. Each year the task of laying out the Field, comprising of over two hundred plots, is a considerable undertaking but there is a strong need and it is still very popular with our Association.

The Gallipoli Association has been active in this respect since 2001. This year, Clive Summerson – the brother of the late Foster Summerson – was very kind and helpful in liaising with the British Legion for us, thus ensuring an unbroken tradition which we hope will continue year on year. This year crosses and other emblems of

remembrance amounted to 61 and it remains an important and appropriate facility for the Association to offer to its membership. The Association extends grateful thanks to Clive Summerson for all his hard work in booking the plot, ordering the crosses, inscribing each and every token with personal messages and then actually planting them with the help of his niece, Una. I think you will agree that the plot – flanked on either side by the Australian and the New Zealand plots – looked smart and tidy (see photo page 29).

The opening ceremony took place on 8th November and was attended by HRH The Duke of Sussex. Royal patronage and the review of the plots has been unbroken since the beginning (see inset page 29).

This year, on a bright and sunny Autumn day, eleven members of the Association attended the ceremony, standing around the plot which was presided over by our president, Captain Christopher T F Fagan MBE DL (see photo page 30). The ceremony was very well attended with many visitors from overseas including cadets from New Zealand and Australia who were engaged in friendly conversation with our members. A rich and rewarding experience was had by all and family friends and forebears were remembered with respect and gratitude.

The Cenotaph

Despite the rainy weather forecast and the very wet early start, eleven members of the Gallipoli Association assembled on Sunday 11th November for the centennial remembrance commemoration of the Armistice which ended WW1. Due to this significant anniversary thousands of people grouped in central London to pay their respects. An unforgettable day was had by all as the sun shone and we were able to pay our respects to our forebears who brought us the peace that we share today.

Our contingent waited patiently in line for a long time, watching the Service of Remembrance on big screens: the two-minute silence, heralded by cannon fire, was palpable and extremely moving. We marched as part of the 'Veterans March' along Whitehall and past the Cenotaph, eventually taking the salute from the Princess Royal opposite the Guards Memorial before entering Horse Guards parade ground for dispersal. Thanks must be extended to David Mason (who had three uncles who served at Gallipoli) for helping to organise the event which was not easy due to the huge crowds that attended to take part and to spectate. David Mason and Sarah Kellam formed the right and left markers respectively. Sarah Kellam's grandfather was awarded the Victoria Cross after the action of Lone Pine).

Our Chairman, Brigadier James R H Stopford CBE, marched with the Not Forgotten Association of which he is Chief Executive.

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 the views of the editor, or those of the Association.

REMEMBRANCE DAY - ASHTON UNDER LYNE WAR MEMORIAL

Michael Crane

The town of Ashton under Lyne has a strong association with the Gallipoli Campaign. Its local Territorial unit, the 9th Manchesters, were recruited solely from the Ashton district and the battalion served at Helles from 9 May until 28 December 1915. The 11th Manchesters, another locally-raised battalion, landed at Suvla on 6 August and had many Ashton men within its ranks.



Sergeant J Lawler (left) and Captain J Woodhouse with their wreath, Helles Memorial, 1934.

During the First World War Ashton was the depot of the Manchester Regiment, the third largest regiment in the British army. For a town with a population of just 44,000, Ashton's contribution to the war effort was impressive, raising two Territorial battalions, three service battalions and a brigade of artillery.

The Ashton War Memorial is imposing in its scale and detail, and is inscribed with the names of 1512 men who died in WWI, many of them from the 9th and 11th Manchesters.

Such was the significance of the Gallipoli campaign to Ashton that General Sir Ian Hamilton was invited to unveil the memorial, which he did on 16 September 1922 in front of crowd of 20,000.

This year's Remembrance Day centenary commemoration was well attended by several hundred locals. Within those assembled were sixteen members of my family, there

to honour the memory of my grandfather William Crane and his brother John Crane. Both served with the 9th Manchesters at Gallipoli. My grandfather later served on the Western Front and survived the war but John was killed in action on 7 June 1915 and is buried in Gallipoli's Redoubt Cemetery (see photograph on page 34).

The rain poured over the stoical crowd as the march of civic dignitaries and local military units arrived, but shortly afterwards providence intervened and the rain eased.

After the ceremony the wreath layers were announced individually to the crowd and I was able to lay the Association wreath in a suitably central position.

The wreath was a specially-commissioned replica of a wreath laid by two Gallipoli veterans, Sergeant J Lawler and Captain J Woodhouse, at the Helles Memorial during a 1934 pilgrimage (see photo previous page). Composed of laurel leaves rather than poppies and with its broad green and yellow ribbon, made up of seven individual ribbons, its unique appearance attracted the attention of the local press.

My objective in commissioning the wreath (see photos p31) was to bring the 9th Manchesters' Gallipoli service to the attention of the local community, and I was delighted to see a large centre-page feature about the wreath and 9th Manchesters (and the Gallipoli Association) in the next edition of the local paper, the *Tameside Reporter*.

THE 2018 ANNUAL GENERAL MEETING

The Annual General Meeting of the Gallipoli Association was held at the Cavalry and Guards Club, 127 Piccadilly, London, on Wednesday 17th October 2018 at 11.00am.

The minutes of the meeting will be circulated with the Spring 2019 *Gallipolian*. Members, however, will wish to know that the financial statements and the Trustees' report for the year ended 31 December 2017 and the chairman's report from 1 January 2018 to 30 June 2018 (which were previously circulated to the membership by email and post) were presented to the meeting as required by the constitution. The Treasurer and Chairman provided quick summaries and no subsequent questions were raised.

Voting took place on the four resolutions previously circulated with the AGM papers. All four resolutions sought approval to elect the following as Trustees: Mrs Sarah Kellam as Honorary Secretary, Mr. Ian Binnie as Education co-ordinator, Mr. Nick Marshall as Treasurer and Mr. David Spruce as Communications Officer. All four resolutions were carried with a total of 34 unanimous votes.

The meeting was followed by a delicious lunch enjoyed by 46 members who were joined by the New Zealand High Commissioner to the UK, The Rt. Hon. Sir Jerry Mateparae GNZM, QSO and his wife, Lady Mateparae. Sir Jerry spoke very eloquently about his personal connection to the campaign and the importance of organisations such as ours for keeping all memories alive and helping to ensure that the lessons remained learnt. The Association was delighted to present Sir Jerry with a Gallipoli Association tie and a book written by Stephen Chambers (our Historian) entitled *Anzac – Sari Bair*.

The Association is hugely grateful to the Cavalry and Guards Club for hosting this event and to Sir Jerry and Lady Mateparae for joining us, thus ensuring that a memorable day was had by all.

- Sarah Kellam Hon. Secretary (please note that contact details are provided inside the front cover).

GALLIPOLI ASSOCIATION BATTLEFIELD TOUR

Dates: 5 - 10 May, 2019

2019 marks the 104th year of the amphibious landing of British, Indian, Dominion and French troops on the Gallipoli Peninsula. The tragic campaign that followed lasted eight months and resulted in nearly half a million Allied and Turkish casualties. The story behind its eventual failure, of heart-breaking missed opportunities and the remarkable heroism of the troops involved is the basis of the tours.

Following previous tours of Gallipoli, in conjunction with Battle Honours Ltd, we are pleased to be offering identical trips for members and friends to visit the Peninsula in the company of fellow enthusiasts and authorities. 2019 will see us running concurrent walking and coach tours which will visit all the most important spots of Gallipoli. This comprehensive battlefield tour will not only cover the main areas of the campaign, at a relaxed pace, but also some of the seldom-visited spots not offered on other tour itineraries. We believe this tour is second to none, and with all the advantages of like-minded individuals, this intimate group will discover trench remains, old mule tracks, dried up gullies and the quiet beaches of this beautiful peninsula. Our tours are led by Gallipoli Association and Guild of Battlefield Guide members.

Our first trip back to the shores of the Gallipoli Peninsula in 2019 will take the form of an in-depth study of the entire campaign from the initial landings, through the Suvla campaign and up to the final withdrawal of troops. Gallipoli as a battlefield is quite simply unique, a 'must see' for those with a passion in the subject and a favourite destination for most of our guiding team. May's 6 day, 5-night tour will be based in Çannakale and will highlight all the incredible history the peninsula has to offer.

We are also considering a 'Hidden Gallipoli' tour for those who have been with us before, but would like to explore other areas of the battlefield. If you are interested, please let us know.

To register your interest please email: tours@gallipoli-association.org

GALLIPOLI ASSOCIATION ANNUAL CONFERENCE

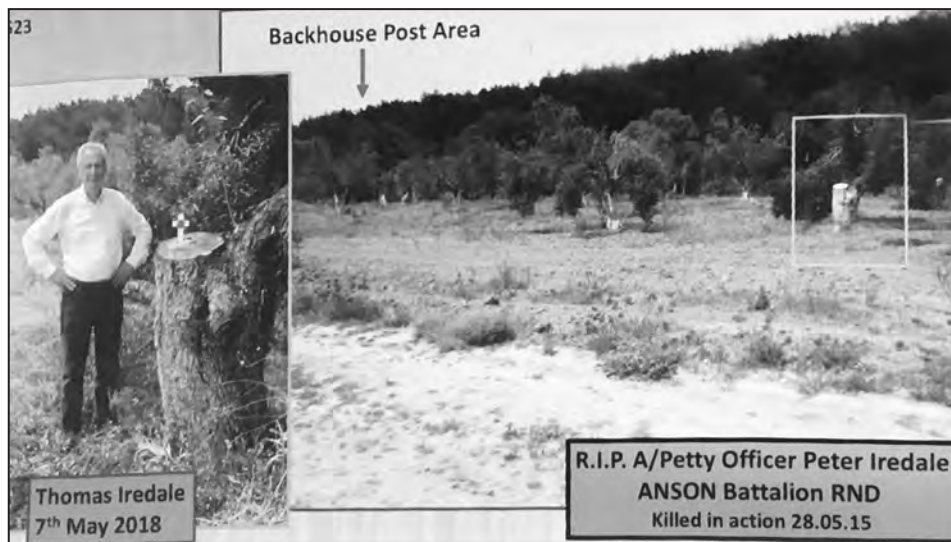
The RAF Club - Piccadilly, 3 November 2018

James R H Stopford, Chairman

The Association enjoyed its 7th Annual Conference at the Royal Air Force Club at 128 Piccadilly on Saturday 3 November 2018. In this the RAF's centenary year, and with airpower being one of the topics, the Club proved to be the ideal venue – friendly, comfortable and steeped in history – we could not have been better looked after.

Our thanks go to Thomas Iredale, who hosted the event for us at the Club, and to our

Historian, Stephen Chambers, who arranged a superb and diverse selection of speakers who provided some wonderful, original and thought-provoking presentations. It was a day rich in detail looking at diverse aspects of the campaign. With over 70 delegates attending this conference, we enjoyed a most stimulating and rewarding day which highlighted the continued relevance of studying this campaign. The presentations highlighted the 1915 challenges of geo-politics, diplomacy, technology innovation, logistical stretch and the human dimension of military operations, all factors which are as relevant today as they were 103 years ago.



Our first speaker was Mike Crane whose topic was *Mapping the Helles Battlefield – A journey of Discovery*. His most illuminating presentation showed how combining contemporary maps - including battlefield maps - with Google Earth, allowed further study of the battlefields which reveals new treasures. He highlighted the remarkable story of the Bolton Brothers, whose great-nephew, Lord Hacking, attended the conference. Mike was able to identify where Captain Hargreaves Bolton, 9th Manchesters, had been killed and, with some confidence, where he would have been buried, although no grave exists.

His new study of the maps and relating them to the topography also revealed the very personal stories of where Colonel E P Smith, grandfather of James Watson-Smith, died as well as the final moments of Major Adam Sutcliffe who perished in the Third Battle of Krithia. A most moving moment was the blowing of Major Sutcliffe's whistle in the conference and the story of it being blown precisely 100 years on from that fateful advance at exactly the position it was last heard on the battlefield.

These stories of the Bolton brothers, Sutcliffe, Smith and others, in the presence of their relatives, brought home the very personal and human dimension of warfare and

it nicely led on to our second presentation by Jon Cooksey and Graham McKechnie. They expertly ran us through the enthralling story: *To Gallipoli's Shores: Blair Swannell - The Extraordinary Life and Death of a Rugby Legend*. Here was the history of an adventurer, soldier, teacher, justice of the peace and rugby international who terrorised his opponents on the pitch and battlefield, but who was warmly regarded by those he commanded and served. This was a most moving presentation which added depth to the very colourful history of a man who, dare I say, many have not heard about but really adds something to our understanding of the campaign and the extraordinary people who served there. In the audience was Blair Swannell's great-nephew who brought along Swannell's Lion Cap which had just been issued.

Following a most delicious and generous lunch we were treated to a bonus presentation by five Army cadets who had taken part in a Gallipoli Association bursary tour to the peninsula with Colonel John White, Commandant Surrey ACF, and Stephen Chambers. Representing Surrey and Hampshire ACFs Isabell, James, Jamie, Holy & Lewis, aged 16 – 18, told us about how moved they were by their visit to the battlefield and what it meant to be given such an opportunity. From learning about new cultures, being enthused by the history and enlightened by what others, of a similar age to themselves, had to endure, they showed the impact the Association can have in meeting its *Remember, Honour and Study* mandate.

Our third presentation by Graham Mottram on *Above Gallipoli – In the slipstream of Daedalus* looked at the air campaign. It is easy to forget that the Wright Brothers has only completed the first human power flight some 12 years earlier and now aeroplanes were starting to play a major role in combat. Graham showed the challenges, opportunities and 'firsts' through the very personal stories of some truly remarkable men - Samson, Marix & Sykes to name but a few. Their tenacity and ingenuity saw the Gallipoli campaign being the first time night air raids were conducted and the first use of aviation in anti-shipping operations. The versatility of airpower was discovered, and it was reassuring that many senior commanders immediately saw its utility and embraced it. But 'War caught us a couple of years too soon' and technology and logistical stretch prevented it playing a decisive role.

There is a very important story to be told about the air war in Gallipoli and we very much hope that Graham will take his remarkable and detailed research and turn it into a long overdue book on the subject.

And as we look at long overdue studies we were delighted to welcome our final speaker of the day. Colonel Klaus Wolf of the German army joined us from Istanbul where he is on the NATO Staff. Klaus presented on *Gallipoli Through German Eyes* the subject of his book which will be released next year having been translated into English (by Tom Iredale, our host) thanks to funding from the Association. This presentation was a wonderful insight into the German role in the campaign. With colour descriptions of the German ambassador, Frieher von Wagenheim - a youthfulness of a student and efficiency of a Prussian and a man who liked beer, sausages and, it would appear, the ladies ... have things really changed?

Klaus took us through the German contribution looking at Liman von Sanders's 'Prussianisation' of the Ottoman Army to the influence they exerted both in the Ottoman Navy and armaments industry. It was a masterly run through of how the Germans really did exploit Von Clausewitz's dictum of the military / war as an instrument of political power. This nurturing and growth of the Ottoman military by a small contingent of Germans is a remarkable tale and we are eager for Klaus's book to be released in the UK.



It was a super day – one of intrigue and boys' own stories all of which inspired and captivated the imagination of those present. It was an exemplar of a military conference and in conclusion I would like to thank the RAF Club for allowing us to use their wonderful facilities, Tom Iredale for his faultless arrangements, Stephen Chambers for bringing together such exceptional speakers and all the speakers for sharing their time and knowledge with us.

We look forward to next year ...



SMS Goeben

‘COUNTER OPERATIONS’ AT KRITHIA NULLAH

Michael Crane

Private 1210 John Arthur Crane killed in action 7 June 1915

This is an account of a small action that took place in aftermath of the 3rd Battle of Krithia on the evening of the 7 June 1915. It was carried out by 100 men of ‘C’ Company 1/9th Manchester Regt., (a Territorial unit raised in Ashton under Lyne), against Turkish-held trenches in an area between the Vineyard and the bifurcation of Krithia Nullah. (See maps and photos pages 32 -33).

The narrative details my search for an answer to what happened to my great uncle on 7 June 1915. It is also a perfect example of the great assistance ‘Custom Mapping’ can give to students of the campaign. By overlaying trench maps onto Google Earth satellite imagery, and loading the resultant ‘Custom Map’ onto a hand held GPS device it is possible to locate on the ground any named or numbered trench and much of the detail in the account that follows has been informed by this process.

More than 50 years ago, I remember my grandmother telling the story of my grandfather’s brother John Crane, known to the family as ‘Our Jack’. She told me Jack had volunteered with his battalion at the outbreak of war. After spending time in Egypt he had landed at ‘the Dardanelles’, where he was killed in action. She also recounted that when my grandfather Pte. William Crane arrived on the peninsula with the first draft of reinforcements on 23 July, he went to look for Jack and was told, “He went over the top and hasn’t been seen since.”

This remained all I knew of Jack and his unit until the early 1980s when I began a search for more information about the 9th Manchesters and clues to what had happened to him.

The battalion has no written history and the only source of information I could find at the time was a copy of the 9th Manchesters’ war diary held at the Central Reference Library in Manchester (which I later found to be incomplete). The diary’s entry for the 7 June gave little data other than the casualties reported on the day, which proved as is often the case in war diaries, to be underestimated:

‘C’ Company charges Turkish trenches. Relinquished after general attack at 7 pm. Capt. F. HAMER, 2nd Lt. A.E. STRINGER killed; 13 other ranks reported missing. 3 killed and 25 wounded.

My grandmother had mentioned Jack had a grave but the family had no idea where he was buried, so in 1998, in the days before the internet, I wrote to the CWGC and received a letter back confirming that Jack was buried on the peninsula, and had a marked grave in the Redoubt Cemetery. I resolved that one day I would travel to the peninsula and visit Jack’s grave,¹ but at the time my business required my full focus and I had to put my research to one side.

Some years later I picked up the threads. I knew the 9th Manchesters belonged to the East Lancashire Division which later became designated the 42nd Division, and I found an account of the action in the 42 Division's History which although concise in detail, gave some key information and a wider picture started to emerge:

On June 7th counter-operations were undertaken after dark with the object of straightening the line from the Vineyard towards the nullah. The attack was divided into three parts, the right being entrusted to 100 men of the 9th Manchesters, and 20 men of the 1st Field Company; the centre and left each to a company of the Chatham Battalion. The 9th Manchesters succeeded, but the left and centre failed to their objective.

My research was accelerated by the discovery of Lynn Corbett's splendid website 'The Ashton Pals', where Lynn has posted a huge number of transcribed contemporary newspaper articles about the 9th Manchesters, and these included eye-witness accounts of the action of 7 June.

Further progress came with the digitisation of the Gallipoli Campaign war diaries which allowed me access to substantial corroborative information within the Staff diaries and the diaries of other battalions, in particular the Chatham Battalion's war diary which contains a very detailed entry for 7 June.

A trench map in the RND diary and references within other war diaries allowed me to identify the actual Turkish trenches that the 100 men of 'C' Company had been tasked to capture, and I was able to identify the exact positions of the trenches on the ground by overlaying this trench map onto Google Earth and loading the 'custom map' onto my handheld GPS device.

This confluence of information enabled me not only to piece together a very detailed narrative, but also allowed me to stand on the actual spot where the action took place. There I discovered the remains of one of the trenches taken by 9th Manchesters on 7 June.

The 9th Manchesters landed with the rest of the 126th Infantry Brigade at 'V' Beach on 9 May and spent the next two weeks in rotation between the firing line, support line and reserve line trenches in the 42nd Division sector which at the time ran in a line from the Achi Baba Nullah on the right, to a point around 200 yards east of Fir Tree Wood on the left.

On 25 May the newly promoted Lieut. Gen. Hunter Weston, G.O.C. 8 Army Corps, (who had doubts about the soldiering abilities of the Territorials), gave an order for the 126th Brigade to be attached to units of the 29th Division; "in order that the men and officers might learn their work".² A few days after joining the 29th Division, however, it was decided that the 9th Manchesters were to hold the Redoubt Line in the coming battle. The Redoubt Line as its name suggests was strengthened by a line of redoubts and was key to the defence of the divisions sector. On 1 June the battalion re-joined the 42nd Division and on the evening of 3 June moved into the Redoubt where it

remained in divisional reserve until the morning of 7 June.

The Allied line advanced at 12:00 on 4 June and the 127th Brigade, in front of the 9th Manchesters, quickly achieved all its objectives. However, by 1.30pm the Royal Naval Division on the 42nd Division's right had been forced to retire and was back in its own lines leaving 42nd Division's right flank in the air. At 6.30pm General Hunter-Weston issued orders to the 127th Brigade to withdraw to its first objective line and consolidate for the night. Shortly afterwards the 9th Manchesters were called upon to provide reinforcements and working parties to construct redoubts in the newly-captured firing line and these parties remained in and around the firing line during the chaotic days that followed.

After three days of almost continuous fighting, which had been particularly severe during the Turkish counter-attacks on 6 June, there was a short respite in the fighting. Battalion roll calls were held on the evening of 6 June. These revealed that casualties had reduced the 42nd Division to less than half its nominal strength,³ but despite its weakened state further offensive action was called for by 8th Corps HQ, specifically in the area around the Krithia nullahs.

At daybreak on 7 June the men of the 9th Manchesters were still holding the Redoubt Line, waiting to move up to relieve the troops in the firing line, but a Turkish machine gun temporarily prevented any reliefs from being carried out.⁴ Later that morning the machine gun fell silent and the battalion was ordered to reinforce the 5th Lancashire Fusiliers, then holding a section of the firing line between the Krithia Nullah and the Vineyard. This was a hotly contested part of the line and within half an hour of getting into position 'C' Company had one man killed⁵ and another, Pte. Richard Stott, wounded in the head.

Around this time the Rev Kenneth Best passed through the trenches and firing line occupied by the 9th Manchesters and later recorded the conditions in his diary:⁶

Went up Clapham Junction and Piccadilly Gully to see 9th Manchesters. Officers are scum of earth. Borrowed plumes, swelled heads – not sure of their position and by adopting airs make themselves absurd. It was disappointing. A comfortable communication trench usually 7ft both sides. Found there 5th & 9th Manchesters and 5th & 8th Fusiliers nearly dead with weariness. Am in adjacent trench to Turks, hence sniping frequent and also bombs. Just sandbags between. Many little attacks and reverses going on. Jumpy work. Turks crawl up and shoot or drop bombs. Only a few yards separate Turkish trenches and our own.⁷

The firing line the 9th Manchesters occupied faced the Turkish-held trenches of G.10⁸ and G.11, and this section of the line had been bitterly contested by both sides from the night of 4 June onwards. Before the advance on 4 June, G.11 was a 500-yard section of the main Turkish firing line and was part of the 127th Brigade's 1st Objective. Its entire length had been captured by the 6th and 8th Manchesters in the first minutes of the battle, but in the early hours of 6 June the Turks managed to drive out the 5th Lancashire Fusiliers from all of G.10 and a 350-yard section of G.11. This trench ran

from the west Krithia Nullah, across the 'bifurcation', over the east Krithia Nullah and then diagonally for a further 200 yards, stopping just short of the British firing line. The other trench, shown as G.10 on an RND sketch map, ran parallel to G.11 and was closer to the British line.⁹

Throughout 6 June, the 5th and 7th Lancs Fusiliers had made repeated attempts to regain the lost section, but without success and with considerable loss. For the officers and men holding the ground around G.10 and G.11, fully aware of the difficulties posed by the terrain, and the determination of the Turkish troops facing them, further attacks must have seemed futile. However, the Corps, Divisional and Brigade staffs, away from the front and less-well-informed, continued to plan further small-scale offensive actions. At 7 am on 7 June, Brigadier General H C Frith, GOC the 125th Brigade, regardless of previous failed attacks on G.10 and G.11. "ordered the battalion commanders to make a reconnaissance with a view to making an attack that evening".¹⁰

The operation was to be carried out by a mixed force of around 820 men comprising 200 men of 'C' Company, 9th Manchesters (half in the assaulting party and half to form the consolidation party) accompanied by 20 men of the 1st Field Company RE, 200 men of 'D' Company, Chatham Battalion, and 200 men of 'C' Company, Chatham Battalion. In addition, "200 men of the Manchester Regiment", either from the 9th Manchesters or possibly from one of the Lancashire Fusilier battalions, were allotted to consolidate trenches gained by the Chathams.¹¹

The plan required 'C' Company, Chatham Battalion, to capture the Turkish trench H.11A, which ran parallel to, and immediately to the left of, the west Krithia Nullah, and for 'D' Company, Chatham Battalion, to clear both the east and west branches of the Krithia Nullah and to take the trenches between them up to and including the continuation of G.11.

100 men of 'C' Company, 9th Manchesters, commanded by Captain Frank Hamer, were to advance across ground from a point on the right of the east Krithia Nullah, up to a point about 70 yards to the west of the 'Vineyard' and to capture both the right-hand section of G.11, and also the shorter G.10 trench. The other half of 'C' Company were to support the attack from the firing line and be ready to go forward to consolidate the captured trenches.

For all of those taking part in the attack, this was their first experience of close quarter fighting and most had yet to see a live Turk, let alone cross bayonets with one.

The assaulting force was made up of 10 and 12 platoons, with 10 platoon on the left, attacking the shorter G.10 trench, and 12 platoon on the right, attacking the G.11 trench. The left-hand party was commanded by Capt. Okell, with 2nd Lieut. 'Ned' Stringer, (10 platoon's commander) as his second in command. The right-hand party was commanded by Captain Frank Hamer with 2nd Lieut. John Mayall Wade (12 platoon's commander) as his second in command.

Both captains had served with the battalion before the war. Capt. Frank Hamer was

'C' Company's 35-year-old OC; in civilian life a chartered accountant and Liberal member of the Ashton Council. He had been commissioned into the 3rd Volunteer Battalion eleven years earlier (it became the 9th Manchesters in 1908), and had been promoted to captain in December 1911. He was held in high regard by his men for his kindness and qualities of leadership. Corporal T Valentine, a stretcher-bearer attached to 'C' Company, spoke warmly of Capt. Hamer, and of the respect felt by the men to their officers who were sharing the same privations:

Our officers roughed it with us, and set a fine example. If it rained they were in it with us, and cheered us up. Often Lieut. Stringer, poor chap, has cooked his meal at my fire, whilst Captain Hamer was a real trump. He looked after us well. I shall never forget one little act of kindness, which, although it might appear trivial, he showed to me. One wet night it had poured in the trenches, and we were up to the waist in mud-broth. When we came back to the dug-outs, Captain Hamer was there, and I happened to be the first one back. Captain Hamer looked very ill, and having known me for a long time he talked to me quite chummily. He had charge of the issue of rum for the Company, and gave me mine at once, in order to prevent me from catching cold, instead of waiting an hour or so until the rest of the Company came in. That was a typical act, which endeared him to us all ... the boys appreciated the spirit shown by Captain Hamer. Lieut. Ned Stringer was also immensely popular, and got on well with the boys.

Capt. George Harold Okell, a 37-year-old solicitor, was commissioned into the 9th Manchesters as a 2nd lieutenant on 17 June 1910 and by 1914 had been promoted to captain and was in command of 'E' Company when the battalion arrived in Egypt. A short time later, the battalion re-formed into double companies, after which he was appointed as second in command of 'C' Company.

The junior officers were more recent recruits. 2nd Lieut. John 'Jack' Wade had been an officer for less than 12 months, having been commissioned shortly after the outbreak of war on 2 September 1914. He was the son of Lt. Col. D R Wade, the battalion's former Commanding Officer, who was now in Alexandria recovering from wounds received on the 22nd May. Although junior in rank and experience, the 20-year-old Wade would show himself to be a natural and courageous leader. 2nd Lieut. Albert Edward 'Ned' Stringer was a graduate of Victoria University Manchester, and at 37 years old was unusually mature for a subaltern. In civilian life a deputy head teacher at the Ashton Municipal Secondary School, he was a popular teacher, and well-liked by his men for his cheerful sympathetic manner. Ned Stringer enlisted on the same day as Jack Wade, and was shortly afterwards promoted to 2nd lieutenant. He, like many others, welcomed the call to arms as an opportunity for great adventure, and his excitement was described in an article in the local paper:

He was full of enthusiasm for his new calling after he had joined the Ashton Territorials, and whilst at Bury, prior to the battalion's departure for Egypt, he was 'beside himself with joy at setting out on a great adventure.'¹²

The land directly in front of 'C' Company's firing line, and the ground the assaulting force had to cross, sloped gradually from right to left, increasing in steepness as it neared the nullah. There it dropped 15 to 20 feet into the stream bed. The first 30 yards on the left, and 50 yards on the right, are quite level, but thereafter it suddenly inclines obliquely down towards the nullah. In this fold of dead ground, out of sight to the assaulting force, the Turkish-held sections of G.10 and G.11 lay. Both G.10 and G.11 ran diagonally from right to left at a 45-degree angle from the Manchesters' firing line, with the Turkish barricades set around 50 yards from them. This meant the men on the left of each party would have to cover almost twice the distance of their comrades on the right, across bare terrain covered by Turkish machine guns and rifles on the higher ground between the nullahs and from the 'Vineyard' on the right. The only way to take their objectives was to cover the distance in one urgent dash.

It's impossible to know what notice the men detailed for the attack were given or how well they were briefed. Given the conditions and challenge of communicating with a body of men dispersed in a jumble of trenches, it is fair to assume instructions and 'orders' were rudimentary.

The 7th of June had been another very hot day. Vast clouds of corpse flies and the terrible smell of death hung over the battlefield. By the early evening 'C' Company's assaulting force was assembled in the narrow and tightly-packed firing line. Turkish machine gun and rifle fire raked the parapet and the enemy's shells burst all around. The men must have been exhausted by the physical and psychological strain of three days of battle and from the unrelenting fatigues of the past seven days. Water was, as always, scarce, limited to one pint per man per day, and the men's constant thirst must have increased their discomfort as they waited for the order to advance.

John Masefield's words in his 1916 book *Gallipoli* perfectly describe the ordeal caused by lack of water, experienced by so many on the peninsula:

Thirst, which most of us know solely as a pleasant zest to drinking, soon becomes a hardship, then in an hour, an obsession, and by high noon a madness, to those who toil in the sun with nothing to drink.

Zero hour had been scheduled to "give time to consolidate the trenches gained before dark,"¹³ but there is conjecture as to the precise time of the attack. Both the 9th Manchester's and the Chatham's war diaries give the time of the attack as 7pm, however the 8th Army Corps' and 42 Division's war diaries both concur with an account by Captain Okell, who gives the time as 7.30pm.

There is also some dispute regarding the level of artillery support provided. The 8th Army Corps' diary asserts the attack was "well supported by artillery fire,"¹⁴ but this is contradicted by the Chatham Battalion diary which maintains that when its "right flanking Company" ('D') and the "Manchester details" moved forward, it was "covered by infantry and machine gun fire" but added that "There was no artillery preparation." However, an account by Private Massey, a member of 'C' Company, 9th Manchesters, seems to confirm there was some artillery support, albeit stopping

half an hour before the attack:

I may say that we are in the trenches, and we have been here five days. Yesterday 'C' Company made a charge, and took a trench in grand style. The first day on which we came in the trenches there was a big bombardment for almost an hour, then about half an hour's rifle fire. Our Company then made a charge, and our men took two trenches. When our lot had done, the trenches were piled up with dead, the greater part of them being the enemy. By Jove, there was a din, shells flying all over the place, and when they dropped; you could see the earth flying into the air.¹⁵

Whether the attack started at 7:00 pm or 7:30 pm, with or without artillery support, at Capt. Okell's signal the 100 men of 'C' Company climbed over the parapet and, in Captain Okell's words, "With a mighty cheer our boys advanced." They rushed towards the Turkish trenches, through a heavy rifle and machine gun cross-fire coming from Turkish positions on both flanks. The other half of 'C' Company, detailed to support the attack, lay out on top of the parapets, pouring rapid firing into the Turkish positions. Contemporary accounts describe the men leaving the trenches in fine order and with great determination. Some were killed or fell wounded. Captain Hamer¹⁶ was one of those caught in the cross-fire and was killed before he reached his objective, but the other three officers and a large proportion of the attacking force pressed on towards the two trenches. Since the Turkish-held sections of the G.10 and G.11 trenches lay in dead ground, the 9th Manchesters firing line was out of sight of the Turks manning them. As the men of 'C' Company crested the rise above them, the Turks would have a few crucial seconds to react before the Ashton men were on top of them. For the attackers, exposed to the fire from machine guns and hundreds of Turkish rifles from both flanks, it was imperative to get into the enemy trenches as soon as possible and as the 'C' Company men reached their objectives, they leapt into both trenches.

John Masefield describes the terrible moment when an assaulting force reaches a trench filled with the enemy;

... and suddenly come upon a deep and narrow Turk trench full of men. This is the first sight of the enemy. They leap down into the trench, and fight hand to hand, kill and be killed, in the long grave already dug.

The Ashton men quickly overwhelmed the defenders and drove those who were able to flee down the trenches towards the nullah, where the ends of both opened out into its steep banks, allowing some Turks a way of escape.

The left-hand party, under Capt. Okell and 2nd Lieut. Stringer, took G.10, but almost immediately came under heavy enfilade fire. They found to their cost that the trench they occupied inclined towards Turkish positions on higher ground between the nullahs, giving the enemy unimpeded fields of fire right into G.10.

The right-hand party, now under 2nd Lieut. Wade's sole control, also took its objective and set about consolidating it, turning the parapet and cutting a new fire step.

Capt. Okell later described the attack in a letter to Capt. Ralph Lees back in Ashton:

It is my painful duty to inform you that Ned (Lieutenant Stringer) was killed in action on the evening of the 7th inst. On that day our Company was ordered to charge the enemy and clear them out of the trenches in front of the firing line. On the left were other troops not belonging to our battalion, who had a similar task to perform. Captain F. Hamer and Lieutenant Wade were to charge one trench, and Ned and I the other trench. I was posted a little to the left to give the signal for the advance. I gave it shortly after 7.30, and with a mighty cheer our boys advanced. Immediately the enemy opened a terrific rifle and maxim fire, but Ned and I succeeded in reaching the trench.

In the midst of the action men, selflessly ignoring any danger to themselves, went to the aid of their injured comrades. Lance Corporal Albert Platt was one of those who went to bring in the wounded:

In the afternoon of the same day, 'C' Company made a bayonet charge on the Turks. We were a little over 100 strong when we went out, but about 45 got either killed or wounded. When we got into the Turkish trench Tom Finnity said to me "Joe Bertenshaw is over there, Albert, are you going for him?" I replied, "Sure!" and I climbed back over the parapet. Tommy Finnity came with me and we found Joe lying on the ground. I said, "Is that you Joe?" and he replied, "Yes... is it Albert?" I replied in the affirmative, and Joe says, "Get me in, will you?" I said "That's what we've come for." We dragged him to the parapet and I shouted to some of the men to catch him. Then we rolled him over. Then we went back for another wounded lad called Wilson, of Ashton, and got him in, and we also fetched in Albert Wrigley. Just as we were getting him to the parapet the Turks opened rapid fire, and we had to lie down until their fire ceased, and they resumed independent fire again. Then Finnity and I dragged Wrigley to the parapet and rolled him over, and the men caught him. In between these I was fetching ammunition, etc., and passing it into the trench. I was in the fire of the Turks. Just as we got to the parapet after taking Wrigley, Finnity was shot in the leg.' ¹⁷

Within minutes 'C' company had succeeded in its task and for the moment held G.10 and G.11, waiting for the Chatham men to take their objectives and come up in line.

Leaving the firing line immediately to the left of Ashton men were the men of 'D' Company, Chatham Battalion. They had been given the difficult task of clearing both forks of the nullah, with one platoon allotted to each one, and the remaining two platoons to take the trenches in between the nullahs, including the continuation of G.11. Initially this force was able to get forward and the two platoons in the centre under Lieutenant Roe made good progress, but the platoon tasked to clear the right fork came under heavy machine gun and rifle fire from positions on the higher ground of the 'Vineyard' causing severe losses and holding up 'D' Company's advance. Reinforcements were called for and one platoon from 'A' Company, Chatham

Battalion, was sent forward but fire from the 'Vineyard' made it impossible to advance and at about 9pm the whole of 'D' Company retired back to the junction of the nullahs.

Over on the far left, 'C' Company, Chatham Battalion, was tasked to take trench H.IIA on the left bank of the west Krithia Nullah. Originally a communication trench running between the western end of G.II and the eastern end of H.II, it had been improvised into a firing line by the Turks. The trenches leading to the Chathams' assembly area were a heavily-congested maze and many men lost their way or were delayed. To add to the confusion the OC of the local unit ¹⁸ could only accommodate the Chatham men in small groups spread over a wide extent. Consequently 'C' Company's OC was unable to locate a large proportion of his men, rendering it impossible to assemble a strong enough force to take the objective and the attack at this point proved a complete failure.

For the 9th Manchesters, holding on to G.IO & G.II, it was crucial that the attacks on their left succeed. If the trenches between the nullahs remained uncaptured, their left-flank would be completely exposed to close-range enfilade fire. To remain in position at first light, whilst the Turks still occupied H.IIA and the trenches between the nullahs, would be suicidal.

General Frith was aware of the 9th Manchesters' exposure and orders were given for the Chatham Battalion to renew the attack, but it was clear that without artillery support there was little chance of success. As a consequence, General Frith postponed the attack until such support could be organised.

While the men holding the captured trenches waited for the Chathams to launch their attack, the 8th Lancashire Fusiliers sent forward a supply of bombs and ammunition,¹⁹ but for the men in G.IO, under heavy rifle and machine gun fire from Turkish trenches and a redoubt just tens of yards away across the East Nullah, it became impossible to remain holding the trench. Captain Okell decided to evacuate and ordered what remained of his party to retire, but such was the ferocity of the Turkish fire that few men got back. Lieut. Stringer was killed and most of the left-hand assault party were either killed or wounded, some within the trench but most as they retired. Only Capt. Okell and three other men made it to safety. In Capt. Okell's own words:

Unfortunately, the enemy were able to open an enfilading fire, which made the trench absolutely untenable. We had to retire, but only about four of us succeeded in doing so safely.²⁰

In G.II trench, Lieut. Wade, now in command of his party, held on tenaciously. In taking the trench Wade had acted with great gallantry, receiving a bayonet wound to his wrist during the struggle, causing him to go back to have his wound dressed. He quickly re-joined his men in G.II, and undeterred, he and his men held on.

Lieutenant Wade's actions were later recalled by Lance-Corporal Pickford in an interview with the *Ashton Reporter*:

Corporal Pickford cherishes a strong admiration for Lieut. Jack Wade, who was one of the gamest officers in the battalion. He remembered Lieut. Wade, when wounded in the arm with a bayonet, rushing back to have it bound up, and tearing off back again to fight.

As darkness fell the Ashton men in G.II clung on, waiting for the Chathams to attack. But whether through lack of ammunition, or from broken telephone lines, the artillery support failed to materialise, causing Lieut. Col. Egerton, OC the 9th Manchesters, to tell the OC 8th Lancashire Fusiliers that he had “given up the idea of getting beyond the line of trenches across the fork of the Nullah”.²¹ Around 2am on 8 June Captain Okell, sensing the attack would not go ahead, took the decision to relinquish G.II in order to save the lives of the men holding it. He later explained to the Ashton *Reporter*:

Captain Hamer fell before he reached the trench. Wade succeeded in capturing the trench, and held it until about 2 o'clock in the morning. I was of the opinion that the trench would be enfiladed as soon as dawn came, and ordered the troops to evacuate the trench.²²

2nd Lieut. Jack Wade, novice soldier and one of the battalion's most junior officers, together with his small band of 'Saturday afternoon Terriers' held on in G.II for over six hours before the order came to retire. It is safe to assume that the barricades separating G.II from the British firing line would have been removed by this time, allowing Wade and his men to withdraw along G.II without further loss.

The operation, although initially successful, had ended in failure, and at great cost to 'C' Company. Of the 100 men who advanced, two officers and at least twenty men were killed in action or died of their wounds. Around twenty-five others were wounded including Lieut. Wade. A few days after the attack Capt. Okell “collapsed under the continuous strain, and shock to the nervous system”, and was invalided from the peninsula.²³

Only four of the men have known graves. Privates Eddie Heinemann, James Martin, John Tetlow and my great-uncle, John Arthur Crane. All are in Redoubt Cemetery.

Eleven days after the action some of the survivors from 'C' Company volunteered to take part in another attack on H.IIA, this time in cooperation with the 10th Manchesters and under the control of its OC. It also ended in failure and with even greater loss.²⁴ 2nd Lieutenant Jack Wade was one of those who volunteered and was last seen by his men jumping into a packed Turkish trench.

Further attempts to take H.IIA, G.I0 and G.II were abandoned, and it was not until 19 December, after a brilliantly planned and executed attack by the 5th Highland Light Infantry, that they and the trenches between the nullahs would finally be captured.



Endnotes

1. I first visited Jack's grave in June 2012, and have returned every year since.
2. 29 Division General Staff war diary entry 25 May 1915.
3. 42 Division Staff War Diary – entry 6 June 4.21 pm: The effective strength of the three Brigades: 125th Brigade 53 Officers and 1,304 Other Ranks
126th Brigade 92 Officers and 2,396 Other Ranks
127th Brigade 30 Officers and 1,250 Other Ranks
The Division went into battle with a strength of 320 Officers and 9,446 Other Ranks.
4. 42 Division General Staff War Diary – entry 7 June 8 am: 125 Brigade reports that 6th Lincs Fusiliers have a machine gun flanking the junction of nullahs. It had been impossible to carry out intended reliefs owing to fighting.
5. Report by '9th Manchesters N.C.O.' published in the Ashton Reporter – 6 November 1915
6. A chaplain at Gallipoli entry for 7 June.
7. Kenneth Best was probably referring to the point where G.10 & G.11 joined the 9th Manchesters' firing line.
8. The designation G10 was used at different times to describe three separate trenches, all in close proximity. Before the 4 June battle it was used to denote a 100-yard length of trench running in front of the main Turkish firing line just to the right of the Krithia Nullah. For a few days after the battle it was used to describe a section of the new British firing line from the angle of G11 up to the Krithia Nullah. Finally, the designation G10 was used for the small trench running parallel to G11.
9. Royal Naval Division war diary – Sketch map Appendix C
10. Chatham Battalion R.M.B. war diary entry 7 June 1915
11. Chatham Battalion R.M.B. war diary – 7 June 1915: "For this work the Bn. was supplemented by consolidating party of 200 all ranks, with tools of the Manchester Regiment which was holding the line E.B. and south of Vineyard." The diary also states incorrectly that the attack was carried out by the 5th Manchesters.
12. Ashton Reporter – 26 June 1915
13. Chatham Battalion RMB war diary entry 7 June 1915
14. 8 Army Corps General Staff war diary – 7 June 1915 entry for 7.30 pm: "The 42 Division make an attempt to capture trench G.11. They were well supported by artillery fire and though they succeeded in capturing the right portion of the trench, no progress was made in the centre or on the left".
15. Ashton Reporter 10 July 1915
16. "He charged with fearless heart, and died for his country". No finer epitaph could be desired by an Englishman than this phrase from a letter written by Captain G. Okell, to Mrs Frank Hamer, of Brookfield, Stockport Road, Audenshaw, in which he broke the sad news that Captain Frank Hamer had been killed whilst leading a bayonet charge against the Turkish in the Dardanelles on June 7th. - Published in the Reporter 26 June 1915.
17. Ashton Reporter – 18 December 1915: Account by Lance Corporal Albert Platt given in interview in Ashton whilst recovering from his wound.
18. 5th Bn. Lancashire Fusiliers.
19. 125 Brigade Staff war diary entry for 8.40 pm on 7 June 1915.
20. Ashton Reporter – 26 June 1915: Letter from Captain Okell to Captain Lees.
21. 125 Brigade Staff war diary – entry for 9.35 pm on 7 June 1915.
22. Ashton Reporter - 26 June 1915: Letter from Captain Okell to Captain Lees.
23. Ashton Reporter - 7 August 1915: Interview given by Captain Okell.
24. On the night of 18/19 June 32 men of 'B' and 'C' Coys, 9th Manchesters, were killed or died of wounds including Captain Harold Sugden and 2nd Lieut. Jack Wade and 27 men were wounded. In addition, 12 men of 10th Manchesters were killed and Captain H G Booth and 20 men wounded.

A SUDDEN STORM

Michael D. Robson

*A sudden storm the purple ocean sweeps,
Drives the wild waves, and tosses all the deeps*

The Iliad of Homer, Book XI

In January 1915, the East Indies and Egypt command of the Royal Navy had six old torpedo boats which were employed in examination work and later, in defence of the Suez Canal. For the former, they were found to be 'very valuable for the examination of ships' papers. A sloop or light cruiser was anchored outside the entrance (of the canal) to take the place of the examination battery. When possible, torpedo boats were used to ascertain the names of approaching steamers and to report them by searchlight to the examination ship. Suspect steamers were escorted into harbour by a torpedo boat, and when it was considered possible that the ship intended to attempt to block the canal, an armed guard was put on board for the passage.' When the Turks attacked the canal in February 1915 torpedo boats were noted for valuable service, including fire on the opposing troops and in destroying their pontoons.

A month later however, it was thought that the immediate Turkish threat to the Suez Canal had passed and that the torpedo boats would in future be of more use to the navy's Eastern Mediterranean command at the Dardanelles. The light cruiser HMS *Doris* was detailed, together with the collier *Kasala*, to escort the six torpedo boats (all nearly thirty years old) to Mudros Harbour on the island of Lemnos. They sailed from Egypt on 17 March 1915. Lieutenant Commander Alan G D Twigg RN serving on *Doris* noted that it was 'blowing hard, sea very high and following us fortunately. TB's having a poor time, tho' quite alright running before it.' The little flotilla stopped off at the island of Khio (Chios) to allow the torpedo boats to replenish their fuel from the *Kasala*'s coal stock, but *TB.064* took on only half of the amount required. Continuing on their way, *Doris* somehow missed the entrance to Mudros Harbour, but altered course as soon as the mistake was realised. Alas, the turnabout now meant that the small torpedo boats had to face into the heavy sea: Twigg noted, 'poor TB's I expect to be sunk.'

They were not sunk, though *Doris* was able to deliver only four of the six into the care of HMS *Phaeton* who guided them into Mudros Harbour at 18:10 hrs on 20 March 1915. HMS *Doris* did not enter Mudros at this time, but went off in search of the two missing old torpedo boats. *TB.064* had not enough fuel to complete the journey and *TB.070* had lost her steering gear in the rough seas.

TB.070 was spotted by HMS *Albion* at 00:30 hrs on 21 March, drifting, and again at 03:30 hrs, by which time she was in tow of HMS *Renard*. The destroyer took *TB.070* to the anchorage off Tenedos, where they arrived at about 07:30 hrs. A number of other Royal Navy vessels were anchored there at that time, including HMS *Ark Royal*, which noted in her log the rising barometer and increasing wind speed.

Suddenly, at about 15:15 hrs and ‘in the space of five minutes’, the wind veered round through about 180° to north-east by north, and increased in strength to force ‘7’. The smaller vessels at the Tenedos anchorage found this abrupt change difficult to handle. *Trawler 288* fouled on swinging and *TB.070* had to be taken in tow again, this time by *HMS Usk*. All of the ships, including the *Ark Royal*, shifted their anchorage to the south of the island of Tenedos to gain some shelter from the suddenly worsening storm.

TB.070’s sister ship *TB.064* was not so lucky. Running out of fuel, her captain, Chief Gunner James William Cottrell, sought shelter off the east coast of Lemnos, near the headland of Voroskopos, where his boat was relatively safe while the wind remained in the southern arc. As the cold front moved down the Aegean, however, at mid-afternoon on 21 March he found himself anchored off a lee shore with no fuel or means of avoiding the now-northerly gale. The fate of his boat was sealed. During the night of 21 March, *TB.064*’s anchor dragged and she was driven onshore and wrecked. Fortunately, a stoker, Angelo Muscat (Maltese RNR) was able to swim ashore with a line and all her crew were saved. It is pleasing to note that this brave man seems to have survived the war and was able to personally claim his 1914-15 trio of medals.

In the Storm’s Wake

At the Admiralty Court of Enquiry, Mr. Cottrell and his Chief ERA were cautioned by Their Lordships for lack of care, and the captain of *HMS Doris* (Capt. Frank Larkin RN) was heavily criticised. Particular mention was made of the operation’s poor planning and the lack of charts or sailing directions for the torpedo boats.

The wreck of *TB.064* caused quite a stir amongst the Australian troops gathering on the island of Lemnos for the forthcoming campaign. The 9th Battalion was camped near the township of Mudros, only a few miles across the narrow east of the island from where the torpedo boat had been driven ashore. Corporal G E Richards noted that when word of the wreck was received, ‘C’ Company were ‘marched over to the scene ...with blankets for the sailors.’ Sergeant A H E Polley, also of the 9th Battalion, likewise noted that the torpedo boat had “run out of coal, and while trying to get in in a gale, was blown ashore. All hands were saved. Our picket was sent out to help them at 12 o’clock midnight.” Both Richards and Private Garnet Rundle (12th Battalion) noted that later on, the wreck became something of an attraction for men with time to spare, and indeed as an NCO, Richards was in charge of one such party on a Sunday outing.

There were other Australian units in this area of Lemnos at the time of the wreck, and more were stationed there later; e.g. Nos. 1 & 2 Australian Stationery Hospitals, not to mention the Australian casualties who would have passed through the convalescent depot (run by No. 24 CCS, RAMC). Thus there can have been no shortage of would-be souvenir hunters, but I imagine that it was the early birds who got the pick of the mementoes. Indeed, Rundle’s 12th Battalion were there at the time of the incident and as he wrote, ‘One day we went to the wreckage ... A lot of the boys swam or waded out to it, and got trophies.’

One lucky person picked up the boat’s bronze steam whistle as a souvenir, and then

proceeded to scratched upon it the details of the source of the prize:

Torpedo Boat 064

Wrecked Lemnos Is

I believe that this is what is to be seen in the photograph at the foot of page 35 of *The Gallipolian*, No.148, Spring 2018. It would indeed have been magnificent had it really been a relic of the iconic SS *River Clyde*, as suggested by the Australian War Memorial and reported to us by Mr John Howell in his article (*What Remains of the River Clyde*; pages 61-2). As John also states, however, when he asked the AWM about the markings, they admitted that the inscription has never been studied, though they were able to confirm that it was 'handed over to the Australian War Records Section in 1917 and would have been souvenired in either 1915 or January 1916.'

In answer to John's request for information regarding relics of the SS *River Clyde*, the National Army Museum in Chelsea, London, has at least a couple of items which have featured in their recent tweets; one is a masthead steaming light and the other is a clock. The masthead steaming light was 'presented, with a ship's control wheel from the engine room of the 'River Clyde', to 1st Battalion The Royal Munster Fusiliers by Vice Admiral Sir John de Robeck in memory of the landings. ... Until the disbandment of the regiment in 1922 it was kept in the Officers' Mess of the 1st Battalion.'

Our historian, Stephen Chambers, informs me that in addition to the above, the Royal Hampshire Regiment Museum in Winchester has several items from *River Clyde*. This has been confirmed by Mr Jon Toohey, who has also supplied our editor with photographs of the ship's nameplate, a second masthead navigation light, a binnacle, one of her port-holes and a small section of a hull plate showing shell damage. Finally, Stephen Chambers is himself the owner of what he believes is a relic of the heroine of 'V' Beach; a piece of timber (possibly from part of the deck) carved into a representation of a Turk, beneath which is inscribed 'HMT River Clyde'.

Acknowledgements:

My thanks to Captain Roy C Swales BSc, RN rtd., Bryn Dolan, Stuart Hadaway, Alan Riley and to the members of the Great War Forum - www.greatwarforum.org

Notes:

Torpedo Boat 064 (ex-TB.64) built by Yarrow & Co. at Poplar, launched 1885, 125ft x 13ft, 87tons, 19kts, two 3-pdrs, five 14-inch tt (the bow tube removed early in life, 4 remaining) 16 crew.

Egyptian service from *The Naval Review*, Vol. III, 1915, article *The Suez Canal* by C W Swithinbank, and from *Naval Operations*, Volume 2, *December 1914 to Spring 1915*, by Sir Julian S Corbett. Lt-Commr A G D Twigg RN, from the Facebook page, HMS *Doris* 1914-1918. Copies of Twigg's diaries are held at IWM-P354.

Ships' logs consulted via Naval History Net (www.naval-history.net) include – HMS *Albion*, HMS *Ark Royal*, HMS *Phaeton*, HMS *Ribble* and HMS *Usk*.

Site of the wreck given as 'Voros Kopo' (Voroskopos) in *The Naval Review*, Vol. IV, 1916, article A Narrative of HMS Agamemnon in the Mediterranean by Rear Admiral A H S Tyler, CB, DSO
Details of the wreck from *British Warship Losses in the Ironclad Era 1860-1919* by David Hepper (who accessed ADM 137/3119).

Fireman Angelo Muscat, Maltese RNR, medals (ADM 171/133).

Corporal G E Richards, 9th Batt. AIF; from *Telegraph* (Brisbane) Wed. 28 July 1915 (p8) (No.119, wounded at Gallipoli, rose through ranks becoming captain & returned home after war).

Sergeant A H E Polley, 9th Batt. AIF; from *Week* (Brisbane) Fri. 30 July 1915 (p17)

(No.301, born Hove UK., wounded at Anzac landing 25Apr 1915, hospitalised Alexandria & UK, returned to Australia late 1915, partial paralysis left arm).

Private Garnet Rundle, 12th Batt. AIF; from Kerang *Observer* (Victoria) Sat. 31 July 1915 (p2).

(No.271, survived Gallipoli, served F&F, discharged mid-1918 suffering from trench foot)

Details, Australian medical units *Medical History of the War Vol IV: Operations on the Gallipoli Peninsula*.

Australian Stationery Hospital No.1 (later transferred from Mudros to Anzac, November 1915).

Australian Stationery Hospital No.2 (later transferred to western side of Mudros Harbour).

No. 24 CCS, RAMC. Landed Australian Pier, 26 May 1915, formed as convalescent depot from July, and left Mudros on 21 January 1916. Its patients included Australians amongst others (WO 95/4356).

LEMNOS' GALLIPOLI HERITAGE TRAIL ANNOUNCED DURING GREECE'S GALLIPOLI CAMPAIGN COMMEMORATIVE SERVICES

Jim Claven

This year's Gallipoli commemorations held on Lemnos on 20th April saw the announcement of the creation of Lemnos' Gallipoli Heritage Trail. The announcement was made by the Australia's Lemnos Gallipoli Commemorative Committee and the Prefecture of the Northern Aegean.

This year's Anzac commemorations on Lemnos took place on the 20th April. The commemorations were attended by over 200 people, from both near and far. They were attended by the Australian Ambassador to Greece, other consular and parliamentary dignitaries and senior representatives of the Hellenic Armed forces. The latter included Vice Admiral Ioannis Pavlopoulos, HN, Commander in Chief of the Hellenic Fleet, who travelled from Athens for the event.

A delegation of the Lemnos Gallipoli Commemorative Committee travelled from Australia to take part in the events. The delegation included myself as Secretary of the Committee (and Gallipoli Association member), Committee President Mr Tarlamis OAM, Ms Deb Stewart, the grand-daughter of Sister Evelyn Hutt who served on Lemnos in 1915, and Mr Malcolm MacDonald, who has written about Second Lieutenant William Davis who served and died at Gallipoli.

The commemorations included a formal commemorative service at East Mudros Military Cemetery, a short service at Mudros' harbour-side Anzac memorial, a historical presentation by Dr. Vassiliki Chryssanthopoulou and a visit to the impressive Lemnos Gallipoli display at the Maritime Museum at Mudros.

The main feature of this year's event was the unveiling of the Australian Pier Memorial at Aghios Pavlos, north of Mudros (see photo page 36). My research has confirmed that this pier was built by Australian soldiers and engineers in March 1915 as part of

the transformation of the island into the advanced base for the Gallipoli campaign. This was printed in *The Gallipolitan*, Spring 2018. The proposal for a memorial grew out of this research and its erection was jointly funded by the Victorian government (Australia), the prefecture of the Northern Aegean, the Municipality of Lemnos and the Australian-based Lemnos Gallipoli Commemorative Committee.

The Australian Pier memorial was unveiled by Her Excellency the Ambassador to Greece Ms Kate Logan, assisted by consular representatives of New Zealand, Canada and France as well as representatives of the Prefecture of the Northern Aegean and the Municipality of Lemnos. Also present were representatives of the Hellenic Parliament allowing with current and former members of the Victorian Parliament in Australia.

The commemorations concluded with an event at Mudros' new amphitheatre which looks out across Lemnos' great Mudros Bay. Among other presentations, it was my pleasure to address the assembly with the story of my research into the Australian Pier, from an obscure reference on a naval map in the British Library to the archives of Australian military units that served on Lemnos held in Canberra's Australian War Memorial. I particularly thanked my colleagues in Greece – Mr Dimitris Boulotis and Ms Liza Koutsaplis – in assisting my research into the Australian Pier.

And how appropriate it was to give this address in the recently erected recreation of a traditional classical Greek amphitheatre, looking out across Mudros Bay, which was filled with over 200 Allied ships on the eve of the landings at Gallipoli 103 years ago – and in which was signed the Armistice of Mudros in October 1918.

As part of this year's Lemnos commemorations, the Victorian Government also provided financial assistance to Mudros Senior Secondary College on Lemnos. This school has actively participated in the recent visits to Lemnos by Victorian secondary students as part of the Victorian Premier's Anzac Student Prize program. The Lemnos Gallipoli Commemorative Committee has also been working to create a link between Mudros Senior Secondary College and Melbourne's Albert Park Secondary College, which is located next to the Lemnos Gallipoli Memorial at Lemnos Square in Melbourne and whose students participate in the committee's annual commemorative service there.

In the days following the services, I was able to conduct a day tour of Lemnos' key commemorative sites for members of the Lemnos Gallipoli Commemorative Committee. This also encompassed the locations of the various field hospitals and rest camps established on Lemnos as well as some of the villages visited by the Australian and other Allied soldiers in 1915. Ms Stewart was particularly moved to walk on the Turks Head Peninsula where her grandmother was based during the Gallipoli campaign. I was assisted in the tour by Lemnos' Petrides Travel.

Thanks are due to the local authorities on Lemnos, in particular Mr Giarmadourous and the Prefecture of the Northern Aegean as well as Mr Dimitrios Marinakis, the Mayor of Lemnos, for again putting together memorable commemorative services but also for their commitment to develop the Lemnos Gallipoli Heritage Trail.

The Lemnos Gallipoli Heritage Trail is a proposal to Lemnos' authorities developed by myself on behalf of the Lemnos Gallipoli Commemorative Committee. Its aim is to identify the various key locations connected to Lemnos' role in the Gallipoli campaign – such as the Australian Pier – and link these with other existing sites, including the three military cemeteries on the Island and other memorials. New memorial plaques and information signs are envisaged to be erected, with the first in the series under discussion with local authorities.



It is hoped that progressive creation of the Lemnos Gallipoli Heritage Trail will form the beginning of a new Anzac trail throughout Greece from Lemnos, through Thessaloniki, down through mainland Greece to the Peloponnese, to Crete and across the Aegean – linking the key Anzac and other Allied related site from both WWI and WW2.

The Gallipoli campaign also featured at this year's annual Anzac Day commemorative service held at Athens' Phaleron War Cemetery. This cemetery is the principal location of commonwealth war dead for WW2 in Greece and the Aegean, the other main cemetery being at Suda Bay. The service is held every 25 April, organised by the Australian Embassy in Greece, with the participation of many representatives of the diplomatic corps and military including from the United Kingdom, France, Australia, Canada, Italy and Greece. The annual service includes the laying of wreaths.

In addressing the crowd, Her Excellency Ms Kate Logan, the Australian Ambassador to Greece, emphasised the Anzac connection to Greece having begun with the role of Lemnos in 1915. Two readings were included in the service by local school students.

Mr Emmanuel Psaromatis from Athens' Champion School read a letter sent by Australian Major George Herbert Bourne from Gallipoli in 1915 in which he remarked that the casualty lists from the peninsula 'would stagger Australia.' Ms Poppy Grace Dardanis from Athens' St Lawrence College read AANS Sister Anne Donnell's remarks on leaving Lemnos on 20 Jan 1916, ending with the famous words – 'Goodbye Lemnos. We take many happy memories of you. I would not have liked to miss you.'

In early November Lemnos will commemorate the signing of the Armistice of Mudros which was signed on HMS Agamemnon in Mudros Bay on 30th October, coming into effect at noon the following day. This brought to an end the First World War across the Middle East and the frontiers of Greece. From the Salonika Front to Damascus, the guns fell silent and thousands of Allied POWs began the long journey home – some of whom had been captured during the Gallipoli campaign. In one sense, the war that had begun at Gallipoli had now ended on the Island of Lemnos across the sea from the battlefields of the Peninsula. The Armistice will also be formally commemorated at Australia's classically-inspired Shrine of Remembrance in Melbourne, which will be preceded by a historical presentation by myself.

The Lemnos Gallipoli Commemorative Committee has participated in these annual commemorative services on Lemnos and in Athens for many years. Members of the Gallipoli Association are urged to consider including a tour of Lemnos as part of their future visits to the region. Over 1,300 Allied soldiers remain buried in its two major Commonwealth military cemeteries and many locations identified in the records of the role of Lemnos in the Gallipoli campaigns remain identifiable.

Jim Claven is a trained historian holding Bachelor and Master of Arts Degrees from Australia's Monash University. He is a published author and secretary of the Lemnos Gallipoli Commemorative Committee. He has undertaken field research into the Hellenic connection to Australia's Anzac tradition across both world wars. He worked on the erection of the Lemnos Gallipoli Memorial in Melbourne (Australia) in 2015 and the Australian Pier Memorial at Mudros (Lemnos) in 2018. His forthcoming publication – *Lemnos and Gallipoli Revealed – A Pictorial History of the Anzacs in the Aegean, 1915-16* – is due for publication in early 2019.

Editor's note:

A soldier of the 9th Battalion in 1915:

Corporal G. E. Richards, in a letter to his mother (Mrs. R. H. Richards, Eagle Junction [a suburb of Brisbane]), just prior to the memorable landing, writes :

“As you no doubt know, we left Mena long before this. Early on March 6 our ship steamed into the large harbour at Lemnos Island. Next day we landed, and marched through a small village. We got out to bivouac distance and then settled down for the night. Early next morning a heavy storm came up, and we had to get up and dress and stroll around till it had abated. We slept once more with the sky as our roof, and then tents were issued to us.

Nothing of any note happened for some time. We used to put in our days doing fatigue work, or going on a short march. One thing the inhabitants of the island will remember us by is the pier built by our engineers for our use. It is known as the Australian pier.”

- Brisbane *Courier* 2 July 1915, page 7.

QUARTERMASTER'S STORES

The following items are available from the 'Stores'. All postage costs are shown separately from the cost of the item and the relevant amount indicated should be added when making the order

Silk Ties – silk, non-crease ties in the Gallipoli Association colours - green bands for the land of Gallipoli and blue-grey for the waters of the Dardanelles, with narrow stripes of navy-blue and scarlet for the services - are available at £16.90 plus postage [Cost including postage - UK £17.83. Europe £20.10. World Zone 1 £20.70. World Zone 2 £20.90.]

Standard Ties - in Association colours are available price £7.70 plus postage [Cost including postage - UK £8.63. Europe £10.90. World Zone 1 £11.50 World Zone 2 £11.70]

Blazer Badges – hand embroidered wire & silk blazer badges available at £7.70 + postage [Cost with postage - UK £8.63 Europe £10.90. World Zone 1 £11.50. World Zone 2 £11.70.]

Lapel Badges in the Association colours are available, price £6.20 plus postage. [Cost including postage - UK £7.13. Europe £9.40. World Zone 1 £10.00 World Zone 2 £10.20.]

Binders, which hold 6 copies of The Gallipolian are available, finished in attractive simulated leather, maroon, with title blocked in gold on the spine. Price per binder is £6.45 plus postage [Cost with postage - UK £8.10. Europe £11.60. World Zone 1 £13.90. World Zone 2 £14.35]

We also feature a new item - an Association Scarf (see photograph on page 35 of the Winter 2017 edition of The Gallipolian), pure wool, hand-made, in association colours measures approx. 140x 23cms. Price £28.00 plus postage. [Cost including postage - UK £31.70. Europe £32.40. World Zone 1 £33.45. World Zone 2 £33.90.] As this is a new item and only a small stock is held, please check with the Quartermaster regarding availability'

Orders with payment, cheques and postal orders made out to 'The Gallipoli Association', to the Secretary, James Watson Smith Chelsea Lodge, Coopers Hill Lane, Englefield Green, Surrey TW20 0JX. E-Mail: events@gallipoli-association.org

LAST POST

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

Gerald Stock, member 1345. 6 March 2018.

Anne Scudamore, member 1645. Anne's father father fought at Gallipoli with the Middlesex Regiment.



Gallipoli Association plot, Field of Remembrance 2018. Photo by Clive Summerson.
Inset HRH The Duke of Sussex at the Field by Hester Huttenbach. See pages 2-3.



Gallipoli Association contingent, Horse Guards Parade Ground, 2018. Left to right: Michael Robson; Guy Marner; Nicky Osborne; Robert Marner; Stephen Chambers; Sarah Kellam; Christine McKeone; Sue McKendrick; Hester Huttenbach; John Duckworth; David Mason. Photo by Nicky Osborne. See pages 2-3.



Association President, Captain C T F Fagan, at the Association plot, Field of Remembrance 8 Nov 2018. See pages 2 - 3. Photo courtesy Frances Speakman.



Association Chairman, Brigadier J R H Stopford, presents The Rt. Hon. Sir Jerry Mateparae with an Association tie. Photo Sarah Kellam. See p5.



Binnacle from SS *River Clyde*, Royal Hampshire Regiment museum, Winchester. Photo by Jon Toohey. See pages 21 - 24.

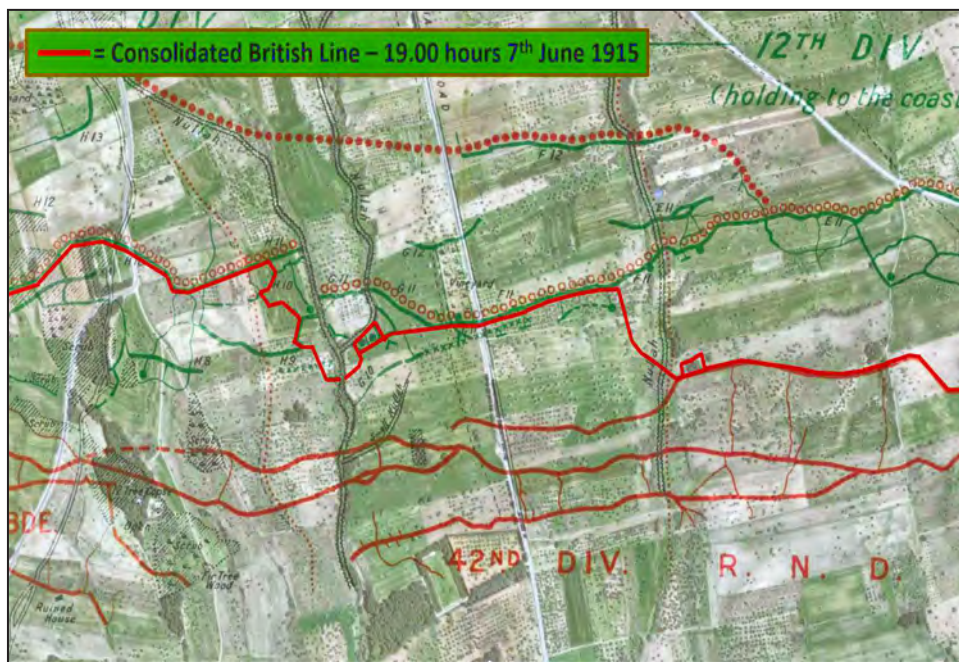


Section of shell-damaged hull from SS *River Clyde*, Royal Hampshire Regiment museum, Winchester. Photo by Jon Toohey.

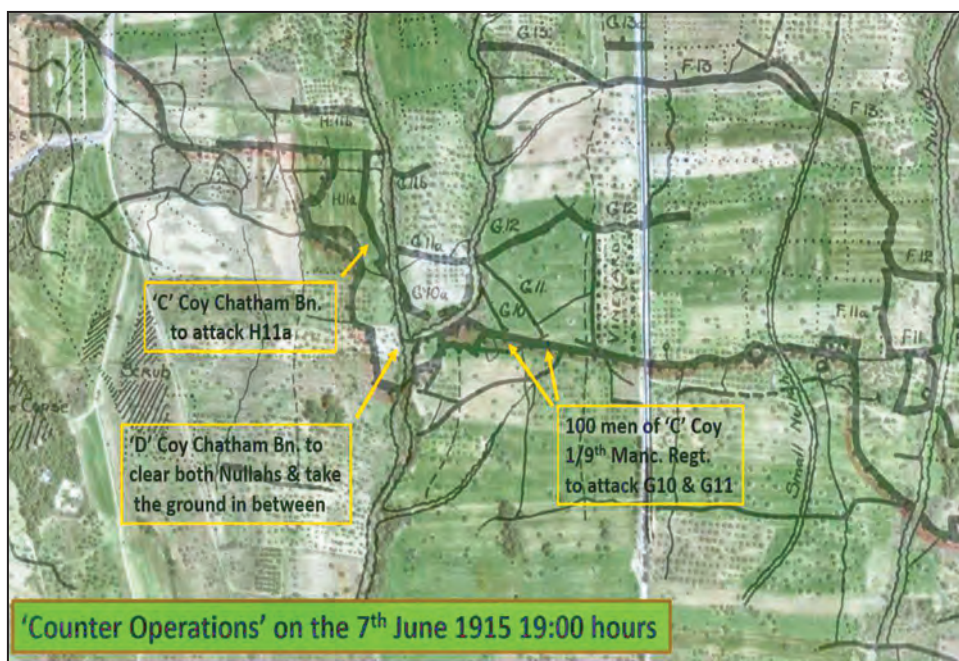


Michael Crane and replica of wreath laid at Cape Helles, 1934, Ashton under Lyne War Memorial.
Both photos courtesy Michael Crane. See pages 4 - 5.

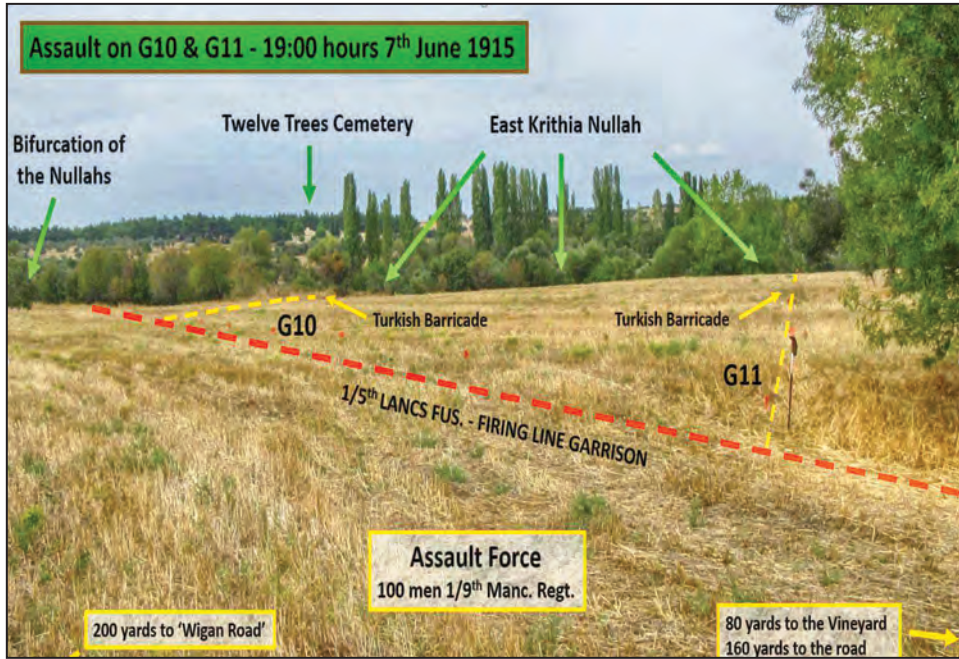




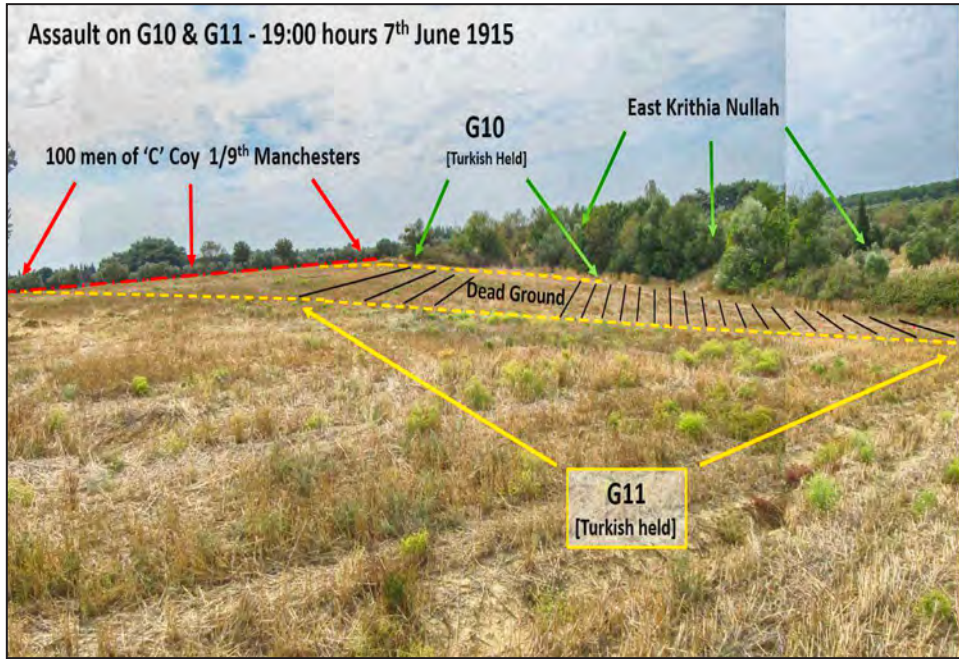
Actions of 7 June 1915. For orientation, note Redoubt Cemetery immediately to the left of the '4' in '42nd' and the Krithia Road running through the middle of the image. Courtesy Michael Crane. See pages 10 - 20.



Actions of 7 June 1915. Courtesy Michael Crane. See pages 10 - 20.



Actions of 7 June 1915. Courtesy Michael Crane. See pages 10 - 20.



Actions of 7 June 1915. Courtesy Michael Crane. See pages 10 - 20.



Private John Arthur ('Jack') Crane, 9th Manchesters, killed in action 7 June 1915. Buried Redoubt Cemetery.
Photo courtesy Michael Crane. See pages 4 -5 and 10 - 20.



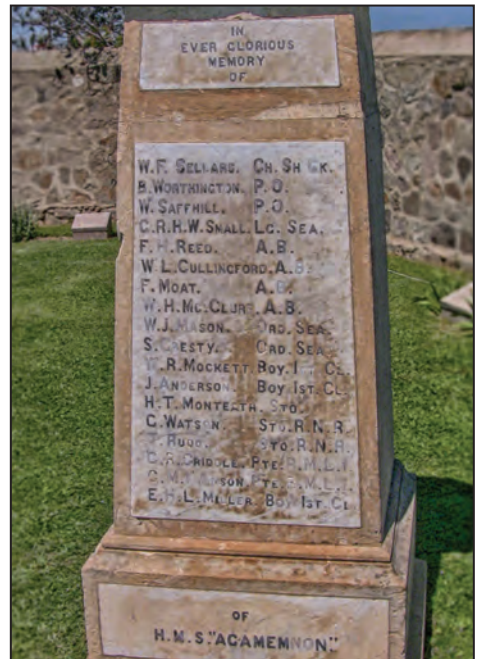
Gallipoli Association Bursary tour group at The Nek. Photo courtesy Steve Chambers. See pages 37 - 48.



Gallipoli Association Bursary tour group at the ferry wharf, Çanakkale. Photo courtesy Steve Chambers. See pages 37 - 48.



Hussein Rauf Bey. Postcard image supplied by Jim Claven. See pages 48-56.



HMS Agamemnon memorial by Jim Claven. See pages 48-56.



At war's end. Detail from painting *Australian Destroyers off Gallipoli* by Louis McCubbin. See pages 48 - 56.



Australian Pier memorial, Mudros, Lemnos. Photo Jim Claven. See pages 24 - 27.

WHAT WE LEARNT FROM THE GALLIPOLI ASSOCIATION BURSARY TOUR

20-24 October 2018

Combined Student Feedback to Gallipoli Association conference

3 November 2018 at RAF Club, Piccadilly

Background

The Ottoman Empire ought to have been a British ally. The British were building two Dreadnought battleships for the Ottomans which they had paid for, including by public subscription. Churchill, however, in his capacity as First Lord of the Admiralty, requisitioned them on the outbreak of war and they were renamed HMS *Agincourt* and HMS *Erin*.

Germany filled this hole by sending and handing over to the Ottomans the battle cruiser SMS *Goeben* and light cruiser SMS *Breslau*. Germany had already been training and re-equipping the Ottoman army, which led to the Ottomans siding with Germany against Russia. So in November 1914 Britain and France, as allies of Russia, declared war on the Ottomans.

The Russians wanted access from the Black Sea to the Mediterranean and assistance from their allies. Churchill thought that the Royal Navy alone could force the Dardanelles and threaten Constantinople (modern Istanbul), forcing the Ottomans to seek peace and accept neutrality. As there was already stalemate on the Western Front with a continuous trench line from Switzerland to the Belgian coast, this was seen as a way of breaking out using the superiority of the Royal Navy, which was twice the size of its nearest rival.



Old battleships were sent to the area to bombard the Ottoman forts on both the Gallipoli Peninsula and the Asian coastline opposite. Various bombardments were made by the Royal Navy in November 1914 and February 1915. The major bombardment, in league with some French warships, took place on 18 March 1915. These attacks, however, failed to destroy the Ottoman defensive positions. The Ottomans had placed mines against the Asiatic shore and, as the battleships turned to the right after their

bombardment on 18 March, three hit mines and were sunk (the French *Bouvet*, HMS *Irresistible* and HMS *Ocean*. HMS *Inflexible* was badly damaged.) The Ottoman mine-layer was the *Nusret*, a replica of which is tied to the quay in Çanakkale.



The Group: L to R Back - Montgomery, Lawless, Duveen, Conway, Medlicott, White, Hill, Franklin, Col White, Steve Chambers; Front – Reynolds, Lowery, Larmer. Bronze of Cpl Seyit with his shell behind.

Fearing further losses the British called off any further attempts to force the straights by the navy. Instead they decided to land troops on the Gallipoli Peninsula with the aim of taking the forts from the land. Lieutenant-General Sir Ian Hamilton was placed in command. He was a very experienced soldier and was well respected. His force was initially called the Constantinople Expeditionary Force but this was quickly changed to the Mediterranean Expeditionary Force (MEF). Its troops initially came from those coming from India, Australia and New Zealand, who were all staging in Egypt on their way to reinforce the Western Front in France and Belgium, plus the Royal Naval Division (RND), formed of surplus sailors without ships who were deployed in an infantry role. France also contributed troops, mainly colonials from its north African provinces and the French Foreign Legionnaires.

Hamilton launched his landings on Sunday, 25 Apr 1915. This was a considerable achievement considering there had never before been a large invasion of hostile shores under fire. The troops had been in Egypt, many such as the Anzacs (soldiers of the Australian and New Zealand Army Corps) having had limited training, and there were no special landing craft available. The element of surprise was lost, and the Ottomans

had plenty of time to reinforce the peninsula and prepare their defensive plan.

Despite the Ottomans having been at war in the Balkans in the past decade, the prevailing allied view was that the Ottoman soldiers were poorly trained, equipped and led, with low morale. It was expected that, in the face of the Allied landings, the Ottoman defenders would quickly surrender. Allied intelligence was poor, and the Allies lacked good maps. Also, the Allies' planning assumptions were far too optimistic and unreasonable considering the defenders and the terrain, the difficulties of command and control, and providing logistical support so far from Allied main bases.

Day 2 Sunday 21st October - Helles:

We visited the Ottoman Fort Rumeli Mecidiye and were introduced to the naval campaign; we looked at some of the Dardanelles defences and heard the story of Corporal Seyit. The gun he was serving remained operational, but its shell crane had been damaged. The story goes that Corporal Seyit carried, by himself, three artillery shells weighing 275 kg each to the gun and enabled it to continue firing on the Allied fleet. Three rounds were fired at HMS *Ocean*. His last shell was seen to hit *Ocean* as the ship blew up. The Ottomans like to believe this shell sank the ship rather than a mine.

We then made our way to the Helles battlefield. Using Achi Baba for ground orientation, we talked about the land strategy and the objectives of the army, before proceeding to the Helles memorial and Hunter-Weston Hill. Hamilton split his force by landing at six different beaches rather than concentrating at one point. We noted that the Allies never, through the whole nine-month campaign, reached Achi Baba or the village of Krithia, objectives of the first day.

We then visited the infamous V Beach where the SS *River Clyde* and men of the Hampshire Regiment, Royal Dublin Fusiliers and Munster Fusiliers landed at the village of Sedd-el-Bahr. It was like shooting turkeys in a trap and the landing only succeeded after dark. Six Victoria Crosses were awarded to seamen (including from the RND), mainly for trying to keep the gangways open from the *River Clyde* to the beach.

We also discussed the landings at W Beach by the Lancashire Fusiliers and the award of their six Victoria Crosses before breakfast. These were essentially decided by ballot and consultation owing to the bravery of so many.

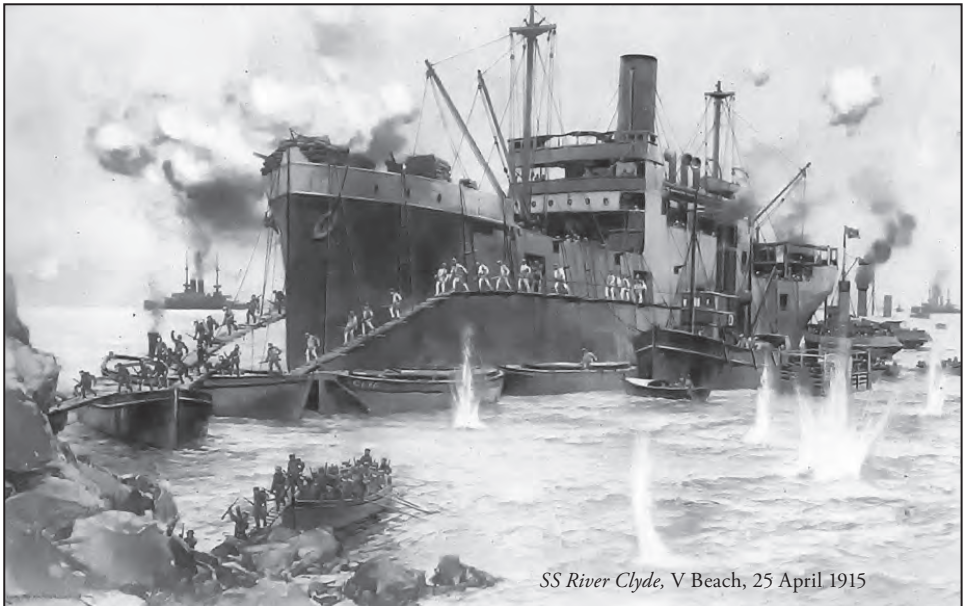
We discussed lack of good command & control resulting in the failure to exploit the only initial successful and lightly opposed landings at X and Y beaches.

After lunch at the Mo Camp, we walked up to Doughty-Wylie VC Hill to find out how the breakout ended up



Lt-Col Doughty-Wylie VC

being led by staff officers due to the high casualties amongst the fighting troops, and we heard about the brave and colourful life of Lt-Col Doughty-Wylie who is the sole occupant of this CWG cemetery and who was awarded a posthumous VC for his leadership on 26 April 1915.



SS River Clyde, V Beach, 25 April 1915

After a short drive to Gully Ravine, we looked at some of the logistical challenges of supplying a campaign so far from home, including the fact that all areas were subject to shell and over-spent rifle fire, the problems of water, good sanitation and hygiene, and the fact that everything needed man-handling. Mules were in short-supply because they would require their own fodder and water.



2nd Lt G D Moor

We visited Twelve Tree Copse Cemetery and heard about the young officer who stemmed a retreat by shooting at his men, another who threw himself on a primed grenade and the old soldier shot for cowardice when he could not take any more.

Second Lieutenant George Dallas Moor, born Melbourne, Australia, 3rd Battalion Hampshire Regiment, aged 18. His VC citation:

For most conspicuous bravery and resource on the 5th June, 1915, during operations South of Krithia, Dardanelles. When a detachment of a battalion on his left, which had lost all its officers, was rapidly retiring before a heavy Turkish attack, 2nd Lieutenant Moor



Landing of the Lancashire Fusiliers, W Beach, 25 April 1915

immediately grasping the danger to the remainder of the line, dashed back some two hundred yards, stemmed the retirement, led back the men, and recaptured the lost trench. This young officer who only joined the Army in October 1914, by his personal bravery and presence of mind saved a dangerous situation.

Second Lieutenant Albert Smith, born Guildford, aged 24.

His VC citation:

During actions at Helles Gallipoli, Turkey, December 23, 1915, 2nd Lieutenant Smith was throwing a grenade when it slipped and fell to the bottom of the trench close to several men. He immediately shouted a warning to clear the trench, then saw that the men were unable to find cover. Knowing that the grenade was due to explode at any moment, he flung himself upon it and was instantly killed by the explosion. His magnificent act of self-sacrifice undoubtedly saved many lives.



2nd Lt A Smith VC

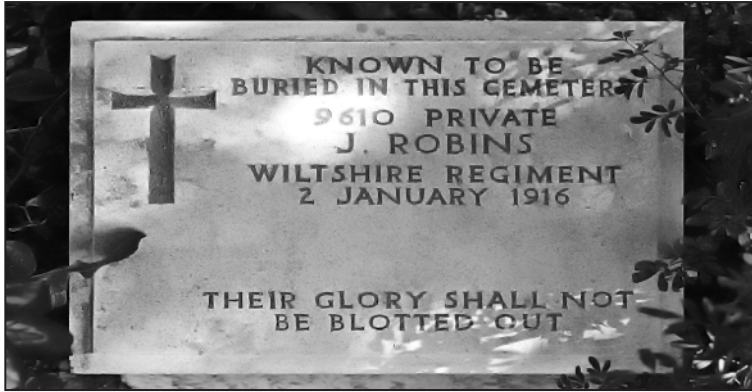
Sergeant Robins had been a regular in India and was recalled for WW1. He had been in Gallipoli for over five months and complained of not being well when ordered to go out on patrol. His MO had found nothing wrong with him, so he was convicted of disobeying a lawful order, reduced in rank and sentenced to be shot by firing squad.

We discussed a series of questions.

Question 1 – Strategy - Ottoman Fort / Dardanelles

Why could the British and French navies not succeed alone without troop landings?

What significance did Germany's support make to the Ottoman resistance?



The ability of the Ottomans to repair and reinforce, their use of mobile artillery and deception, the lack of good Allied reconnaissance and intelligence, the threat of mines and torpedoes. Germany's grant of two modern warships and technical advice and assistance were significant.

Question 2 - Defensive Operations – Sedd-el-Bahr V Beach

What was the Ottoman defensive plan? What constraints affected the defence?

The Ottomans relied on large mobile reserves which could be moved to support the defenders at points of attack. The landing sites were not particularly strongly defended, but the defenders maintained good discipline, accurate rifle fire and remained concealed.

Question 3 – Culture in War – Doughty-Wylie VC Hill

What part did religion, culture and upbringing have on the nature of the fighting by the different nations and how did this affect the outcome?

The Ottomans were fighting in and for their homeland. They also had a strong faith that Allah was on their side. Many of them knew the ground well. The Ottomans were generally more used to the harsher conditions. Also, they had access to better water supplies and held the dominating higher ground.

Question 4 – CSS – Gully Ravine

What were the significant issues affecting combat service support (in particular, supplies and medical evacuation) for each side and how did this affect the outcome?

Long supply lines, difficulties in shipping and transporting supplies, the lack of safe storage areas, difficulty in providing hospital facilities on Gallipoli, lack of water, disease, heat, flies and proper sanitation.

Day 3 - Monday 22nd October - Anzac:

We studied the Anzacs and the contribution of the Australians, New Zealanders,

Indians and others. We began the morning with a boat trip from Gaba Tepe to view the Anzac beaches from the Aegean, and once ashore climbed 520 metres to Plugge's Plateau above Anzac Cove, near Ari Burnu Point. We discussed the myth of the current sending them to the wrong landing place and whether the landing was correct as the troops were protected from fire from the guns at Gaba Tepe. However, we appreciated the problems of navigation at the time and coming ashore initially in darkness.

From Plugge's Plateau we had a good view down into Shrapnel Valley to the right, forward (east) to the second ridge line and left to the Sphinx (so called because the spur looked like the sphinx in Egypt) and towards Rhododendron Ridge.

We visited Beach Cemetery on Hell Spit, at the southern end of Anzac Cove. Here we saw the grave of Private Simpson, who was a field ambulance stretcher-bearer and had initially joined up hoping to get back to England to see his family in South Shields on his way to the Western Front. After landing on 25 April, he soon commandeered a donkey which he used to bring wounded down to Anzac Cove. In the three weeks before he was killed by machine-gun fire, he built a strong reputation for tirelessly and courageously recovering the wounded.

At the grave of Commander Cater RN, the Naval Beach-master, we heard about a much-admired but eccentric naval officer with a monocle, dressed in naval whites.

After a traditional Turkish lunch with ayran yogurt drink, we went to the Anzac Ridge. We heard how Anzacs quickly reached here on 25 April but were sadly not reinforced, and were over-run or had to fall back as Ottoman reserves arrived. We heard that the divisional commanders even suggested withdrawal, but that Hamilton vetoed this, especially as the navy could not easily organise the evacuation.

We visited the battlefield of Lone Pine with its breathtaking views over the Aegean and then went past other key points like Johnston's Jolly, Courtney's Post, Quinn's Post, Baby 700, and the Chessboard until reaching The Nek.

We discussed the Ottoman massed charges along the ridge on 19 May where they suffered 10,000 casualties. The bloated bodies covered the ground so thickly between the opposing trenches that a temporary armistice was agreed on 24 May to allow bodies to be recovered and buried. This was the only official truce in the campaign.

We appreciated how many of the Anzacs had been born in Britain. At Baby 700 Cemetery we saw the headstone to Major Blair Swannell who was killed on 25 April near this spot demonstrating how far some of the Anzacs originally advanced. He had the distinction of being capped in rugby for both the British Lions and Australia, and was a veteran of the Boer War.

As we passed along Anzac Ridge we came to the Turkish Memorial. This is to the 57th Regiment which was the first into action against the Anzacs on 25 April, personally led by Lieutenant Colonel Mustafa Kemal, Commander of the 19th Division, who is stated to have said: "I am not ordering you to attack. I am ordering you to die!"

We ended up at The Nek, which is an Afrikaans word for a ‘mountain pass’. It connected the Anzac trenches on the ridge known as ‘Russell’s Top’ to the knoll named ‘Baby 700’ on which the Ottoman defenders were entrenched. On 7 August two regiments of the Australian Light Horse charged in four waves across nothing more than the length of a few tennis courts. They charged without their rifles ‘made ready’ as the aim was to take the Ottoman trenches with the bayonet. Sadly, the artillery bombardment lifted seven minutes early, but the brigade commander (an Australian) insisted each wave should still attack. The Light Horse suffered 40% killed for no gain and minimal enemy casualties.

The 1981 film ‘Gallipoli’ starring Mel Gibson graphically portrays the attack.

Question 5 – Joint Fires – Anzac Boat Trip

To what extent was there a sense of combined operations and cooperation between the different arms and services and naval support?

We thought this was probably the first occasion where there had been a real sense of combined operations. The navy were critical in getting the troops ashore, providing supplies and evacuating the wounded. The navy also provided the main artillery support. But we appreciated lack of proper combined staff work and poor communications.

Question 6 – Amphibious Ops – Anzac Beach

What lessons were learned from the nature and type of landings conducted? Could they have been managed more successfully at that time?

We thought there were too many different landings which prevented success. Focussing on one main landing site would have provided better command and control, made it easier to reinforce and would have had sufficient force available to launch a major break-out attack from the beach-head.

Question 7 – Offensive operations – Lone Pine

Could the peninsula have been bypassed? Was this the best place for a ‘Second Front’?

The peninsula is inhospitable and a long way from the Ottoman capital, Constantinople. If it hadn’t been for the attempt to silence the guns covering the Dardanelles from the landward side, it may have been better to have launched the land invasion higher up – for example where the diversionary landing by the Royal Naval Division at Bulair took place on 25 April.

Question 8 – Moral Component – The Nek

With the initial landings and attacks not leading to a breakout, why did the Allied soldiers keep fighting for little gain but great casualties? What prevented mutiny?

We discussed the high expectations by the Allied troops and the concept of not wanting to appear a coward in front of one’s mates / letting one’s mates down. We also discussed the senior leadership not wanting to appear to have failed, therefore seeking more reinforcements and not accepting much earlier that the campaign could not succeed.

Also, we mentioned the difficulties in extracting troops early in the campaign.

Day 4 Tuesday 23rd October – Suvla Bay:

We studied the August offensive and attempted breakout high up on the Sari Bair ridge and then trekked the most spectacular walk from the heights of Chunuk Bair to the beaches below. We focused on the Kiwis, Gurkhas and British New Army as we followed their battle along Rhododendron Ridge. Again we heard of tremendous sacrifice and close fighting, including how Mustafa Kemal was saved from injury by his pocket watch deflecting shrapnel. We appreciated the Allies' tremendous difficulties in navigating and climbing up to their objectives in darkness, with all their kit and hobnailed boots. Many of the troops were comparatively unfit either because they had just arrived on troopships and were not acclimatised, or because they had been living in trenches in appalling conditions of heat and flies, and were suffering from dysentery. We heard that possibly 80% of the Allied troops on Gallipoli suffered from dysentery at some stage and that it was impossible to get food from a tin to one's mouth without it being covered in bloated flies.

After lunch at North Beach and an invigorating swim, we visited Green Hill, discussing the ill-fated Suvla landings of August 1915. The familiar problems from this campaign were highlighted here: lack of good intelligence and planning preparation; inexperienced senior commanders; Territorial and New Army troops untested in combat; poor command & control including antagonism between some commanders; lack of energy and initiative; and, most significantly, the failure to advance before Ottoman reinforcements arrived. William Pakenham, 4th Earl of Longford, commander of the 2nd South Midland Mounted Brigade, a yeomanry formation, is buried in Green Hill Cemetery. On 21 August his division was in reserve for the final assault on Scimitar Hill. When the initial attack by 29 Division failed, the yeomanry were ordered to advance in the open across the dry salt lake. Raked by shrapnel, most brigades halted in the shelter of Green Hill, but Longford led his men in a charge which captured the summit. Continuing to advance, he was killed. His last words before his death were: "Don't bother ducking, the men don't like it and it doesn't do any good." We also saw the headstone to William Niven, Berkshire Yeomanry, father of David Niven (British film actor 1930s to 1980s).

We then moved down onto the Suvla plain to Azmak Cemetery to examine the attack on 12 August against Anafarta which included the 1/5th Norfolk Regiment. The battalion, a pre-war Territorial unit intended for home defence, included C (King's) Company commanded by Captain Frank Beck, the land agent to the royal family at their Sandringham estate. He was 54. Many of the men in his company were workers on the Sandringham estate and, like many territorials, they had signed up after the outbreak of war to serve overseas. This one battalion broke through the Ottoman lines and was surrounded, with no survivors. Various myths grew; what happened to them? Did they disappear into a cloud or were they executed by the Ottomans on being surrounded? A special presentation watch given to Beck

was purchased from a Turkish officer in 1922, but Beck's body was never identified.



We ended the day on 'A' Beach within Suvla Bay itself to study the evacuation, arguably the only success of the whole Gallipoli campaign. Here good staff planning, preparation, coordination, cooperation, secrecy and deception enabled all Allied troops, first at Suvla and Anzac Cove, and later at Helles, to be evacuated without loss.

The British Official History estimated that 90,000 British Empire soldiers and 20,000 French were evacuated for sickness during the campaign, with approximately 2.84 percent of men removed as non-battle casualties dying.

Question 9 – Mission Command – Chunuk Bair

Why did the Allies not land at Sulva initially? Why did this option not succeed? What were the main planning and leadership oversights?

We appreciated that Helles had been significant if the aim was just to capture the forts at the Dardanelles, but that the main landing should have been at Suvla and Anzac Cove to cut the peninsula in half and prevent reinforcements getting south. We realised that not enough care and attention went into the planning at the beginning to consider the various options, and that the Allied commanders were hindered by lack of reconnaissance and good intelligence.

Question 10 – Leadership – Green Hill

Compare and contrast the different leadership qualities of General Hamilton and Colonel Mustafa Kemal. How did their different leadership styles affect the outcome?

We thought Hamilton was not sufficiently energetic and robust. He rarely came ashore, had remote contact with subordinates and was not ruthless enough in sacking divisional and brigade commanders who were not achieving. There was a lack of urgency and reality shown by Allied senior commanders – eg Stopford and his divisional and brigade commanders at Suvla. There is a complete contrast with Mustafa Kemal who was always visible to his troops, urging on his subordinate commanders, unhesitating in sacking those not performing, and quickly sizing up the situation and exploiting Allied weaknesses.

Gallipoli casualties (not including illness)

	Dead	Wounded	Missing / POW	Total
Ottoman Empire	56,643	97,007	11,178	164,828
United Kingdom	34,072	78,520	7,654	120,246
France	9,798	17,371	—	27,169
Australia	8,709	19,441	—	28,150
New Zealand	2,721	4,752	—	7,473
British India	1,358	3,421	—	4,779
Newfoundland	49	93	—	142
Total (Allies)	56,707	123,598	7,654	187,959

Question 11 – Realities Of War – Suvla Plain

Was the Gallipoli Campaign a complete failure? Was anything achieved by the Allies? Was the Allied sacrifice a useless waste?

It was a failure. It also diluted the resources and effort available on the Western Front. However, useful lessons were learned that influenced development of better cooperation between the different services, increased appreciation of logistics and led to better preparation and management of future amphibious operations. Unfortunately, the Allied failure gave greater heart to the Ottomans and has since been used for political and propaganda purposes – being seen as a most successful and important Muslim victory over the ‘Infidel’ West. It also led to a quicker sense of separate identity and nationhood amongst Australians and New Zealanders, hastening the break-up of the British Empire.

Question 12 – Deception – ‘A’ Beach

How was deception used in the campaign, particularly towards its end? What is more effective - concealment and secrecy, or deliberate and overt deception?

The Ottomans were good at deception in the naval campaign and in using concealed snipers on land. The Allies early on in the campaign lost any real advantage of secrecy and deception. It was only once the evacuation was agreed in November 1915 that good concealment and deception became effective, so much so that the Ottomans

did not have advance notice of our planned evacuations and all were safely got off at Suvla, Anzac and Helles without any casualty.

Concluding Points

We certainly enjoyed some good Turkish cuisine and some vibrant life in Çanakkale. We had some great views despite the generally overcast weather as we daily crossed over to the peninsula and back. We realised how important Gallipoli has become to the modern Turkish state in recognising this campaign as a significant victory. We saw a good number of coaches with Turkish nationals visiting the battlefield. We also learnt about how the campaign brought Mustafa Kemal to prominence with him becoming Atatürk, the first President of modern Turkey, from 1923.

We are very grateful for this bursary tour and the opportunity to visit and learn about something which we really didn't know anything before we went.

REMEMBERING THE ARMISTICE OF MUDROS

Jim Claven

In October 2018 the northern Aegean Island of Lemnos played host to the commemoration of the Armistice of Mudros. It was in the waters of the island's great Mudros Bay - the safe harbour for the Allied armada during the Gallipoli campaign of 1915-16 - that the Entente powers and the Ottoman Empire concluded the armistice which brought the First World War across the eastern Mediterranean and the Salonika Front to an end. The armistice took effect from noon on the 31st October 1918. This is the story of the Armistice of Mudros.

HMS *Agamemnon*



One of the great warships that sailed into Mudros Bay in the days before the Gallipoli landings was the Royal Navy's HMS *Agamemnon*. She was actively involved in the Dardanelles campaign, in both its naval and landings phases, sustaining much damage, her crew suffering a number of casualties due to Ottoman shelling. Australian nurses, while enjoying tea aboard the warship in August

1915, couldn't help but remark on the visible damage sustained by the ship during its engagements at Gallipoli – great holes in the wardroom floor, cabins wrecked, tables

splintered and iron plates damaged by shells.

After the Gallipoli campaign, *Agamemnon* remained in the eastern Mediterranean as part of the Allied naval squadron supporting the army on the Salonika Front and preventing the German battle cruiser SMS *Goeben* and light cruiser SMS *Breslau* from breaking out into the Mediterranean. She famously shot down the German Zeppelin LZ85 on a bombing mission over Thessaloniki in 1916. In 1918 she underwent a re-fit at the Royal Naval base at Malta, returning to Lemnos in late 1918 under the command of Captain Frederick S Litchfield-Speer.

How symbolic that this warship named Agamemnon and Mudros Bay on Lemnos were chosen as the sites for the negotiation of the armistice between the Ottoman empire and the Allies. According to Homer, Agamemnon had been the great Achaean king who had brought his army to besiege Troy on the nearby Asia Minor coast. Just as the Allied troops had followed in the wake of this ancient army on the night of 24 April 1915, now a warship named after this mythic Greek king would be the stage for the end of the war begun on Gallipoli.

The Background to the Armistice Negotiations

The armistice negotiations were preceded by the Allied capture of Beirut and Damascus in the east and the collapse of the enemy front around Salonika and Macedonia. The Allied forces under General Milne now faced a depleted Ottoman force as it prepared to advance on Constantinople. On 26 September Bulgaria petitioned the Allies for a cessation of hostilities. The commander of Allied forces on the Salonika Front, the French General Franchet de Esperey, representing the Allies, composed the terms of the armistice himself without delay or reference to other Allied governments, concluding the resulting armistice three days later on 29 September.

In early October the British added to their naval forces at Mudros, sending the dreadnoughts HMS *Superb* and HMS *Temeraire* there, bringing the total number of battleships at in the bay to four. The British Commander in Chief Mediterranean, Vice-Admiral Sir Somerset Arthur Gough-Calthorpe, was ordered from Malta to Mudros on 8 October. As he sailed into Mudros Harbour on 11 October aboard HMS *Foresight*, the vice-admiral would have seen a harbour filling with the vessels of the Allied Aegean Squadron, including ships of the Hellenic Navy. Mudros was again bustling with Allied soldiers and sailors. One British representative noted that one of Mudros' highlights was a restaurant run by the former chef of the British Governor in Egypt.

Vice-Admiral Gough-Calthorpe moved his headquarters to HMS *Agamemnon* and on 18 October he ordered 16 destroyers, 24 trawlers and other vessels to join the Allied force available in the Aegean to prepare for any military eventuality. One of the fleets' intended tasks was to support the British commander on the Salonika Front as he moved 5,000 British troops by sea from Stavros to Dedeagatch in Thrace, in preparation for an advance on Constantinople. One British naval officer remarked that Mudros at the time was '... chock full of ships and they keep arriving every ten

minutes.'

Meanwhile news of the Bulgarian surrender and information that Germany was also seeking an Armistice had reached Constantinople by 1 October. Constantinople itself now lay open to an attack by the Allied army based at Thessaloniki. Further supplies from the Turks' erstwhile German allies were now cut off. Half a million marauding deserters from the Ottoman army were causing chaos in their wake. These developments combined with the Allied advance into Syria and the Ottoman loss of Damascus and Beirut led to the resignation of the Young Turk government and the appointment of a peace ministry by the new Ottoman Sultan Mehmet IV on 14 October. This new government was led by the 55-year-old distinguished former Field Marshall Ahmed Izzet Pasha as Grand Vizier and War Minister.

Enter General Townshend, who had been held as an Ottoman prisoner since he surrendered the British Army at Kut in Mesopotamia in 1916. He had been held under house arrest in what has been described as a 'luxurious prison-villa' on Buyukada Island, one of the largest of the Prinkipo Islands in the Sea of Marmara. Entertained and lionised by the Ottoman leaders, Townshend moved with relative freedom in Constantinople political society. On the afternoon of 17 October Townshend met with Izzet Pasha, now the Grand Vizier in Constantinople, to discuss a proposal he had made to Rauf Bey, the new Minister of Marine, to assist the new Ottoman government to persuade Britain to open armistice negotiations with the Ottomans. Unbeknownst to Townshend at the time, this was not the only proposal made by an Allied officer to assist the Ottomans reach an armistice with the Allies. The other had been proposed by Lieutenant-Colonel Stewart Newcombe who had also been captured at Kut.

At the meeting the Grand Vizier expressed his opposition to the war with Britain and the Young Turk pro-German policy, Townshend reporting that Izzet said it had been a 'crime' for the Ottoman Empire to have made war on Britain. While Townshend had made a private note for himself as to his thoughts on a possible Allied-Ottoman settlement, he does not report that these were discussed beyond agreement that the Dardanelles Straits should be opened. The meeting concluded with the Grand Vizier accepting Townshend's proposal of assistance. Later that evening Townshend was visited at Prinkipo by Rauf Bey who explained that he would be taken to Smyrne by special train and from there by Turkish tugboat to British forces in the northern Aegean. Rauf Bey also urged him to discourage a British attempt to force the Dardanelles militarily as this would cause 'chaos in Constantinople', adding that they were 'not Bulgarians ... Turkey only wants to be friends with the British ... Let England do things quietly and trust Turkey as a gentleman; that is what Turkey will appreciate.'

On the 19th October Townshend and his party – which included the Governor of Smyrne – was greeted by a cheering crowd. Townshend's mission was supposed to be a secret but he was now informed by Mr Whittall, a British resident of Smyrne, that 'all Smyrne knew [he] was arriving, and that they knew it meant peace.' Later at Mudros Townshend would learn from another British officer that his mission had already been reported in the Ottoman press in Constantinople. After dinner with some of the British

residents in the 'English village' some way out of Smyrne town, Townshend departed Smyrne in a Turkish naval tug at 8.30pm, headed for Lesbos. After negotiating five lines of mines, Townshend's party sailed into Myteline harbour at 3am on 20 October having failed to encounter any British naval vessel on the way as planned.

An approaching British naval motor-boat was surprised to hear that a British general was aboard. Townshend reported in his post-war memoirs that the following dialogue then took place – the naval officer aboard the launch asked "Who are you?", "General Townshend," was the reply. The Officer replied "Good God! I am glad to see you, sir," Townshend responding, "I am once more under the British flag."

Townshend was taken to Mudros, arriving at 3pm on 20 October where he was taken to HMS *Agamemnon* to meet Vice-Admiral Gough-Calthorpe. Here he explained his own proposals for the terms of the coming armistice and soon cables had been transmitted to London by Admiral Calthorpe seeking instructions. Later Townshend would find that his fellow armistice-promoter, Lieutenant-Colonel Newcombe, was now also at Mudros.

Over some French disquiet, the British determined that Vice-Admiral Gough-Calthorpe would conduct the armistice negotiations alone. Townshend had stressed on his arrival at Mudros that he had been authorised to deal only with the British, and this had been confirmed in the response of the Ottoman authorities to the letter sent by the senior French commander at hand, Vice-Admiral Jean Armet, seeking to take part in the negotiations. The British also argued that they had some half a million soldiers on Ottoman soil and had undertaken the lion's share of the fighting against the Ottoman Empire from Egypt, through Palestine and Syria, to Mesopotamia and Gallipoli. Conversely, the French had also recently concluded the armistice negotiations with the Bulgarians without reference to their British allies. The negotiations at Mudros would be limited to concluding an armistice as a formal surrender would require consultation with the other Allied nations who were also at war with the Ottoman Empire.

On 23 October the British War Cabinet sent the Allied terms for the armistice negotiations to Vice-Admiral Gough-Calthorpe at Mudros, comprising twenty-four clauses, which had already been drawn up by the Allies at the inter-Allied conference on 7 - 9 October 1918. On 24 October, Izzet was informed that the British government was ready to negotiate an armistice. The day before negotiations would commence at Mudros, Aleppo fell to British forces.

The Armistice Negotiations Begin

The Ottoman delegation arrived at Mudros on 26 October and were quartered aboard HMS *Agamemnon*. At 9.30am on 27 October the negotiations began in the captain's after-day cabin on the deck.

53-year-old Vice-Admiral Gough-Calthorpe led the negotiations on behalf of the Entente powers. The Ottoman delegation was led by Hussein Rauf Bey, assisted



British Commander in Chief Mediterranean, Vice-Admiral Sir Somerset Arthur Gough-Calthorpe.

by Colonel Sadullah (the Chief of Staff of the Ottoman Eighth Army), Tewfik Bey of the Ottoman Navy, and a senior functionary from the Ottoman Foreign Ministry, Rechard Hikmat Bey. 37-year-old Rauf Bey (see photo p35) was something of a young naval hero. He had captained the main warship in the Ottoman fleet, the cruiser *Hamidieh*, during the Balkan Wars, and been appointed captain-designate of the Sultan Osman I. By 1918 he was chief of the Ottoman Naval Staff. Neither Townshend nor Newcombe would take part in the actual negotiations.

One historian has described the negotiations as ‘civil, even friendly,’ with the Anglophile Ottoman naval officer considering the British admiral honest and straightforward. The negotiations appear to have been conducted at a somewhat leisurely pace as Vice-Admiral Gough-Calthorpe took the Ottoman delegation through each clause one by one, explaining each clause in such a way as to suggest that they provided remedies for eventualities so remote that they may

never be implemented. At the same time, he did not at first provide the Ottomans with a complete list of all twenty-four clauses during the negotiations, limiting their ability to grasp the cumulative effect of the terms proposed. At the same time, Vice-Admiral Gough-Calthorpe suggested that if the Ottomans wanted an armistice with the Allies they would have to agree to all the provisions more or less as proposed.

The Armistice is Signed

Nevertheless it appears that Rauf Bey contested each clause point by point, dragging out the negotiations for thirty-six hours. Yet in the end, when the negotiations were concluded at around 11pm on 30 October, the Ottoman delegation signed an armistice little changed from the original Allied draft.

The provisions of armistice included the surrender to local Allied commanders of Ottoman garrisons in Palestine, Syria, Mesopotamia and Arabia, the immediate demobilisation of all Ottoman forces (with the exception of those considered necessary to maintain internal order), the surrender of Ottoman warships, the release of prisoners of war and Armenian internees and the opening of the Dardanelles and Bosphorus

(including Allied occupation of the forts and the clearing of minefields). Ottoman ports would be available for Allied warships. The Allies would control railways and telegraph communications, with local Allied commanders to establish military administrations to operate until the conclusion of a full peace treaty. While the armistice terms made no reference to the occupation of Constantinople or changes to the Ottoman government, the Allies were accorded the right to occupy 'any strategic points' threatening Allied security. The armistice document was accompanied with an unofficial letter from Vice-Admiral Gough-Calthorpe interpreting and amplifying some of its terms.

In response to Rauf Bey's requests Vice-Admiral Gough-Calthorpe gave his personal assurance that Constantinople itself would not be occupied, the Allies requiring only the occupation of certain dock facilities. The Vice-Admiral went on to assure Rauf Bey that no Greek or Italian troops would land in Constantinople and that the armistice terms would not be applied unfairly. He also provided assurances to the Ottomans that the Dardanelles forts would be occupied only by British and French troops. The Vice-Admiral took Rauf Bey by the hand and stated to him his 'ardent desire' that the signing of the armistice would "... put an end to this bloodshed which has been going on for so many years."

Celebration followed the signing of the Armistice document aboard HMS *Agamemnon*. Rauf Bey and his delegation joined with Vice-Admiral Gough-Calthorpe in toasting each other with champagne and a British naval officer remarked how Rauf Bey thanked the British for their hospitality. Rauf Bey gave the captain's coxswain his largest Ottoman treasury note as a souvenir. Townshend reports that 'all the delegates, British and Turkish, were delighted.' Rauf Bey took Townshend aside and thanked him for his efforts in securing an end to the war. In a mournful hope given the future, Rauf Bey expressed his desire that the new Turkey would grant equal rights to its Greek and Armenian communities, adding '... for Turkey cannot exist unless it remains united.' Townshend departed Mudros the next day, on the evening of the 31st October, sailing aboard the Royal Navy cruiser HMS *Forward* to Taranto via the Corinth canal.

With the signing of the Armistice document aboard HMS *Agamemnon* in Mudros Harbour the war would soon be over. As the document concluded:

Hostilities between the Allies and Turkey shall cease from noon, local time, on Thursday, 31st October, 1918. Signed in duplicate on board His Britannic Majesty's Ship *Agamemnon*, at Port Mudros, Lemnos, the 30th October, 1918.

The End of the First World War in the East Mediterranean

As it was being signed and as dusk fell on 30 October, the British General Milne on the Salonika Front reported that the British forces in Thrace were readying to advance on Adrianople and to 'take part in the general advance on Constantinople.'

When Rauf Bey returned to the Constantinople he confidently announced at a press conference that '... not a single enemy soldier will disembark at our beloved Istanbul ... The armistice we have concluded is beyond our hopes.' But this optimism was misplaced

and would sow the seeds of later disillusionment amongst Turkish nationalists. The British Cabinet greeted the news with a desire to enforce the Armistice terms rigorously, including occupying Constantinople. The British and French soon occupied the Dardanelles forts. And despite the assurances given to Rauf Bey the Allies indeed soon moved to occupy Constantinople, setting up an Allied Control Commission to oversee the administration of the capital by November. The Armistice terms had imposed no formal constraints on the Ottoman Sultan but his capital was no longer his own.

Two weeks after the signing of the treaty, Vice-Admiral Gough-Calthorpe on his flagship, the battleship HMS *Superb*, led the multinational Allied squadron totalling some forty-two warships through the Dardanelles on 12 November and on to anchor at Constantinople, as a squadron of Allied biplanes passed overhead. The Allied warships dominated Constantinople's harbour, stretching for sixteen miles, from the Golden Horn westwards into the Sea of Marmara.

Three Australian destroyers – HMAS *Parramatta*, HMAS *Torrens* and HMAS *Yarra* – took part in Vice-Admiral Gough-Calthorpe's voyage to Constantinople through the Dardanelles straits and the Sea of Marmara on 12 November 1918. Despite the straits having been swept for mines, *Parramatta* sank a mine as she entered the channel just ahead of the French flagship.

As the Australian destroyers were in line ahead steaming through the straits the commander of HMAS *Parramatta* requested permission to fly the Australian Blue Ensign flag as a tribute to the men of the AIF killed at Anzac. The flag had been presented by the people of Parramatta in NSW to the ship before the war. The answer was 'The Commonwealth Blue Ensign may be flown at the portyard in honour of Australia's glorious dead.' The Australian destroyers accordingly hoisted their Commonwealth blue ensigns and kept them flying until they arrived at Constantinople early next morning. The fleet made a show of force at Constantinople before proceeding to the Gulf of Ismid to establish a base. One of HMAS *Parramatta*'s crew took a photograph from the deck of the ship, clearly depicting the minarets of Constantinople in the background. Later HMAS *Swan*, HMAS *Warrego* and HMAS *Huon* also came to Constantinople.

The Ottoman sultan would remark to an Ottoman parliamentary delegation then visiting him at the Dolmabahce Palace that he refused to look out on the Allied fleet anchored in the waters outside - 'I hate to see them,' he said.

The next days would see Allied forces - including French, British, Italian, Serbian, Australian and Greek ships and troops - occupy the Ottoman capital. The first Allied troops – a French infantry brigade – arrived in Constantinople on 12 November, followed by British General Sir Maitland Wilson, who was received with an honour guard of former British prisoners of war, the next day. By December Constantinople would be full of Allied officers and men. In January, the Hellenic Navy's cruiser *Georgios Averof* anchored in Constantinople as part of the Allied fleet. The city that had been the ultimate objective for the failed Gallipoli campaign had finally been occupied.

The consequences of the Armistice would be seen in the years ahead. As the implications

of the armistice began to be realised and Allied troops commenced their occupation of Constantinople and much of the former empire, power would drift from the sultan. While the Young Turk leaders fled overseas and others went underground, power would drift towards a resurgent nationalism. For the future leader of Turkey, General Mustapha Kemal, and for other nationalists, the Armistice had betrayed their country. The sultan would dismiss the Ottoman parliament and rule with his own supporters. As the Allies ended their occupation of Constantinople in 1922, the sultan would depart for a life of exile. The sultan later expressed the view that his faith in Allied intentions had been misplaced. But this did not stop the trial and exile of Rauf Bey, the sultan's chief negotiator at the armistice negotiations, by the new Turkish state.

One of the other Australian warships that came to the northern Aegean at this time was the Australian cruiser HMAS *Brisbane*, commanded by Captain Cumberlege, which sailed from Sydney on 21 October 1918. *Brisbane* arrived at Mudros Bay on 26 November and was placed under the command of Rear-Admiral Culme-Seymour. She had arrived as winter set in and the ship's company was subjected to an outbreak of influenza. Captain Cumberlege reported no fewer than 130 cases of influenza in November and December. And so it was that the last Australians would be buried on Lemnos. *Brisbane's* Stoker John Godier from Bendigo and Able Seaman Thomas Chitts from Sandringham were buried in East Mudros Military Cemetery on 2 December 1918. Both died of disease like many of their Anzac comrades who had been buried there in 1915.

A lasting reminder to the role of the HMS *Agamemnon* stands not far from these Australian naval graves. For it is at East Mudros Cemetery that a memorial was erected to the dead of *Agamemnon* (see photo page 35). It is dedicated to eighteen members of the ship's company who died during the main years of its campaign in the eastern Mediterranean (1915 - 17) – three naval officers, seven seamen, three boys (1st Class), three stokers and two privates in the Royal Naval Reserve.

It was moving for this author to witness in April 2015 the arrival in Mudros Bay of the first Royal Australian navy ship to come to Lemnos since HMAS *Brisbane* in 1918. Accompanied by a Hellenic Navy warship, HMAS *Success* sailed into Mudros Bay to take part in the commemoration of the centenary of the Gallipoli campaign. The ship's company took part in the commemorations on the island, alongside representatives of the Hellenic armed forces.

The war with the Ottoman Empire that could be said to have begun for the Allies at Gallipoli was now at an end. Yet the Armistice of Mudros would ultimately lead to the end of the Ottoman Empire and the creation of modern Turkey. The armistice would be followed by the outbreak of war between Greece and Turkish nationalist forces across Asia Minor, ending with the signing of the Treaty of Lausanne in 1923.

To a large extent the Armistice of Mudros has been overshadowed by that signed at Compiègne. Yet it deserves to be remembered. For the hundreds of thousands of Entente and Ottoman forces deployed across the fronts of the Ottoman empire

– from Syria and Iraq, to the waters of the Aegean and the borders of Greece – the guns fell silent on 31 October. Thousands of Allied prisoners, some of whom had been captured during the Gallipoli campaign, began their long journey home. The war that had brought destruction across the length and breadth of the Ottoman empire, saw tens of thousands soldiers and civilians killed or injured, and disrupted the lives of millions, was over. For all these reasons, the Armistice of Mudros should not be forgotten.

IMPRESSIONS OF GALLIPOLI BY SGT. C O WHITFIELD

C R Rixon

Charles Owen Whitfield was born on 29 July 1893, the son of a London police constable. He enlisted into 2/2nd (City of London) Bn London Regiment (Royal Fusiliers) on 21 September 1914. He clearly showed promise during training (on Epsom Downs in Surrey), since he was promoted first to corporal and then to sergeant. He embarked on HMT *Neuralia*, arriving in Malta at the end of December. The next eight months were spent on garrison duties on the island. He left Malta on 26 August, arriving in Egypt three days later, and from where he sent a postcard to his mother which showed him riding camels in front of the sphinx with two other NCOs. He remained in Egypt until 4 October when the battalion left for Gallipoli to provide reinforcements for the much-depleted Royal Naval Division.¹ The battalion arrived the following evening, when Sgt. Whitfield's account begins:²



Captioned 'Inniskilling Inch.'

“Landed at Lancashire Landing so named after the gallant Lancashire Fusiliers who were nearly wiped out in the original landing. Here one could see the wreck of the ‘Majestic’ lying near the shore, just a small part of her keel showing above the water and also the ‘River Clyde’ which was run ashore in the first Peninsula landing. The whole of our position right from the trenches to the landing was under shell fire and at night one was a likely to get in the way of a stray bullet. As regards actual danger therefore, there was little to chance between the actual firing trenches (which in some places were only 40 yards from Johnny Turk) and ‘rest’ dug-outs in the gully.³

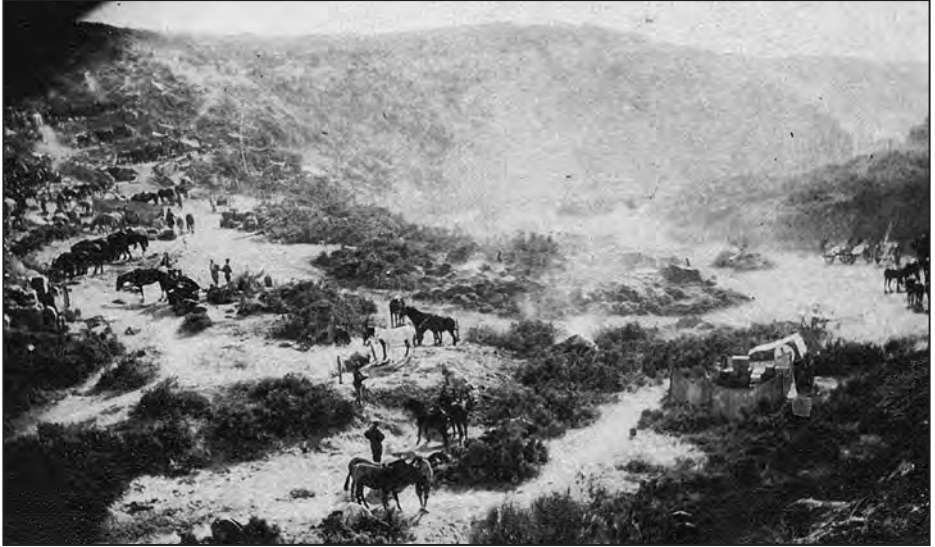
The key of the whole position was, of course, the great hill of Achi Baba, held by the Turks. The land rose gradually from the sea to this hill while here and there along the coast gullies run up from the sea. Achi Baba commanded the whole of the country from the sea, and as soon as one had reached the top of the cliffs one was in clear view of the Turks and within easy gun range. The gullies, therefore, were used admirably for sheltering the troops.



Captioned ‘Fusilier Bluff’ - a Forward Observing Officer’s position.

The dug-outs were very snug so long as the weather was fine, but unfortunately violent storms were very frequent as the winter came on and on these occasions our plight was pretty bad. The gullies were, of course, originally the main drainage ways for the water from the hills, and with the torrential rain they became raging torrents. The soil was clayey and what seemed in fine weather solid earth, soon crumpled up and [washed?] away when the rain came. Whole dugouts were washed away in the stream together with all their contents. I shall never forget the first storm we had. My own little dugout was, I thought, as snug and weather-proof as possible and when the wind began to blow-up from the sea I simply filled up the cracks with a

few empty sandbags, tightened the wires holding the waterproof sheets and settled down confident that my little show would brave the elements. Then came the rains, thunder and lightning. The rain was torrential but the slope of the sheets carried it off and I got very little in – outside above the noise of the storm I could hear a great deal of noise and shouting but did not take much notice. Then I happened to peep outside just as the lightning lit up the sky, and the scene was really appalling.



Captioned 'Gully Ravine.'

In the bottom of the gully a stream three or four feet deep and twelve feet wide roared down to the sea carrying away boxes of provisions, kit, clothing and equipment of all kinds. I had scarcely got between the blankets again when I happened to notice one of my sandbags moving slowly. Suddenly a great jet of water like that from a hose-pipe burst in and the side of my dug-out collapsed. The water and mud soon poured in over everything and blankets, rifle and equipment were all soon covered. In my pants, socks and overcoat I joined a merry gang of chaps outside whom misfortune had similarly overtaken. The storm stopped as suddenly as it commenced and the moon lit up the amazing scene. Everybody had been washed out. The most striking scene was the excellent spirit of the troops who gathered in groups and sang lustily all the latest songs. They were all soaked to the skin but not a bit miserable. The issue of rum enlivened the proceedings and this was indeed welcome as it had turned bitterly cold. Happily the next day was gloriously fine and we were all able to dry out our [things?] and rebuild our dug-outs. It was bully-beef and biscuits for some days afterwards, however, and even then one had to dig up the bully tins from the dumps in the mud. All our attempts to improve our dug-outs against the torrential rain were, however, in vain. Nothing could stop the torrents which came

down so one had to grin and bear it.

Above I have attempted to give an account of the weather conditions prevalent in Gallipoli during late November, but from what I understand, even worse weather was experienced after I left the Peninsula at the end of this month.

We were shelled pretty heavily when in the rest camp chiefly from 'Asiatic Annie.' One can, of course, hear as shell a long way off. First there is sudden bang and then a whistle which increases gradually to a scream as the projectile comes nearer. Of course, each particular kind of shell has its own noise, from the comparatively mild scream of shrapnel to the terrific shriek of the 'train accident' a term applied to the high explosives. Quite a number of the Turkish shells were 'duds' which thudded into the ground without exploding. It was to one of these 'duds' that I really owe my life as it went clean into the grounds six yards away from where I was standing. Had it exploded I should have been an 'also ran.' It was good to know we are safe from the Turkish shells after sunset but one was very liable to get in the way of a stray bullet as the Turks indulge in spasmodic heavy rifle fire during the night. Wherever they are meant, the bullets whizzed by and plugged into the ground only too close to one's person to be comfortable.



Captioned 'Fusilier Bluff.'

The system of trench warfare in Gallipoli was similar to that in France except that, fortunately, we did not experience gas or liquid fire. Bombing was a great sport. Pits were thrown out to within a few yards of the Turkish trenches and sandbagged shelters made underground. The pits were manned by trained bombers and a periscope man; the last named being on the lookout for Johnny Turks' bombs and also to act as an observer of where our bombs fell. Our bombers were always far

too good for the enemy. Again with this kind of fighting there is quite a personal element in which the British Tommy excels. Of course, it is dangerous work and the Bombers are always called the 'R.I.Ps.' The Turks' front line was very thinly manned but, of course, they were in adequate force in their second and third lines.

It seemed to us from the character of the firing line that the Turks had a number of fixed rifles in their trenches. These were trained right into our parapets and many a poor chap got a bullet through the head as he stood on 'look-out.'

As regards the weather, latterly Ward Price⁴ in the *Evening News* said that our men were called upon in Gallipoli to endure weather only equalled by that experienced in the Crimea and this will give you some idea of what the conditions were really like. Considering all things, the food was really excellent. We had expected nothing but bully beef and biscuits, whereas frequently we had fresh meat and shredded vegetables for dinner and bacon every morning. It is wonderful in this game how soon one manages to look after oneself. We were soon making savoury dishes and the hard biscuits crushed with a stone and cooked in an empty shell case made excellent porridge. Another tasty dish was crushed biscuits mixed with a little water and fried in bacon fat.

Our 'patent lamp' was a small tin filled with bacon fat with a strip of 4 by 2 serving as a wick – a most excellent combination.



Sergeant O C Whitfield

Postscript

Sgt Whitfield was evacuated to Mudros in late November or early December suffering from dysentery and malaria and was repatriated home in January 1916 on HMHS *Mauretania*. After convalescence, he was commissioned in February 1917 into the 3rd Bn The Royal Berkshire Regiment where he served as a bombing instructor and commander of a prison camp. He later served as an adjutant in the Bedfordshire Regiment. He retired with the rank of captain.

After the war Captain Whitfield joined Lloyds Bank at the comparatively advanced age of 26, retiring as manager of Harrow Branch in 1953. He died in September 1972.

Notes

1. *Official History of the War. Military Operations Gallipoli*, Vol 2. Page 391
2. Sgt. Whitfield's account is contained on 13 pages

of a very small [4½ x 3 inch (11 x 7cm)] notebook which family members say he began when he landed at Gallipoli. This may be so but the account is written neatly in ink, and in the past tense, which suggests that it might have been compiled later perhaps after he was evacuated sick from the peninsula in late November or early December.

3 Possibly Gully Ravine. There are a number of very small photographs of Gully Ravine, Inniskilling Inch, Fusilier Bluff and Essex Ravine taken by Sgt. Whitfield. I have tried to reproduce some of these in the text.

4. Possibly George Ward Price (1886 – 1961), a journalist, who was later recruited by Lord Rothermere and served as the *Daily Mail's* foreign correspondent in the 1930s. He was a close associate of Oswald Moseley and interviewed Hitler and Mussolini on a number of occasions.

Acknowledgements

The editor and his predecessors are grateful to Mr E C Rixon for bringing his maternal uncle's papers to their attention. They were held by Mr Rixon's elder brother, the late Maurice Owen Rixon, who was a member of the Association.

BOOK REVIEWS

Mr Midshipman VC: The Short Accident-Prone Life of George Drewry, Gallipoli Hero

Author: Quentin Falk

Hardcover: 176 pages

Publisher: Pen & Sword Military (2 Oct 2018)

ISBN-10: 1526726246

ISBN-13: 978-1526726247 RRP@ £19.99

A story that is often told by the battlefield guiding fraternity is that of the V Beach landings, in particular the story of Midshipman George Drewry VC. It was therefore a pleasure to hear that one of our members, Quentin Falk, was writing a book. Mr Midshipman VC, tells the true story of this young naval officer who survived the hell of Gallipoli only to die accidentally just three months before the Armistice in 1918 aged 23. Falk argues that Drewry's decoration, one of the 6 naval VCs 'after breakfast' and of the 39 Gallipoli Victoria Crosses, none was more deserved than the medal earned by George Leslie Drewry. At just 20, he was the first officer of the Royal Naval Reserve to get the nation's premier award for valour when part of the landing on V Beach. In so doing he was badly wounded. Accident-prone, he survived falling into a bog as a child; he was knocked over by a car; as a novice merchantman he fell from the mast of his ship and on another occasion was shipwrecked after rounding Cape Horn and stranded on a deserted island. Tragically he died at Scapa Flow shortly before the end of the Great War, while in command of his first ship. Using contemporary sources, the author brings Drewry's life into sharp focus and describes the role of 'Snotty' as midshipmen were then known. The result will appeal to addicts of real-life adventure and military historians. A recommended book; a story that needs to be read.

- *Steve Chambers*

Mr Midshipman VC

On 27 September 1996, as reported in *The Gallipolian* No 82 (Winter 1996), members of the Association joined Field Marshal The Lord Bramall KG, GCB, OBE, MC, JP, Colonel Stuart Archer GC, and Harry Etherington GC at Merchant Taylors' School when the Victoria Cross awarded to George Leslie Drewry, a former pupil of the School, was presented on loan to the Imperial War Museum.

With the sub-title 'The Short Accident-Prone Life of George Drewry, Gallipoli Hero' a full length biography and the claim that of all the Gallipoli Victoria Crosses arguably none was more deserved than the medal earned by George Leslie Drewry. Some might not wholly agree but what is without question he was a very special young hero, only 20 years of age when he landed at V Beach on 25 April 1915.

George, born in 1894, was the third of four sons of Thomas and Mary Ann Drewry, their home in Forest Gate no great distance from the Royal Albert Docks where Thomas worked for P & O, rising to assistant superintendent and manager of the ship repairing operation. All four sons were to be apprenticed to the Company though only George attended a public school – 'Merchant Taylors' - before, aged fourteen-and-a-half he joined the three-masted barque *Indian Empire* in May 1909.

What a first voyage, this taking him to Durban then on to Adelaide, onwards again to Chile, round Cape Horn and South Africa again, before St Helena and home, a voyage during which George slipped from the rigging and fell into the Hunter River near Newcastle, Australia, the ship's log noting he 'was hauled on board suffering from an injured ankle, bruises and shock' - a newspaper reporting how when in hospital 'he became a great favourite with the visiting ladies.' His next voyage, again on the *Indian Empire* ended with being ship-wrecked near Cape Horn with Drewry and the rest of the crew marooned on a small island for sixteen days.

Called up for naval service at the outbreak of war, on 25 April 1915 George, as later vividly described in a letter to his father, was heading for V Beach. Four months later he was awarded the Victoria Cross. The citation:

Midshipman George Leslie Drewry, RNR
HMS Hussar attached to the SS *River Clyde*

Assisted Commander Unwin at the work of securing the lighters under heavy rifle and maxim fire.

He was wounded in the head, but continued his work, and twice subsequently attempted to swim from lighter to lighter with a line.

- *London Gazette*, August 16, 1915.

George also took part in operations at Suvla and after the end of the Gallipoli campaign remained in the Mediterranean before returning home and a posting to HMS *Conqueror* with much time spent in Scapa Flow. Then at long last his first command, this in March 1918 as skipper of the minesweeping trawler HMT *William Jackson* where on 2 August he was accidentally killed when a falling boom fractured his skull. To have survived V Beach only to be killed by a simple accident seems almost beyond belief. How fortunate we are to now have Drewry's all too short life brought together with a splendid range of illustrations.

- *David Saunders*

42nd Regiment - Gallipoli 1915

Author: Ahmet Diriker

Paperback: 172 pages

Publisher: Lindenbrooks Publishing, Canada (15 May 2018)

ISBN-10: 177532530X

ISBN-13: 978-1775325307

RRP: £16.20

There are few books in English that tell the story of the Ottoman side of the Gallipoli campaign, and fewer still that tell the story of the French. *42nd Regiment* by Ahmet Diriker, the grandson of its commander, Major Ahmet Nuri Bey, tells both. The regiment held the line at Kereveş Dere in the Seddülbahir region of the Helles sector.

Based on primary sources such as war diaries, maps and reports, which have hitherto remained largely unpublished in Turkish and French archives, the book offers a unique insight into the campaign in the French sector of the front. The book describes the events of the 42nd Division from the time it entered the line in August 1915, through to its eventual withdrawal in December.

The book describes the various actions in the Kereveş Dere sector, the attacks, patrols, sapping and each side trying to gain the advantage of terrain. An impasse was clearly established and neither side was able to break the line. By August the main allied attacks were over, but the war was not. It was interesting to read that the 42nd Regiment even considered pulling back from its precarious position on the southern side of Kereveş Dere, but chose to remain as relinquishing that position to lessen the pressure on their lines would make a future recapture, or advance in that area, difficult. There are some good maps and documents that are reproduced in the book, although in its black & white paperback format some are difficult to read. Regardless, a recommended book for anyone wanting to understand the story from 'the other side'.

- *Steve Chambers*

Troy

The Myth and Reality Behind the Epic Legend

Author: Nick McCarty. Publisher: Carlton Books 2018.

Hardback. 128 pages, numerous illustrations mostly colour photographs, £16.99.

Most visitors to the Gallipoli battlefield also journey to the Asiatic side of the Dardanelles and while there visit Troy. When you do make sure that you listen to the wind and you may hear a tale in which myth and history mix, a tale that has been told again and again for more than three thousand years.

That we know so much about what was until then a lost city, thought to be no more than a fable, we rely on the story told in *The Iliad*, the author the poet Homer, of events that probably happened in about 1259 BC though not written about until some five centuries later. Heinrich Schliemann (1822-1890) a successful German businessman, had been fascinated by the epic tale and in 1868 arrived at what was to most but a small, unimposing jumble of rocks and earth, the hill of Hissarlik, but to him here was the city that Homer had described.

He was not the first to have been here, though would never give credit to an Englishman, Frank Calvert, another fan of Homer, who had arrived at Troy some years earlier and had

announced his findings in 1864. Schliemann commenced his work, letting nothing stand in his way, continuing until 1874 by which time he had unearthed an incredible collection of artefacts, despatching these back to Germany, to the Berlin Museum. Where are they now?

As the author says in his epilogue the story of Troy ended in flames and so did Schliemann's treasure. Stored in a bunker in the Berlin Zoo during the Second World War then looted by the Russians and lost, 'as surely as if it had been buried under the many layers of a small hill called Hissarlik'. There is a ray of hope, hints that the gold and artefacts brought back by Schliemann will eventually be revealed. Meanwhile enjoy the story of Troy here sumptuously illustrated and majestically described by author and playwright Nick McCarty and so inspired head once again for Troy.

- *David Saunders*

Silent Landscape at Gallipoli: The Battlefields of the Dardanelles, One Hundred Years

Author: Simon Doughty (Author), James Kerr (Photographer)

Hardback: 212 pages

Publisher: Helion and Company (10 July 2018)

ISBN-10: 1911512730

ISBN-13: 978-1911512738

Price: £29.95

When reviewing this book prior to publication I wrote, 'a century on, these stunning photographs highlight the haunting beauty of this once harrowing battlefield. Gallipoli's extreme drama is told through its pages using some of the most remarkable images the eye has seen – a wonderful book.'

Flicking through its pages once more the images are no less stunning and with its text, tells the Gallipoli story beautifully. The landscape has truly absorbed the events that took place here a hundred years ago, a battlefield almost untouched by time in one of the most beautiful places in the world, still telling its story under an idyllic Aegean sky. A recommended book that nicely supplements Doughty and Kerr's Western Front volume.

- *Steve Chambers*

Silent Landscape at Gallipoli

The author, who served in The Life Guards and James Keir the photographer who served in the Coldstream Guards, have together produced a sumptuous record from the Peninsula which many of us know so well, sub-titled *The Battlefields of the Dardanelles One Hundred Years On*.

The large format ensures the photographs are seen to full advantage and vary from striking panoramas like those over four pages of Cape Helles from Achi Baba to closer scenes, perhaps none more evocative than the photograph in dawn light of Redoubt Cemetery; how many of us have seen it quite like that? Every page a delight, many scenes, many features, will be familiar to readers, but have your own photographs ever been quite so good?

The book is dedicated to all those who served at Gallipoli and the Dardanelles, at sea and on land and from all nations; and those who are now tasked with preserving the legacy of that sacrifice over a century ago; the cemetery workers, the museum staff, the local people

who live on and are surrounded by the battlefields. What a pity there is no reference to the Gallipoli Association, save for a quotation on the rear cover, this provided by Stephen Chambers our Webmaster and Historian; after all in many places and in many diverse ways over half a century, not least through the pages of *The Gallipolian*, the Association has ensured that the campaign and those who served are not forgotten.

- David Saunders

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, preferably as an e-mail attachment, at the email address shown on the inside front cover. It is not always possible to feature articles in the issue following submission although where there is an element of topicality the editor will try to accommodate them, or refer them to colleagues responsible for the Association website. For those considering the submission of articles the editor can provide notes for the guidance of contributors on request.

INFORMATION PLEASE

Michael Finch Mitchell is seeking information on the death of his uncle.

I am looking for any information you might have regarding my uncle, Frederick James Stoneham, Nelson Battalion, who was killed at Gallipoli on the 13th July 1915 aged just 17. I understand from my mother now deceased that her brother sent a letter from a ship in the Suez Canal and said he was happy and diving into the canal off the ship.

Are you able to enlighten me in any way as to what action he was involved in and how he was killed on or at Gallipoli? I have photos of him in uniform but little else.

He was born in Eastbourne and was a very good swimmer and I think swam for Eastbourne, as did his sister. A good looking lad who had such a short life, which makes me feel guilty for living to nearly 83. What a great sadness. I await your reply and thank you in advance for any information.

If any reader can help with information, please contact the editor.

LAST WORD

In the previous edition I included a series of photographs of an officer, killed at Gallipoli, on this inside-back-cover page, and indicated I would include more about him in this edition. This has not proved possible, as the number of articles and photographs submitted for this edition have not allowed the space! Nothing to complain about there. Possibly next edition!

My thanks to Jon Toohey, who responded to John Howell's call for more information on relics from the SS *River Clyde*, and to all contributors.



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. To keep alive the memory of the campaign and to ensure 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 River Clyde at V Beach, 25 April 1915 by Charles Dixon

Reproduced by kind permission of The Princess of Wales's Royal Regiment (Queen's and Royal Hampshires)

The Gallipoli campaign is characterised by countless deeds of heroism and endurance. It took place in an area smaller than Southampton amid appalling conditions - 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, including 50,000 Australians and 9,000 New Zealanders, and 80,000 French. The cost in human terms was terrible. The Allies had 250,000 casualties, of whom approximately 58,000 were killed, with only 11,000 having known graves. Ottoman forces, with some Germans, numbered between 300,000 and 400,000 and of these some 87,000 were killed. The evacuations in December 1915 and early January 1916 were masterly operations - one of the great feats of military history.