

The Gallipolian

The Journal of the Gallipoli Association

No. 165 - Summer 2024



THE GALLIPOLIAN

No 165 Summer (July) 2024

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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*The publication of The Gallipolian has been brought forward a month
and has been re-designated the ‘Summer’ edition.*

Cover:

Soldier reading map

Bennett, Rev. Thomas Pearce (1915) photographer.
State Library of Victoria H83.103/283

OUR NEW PATRON

A message from The Chairman Brigadier James Stopford CBE

It is with great pleasure that I confirm that HRH The Prince Edward, Duke of Edinburgh KG KT GCVO, very graciously agreed to be The Gallipoli Association's patron on 24 April 2024.

His Royal Highness has shown a detailed interest in the campaign, and the work of the Association. We are thrilled that he has become our patron, a role previously filled by his father, His Royal Highness The Prince Philip, Duke of Edinburgh KG KT, from 1982 to 2021.

His patronage will inspire us to do more to achieve the objectives of the Association and we look forward to welcoming our patron to future events.



HRH The Prince Edward, Duke of Edinburgh, with the Gallipoli Association's president, Captain Christopher Fagan MBE DL, and historian, Stephen Chambers, at the National Army Museum on the day HRH became the patron – 24 April 2024

GALLIPOLI MEMORIAL WREATH-LAYING CEREMONY

Crypt of St. Paul's Cathedral

This service is arranged by the Gallipoli Association.
HRH laid the Association's wreath at the Gallipoli Memorial.

See photographs pages 34 & 35.

10TH (IRISH) DIVISION ADDENDUM

Richard Earl

Further to my article on battalion command in 10 (Irish) Division in *The Gallipolian* No. 164, Mr Martin Staunton has kindly drawn my attention to a letter written by Major Godfrey Drage to the official historian in 1931 in which he records how Lt. Col. Herbert Gore was –

a most gallant officer and was a large conspicuous object standing up armed only with a cane; but he remained inert smoking a cigarette in the support line after the action of the 9th.

In his autobiography published in 1957 Drage further elaborated on how Gore had gallantly led three assaults armed only with a cane but then 'snapped' and sat silently, smoking, and had to be sent away by his brigade commander. This appears to be a classic example of a physically courageous officer who reached the limits of his personal endurance after a relatively short, but intense, period of active service.

I am very grateful to Mr Staunton's drawing my attention to these sources and giving me the opportunity to correct the record in regard to the gallant Colonel Gore.

ANZAC / GALLIPOLI DAY ON LEMNOS

Mr Dimitris Boulotis, the Association's representative on Lemnos, every year lays a wreath on our behalf. This year the ceremonies took place on 26th April. He writes that it "... was a glorious sunny day ..."

The Minister of Defence Mr Nikos Dendias represented the Greek Government.

Those present included the Chief of Armed Forces, Chief of Army, Vice President of the Greek Parliament (Mr Charalampos Christofa Athanasiou MP), representatives of the major political parties, local authorities, the Australian Ambassador, the Honourable Consul of New Zealand and the 1st Secretary of the Embassy of India.

After the main ceremony Dimitris laid wreaths on behalf of the Gallipoli Association at the port of Moudros and at the cemetery at Portianou.

He then guided the attendants around Turk's Head Peninsula (*See photo page 30*).

ABSENCE FROM DRILL, 1911

Melbourne: - Roy Austin Barclay was charged at the Footscray Court with having neglected to attend drill under the compulsory clauses of the Defence Act. (*Sydney Morning Herald* 30 September 1911).

849 Private Roy Austin Barclay, 7th Battalion AIF. Killed in action at Lone Pine, 8 August 1915, 'bright and amiable,' aged 19. Buried Lone Pine Cemetery.

CRIME, OR MISADVENTURE?

Michael D Robson

The Geneva Convention of 1864 declared that members of the armed forces who are wounded or sick, and thus harmless and defenceless, must be respected and cared for without distinction of nationality. The convention also established the protection of medical personnel, hospitals and ambulances against hostile acts. This was further refined by the Geneva Convention of 1906, where protection to medical personnel was given, whether they were on duty or not.¹ Both the Ottoman Empire and Great Britain signed the latter convention in 1907.

Thus, the vice president of the Ottoman Red Crescent Society (Osmanlı Hilal-i-Ahmer Cemiyeti), Prof. Dr. Besim Ömer, felt fully justified in writing to the Turkish Ministry of Foreign Affairs on 18th December 1915, asking that they protest regarding

the Yalova Field Hospital which is under the administration of Graf Hochberg, was shelled from the sea yesterday afternoon, by the enemy using the help of a spotter aircraft. As a result of the bombardment of the hospital, I regret to say that the wife of Dr. Râgıb Bey (the 5th Army Deputy Chief Medical Officer) was killed while serving there as a nurse ... If it is taken into consideration that the hospital is identified by a Red Crescent banner, that can be seen by the spotting aircraft, then it is not possible for this to be an accident.²



A typical Turkish Field Hospital - from Ambassador Morgenthau's memoirs

A few days later the Ottoman Deputy Commander in Chief and Minister of War, Enver Pasha, also wrote to the Ministry of Foreign Affairs, explaining that the hospital was identified by a Red Crescent some 20 metres in size and demanding that Madame Râgıb's death be protested to the British, via the neutral American Embassy.³

Wien: 4 Heller.
Bien: Monatlich K 1.20
 mit Zustellung ins Haus.

Illustrierte

Kronen-Zeitung

(Logo: A crown inside a circle with the number 1 below it)

Druckerei: H. Wimmerer, Buchdruckerei am Hofburgtheater G. Datz & Co., Wien, IX, Praterstraße 9. Verlagsort: H. Wimmerer. Administration: IX, Praterstraße 9, Tel. 18744. Expedition: I, Fleischmarkt 18, Tel. 6007.	Wien, Sonntag den 30. Jänner 1916. 5 Bände: Wien, IX, Praterstraße 9. Tel.-Nr. 18744, 18745-18746, 18747. Abonnenten werden nicht zurückgefordert.	Preisung: 4 Heller. 17. Jahrgang, Nr. 5727.
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Befreiung von Alessio und San Giovanni di Medua. — Große deutsche Erfolge im Westen. — Ueber 1100 Franzosen gefangen.






Eine Pflegerin als freiwillige Krankenschwester bei den Dardanellen gefallen.



Sir Louis du Pan Mallet
(1864-1936)

The Ottoman authorities had made such protests via the American ambassador before. Henry Morgenthau's memoir *Secrets of the Bosphorus* mentions the example of the allies' bombardment of the town of Gallipoli (Gelibolu). Exaggerated claims were made by the Turks and rebutted by Morgenthau, who pointed out that:

Gallipoli had long since been evacuated of its civilian population, and the Turks had established military headquarters in several of the houses, which had properly become the object of the Allied attack. ...almost the entire civilian population had long since left, any casualties resulting from the bombardment must have been confined to the armed forces of the Empire.⁴

On this occasion however, the Ottoman complaint was acted upon very promptly. In no time at all the claim against Britain for the illegal bombardment of the Turkish field hospital reached Whitehall and the matter was quickly investigated by the government. It fell to Sir Louis du Pan Mallet to convey to Turkey the British reply. Since the outbreak of war Mallet had been working for the British Red Cross and Order of St. John, as director of their Wounded and Missing Department. Prior to that however, he had served as Britain's ambassador to the Sublime Porte, and so it was no doubt felt that he was best suited to make the British defence in this case. Mallet's reply dated 25 February 1916 was initially addressed to the Président du Comité International de la Croix-Rouge in Geneva.⁵ From there it would, no doubt, have gone to the Osmanli Hilal-i-Ahmer Cemiyeti in Istanbul to be forwarded to the Turkish government authorities.

Sir Louis opened his defence by conceding that

It appears that the village of Yalova was in fact bombarded on the 17th December last, and that before the bombardment the position was carefully scrutinised by an observer in an aeroplane, who reported no hospitals in the village. The fact that, according to the statement of the Red Crescent Society, there was, nevertheless, a hospital there which suffered from the bombardment, and especially the fact that Madame Reghib (sic) was killed is very much regretted.



Mallet quickly went on however, to point out that Yalova lies on an important communication route and that to place a hospital there was to 'court an accident such as apparently occurred.' He also complained about the insufficiency of the Red Crescent sign marking the hospital.

What Sir Louis left unsaid at this point,

is that the allies had known for some time that Marshal Liman von Sanders had his 5th Army HQ in the vicinity of the village of Yalova, and for that reason it had been the target of naval gun fire since at least 10th August when HMS *Havelock's* 14-inch /45 caliber guns carried out a short bombardment.⁶

Then, pointing out the cramped nature of the Gallipoli battlefield and the close proximity of the opposing forces, Mallet continues, 'in spite of all precautions regrettable incidents of this nature were bound to occur.' Sir Louis illustrates this by reference to the bombardment of allied hospitals and hospital ships, which he says,

The Franco-British forces have never doubted that such incidents were the outcome of an accident, and, as between opponents who recognise and follow the laws and customs of modern warfare His Majesty's Government trust that the Turkish Army of Gallipoli will extend the same courtesies to their enemy.

Sir Louis concluded by conveying deep regret for the incident 'and especially that it should have resulted in the death of Madame Reghib (sic). I would ask you to add the expression of my own personal sympathy.'



Dr Hasan Râgıb Bey was a Bektashi Muslim, born near Thessaloniki in 1881, however, his wife Anna had been born near Vienna, and in an interview published by the *Neues Wiener Journal* of 15 January 1916, Dr. Râgıb recalled the moment of the British bombardment.

The nurses used to stay in tents in an area open to the wind. For this reason, it was then placed behind a hill. However, I saw that this new site was also directly vulnerable to enemy fire. I asked His Excellency von Sanders to make a more sheltered place for my wife and the other nurses. However, His Excellency von Sanders did not approve of my request. I made a huge Red Crescent sign on the nurses' place with my own hands. I thought the British would respect this Red Crescent sign, but alas the sign of the Red Crescent did not mean anything to them.

Before the cannon fire of the British started, my wife must have got out of her

tent to get something, and then a shell found her. It severed her right leg at the hip, it was instant. No other bruises were seen on her body ...⁷

Madame Râgıb was born Anna Schwarz in the village of Liesing, near Vienna. Orphaned at an early age, she was brought up by relatives, and after school entered service in the house of a prosperous Viennese family. The business of the master of that house took him and his family to Istanbul, and Anna also went to work and live with them there. In the Ottoman capital Dr. Râgıb attended the Austrian family and thereby got to know Anna well.

They married and she worked with her husband, even joining him in the army's medical service during the Balkan wars. It was no surprise therefore that Anna once again volunteered when hostilities broke out on Gallipoli. At first she served on the hospital ship *Reşit Paşa* with the pioneer Turkish nurse Safiye Hüseyin. The latter remembered Anna being affected by seasickness, and because of that she transferred from the ship to work onshore.⁸



Dr Râgıb Bey following Anna's cortège (photograph courtesy Yetkin İçsen).

Bernard de Broglie has described an interesting sequel to the tragic events of Madame Râgıb's death.⁹

On 20 December 1915, the morning following the evacuation of Anzac and Suvla, and three days after the navy's bombardment of the Yalova hospital, Lieutenant Shirl Goodwin (observer) and Flight Sub-Lieutenant Frank Besson (pilot) made a flight over the peninsula to look for Ottoman troop movements. Alas, technical difficulties struck their Maurice Farman's engine and the flight ended badly.

At a distance of about a mile from the shore the engine failed at a height of well under 2,000 feet. The pilot immediately turned towards Imbros, but we had not made more than a mile before we struck the water. We both had air

belts, but that of my pilot deflated soon after descent. The aeroplane sank after about ten minutes. Though I had wirelessed for help none appeared.

We made for the Turkish shore, hoping to be able to work down behind our lines at Helles. I soon found that as far as I was concerned, that course was impossible, and made for the nearest land. I then became unconscious. When I regained consciousness I found that I was being carefully tended by a Bavarian officer. He stated that on hearing of the fall of the aeroplane, he hurried to the nearest point on the land, as the Turks were sometimes dangerous to their prisoners; that he had organised a rescue party which swam out and brought me in, but were unable to find my pilot; that I had been six hours in the water and that when rescued I was absolutely stiff; that after two hours, by means of hypodermic injections and brandy, he had restored me to consciousness.

The German officer could not have treated me with more kindness if I had been one of his comrades.



Capt I A E Edwards

Goodwin was kept four days at the Turkish headquarters for questioning by Marshal Liman, who was keen to learn more about the evacuation of Anzac and Suvla and the British plans for Helles. The Australian was snubbed however by the senior Ottoman commander present, who 'refused to see me on the grounds that I belonged to the air service which had just dropped a bomb on a hospital and killed the wife of the Surgeon General' ¹⁰

This latter remark suggests that there was some initial confusion amongst the Turks as to whether the hospital was struck by naval gun fire or by aerial bombing. As mentioned earlier, the village of Yalova had been the target of naval bombardment for some time, in the belief that 5th Army HQ was situated there. Thus the village was also a naval target on 17 December 1915, when 3 Wing, RNAS, sent up a Maurice Farman (local serial No.6) with Flight Sub-Lt. Isaac Henry Woolf Barnato RNAS (pilot) and Capt. Ivo Arthur Exley Edwards, RGA (observer) to spot for the monitor HMS *M.16* which was using her 9.2-inch Mk.X gun. In his Flying Report ¹¹ filed after the flight on 17th December, Capt. Edwards notes the following details regarding this operation:-

- flight time: 1.5 p.m. to 4.20 p.m.
- map used: 1/50,000
- targets: Kilis Liman [10 rounds], Ak Bashi Liman [10 rounds] and Yalova [7 rounds].

Crucially, Capt. Edwards also notes that two of the rounds fired on Yalova fell "Near Hospital."

Since the Turks could not see the ship, but only saw the spotting aircraft, then some may well have mistakenly presumed it was the aeroplane which was attacking.

Madame Anna Râgıb's funeral at Yalova was attended by many of the Ottoman 5th Army's staff, a number of them carrying large floral tributes (see photograph on page 8). Her grave is there to this day, and in May 2023 the Gallipoli Association's Hidden Gallipoli Tour visited Yalova cemetery and we paid our respects to this poignant, non-combatant, victim of war.

See *photograph page 33*.

Notes and References

- 1 *A Historical Analysis of the Geneva & Hague Conventions & their Protection of Military Medical Personnel, Facilities, & Transport during WWI*, thesis by Mjr. R. G. Anderson USA.
- 2 *Osmanlı Belgelerinde Çanakkale Muharebelerİ II*, Ankara, 2005
- 3 *Ibid*
- 4 *Secrets of the Bosphorus* by Henry Morgenthau, 1918, The Anchor Press.
- 5 Güzel delğildi ama, mmelek gibiydi... by Yetkin İşcen, in *Çanakkale 1915*, Hisart Canli Tarih Muzesi (originally published in Mr. İşcen's magazine 'Çanakkale 1915' in March 2016)
- 6 *Report of the Committee Appointed to Investigate the Attacks Delivered on and the Enemy's Defences of the Dardanelles Straits*, 1919, often referred to as 'The Mitchell Report' [NB:- the exact site of 5th Army HQ near Yalova was not revealed to the allies until after the 1918 armistice.]
- 7 'Anafarta' magazine, Spring 2020; see Emre Saral's article on the journalist Georg Bittner
- 8 *Poor Ottoman Turkish women during World War I: women's experiences and politics in everyday life, 1914-1923* by İkbāl Elif Mahir Metinsoy
- 9 *The '14-'18 Journal*, Australian Society of WW1 Aero Historians, 2019, volume 2
- 10 Maj-Gen. Hans Kannengiesser (*The Campaign in Gallipoli*), also mentions the captured flying officer who 'could scarcely believe that he stood before the so long-sought-for quarters of the Marshal.'
- 11 AIR 1/2284/209/75/12 as seen by Bernard de Broglio [<https://discovery.nationalarchives.gov.uk/details/r/C4092307>]

Acknowledgements

I particularly wish to thank the following:

Yetkin İşcen for his help and generosity. Not only did his article on Madame Râgıb in his book *Çanakkale 1915*, produced for the Hisart Canli Tarih Müzesi, Istanbul, provide me with the initial incentive to look further into this subject, but he has also kindly allowed me access to his illustrations.

Bernard de Broglio, our association's digital officer, to whom I am indebted for sharing his extensive research into the RNAS aspects of the campaign.

Any mistakes in translation are mine.

BOAT NO. 705

In forwarding the photograph of “Boat No. 705” to the ‘Mail,’ a correspondent writes from Alexandria under date May 17:—

Many of our dear lads went out to their last resting-place just at the outside edge of the harbour. It is a pathetic picture.

I snapped it just as the boat was returning from its daily task of burying the dead, which it received from the hospital ship at anchor in the harbour.

The bodies were covered with the flag the gallant young fellows had given their lives for. A clergyman accompanied the vessel on each of its trips, and I could see the touching scene as the burial service was being read before the bodies were committed to their watery grave.

War is indeed a rotten game, as I could not help thinking seeing those brave boys going ashore full of life, and being brought out on boat 705 to be buried, for sanitary reasons, at sea.”



Sydney Mail 30 June 1915 p11.

DISPOSAL OF CASUALTIES – AUGUST OFFENSIVE

John Dixon and Ritchie Wood

The Medical Services plan for the evacuation and disposal of casualties arising from the August Offensive was prepared by Surgeon General William George Birrell some three weeks before the first attacks. Within the plan there was a requirement for specific numbers of different types of vessel to facilitate the evacuation process from the beaches to various hospitals. As part of the plan Birrell required that at least six hospital ships were to be used with four being stationed at Anzac and two stationed at Cape Helles. The plan also required a total of 30 ambulance carriers (temporary hospital ships). Of these, eight were to remain at Imbros and the rest in Mudros Harbour, Lemnos. Of the eight at Imbros, six were to be filled with wounded from hospital ships that had filled up at the beaches. These ships were then supposed to sail for base hospitals in Egypt, for instance, and then be replaced from those held in reserve in Mudros Harbour. The remaining ships at Imbros were to fill with light casualties then clear through Mudros before returning empty to start the process over. It was envisaged that once the main rush was over fleet sweepers could be used at Imbros to assist clearing. The initial

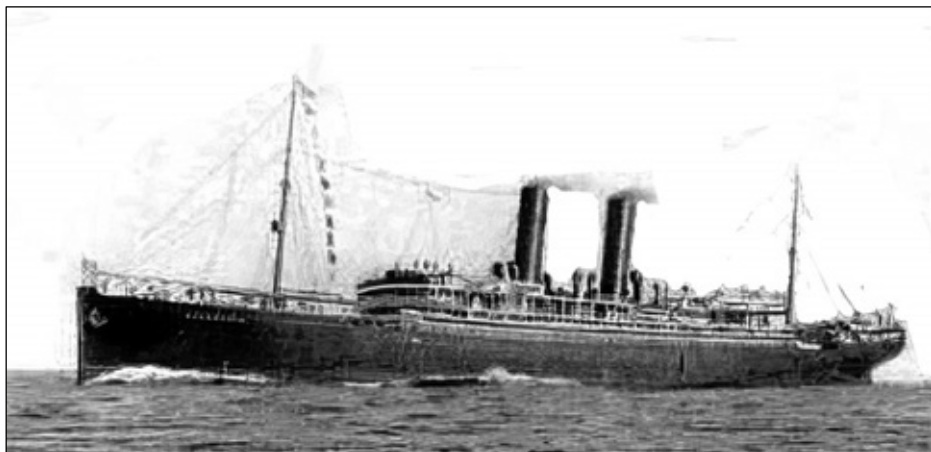


Surgeon-General W G Birrell

plan allowed for six fleet sweepers of which three were to serve Anzac and three the Cape Helles sector. A number of tows were also included in the scheme to assist in the removal of casualties from the beaches to the hospital ships or fleet sweepers.

The success, or otherwise, of the planning of the medical services has suffered much criticism over the years not least from the Dardanelles Commission final report of 1919. In an attempt to examine the efficacy of the plan the war diary of the DDMS Lines of Communication at Mudros has been examined in some detail.¹ This war diary gives a record of the arrivals and departures of ships at Mudros carrying casualties and the ultimate destination of those casualties. The record, whilst extensive, is probably incomplete since the DDMS complains in the diary that ships often came and went without reporting to his office which appears to have been the process required. In some cases the PHTO ordered the ships away before the report to the DDMS could be made and in others there seems to have been oversight simply because of the number of casualties involved and the urgency involved in clearing them. Nevertheless, the war diary of the DDMS gives at least some indication of the effort made to work to the system that had been planned by Birrell in the first instance and modified somewhat by the Navy at a later date. It also indicates how difficult

¹ WO95/4355, War Diary, DDMS LoC for August 1915.



Ambulance Carrier SS *Caledonia*

the plan actually became to operate under the stress of battle.

Birrell's plan of evacuation required six hospital ships to be on station at the commencement of the offensive. However, at Anzac for instance, there was only one hospital ship present on the first day of the battle. This was the *Sicilia* which was rapidly filled and departed for Mudros the same day leaving the beaches of Anzac without a hospital ship. This suggests that Birrell's scheme had come under stress immediately and had, essentially, failed at the outset. The story at Mudros was different since HS *Delta* was in the harbour awaiting orders to sail as early as the 4th August at which time the Ambulance Carrier *Caledonia* arrived for duty. Whilst the *Caledonia* was not a hospital ship it was reasonably well staffed with six medical officers, eight nurses and 35 NCOs and men of the RAMC. Undoubtedly this staff was not large enough to cope with the number of casualties but at least it was some improvement on the situation that had occurred in April and May. Both *Delta* and *Caledonia* sailed shortly after the commencement of the offensive but were unable to offer any assistance to the beaches during the first day of the assault. A further three hospital ships arrived in Mudros on 6th August and departed shortly afterwards for the peninsula. On this information it could be suggested that Birrell's plan had swung into action but too late to assist the opening moves of the August Offensive.

On the basis of the first-hand account of one of the nurses on just one of these latter three ships, HS *Gascon*, it would appear that there were at least 12 hospital ships awaiting orders in Mudros Harbour on the 8th August.² This does not suggest that there was a shortage of ships but possibly the logistics of supplying such vessels from the floating ordnance stores in the harbour and base depots medical stores on shore was creating a delay. The difficulty in accessing medical stores is something that was mentioned on more than one occasion by medical officers on shore and on hospital

ships. The DDMS was to write on the 16th August that:

The greatest difficulty we have to contend with here is the want of sufficient transport by water. Including 900 tons for No 3 Australian General Hospital expected in the Ascot on the 17th inst there will be ready 3,000 tons of equipment to take off ships in the harbour and put ashore., the DAQMG, LoC informs me it would take 22 days to do this.

This had undoubtedly been affecting the supply and resupply of hospital ships and ambulance carriers bound for the peninsula and possibly brought about the short supply of hospital ships at the beaches as the battle progressed. It appears that in this case the DDMS is pointing a finger at the Navy for not supplying sufficient small ships to assist with the unloading in a harbour that was poorly suited for this level of activity. However, perhaps the fact that there was a shortage of such vessels actually should have been anticipated in the original planning, not only of the August Offensive but also for the campaign as a whole.



As far as the number of ambulance carriers was concerned there also seems to have been a shortfall on the 30 suggested by Birrell. Certainly the AC's arriving or departing Mudros in the first days of the offensive would suggest that there were considerably fewer than 30 ships in use. The original plan was that at least 22 ships were available at Mudros as a reserve to the eight being loaded with casualties at Imbros. According to the DDMS war diary eight AC's departed Mudros up to, and including, the 10th August while only four arrived. This suggests that if there were 22 ships in Mudros Harbour in readiness for the offensive they were not all called upon for use in the disposal of casualties to base hospitals. Nevertheless, it appears that there were a considerable number of such vessels waiting for orders to depart and there seems to have been some considerable effort expended in keeping such vessels moving to

² Sister Elsie Gibson AANS, personal diary, AWM PR01269.

the base hospitals for often vessels arrived and departed within 24 hours.

From the data in the DDMS war diary there were sufficient fleet sweepers to serve the beaches with at least seven being used during the period of the offensive for the purpose of moving casualties to Mudros. However, given the intensity of the fighting and the limited capacity of the fleet sweepers to carry wounded this number probably did little to cover the overall shortfall of larger vessels that occurred during the opening days of the offensive.

The evidence suggests that Birrell's scheme for evacuation was not met in full if the details provided by the DDMS LoC Mudros are considered. Nevertheless, there is a good indication that the plan to work out of both Mudros Harbour and Imbros was followed to a large extent since it is clear that ships discharged at least some patients at Imbros before proceeding to Mudros. At Mudros it is also clear that some of the ships discharged patients to hospitals on the island whilst they embarked other patients for transport to base hospitals. Thus, it is clear that the need for all ships to call at Mudros served two fundamental purposes. The first appears to have been more or less administrative to allow the DDMS and other officers to monitor and record the flow of ships to and from the peninsula and the number of casualties they carried. The second purpose was so that a certain amount of triage could be carried out allowing for the disposal of less injured to hospitals on Mudros and embarkation of others before the ship was allowed to leave for base hospitals or possibly a return to the peninsula if all casualties had been removed. Since the triage allowed for the discharge of patients to hospitals on Lemnos the hospital capacity also became very important. By the time the offensive started there were seven hospitals at East Mudros and within days of its starting No 3 Australian General Hospital and Nos 1 and 3 Canadian Stationary Hospitals were established at West Mudros increasing hospital capacity on the island by about 2,000 beds although these latter hospitals would not have been functional from the start of the offensive. It is clear that in preparation for hospitals to receive casualties some had already been partly evacuated of patients since over 2,700 casualties were evacuated to base hospitals in Alexandria on 8th August. However, the following day over 4,200 casualties arrived on five hospital ships. This number of casualties placed great stress on the attempt to operate the system in place and it is perhaps more significant that, given the number of casualties caused by the fighting, it did not collapse completely.

As the fighting continued more hospital ships became engaged. On 8th August, three hospital ships left Mudros for the peninsula. The war diary of one of these ships, *HS Gascon*, gives an idea of the manner in which the evacuation of casualties worked:

8th August [Sunday] Left Mudros for Anzac in the afternoon and arrived off Anzac at 10 pm, and commenced to receive wounded from the shore soon after arrival.

9th August [Monday] The ship having been filled up with sick and wounded left for Imbros at 6 pm.

10th August [Tuesday] At Imbros 250 cases, including 3 officers, were transferred

to the transport Itonus and 377 cases were transferred to the transport Canada. A total of 627 patients were transferred from the ship. Seventeen deaths occurred during the trip and stay off Anzac. Left Imbros at 6:20 pm and returned to Anzac.

11th August [Wednesday] Filling up all day with sick and wounded cases. By the late afternoon the ship was again full and left for Imbros at 5:30 pm.

12th August [Thursday] After spending a night in Imbros harbour received orders to proceed to Mudros, where ship arrived at 1:30 pm and lay in the outer harbour all the rest of the day awaiting orders.

13th August [Friday] Orders eventually received at 5 pm to proceed to Malta and left for Malta at 7:30 pm.³

Some of the stress on the system can be seen in these short entries. First, the *Gascon* had accommodation for no more than 410 casualties but on the first sailing to Imbros (10th August) the ship was carrying 627 casualties. Second, there was a rapid disembarkation of patients at Imbros to allow the ship to return to the peninsula on the same day. Third, the need to travel to Imbros on the second (return) voyage was probably the result of the ship's departure time from the peninsula. In all probability this had much to do with being allowed access to Mudros Harbour late in the evening and the concern about submarine attack. Fourth, there was a long delay at Mudros (12 -13th August) before orders were received for departure. This may have also indicated the lack of availability of hospital beds, not only on Mudros but possibly even in Egypt. *Gascon* did not become involved in any triage at Mudros and departed for Malta carrying 490 patients, more than the intended accommodation capacity. In addition to those carried *Gascon's* war diary does not include for a further 250 patients that came aboard on 9th August and were treated for light wounds, given food and water, before being sent away in fleet sweepers. The hospital ship was acting, in this instance, as a floating casualty clearing station.⁴

Of the first visit of the *Gascon* to the peninsula on 10th August, Sister Hilda Samsing AANS, was to write:

The noise from the artillery bombarding was terrific. There has been dreadful fighting for 6 days (sic) but I can say very little about it. In Monday's lot Mister McNally and I dressed 200 cases out of the 625 we took away. I felt so done on Thursday night after we cleaned the ship I could hardly speak ... I felt in so great a fury over the way the poor men on the decks were left and not dressed for 24 hours...⁵

The fact that *Gascon* was carrying more than 200 casualties over its accommodation limit meant that there was no space for many men who were simply treated as well as possible on the decks. It was far from ideal but in the absence of sufficient ships and the large number of casualties arising from the fighting it is hardly surprising that this compromise became a necessity. The fortune of the *Gascon* was a little

³ WO/95/4145/1/1019: War Diary of HS *Gascon*.

⁴ Sister Elsie Gibson AANS, personal diary, AWM PR01269.

⁵ Sister Hilda Samsing AANS, personal diary, AWM PR85/374.

different on the second visit of 11 August. Sister Elsie Tucker AANS recorded her impressions:

... return same evening to Anzac; have not sufficient linen to change the beds and do the best we can to hide the dirtier parts, and get beds made up; and get as much dressing as possible cut and sterilized, we are very short of gauze and are having to cut up lint, we reach Anzac in the evening and in the early hours of the morning we are in the wards receiving wounded again, by evening we are full again and go to Imbros.⁶

It is hardly surprising that there was a shortage of linen since the *Gascon* had been turned around very quickly at Imbros to go back to Anzac. There was no time to bring all supply levels up to that required to operate the hospital ship efficiently. Sister Gibson suggests that the difficulties experienced were partly because there were still hospital ships awaiting orders at Mudros. This again does not so much suggest inadequacies in the supply requirements of the basic plan but more in the manner in which it was possible to operate it.

The ambulance carriers, such as *Caledonia*, operated in a similar manner with the exception that by August few ever ventured near the peninsula for fear of submarine attack. As ambulance carriers these ships were not liveried in the white of a hospital ship nor did they carry the red cross markings around their hulls and it is for this reason that they became known, usually critically, as 'black ships' although by August most had medical staff and were rather better than they had been in April and May. The *Caledonia* left Mudros for Imbros on the evening of 6 August where it was to await casualties transferred from hospital ships. By the end of 7 August *Caledonia* had 1,268 cases on board. The ship left Imbros at 4:55 am on 8 August and headed for Mudros where it stayed long enough to load a further 200 mattresses before leaving again for Egypt. Although this ship had a medical staff with such a large number of casualties on board the work can have been nothing but heavy.⁷

Whilst *Gascon*, and others, were serving Anzac and Suvla Bay there was also a need for such ships at Cape Helles. The fighting at Helles in early August was seen as a diversionary attack, although it developed into considerably more, and as such the need for hospital ships was somewhat less. HS *Assaye* arrived at Helles on 31 July in good time for the start of the offensive, and remained on station taking on casualties until early morning on 7 August when it had 423 casualties on board "mostly very seriously wounded." The following day the ship left for Alexandria by way of Mudros.⁸ By the time this ship had left Mudros on 8 August over 2,700 casualties had been cleared through Mudros as recorded by the DDMS there.

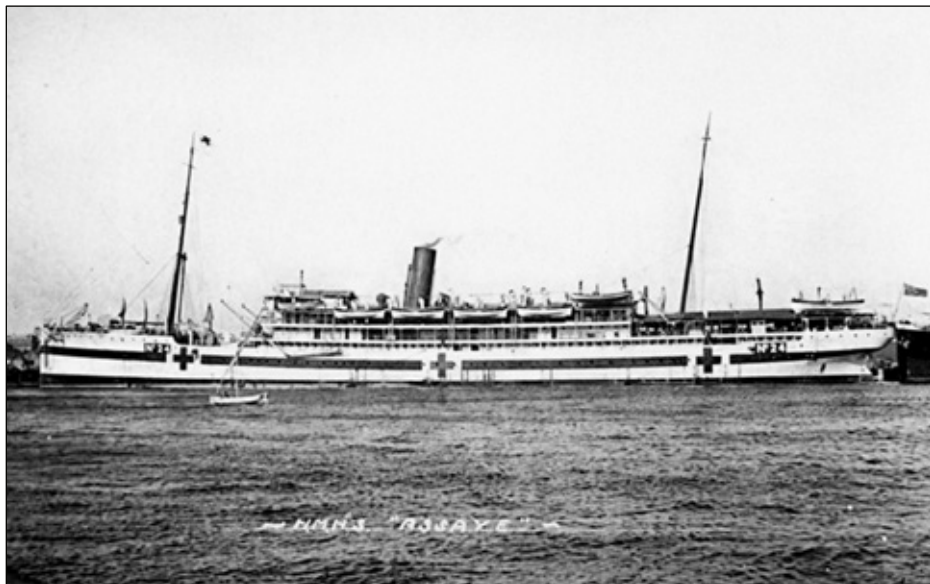
The pattern of working demonstrated by the examples quoted above suggests that, at least in principle, Birrell's plan for evacuation had been followed within the limits of the material available. Throughout August a total of 20 hospital ships visited Mudros and were recorded by the DDMS. Also, 20 ambulance carriers visited the harbour during the same period. On the basis of the DDMS's records there seems

⁶ Sister Elsie Tucker AANS, personal diary, AWM41/1053.

⁷ WO95/4143/1, War Diary of AC *Caledonia*.

⁸ Sister Bessie Pocock AANS, personal diary, AWM, RCDIG01389.

to have been a steady supply of ships to transport casualties arriving or departing Mudros Harbour. According to the DDMS no fewer than 45,000 cases had been cleared through Mudros between the start of the offensive and the end of August. The cases who left Mudros were taken to base hospitals mainly in Egypt or Malta. One hospital ship, the *Aquitania*, is notable for carrying 2,305 cases directly to England.



HMNS *Assaye*

The huge number of casualties handled by sea transport could not have been managed without some considerable effort and organisation. Perhaps, Birrell's plan was not adequate for such a situation but without it as a starting point, and its concept of disposal of casualties, to work to the situation would have been far worse. Although there were undoubted inadequacies, particularly at the outset of the offensive, many men owed their lives to the efforts of the medical officers, nurses and orderlies who worked within an imperfect scheme to alleviate the suffering of the fighting soldiers.

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 either the editor, nor of the Association.

IN A CORNER OF A FOREIGN FIELD ...

Dr Bruce Cherry

An obscure cemetery in the Rio de Janeiro downtown bairro, where slaves were once landed and sold, is the last place you would expect to find the grave of a Gallipoli hero. But the *Cemetarios do Ingleses* in Gamboa is where Portsmouth-born Chief Stoker R G Veney DSM, shares a small Commonwealth War Graves plot with 12 other British servicemen, eight of whom were also Great War casualties, all dying a long way from both home and the main theatres of the war.

The wider cemetery owes its existence to a previous European war. In 1808, the entire Portuguese Court had sailed from Lisbon in a British-orchestrated evacuation, just before Napoleon knocked on the palace doors. Their destination was Brazil, and Rio became the Portuguese capital for the next thirteen years. Inevitably, those years witnessed a large influx of British military, mercenaries, diplomats, traders and sundry other adventurers. Most were Anglican or Protestants who needed their own burial ground. They fared somewhat better than the pits that the African dead were unceremoniously dumped into; a small church was built on a scenic hilltop and the Anglican cemetery established.

Over the next century, the cemetery gradually expanded. The tombstones were far simpler than the ornate sepulchres and monuments to be found in the main Catholic burial ground; simple headstones recording a name, a date, often a cause of death, and perhaps a few well-chosen words. There are no military burials, unless you count the ex-RN sea Captain John Davis who commanded a ship in Admiral Cochrane's Brazilian fleet during its war of independence, but many of the civilian dead were merchant seamen who died of yellow fever, drowning or accident.

But how did Robert Veney, DSM, come to be in Rio, and how did he die?

Veney served on HMS *Amethyst*. He and Petty Officer George Lumb received the DSM for unspecified actions on the 13/14th March 1915, when the cruiser, covering the initial Dardanelles minesweeping operations, came under fire from field artillery. As a CPO stoker, he would have been in charge of one of the damage control parties. Twenty-two of Veney's shipmates were, however, instantly killed, and many more were injured, some dying later from wounds. One can picture a hellish scenario in the engine room where Veney fought to douse fires and evacuate compatriots, no doubt richly deserving his high honour.

The *Amethyst* was later involved in the 25 April landing and evacuation at Y Beach, then stayed around the peninsula until early May, providing fire support to the Helles beaches and conducting other important support operations before deploying to Mediterranean patrolling.

Veney's association with Gallipoli was not, however, completely over. Captain Edward Unwin VC, of the *River Clyde* fame, commanded the *Amethyst* during its late 1916

redeployment to South America where, then commanded by Captain Patrick Boyle, DSO, The Earl of Glasgow, it took part in operations against German vessels along the Brazilian coastline. Somewhat ironically, Boyle was later to become a member, and Scottish leader of, the British Fascist Party.

Veney is recorded as dying in late December, 1918, aged 38. He's one of two *Amethyst* crew members buried at the *Cemitario*. There's no record of how he died, but with yellow fever rampant it's likely that his end came that way. However, given the death just six weeks later of fellow shipmate and engine-room colleague Chief Engine Room Artificer G E Humphries, an engine room fire may have been to blame. If so, it would have been a tragic irony given his earlier Gallipoli exploits.

See photographs p30.

ANZAC DAY AT RAMLEH

Michael D Robson

No doubt in response to the difficult local security situation, the Australian embassy in Tel Aviv chose to hold their 2024 Anzac Day service at the Ramleh War Cemetery.

To compound their challenges on the day, they also had to cope with high winds and an unseasonable heatwave which broke an 87-year-old record.

Nevertheless, shortly after 09:30hrs we were welcomed on behalf of the embassy by Group Captain Amanda Cornell, who then gave way to Rabbi Eddie Belfer for the reading of the Anzac Day prayer.

Next, the *23rd Psalm* was read by the Rev Dr Stewart Gillan of St. Andrew's Church, Jerusalem, before Major Matthew Jaensch ADF, recited *In Flanders Fields*.

HE Dr Ralph King, the Australian ambassador, gave the address, before the laying of wreaths at the stone of remembrance, including one on behalf of the Gallipoli Association.

The famous 1934 statement attributed to Mustafa Kemal Atatürk was then read by Ms Bilge Turhan of the Embassy of Türkiye in Tel Aviv, followed by two verses of Binyon's *For the Fallen*, read by Captain Michael Martin ADF.

A minute's silence was observed between the *Last Post* and the *Rouse*.

Finally, the closing blessing by the Rev Dr Gillan was preceded by the United Kingdom's Defence Attaché, Colonel Jo Burgon, reading *A Soldier's Prayer*.

The current situation, change in venue, unusual weather and the ongoing Passover holiday, all combined to keep the number attending beneath usual levels, however those who did attend welcomed the opportunity to pay their respects and to acknowledge the day.

REMEMBERING CAPTAIN WILLIAM LORING DCM

First Warden of Goldsmiths College, University of London

Peter Doyle

On 26–28 April 2024, an international conference was held at Çanakkale Onsekiz Mart University situated on the banks of the Dardanelles Straits. Sponsored by the Çanakkale Savaşları Battlefield Park historical site, the conference brought together scholars from four continents to discuss new developments in the study of the Campaign, a series of often gruelling series of desperate battles fought by the Allies (principally the British and French empires) in an attempt to ‘knock’ the Ottoman Empire ‘out of the war’.

The outcome was a resounding Ottoman victory. Though the eight-month campaign claimed the lives of some 131,842 lives, it was to become part of the founding myths of the new state of Turkey that emerged from the ashes of the war, and of Australia and New Zealand, fledgling nations that took part in the war alongside soldiers from Britain and Ireland, France, India, and Senegal, amongst others.

I was fortunate to be invited to talk at the conference to give my perspectives on the impact of terrain on the outcome of the Campaign, a long-held interest. But representing Goldsmiths in Çanakkale held an even greater significance. For Captain William Loring, the first Warden of the college, had been mortally wounded at Suvla Bay during a raid against the Ottoman trenches on 21 October 1915. He would not return.

William Loring was 50 years of age, an officer in the 1/2nd Scottish Horse, a Yeomanry cavalry regiment. Having previously served with distinction in the South African War of 1899–1902, Loring had been awarded the Distinguished Conduct Medal for bravery and was no stranger to challenging military terrain and tough actions.

Arriving with the Scottish Horse at Suvla Bay in September, just a month later his squadron was ordered to raid a position known as ‘The White House’ near Hetman Chair on the right flank of the British positions in the confusing landscape of Suvla. Taking charge of the operation, Loring showed considerable personal bravery. Having examined the war diaries of Loring’s regiment at the National Archives in Kew, it was clear to me that the first warden of Goldsmiths had faced significant odds in carrying out his duty.

What is obvious from the regimental war diary was that William Loring bravely, and perhaps recklessly, went into no man’s land alone rather than put his men at risk, to carry out a dangerous personal reconnaissance of what very well could have been a sniper’s nest, so typical of the challenging scrub-covered terrain of Suvla. This was an act of considerable courage, given the professionalism of the Ottoman soldiers, who in many cases were skilled and experienced riflemen. Finding the White House to be deserted, he called up his soldiers to commence consolidation of the structure into the British lines – a dangerous act at this stage in the campaign.



William Loring in uniform during the South African War.

Source: Lewisham War Memorials web site.

Photograph donated by Captain Loring's grandson,
David Loring.

This act came at a cost. Captain Loring was severely wounded by a bullet that fractured his femur. But even at the moment of his wounding he had his mind on his men, ordering them back and out of danger; nevertheless, three troopers would also be wounded in the action and two – Sergeant A W Murphy and Private J H Duff – were killed in action. Both lie in Green Hill Cemetery near the site of the action. William Loring sadly died of his wounds, having contracted gangrene in an age before antibiotics aboard HMHS *Devanha* taking him to hospital, and an amputation could not save him. He was buried at sea.

Though carried out as the fortunes of the Gallipoli Campaign were fading, Loring's action and the bravery of his men, meant that the 'White House' was to be added to the British front-line trenches. A report in the war diary, while noting that the raid was probably premature, specifically refers to Captain William Loring's bravery. Major-General Peyton of the 2nd

Mounted Division picked out the gallant conduct of Captain Loring as being worthy of recognition in his report.¹ What became of this recommendation is difficult to say, sadly, but it may have fallen by the wayside in the event of Loring's death.

Goldsmiths is fortunate to have the letters Loring wrote to his adored wife and son as part of the library's Special Collections and Archives. These letters are incredibly poignant, full of hope and recognition of his belief in carrying out his duty for his country. For example, in a letter written to his wife just two months before his death, Loring sought to calm the fears of his family. He wrote,

I have no presentiment one way or the other, and don't worry about it... but am truly thankful to be coming to the real thing at last.²

While at the conference, I had the chance to revisit the Helles Memorial, this time in search of Captain Loring's name, inscribed among so many others. The memorial,

¹ War Diary, 2nd Scottish Horse, 1.9.15–31.10.15, Appendix, copy of Report by Maj-Gen Peyton.

² Goldsmiths Special Collections & Archives, Letter from Loring to his wife from the *Transylvania* 27 August 1915, LOR/3/1/34

which sits at the toe of the peninsula, commemorates some 20,960 British and Commonwealth soldiers who died in the campaign and who have no known grave (see *photo page 30*).

It is difficult to say if any of his family ever got the chance to visit the site of commemoration of this remarkable man. But, for my part, I am grateful to the conference organisers who assisted me, a member of the fallen warden's college, in making this trip to seek out William Loring's name and to reflect on his sacrifice and that of all who died in this terrible conflict 109 years ago. It was an incredible experience.

‘WALKING GALLIPOLI’ BATTLEFIELD TOUR

Member Jill Dale wrote to express her appreciation of the Association's 'Walking Gallipoli Battlefield Tour' run in conjunction with *Battle Honours*:

Thank you to *The Gallipolian* for drawing my attention to this brilliant tour.

My head is still buzzing with everything we learned about the Peninsula. Almost every tour participant had a personal story to pursue and the narratives were really moving.

Clive Harris undertook extensive research on every point of interest put forward by each member of the group; his encyclopaedic memory was amazing, he recalled names, dates and events seemingly without any difficulty. He called on resources such as unit diaries and personal letters and told extraordinary illustrative stories on the very spot where events took place in 1915.

There was great dignity and respect between him and our very knowledgeable Turkish guide Bulant as between them they brought this period of history to life.

What a terrific week!

SEE YOUR ARTICLE IN PRINT!

Contributions for The Gallipolian

Articles and smaller items of interest about any aspect of the Gallipoli Campaign are always welcome. These should be submitted direct to the editor, preferably by email, at editor@gallipoli-association.org. 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.

A SCOUT'S DEATH

Trooper Bert Muller, 4th Light Horse Regiment

Lieutenant — writes from the Dardanelles to Miss Alma Muller, of 'The Croft,' Salisbury :



Trooper Bert Muller
Argus 13 Sep 1915 p5

On the night of 1st August, Bert, S. Bleakley (Horsham) and Corporal Burton (Minyip), all members of my troop since the start of the Regiment, were sent out to scout the Turkish trenches 50 yards away. Certain information was desired which was of the greatest importance to our plans.

During a lull in the fighting they crept out to the opposite trenches, crawled down along the front of them for 150 yards, found out what was required, and started to come back to us when the Turks spotted them and opened fire. Bert was shot through the head almost immediately, but the other two escaped unhurt; when they realised he was killed they took him by the feet and crawling backwards dragged him right back into our trenches at great personal risk to themselves, simply saying afterwards that "they could not leave him out there."

The doctor was called in. Of course, the bullet killed him outright. We buried him next day at midday, the chaplain reading the service, and shrapnel was bursting over us so much that we had to sit down at the graveside during the service. He was buried in our cemetery at Shell Green, and a solid wooden cross erected by his comrades, and suitably inscribed, marks the grave. One of his comrades has taken a photograph of the grave, so when we get away from here and can get it developed, we will let you have permanent record of his last resting place.

As I said, Bert was in my troop right from the start, and a better, more conscientious, more reliable soldier, I never saw. In he and Nixon Bleakley, (who, as you probably know, were the greatest of pals) we had two of the finest scouts in the regiment. Two or three times before they had been out scouting and always came back with valuable and reliable information. (*Nhill Free Press* (Victoria) 3 Dec 1915 p3).

448 Trooper Albert Herbert MULLER, 4th Light Horse Regiment AIF.

Born Nhill, Victoria. Killed in action at about 10:30pm while scouting Turkish trenches near Leane's Trench, 1 August 1915, aged 25. Grave: Shell Green Cemetery.

SCOUTING ON THE SUVLA PLAIN

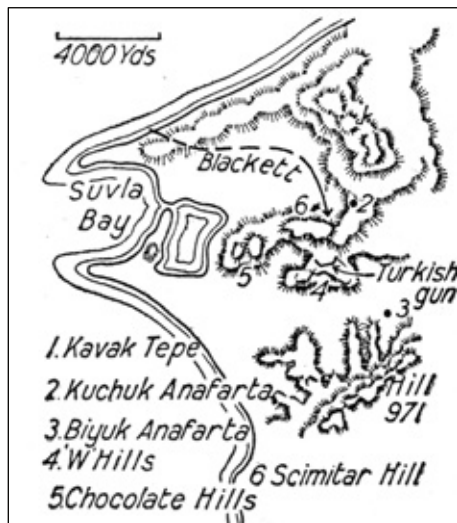
Not far from Northern Anafarta the Turks about this time emplaced the battery generally known as the 'Anafarta' guns, which began to enfilade the Beach from the north in much the same way as the Olive Grove did from the south. These guns, which were ascertained to be within a certain area in the 'W' Hills, daily killed and wounded a number of the New Zealand Mounted Rifles on Walker's Ridge, and the mounted rifles were accordingly prompted to locate them by sending out patrols similar to those carried out by the three Tasmanians towards the Olive Grove.



Major George Raymond Blackett, Canterbury Mounted Rifles NZEF.
Accountant, of Wellington and Nelson, NZ, born Te Rahu, Waikato, NZ, 28 May 1889.
Awarded Military Cross 'for reconnaissance north of Suvla Bay', 22 - 24 June 1915.

On May 16th Lieutenant Blackett, of the Canterbury Mounted Rifles, made a first reconnaissance in this direction. Eight days later a small patrol left No. 2 Outpost after dark with the intention of creeping along the coast, crossing the Suvla plain, and reaching this battery; but after proceeding little more than half-a-mile the party

was detected, fired on, and forced to return singly. On the 27th a party of five volunteers made a further attempt to reach and 'destroy' the guns, but again failed. Finally, after the set of the moon on the night of June 20th, Blackett, with a native guide, an interpreter, and a trooper of the mounted rifles [Jenkins*] was taken on a trawler by Lieutenant Giffard¹ of the British Navy, and landed by night at a quiet point in the steep coast-line immediately north of Suvla Bay. The party made its way inland, and Blackett succeeded in reaching a position from which, as he lay eating his sandwiches, he watched the crew of one of the Turkish guns in this neighbourhood at work about their emplacement. He returned to the coast and was picked up during the night.



The Anafarta battery now fired regularly upon Walker's Ridge, and on Reserve Gully below the Sphinx. According to some estimates it had by the date of Blackett's expedition caused 750 casualties on Anzac Beach. Though this was a considerable exaggeration, so troublesome were these guns that Birdwood for a moment entertained a notion of secretly landing half a regiment where Blackett had been put ashore, in order to make a swift advance through this lightly-guarded area, destroy the Anafarta battery, and re-embark. The proposal, however, was shortly afterwards

dropped, for the reason that the Anzac commander had come to envisage a far more important undertaking, which this minor enterprise might have imperilled.

(Bean, C E W. Volume 1 *The Story of Anzac* pp 183-184).



* 7/218 Trooper Daniel Jenkins, 10th (Nelson) Squadron, Canterbury Mounted Rifles NZEF.

Born Bleangarw, Glenmorganshire, South Wales.
Miner, of Deep Creek, Canvastown, NZ.

Served in South African Constabulary, Natal Border Police.

Mentioned in despatches, along with Lieutenant Blackett, in the Supplement to the London Gazette, 5 November 1915.

Fatally wounded on Walker's Ridge, Anzac, 17 July 1915.

Died of gunshot wound to head aboard HMHS *Sicilia* en route to Malta, 24 July 1915, aged 34. Buried at sea.

¹ Cdr. Frederic Giffard DSO (1885 - 1923) commanded the trawlers which usually assisted Anzac.

WREATH LAYING AT COLLINGWOOD

James Watson Smith

Friday, 7th June 2024

The wreath laying ceremony took place at Collingwood Corner Battalion Memorial, Pimperne, Blandford Camp, Dorset.

Wreaths were laid on behalf of the following in this order:

- Lord Lieutenant of Dorset
- Trustees of the Collingwood Memorial
- Blandford Forum County Council
- Blandford Camp
- Royal British Legion, Blandford
- The Gallipoli Association
- Lieutenant-Cdr W M Annand
- Frederick Willoughby

Age unfortunately *has* 'wearied them' and next year's ceremony, due to dwindling attendance, will sadly be the last official event.

However it is hoped that there will be a large increase to commemorate the final event here in the 110th year since the Campaign.



Martin and Judy Willoughby at the Memorial after wreath laying.

The Adam family have been custodians and responsible for the commemorations since 1920. Stuart Adam and the trustees have therefore reluctantly made this decision.

The obelisk will be refurbished by next June and an information panel will be installed and unveiled then to explain the significance of the memorial and its site.

Following that there may be an opportunity for informal unofficial wreath laying for those with an interest or connection on or around 4th June each year to mark the 3rd Battle of Krithia and the involvement of the Royal Naval Division.

Details of the final ceremony will be published in *The Gallipolian* when available.

GALLIPOLI ASSOCIATION AGM / AUTUMN LUNCH

Friday 1st November 2024

Please join us for this special annual event and opportunity to meet with other members and enjoy the wonderful environment of the Cavalry and Guards Club.

The Gallipoli Association AGM will start at 11.00am at the Cavalry and Guards Club, 127 Piccadilly, London, W1J 7PY followed by a pre-lunch drinks' reception at 12.30.

The Cavalry and Guards Club can accommodate 60 for lunch, so please book early to avoid disappointment. Unfortunately, due to rising costs the price this year will be £65 per head, but this includes the pre-lunchtime drinks, a two-course lunch, wine and coffee. The club has a Formal Dress Code requirement. Jacket and Tie for the gentlemen and smart attire for the ladies. No jeans or trainers.

The AGM is for members only but guests are invited to join them for lunch.

ANNUAL CONFERENCE / POST-CONFERENCE DINNER

Saturday 2nd November 2024

The Gallipoli Association 2024 Annual Conference will again be taking place at the prestigious RAF Club, 128 Piccadilly, London. See opposite page. Full information on the keynote speakers and their topics appears on the enclosed flyer.

- **Vice-Admiral Paul Bennett** (Ret'd): The Royal Navy today and the enduring lessons of Gallipoli.
- **Professor Peter Doyle**: Gallipoli 1915: the impact of terrain from 'forcing the Dardanelles' to 'evacuating the beaches'
- **Dr Richard Farrimond**: Birdie: More than 'Soul of Anzac' Field Marshal Lord Birdwood of Anzac & Totnes
- **Major-General David Shouesmith** (Ret'd): Logistics and Expeditionary Operations - a Personal Perspective

It is followed by the optional post-conference dinner. This is a great opportunity to network with fellow members and other attendees. Cost for the conference will be £60, which includes a working lunch and tea and coffee during the breaks. Registration will be from 9.15 in the foyer. The conference will run from 10.00 - 17.00.

The post-conference three course dinner will be held at the RAF Club at 19.00 at a cost of £60 per head excluding wine and drinks. There will be a cash bar from 17.30. These two events are open to non-members and their guests.



TO REMEMBER, TO HONOUR, TO STUDY

THE GALLIPOLI
ASSOCIATION**CONFERENCE**
2 NOVEMBER 2024Vice Admiral (Ret'd)
Paul Bennett CB OBE*'Enduring Lessons of Gallipoli'*Professor
Peter Doyle*'Gallipoli: The Impact of Terrain'*Lieut. Col. (Ret'd)
Dr Richard Farrimond*'Birdie: The Soul of Anzac'*Maj. Gen. (Ret'd)
David Shouesmith*'No Ballistics without Logistics'***BOOK
YOUR PLACE
TODAY**plus
'Voices of Gallipoli'
Arthur Meek*A reading of veterans' accounts***RAF CLUB****128 PICCADILLY, LONDON**www.gallipoli-association.org



Mr Dimitris Boulotis, the Gallipoli Association's representative on Lemnos, lays a wreath at Portianos Military Cemetery, Portianou. See page 3.

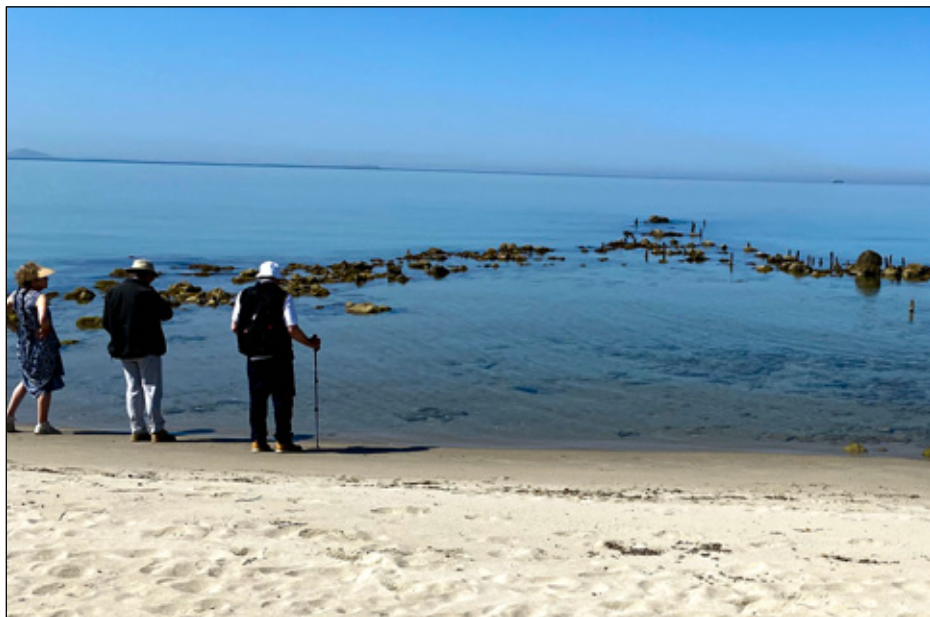


Peter Doyle at the Helles Memorial, where Captain Loring's name is commemorated. See article pages 21 - 23.



Dr Bruce Cherry at the grave of CPO R G Verey DSM, *Cemetarios do Ingleses* in Gamboa, Rio de Janeiro, Brazil. See article pages 19 - 20.





Where the *River Clyde* grounded, V Beach, Cape Helles.
Gallipoli Association's 'Walking Gallipoli Battlefield Tour.'



Walker's Ridge, Anzac, looking to North Beach and Suvla in distance.
Gallipoli Association's 'Walking Gallipoli Battlefield Tour'
Photos this page courtesy Jill Dale. See page 23.

Madame Anna
Râgib's grave,
Yalova Cemetery,
May 2023.



Photo courtesy
M D Robson.
See pages 4-10



Fundraising stamps issued by French Red Cross societies.
Left, 'The Dardanelles', *Société de secours aux blessés militaires*.

Right, *Corps expéditionnaire d'Orient* commander General Gouraud
features on a stamp issued by the *Association des dames françaises*. See pages 45 - 64.



(Above) The Association's patron, HRH The Duke of Edinburgh,
with Association President, Captain C T F Fagan MBE DL.

(Below) HRH meeting Brigadiers Jim Bliss (New Zealand) and Grant Mason (Australia).



All photos appear with kind permission of St Paul's Cathedral. See page 2



(Above) The Association's Chairman, Brigadier James R H Stopford, at St Paul's.

(Below) HRH about to lay the Gallipoli Association's wreath.



All photos appear with kind permission of St Paul's Cathedral. See page 2



2023, Sports Pier, Mudros, with Meganoros Point to the right. See page 37.



Ispatho Island, indicating ‘Ispatho Pier’ and ‘Seaplane base’. See page 38.

MORE LEMNOS PIERS

Steve Moore & Margaret Carter

Following Nick Baker's article in *The Gallipolian* (162) of Autumn 2023, regarding the 'rediscovery' of Sports Pier on Lemnos in 2022, more 'lost' piers in 2023.

Sports Pier was never really 'lost' of course, as it's shown on Commander J A Edgell RN's Port Mudros 1916 chart; as are most of the piers built during the time Mudros Bay was used by the Allies as the principal base for the Gallipoli Campaign.

In summer 2023, for some mysterious tidal reason known only to the local fishermen, the water in Mudros Bay was much lower and calmer than when Nick and I visited in 2022. So the first visit of the day was to go back to Sports Pier and photograph it from the sea (opposite page).



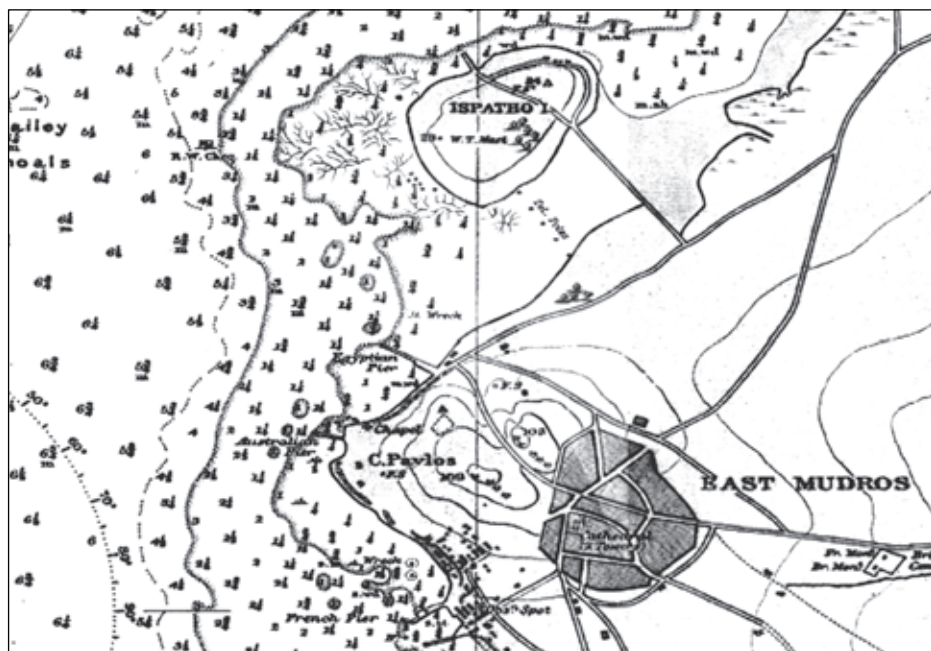
We also found this rather intriguing carving on a rock on the adjacent small beach:

VICTOR, ALECTOR or something / someone else?

Your thoughts on this please are most welcome.

By using a combination of the 1916 chart and Bernie de Broglio's excellent and much-referred-to annotated Google Earth map, which clearly shows the Great War period sites used for hospitals, piers, water desalination plants etc, we were able to locate and visit Ispatho Pier and Sea Plane base.

This pier is on Ispatho Island, located off the Mudros to Myrina road just outside Mudros town (photograph opposite page, map page 38).



A pier is shown on the 1916 chart and is identified by Bernie's map as 'Ispatho Pier and Seaplane base.'

The small island is linked to the main shore by a much-repaired causeway.

On the island is the prehistoric settlement of Koukones (the white area on the map) which was the subject of a Greek archaeological survey in 1994.

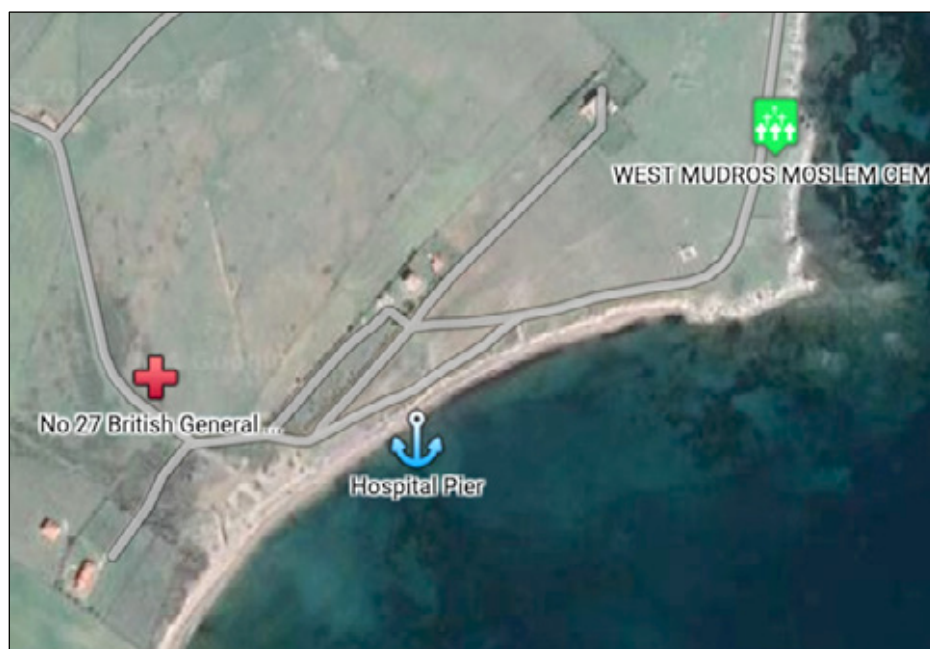
Interestingly during the survey, Great War artefacts were found in a zig-zag trench, including corrugated iron sheet, buckles and cartridges. Also there were empty wine bottles; some from Indochina. Vive la France?

Unfortunately the field had yet to be harvested, so it was not possible to visit the archaeological site or the site of the trench.

Access to the pier and seaplane base was by a rather hot and undignified scramble around the edge of the beach and via patches of prickly shrub. At the clear water's edge many fragments of very old pottery fragments and amphorae were visible, hinting at previous inhabitants of the island many centuries ago.

As we approached the site of the pier (anticlockwise from the causeway) were the remains of a collapsed small stone sangar, including pieces of rusted corrugated steel sheet, possibly from German occupation of Lemnos during the Second World War.

On reaching the site of the pier, the remains of two parallel stone structures were immediately visible in the water, which correspond with the 'ghost' outlines shown on Bernie's Google Earth map.



Immediately on the shore behind the pier was a significant heap of stone debris, possibly related to the pier / seaplane base.

Various pieces of rusted iron artefacts, including what appeared to be a riveted band from a container and measuring approximately 12 inches in diameter (below), were found in the sand behind the remains of the pier.



Examples of fragments of old sea worn glass bottles, similar to that found at Sports Pier were also observed.

No other significant remains were obvious at this quite remote location and as it was rapidly becoming stupidly hot, an undignified retreat was made to the cafe bar in Mudros opposite French Pier, for cold drinks and yet another club sandwich.

The next pier visited was Hospital Pier and site of No 27 British General Hospital. This pier was adjacent to No 27 British General Hospital, clearly shown on Bernie's annotated map, southwest of the Mudros Muslim Cemetery.

Unfortunately there was very little to see, with no visible remains in the sea. Still visible however were the fragments of a small stone wall on the beach, at the cutting in the bank leading up to the dirt road, which then continues past the site of No 27 BGH.

A few yards along the dirt road was the site of the 27th British General Hospital; again not much to see except a cultivated field and a piece of interesting looking old barbed wire in the relatively modern fence around the site.

Intriguingly, on the wonderful Australian War Memorial site, the 27th BGH at West Mudros is shown on a photograph – H00803 – as a very substantial brick / stone built building. However no such substantial building is known to have existed at West Mudros, (or at East Mudros despite numerous attempts to locate it or its site in the town).

The photograph below is identified on the AWM site as 'The courtyard at the 27th British General Hospital at West Mudros, Lemnos', however it looks similar to that

of the British 27th AGH at Abbassia, Egypt (photograph HO6796), which also appears on the AWM site.



Above: AWM Hoo803.

Below: AWM HO6796.



This may be one for Australian based GA members to research more fully.

Later in 2024, more 'lost' piers to locate...

If you are yet to visit Lemnos, try to put it on your must-do list. It's a wonderful quiet Greek island even without the Gallipoli / Great War connections. Empty beaches, welcoming people, a desert, unique rock formations, ancient sites that predate Troy, cold beer and wine, great walking and much more.

AN INCIDENT AT THE SIGNAL OFFICE

John Dixon

On 1st August 1915 the War Diary of the Director of Army Signals (Lieutenant Colonel Bowman-Manifold) recorded:

Signal Office at W Beach demolished by a shell – 5 killed – Lt. Ward and 6 OR wounded. Instruments little injury except earth. Lt Woodrow had office opened within an hour. CGS congratulated Lt Woodrow on rapid restoration of circuits. Office moving to site under cliff.

A note to this effect also appears in the VIII Corps signals war diary.

Second Lieutenant F H Woodrow RE prepared a one page report later in the day which appears as an appendix in the director's war diary. Woodrow's list of killed and wounded is as follows:

Lt. Ward – wounded.

2nd Corporal Taylor "N" Wireless – wounded.

2nd Corporal Elliott GHQ – killed.

Sapper Williamson "N" Wireless – Wounded.

Sapper Ward "N" 14 – (wounded, slightly, not retained in hospital).

Sapper Bull, GHQ – killed.

Private Merrell ASC, "S" Wireless – Wounded.

Private Cook A E, RE (Reinforcements) – killed.

Private Wheatley ASC – killed.

Sapper Medford, "N" 15 – killed.

A further unnamed soldier of an unnamed unit who was sheltering in the doorway of the office was also killed and three of his comrades, also unnamed, were wounded. The number of casualties is, perhaps, hardly surprising since signal offices, or dugouts, were usually cramped and filled with the equipment and instruments used in signalling. The devastation caused by the detonation of a high explosive shell in such a confined space can only be imagined. It is, perhaps, fortunate that more men were not killed in the incident.

It appears that the five men named all died more or less immediately for all are buried in Lancashire Landing Cemetery, close to where they fell. Woodrow then goes on the report the details of the incident:

I had recently left Signal Office and at the moment was outside my dug-out and seeing that the office had been struck I immediately returned. Although only a few seconds had elapsed I found Cpl. Walker had already commenced removing wounded etc. and everything possible was being done for their comfort. Men were at once despatched to RAMC for stretchers and the office was cleared quickly. Finding AC was in circuit I informed them what had occurred and asked them to inform GHQ as it was imperative that the undamaged instruments should be removed immediately. I issued instructions

to run a lead from Terminal Pole to the QMS Office, fix up instrument and inform each office in turn what had happened. As each office came in circuit a new lead was run and instruments fixed up as expeditiously as circumstances admitted.

It is clear from the officer's account that once he was sure that all the help and assistance possible had been given to the injured men his priority was to reinstate the equipment for use as quickly as possible to maintain communications with the signal offices in the Corps area. As the war diary account points out this was achieved very quickly under the circumstances.

The injured officer, Lieutenant William Arthur Bayford Kirwan Ward, was taken from the battlefield and appears to have been evacuated to the HS *Assaye* which was then on station off Cape Helles. Matron Bessie Pocock, of the Australian Army Nursing Service, was on the hospital ship and made an entry in her diary later that day:

One officer, head case, unconscious, taken to theatre. MO says will not save him. Another officer Captain Ward, hand crushed, not very badly. All of us on till 12 midnight.

Since the hospital ship was evacuating from Cape Helles it is reasonable to believe that the two officers mentioned in Matron Pocock's account were both British. According to the Commonwealth War Graves records only one British officer died in the period 1st/2nd August at Gallipoli and that was Lieutenant Ward. It would appear that the experienced Matron Pocock had mixed up two cases since Lieutenant Ward succumbed to his wounds, suggesting he was the most serious 'head case' admitted to the *Assaye* that day. He was buried at sea and is commemorated on the Helles Memorial. Lieutenant Ward, aged 27, had served on the Western Front in 1914 and had been mentioned in despatches.

It is interesting to note that all the deaths are recorded in the CWGC as occurring on the 2nd August although it is clear from the account of Second Lieutenant Woodrow that the incident occurred on the 1st August. It also appears that the other men mentioned as wounded all survived Gallipoli and the rest of the war.

Whilst the damage to the signals office had been considerable thanks to the work of Woodrow and the men of the section, especially Sergeant G W Wright and Corporal G A Walker, the repair work began immediately and some level of communication was maintained more or less throughout the time. The final paragraphs of Woodrow's report states:

The Camp Commandant made early enquiry as to what he could do and asked me to report to him immediately work was properly in hand. This I did and he has now obtained permission for us to use the HCO Dining Hall which is very substantially built on the side of cliff.

In conclusion I have to report that practically the whole of our men off duty under Sergeant Wright came to signal office immediately after the explosion and rendered valuable assistance. Perfect order was maintained throughout. Corporal Walker acted throughout with splendid presence of mind under

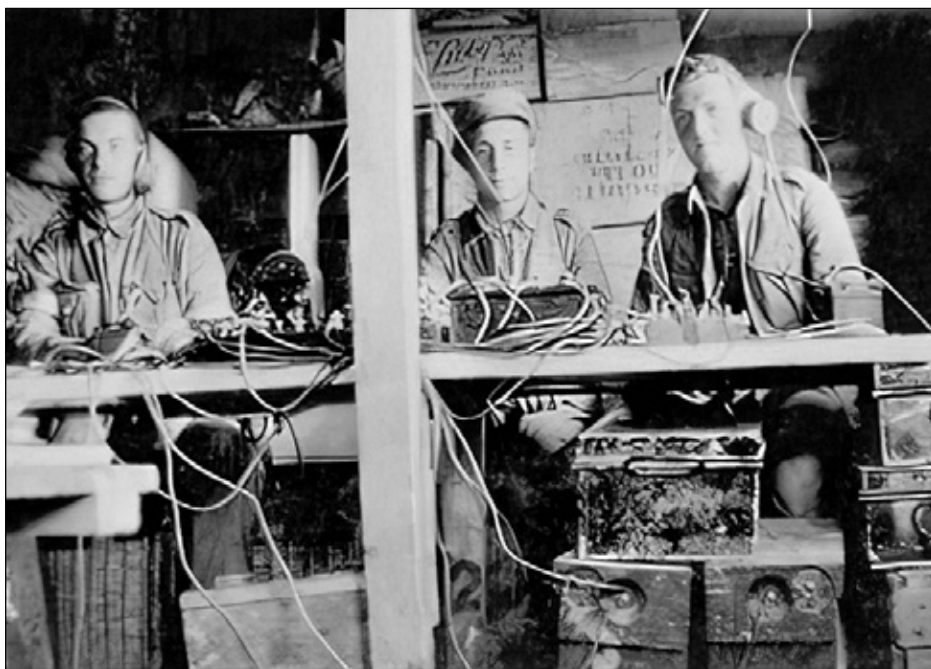
terrible circumstances.

It was probably because of this report, and the officer's subsequent recommendation, that Sergeant Wright and Corporal (later Sergeant) Walker were gazetted with the award of the Distinguished Conduct Medal on 16th May 1916:

For conspicuous and consistent gallantry, notably on one occasion when, with Sergeant Walker, he collected a party of men after a high explosive shell had wrecked the telegraph office, and working under shell fire, re-established communication within half an hour at a critical time.

The citation for Corporal Walker is identical except for the appropriate change of name.

The work of the signal sections is often overlooked since much of the work was some distance behind the front line. However, it was always dangerous work and at Gallipoli even the GHQ Signal Section was never truly out of reach of enemy guns.



The cramped condition inside a signal office on the peninsula. Whilst this is not the GHQ Signal Section it is unlikely that their signal office would have been vastly different. (AWM Po6181.002).

1. A second officer, Captain Basil Herbert Edwards Beadon, 7th RWF, is recorded by the CWGC as being killed on 1st August. This battalion had not arrived on the peninsula by this date (landed at C Beach, Suvla, on 9 August), and the regimental history gives his date of death as 10th August.

FRENCH HOSPITALS AT GALLIPOLI

A Preliminary Survey

Bernard de Broglio



Detail from an Admiralty official photograph, taken at Evacuation Hospital no. 1, captioned 'British nurses asking Royal Navy officers for their autographs at a hospital at Mudros.' On the left shoulder of the nurse holding a notebook is the Red Cross symbol and letters SBM, *Société de secours aux blessés militaires*. (Photo: Ernest Brooks, IWM Q 13635).

An article in *The Gallipolian* (no. 154, Winter 2020) called for further research on British nurses on Lemnos island, the forward medical base of the Mediterranean Expeditionary Force. The article featured two images by Admiralty photographer Ernest Brooks that purport to show British nurses on Lemnos. The writer of that article is not the first to have been led astray by captions applied to Brooks' images. The photos capture not British but French nurses at Mudros! This article attempts a preliminary survey of the hospitals of the *Corps expéditionnaire d'Orient*.

Military medical personnel

To start, some background on France's army medical corps (*Service de santé des armées*) may be helpful.

The mobilisation of 1914 was carried out according to a 1910 plan that distinguished between front (*zone des armées*) and rear (*zone de l'intérieur*) areas, with a chain of evacuation familiar to students of British and Dominion medical services. Regimental

stretcher-bearers carried wounded to a regimental aid post, from where divisional stretcher-bearers used horse-drawn transport to reach a field ambulance. Motor transport then moved the casualties to an evacuation hospital (what Imperial forces called a casualty clearing station) at or near a railway line, for evacuation to the rear, and further treatment in a military, auxiliary or civilian hospital.

Medical officers were drawn from both serving military personnel and civilian reservists. France had universal military conscription as a condition of citizenship and reservists made up about 90% of the medical personnel mobilised for the Great War.

Medical students who had yet to complete their training held the rank of *médecin auxiliaire* or *médecin sous-aide major*, equivalent to a non-commissioned officer (warrant officer or chief warrant officer). Having qualified, the doctor was appointed *médecin aide major de 2ème classe*, a junior officer rank equivalent to a second lieutenant.

Before the First World War, army doctors rose through the ranks much faster than reservists who rarely obtained a rank higher than *médecin major de 2ème classe* (captain). Army doctors also had seniority over a reservist of the same rank. The want of medical officers in wartime soon eliminated these distinctions.

As for trained nurses, the French army had less than 9,000 in August 1914. At this time, all military nurses were male, although some military hospitals employed female lay nurses. About 100,000 male nurses and orderlies were mobilised at the onset of war to staff stretcher-bearer groups, field ambulances and evacuation hospitals, but almost half had no paramedic training. More than 10% were clergymen, forced into exile by anti-congregational laws, who returned to France when their classes were called.

A role for trained female nurses in wartime had long been anticipated, but as volunteers. France had no fewer than three Red Cross societies. They competed for money, patronage and prestige, although their vocation is beyond question. The most senior of the Red Cross societies was founded in 1864. The *Société de secours aux blessés militaires* (SSBM, Society to Aid Military Wounded) was conservative and Catholic. The *Association des dames françaises* (ADF), founded 1879, was republican and anticlerical, and the *Union des femmes françaises* (UFF), founded 1881, was feminist and Protestant. In 1914, some 30,000 nurses were mobilised from the Red Cross, with 72,000 effective in 1918.

The need for a professional cohort of female military nurses became obvious early in the war. In 1916, a temporary paid position was created for female nurses in the French army, followed by a formal military nursing role in 1918.

The French navy's medical service (*Service de santé de la Marine*) was a distinct entity, with well-established hospitals ashore, and medical teams aboard hospital ships and serving with the marines. The evacuation of wounded by sea was their specialty. In 1914, there were 50 doctors serving with the navy in the Mediterranean.

A French hospital ship in the Great War was typically staffed by one senior medical officer, three or four doctors (including a surgeon), three or four junior physicians, one or two pharmacists and chemists, 16 to 20 male nurses, and a variable number of female nursing staff from the Red Cross. Sailors with basic medical training acted as orderlies. Hospital ships carried an operating theatre, pathology lab and x-ray department.

The French expeditionary force at Gallipoli

The French contingent to join General Sir Ian Hamilton's Mediterranean Expeditionary Force was formed by order of the French Minister of War on 22 February 1915.

The *Corps expéditionnaire d'Orient* (CEO), initially comprising one division, began embarking for the island of Lemnos on 4 March. Due to the lack of port facilities, most of the division was shifted to Alexandria in late March, although its hospital remained on Lemnos.

On 25 and 26 April, the French made a successful diversionary landing on the Asia Minor shore at Kum Kale, before transferring their forces to Helles, where they took the right of the line. On 29 April 1915, a second infantry division was raised as a reinforcement. It began landing at Helles on 6 May.

The *Corps expéditionnaire d'Orient* (CEO) became the *Corps expéditionnaire des Dardanelles* (CED) on 4 October 1915 when the 2nd Division left the Gallipoli Peninsula for Salonika and operations in Macedonia. The 1st Division remained at Helles until its last elements were evacuated on 9 January 1916. The CED was dissolved, and the 1st Division was regrouped as the 17th Colonial Infantry Division at Mytilene (Lesbos). On 15 February 1916, this division was landed at Salonika.

CEO medical services

Each French division at Gallipoli was equipped with an evacuation hospital, a field hospital, two field ambulances and a group of divisional stretcher-bearers. (Regiments also carried a stretcher-bearer group, whose responsibility was to clear the frontline.)

The CEO had a chief medical officer as part of its headquarters staff. So too did each division, as well as Mudros base, the CEO's principal Lines of Communication base.

The French navy had anticipated the need for hospital ships to accompany the CEO but was forced to requisition more ships when the Allies were restricted to shallow positions at Helles and Anzac, and it became clear that base hospitals could not be landed on the peninsula. The navy also established an infectious diseases hospital on shore at Lemnos.

Not enough is known about French medical services at Gallipoli, even in French historiography, although recent works, such as a valuable directory compiled by François Olier and Jean-Luc Quenec'hdu, are filling in the gaps. There is also much to be found in collections recently-digitised by the armed services, city and provincial archives, and the national library of France. More work is needed, especially in English, but this imperfect list of French hospitals at Gallipoli is a start.

Hospitals on the Gallipoli Peninsula

Field Hospital (*Hôpital de campagne*) no. 1

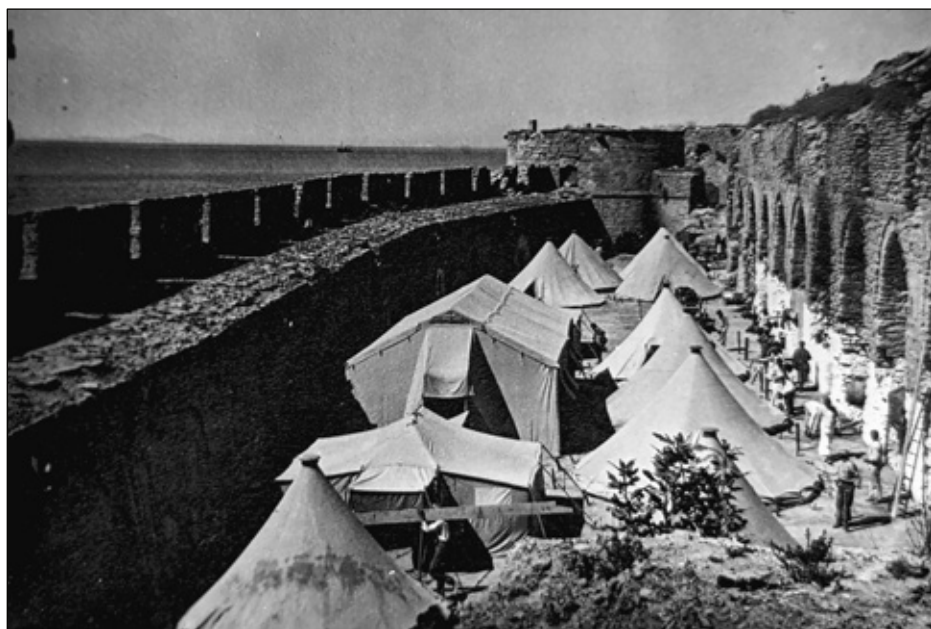
This hospital was established in the northern part of Sedd-ul-Bahr castle (*Château d'Europe*), with 88 beds. From 29 April until 10/11 May, when Field Ambulance no. 1 was landed, this was the only French hospital on the Gallipoli Peninsula. (Desperate fighting took place in early May when Turkish counter-attacks pushed French forces back to the heights above Morto Bay.)

Sedd-ul-Bahr was exposed to Ottoman artillery throughout the campaign. A senate commission that inspected the hospital described it as 'working under fire.' Only seriously wounded men were admitted; all others were evacuated by hospital ship. (Lightly wounded were transferred by a regular ferry service to Lemnos.)

Although designated a field hospital, the French official history states that it was functioning as an evacuation hospital (casualty clearing station).

Mention here should also be made of the valuable pathology work performed by French medical personnel, who carried out practically all laboratory work for the British until their facilities were landed. The laboratories were established in basements in Sedd-ul-Bahr village and in the castle. 'They were extremely well equipped,' wrote a British doctor, 'with all possible necessities sent from the Pasteur Institute in Paris.'

Field Hospital no. 1 moved to Tenedos on 21/22 September 1915.



Field Ambulance no. 2 in the lower course of Sedd-ul-Bahr castle,
at the entrance to the Dardanelles.

The island of Tenedos is visible on the horizon, left.
(Photo: Hamilton collection, King's College London)

Field Ambulances nos. 1 to 4

Ambulance no. 1, carried aboard *Savoie*, participated in the Kum Kale landing on 25/26 April 1915, then opened at Sedd-ul-Bahr castle, in the courtyard of a former Turkish hospital, on 11 May. Capacity was 97, in tents and among the ruins of the castle.

Ambulance no. 2 opened on 13 June in the lower courtyard of Sedd-ul-Bahr castle, in tents (190 beds), then hutted barracks (266 beds).

Ambulance no. 3 opened on 22 May in the upper courtyard of Sedd-ul-Bahr castle, in a former olive oil manufacturing facility, in tents (50 beds). It took the place of Field Hospital no. 1 when it moved to Tenedos in September 1915.

Ambulance no. 4 opened on 13 July at the entrance to Sedd-ul-Bahr village, in tents (74 beds).

Hospitals on Lemnos

Lemnos became the principal forward medical base for the French army, as it did for British and Anzac forces. On 24 June 1915, there were 2,400 French wounded and sick in the hospitals ashore and 1,000 on hospital ships in the harbour.

Greek hospital (*Hôpital grec*)

This small hospital with 20 beds was used by the French expeditionary force between 15 and 24 March 1915, after which patients were transferred to Evacuation Hospital no. 1. The Greek hospital was in Mudros town, beside the post office, near the waterfront.

Evacuation Hospital (*Hôpital d'évacuation*) no. 1

This hospital embarked with the 1st Division of the CEO, reaching the island of Lemnos on 15 March 1915. It opened on 26 March, with 200 beds, perched on the side of a barren hillside, 1.5 kms (1 mile) south of Mudros, with expansive views over the harbour and town (see photograph opposite page).

The hospital remained at Mudros when the Allied force decamped to Alexandria for lack of port facilities. It became the largest hospital on the island. In October 1915, the hospital had 1,500 beds, but total sick and wounded may have reached as many as 1,800. In his 1920 memoir, Doctor Léon Peaudeleu, *médecin aide major de 1ère classe* (lieutenant), gives a total capacity of 1,700. (For comparison, the largest British and Dominion hospital was the 3rd Australian General Hospital which opened in August 1915 with 1,040 beds. A similarly-sized British general hospital, No. 27, did not arrive until November.)

‘At first,’ writes Dr Peaudeleu, ‘everything was in short supply and it was impossible to get anything on the island. Water was especially hard to come by... sick and wounded were housed in tents on straw bedding ... a violent wind would turn tents inside out like umbrellas. Wood was scarce on the island so huts had to wait until supplies arrived from France.’



Evacuation Hospital no. 1, overlooking Mudros Harbour. The town is seen top-right.
(Photos: Ernest Brooks, IWM Q13705 and Q13706, composite by Bernard de Broglie)

Extensive building and other works began soon after the hospital was landed at Mudros. A track from the town to the hospital was improved to become a road, the ground for the hospital was terraced, levelled and drained, and wells were sunk, a reservoir dug and a water supply installed. The construction of an operating theatre began and shelters for kitchens were erected. By September, the hospital comprised 14 large barrack-like huts and 143 tents.

Near the hospital was a prisoner of war camp. Ottoman soldiers were employed on earthworks and presumably other construction tasks for the hospital. In the summer, Dr Peaudeleu says that the prisoners suffered from dysentery, typhoid and paratyphoid fevers, as well as complications from their wounds.



Interior of a hatted ward at Evacuation Hospital no. 1, Mudros.
(Photo: Elisabeth Jardin album, collection of Serpil and Bill Sellars).

Among the medical staff of the hospital were female nursing sisters. The bulletin of the *Société de secours aux blessés militaires* gives us the names of eight Red Cross nurses. The matron was *Mademoiselle* Yolande Oberkampff (1874–1964). The nursing sisters were *mesdames* Bouchez, de Brinville, Marie Laporte, Jeanne Noblemaire (née Antelme), and Romain-Bougère, and *mesdemoiselles* Elisabeth Jardin, and Lacaze. They were probably the first female nurses serving ashore on Lemnos, from June or July 1915.

One of the nurses, a writer, produced a fine literary record of her time on Lemnos. Jeanne Antelme was born on the Indian Ocean island of Mauritius, granddaughter of Sir Cécilcourt Antelme. Her book, *Avec l'armée d'Orient: Notes d'une infirmière à Moudros*, was awarded the 1916 Jules Favre prize for literature, an award made every two years by the *Académie française* to a female writer. (She also made the news when she divorced her husband after the war. Angry at the magistrate who refused to listen to her argument disputing the settlement, she threw a table lamp at him, for which she was prosecuted.)

‘We had between fifteen and eighteen hundred patients,’ wrote Antelme. ‘Our hospital, despite all difficulties, was still the best on the island. Even the British couldn’t believe their eyes. And yet, if you had entered one of our tents, you would have seen, on those battered, soiled straw mattresses, bundles of men shivering to death...’

In October 1915, Antelme crossed the sea from Mudros to V Beach. After a stormy passage, the ship anchored off Cape Helles. ‘A biting northerly wind cast a shroud over the waters and over the land,’ wrote Antelme. ‘My heart sank... I was at the entrance to the Dardanelles, and I knew that before me lay an immense graveyard.’ She went ashore, visiting a doctor in his ‘cave-like’ laboratory in Sedd-ul-Bahr castle.



Red Cross nurses at Evacuation Hospital no. 1, Mudros. A good view of the terracing, with Mudros town in the background, left. (Photo: Jardin album, collection of Bernard de Broglio).

Antelme’s book contains much of interest. She recounts the stories of French sailors who took part in the naval actions of February and March 1915, and relays in detail the adventures of the British submarine HMS *E11*, as told to her by Rear Admiral Arthur Christian, RN, an old friend of the family. And she describes Mudros: the afflictions of dust, wind and disease, the sublime beauty of Aegean sunsets, and the unceasing interest found in a harbour crowded by great ships and soldiers from around the globe.

Another nurse, Elisabeth Jardin, left us impressions of Lemnos in the form of photographs. These appeared on eBay in 2021. Sadly, the integrity of her carefully-compiled album was lost when the photographs were sold individually, but a greater tragedy had been averted. The album was rescued from a Paris rubbish bin. Jardin’s

photographs, some of which the author was able to purchase, offer a rare glimpse into the French hospitals at Mudros.

Evacuation Hospital no. 1 departed Mudros in February 1916 aboard *Tchad*.

‘Despite the isolation and destitution in which we found ourselves,’ wrote Dr Peaudefeu, ‘more than 20,000 sick and wounded had found asylum in this corner of the world, which represented distant France for them.’

The hospital would serve at Salonika as Auxiliary Hospital no. 7.

Infirmery (*Infirmierie-hôpital*)

An annexe of Evacuation Hospital no. 1, this tented hospital was located on the flat coastal fringe about 1.5 kms (1 mile) southwest of Mudros town, not far from the main hospital. Initially designated *infirmierie-ambulance*, it was upgraded to *infirmierie-hôpital* in August 1915. Capacity was 150 to 180 beds. The infirmery admitted lightly wounded men, as well as sick (parasitic and venereal diseases).

Apparently this facility also administered a convalescent camp (*dépôt d'éclopés*), 5 km (3 miles) from Mudros town, which opened on 14 June 1915. This may be the convalescent camp on the bay of Pournia, north of Varos, although the distance is greater than 5 km. Establishing works on the Pournia camp were underway in June, and it was receiving patients by 23 September 1915. (The author has yet to find photos of Pournia convalescent camp.)

Field Hospital (*Hôpital de campagne*) no. 2

The 2nd Division's field hospital opened on 15 June 1915 near the village of Lychna, on the waterfront about 4 kilometres (2.5 miles) north of Mudros on the road to Kastro (modern-day Myrina). By September 1915, it consisted of seven barrack huts and 93 tents. Two huts were built to accommodate Red Cross nurses but it is unclear if any joined the hospital before it closed. (In August, the medical HQ war diary anticipates two teams of female nurses for the hospitals at Lychna.) In October 1915, the hospital had 440 beds.

A large number of works were undertaken in this area by French army engineers between June and December 1915. They built wharves, repaired roads, and developed a water supply for the hospitals and camps around the villages of Lychna and Varos.

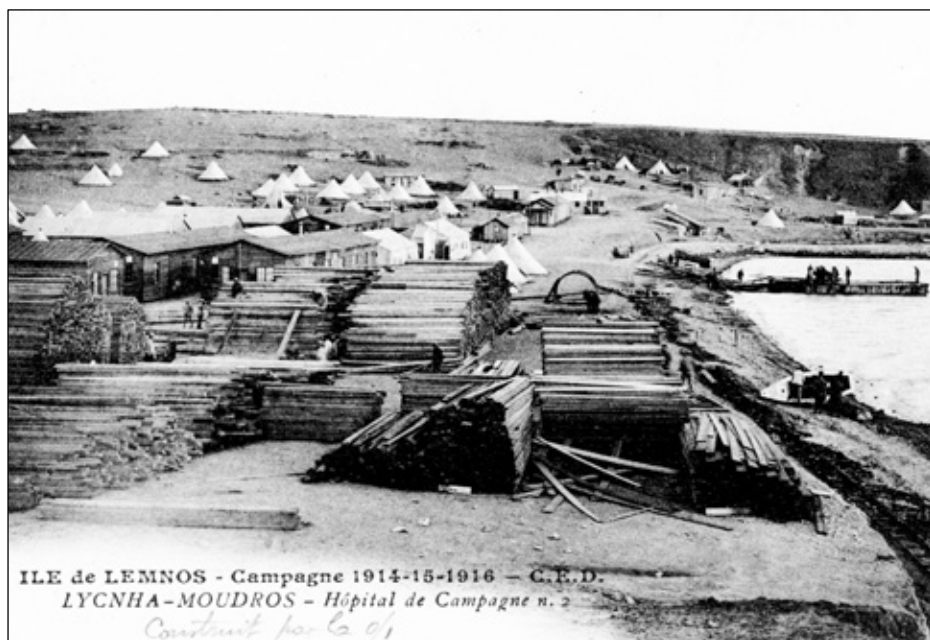


Red Cross nurse Elisabeth Jardin at Evacuation Hospital no. 1, Mudros.

(Photo: Jardin album, collection of Bernard de Broglie).



Postcards showing two views of Field Hospital no. 2 at Lychna. The pier was built by French engineers. Training for the Gallipoli landings took place here before the campaign. After the campaign, the site was employed by the Royal Naval Air Service. (Collection of Bernard de Broglie).



In February 1916, the hospital left for Corfu on the hospital ship *Divonna* to care for Serbian troops and refugees, whose winter exodus through the mountains of Albania had left them in wretched condition. The hospital later moved to Florina in Western Macedonia.

Evacuation Hospital (*Hôpital d'évacuation*) no. 2

This hospital was sited about 500 metres northeast of Field Hospital no. 2, clustered about a small hill with a single windmill (its ruined base is visible from the Mudros-Myrina road today).



Field Hospital no. 2 at Lychna. A sign, *Hôpital de Campagne*, can be seen near the centre of the image. (Photo: unknown army photographer, collection of the French ministry of culture).

Work began on huts and facilities in late July, and the hospital is said to have opened on 17 August 1915, with capacity growing from 250 to 500 beds.

By September, the hospital consisted of five barrack huts and 122 tents. Hutted accommodation was built for 12 nurses of the Red Cross, although it is not clear if they joined the hospital before it closed. As well as wooden barracks, buildings in stone were erected, including a mortuary and a facility for cleaning, disinfecting and sterilising. By October, the hospital had 400 beds.

Evacuation Hospital no. 2 was transferred to Mytilene (Lesbos) in January 1916.

Naval quarantine hospital (*Lazaret de la marine*)

The establishment of an isolation hospital was ordered in June 1915 to treat contagious diseases like typhus, typhoid and cholera. These epidemics had proved devastating during the Crimean and Balkan wars. The *lazaret* was managed by the French naval medical service.



Evacuation Hospital no. 2 at Lychna. (Photo: army photographer, collection of the French ministry of culture).

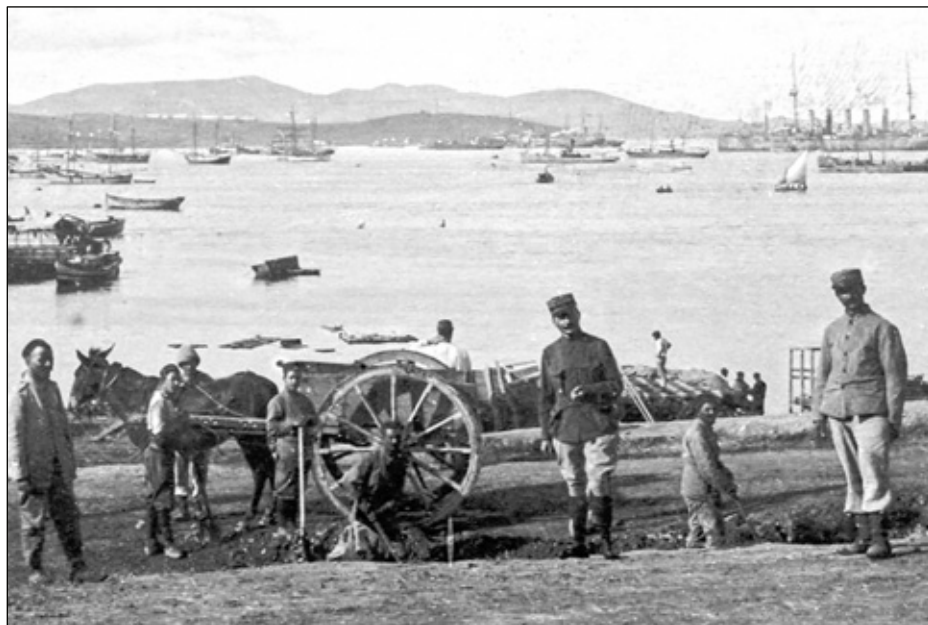
The quarantine hospital appears to have been established on high ground southeast of Meganoros Point, some 2.5 km (1.5 miles) south of Mudros town. A 1917 chart produced by the UK Hydrographic Department notes a 'hospital' at this location. (The published 1920 chart, based on the same survey, amends the label to 'sanitorium'.) The likelihood of this being the *lazaret de la marine* is suggested by the proximity of a pier, 500 metres (1,500 feet) distant, built by the French in 1915. (The British named the landing stage 'Sports Pier'.)

Further evidence is found in a sketch map in Dr Peaudeleu's book, which places the *lazaret* in this general area. It also features in the doctor's description of sunset from the main evacuation hospital, looking across to Meganoros Point: 'Every evening, at dusk, the sky was ablaze with purple and orange strata, the dazzling layers of which contrasted with the dark mass of the hill dominated by the sailors' lazaret.'

The war diary of the French engineers notes that the hospital was in the direction of Parthenontos (perhaps modern-day Parthenomytos).

During July and August 1915, French engineers levelled and terraced the ground, and established a 30 cubic metre reservoir. Six Bessonneau huts, 30 metres in length, were erected as wards, a seventh being added later. The facility included an administration hut, laboratory and kitchens. The hospital opened in August or September 1915 with 168 beds.

Structures that might once have formed part of the *lazaret* were documented by Margaret Carter and Steve Moore in this journal ('French Hospital on Limnos', *The Gallipolian*, no. 136, 2014).



View southwest from Mudros across the bay towards Meganoros Point. Several large structures can be seen left of the headland. These may be the *lazaret*. (Photo: collection of Bill and Serpil Sellars).

Officers' rest home (*Maison de convalescence*)

A four-bedroom rest house for convalescent officers was established in Kastro (Myrina), the principal town on Lemnos island. Capacity was between 10 and 16. The facility, probably administered by Evacuation Hospital no. 1, was opened in September 1915. It closed in February 1916.

Field Hospitals nos. 3 & 4

A third and perhaps fourth field hospital, each with 200 bed capacity, were earmarked for Mudros, but reassigned when the French drew down their forces at Gallipoli in the latter part of 1915.

Military cemetery, Mudros

Those who died (*Mort pour la France*) on Lemnos island were buried in a military cemetery that was established beside a civilian necropolis, east of Mudros town. The cost of purchasing the land was shared with the British.

Today, East Mudros Military Cemetery is administered by the Commonwealth War Graves Commission. It contains no French war graves.

After the war, the French government intended to consolidate Lemnos burials in Salonika (Thessaloniki). When the Dardanelles veterans' association learnt of this plan, they demanded of the government that Gallipoli fallen be reinterred at Sedd-ul-Bahr. The Minister acquiesced. Of 632 French war dead at Mudros, 133



Grave of a French doctor in the cemetery at Mudros. Médecin aide major (Lieutenant) Alphonse Benoît Marie Chassy, of Field Ambulance no.3, died of illness on 6 August 1915, aged 46. Dr Chassy's remains now lie in grave number 520 (marked Cassy) in the French national cemetery at Sedd-ul-Bahr. (Photo: collection of Bernard de Broglie).

were repatriated to France at the request of their families, and 499 now lie in the French national cemetery at Sedd-ul-Bahr on the Gallipoli Peninsula.

But there remains in East Mudros Military Cemetery a memorial to French war dead that has a direct connection to the Gallipoli Campaign. French engineers began work on this monument in late December 1915. Stone was quarried and the foundations dug. Craftsmen were sought from French military personnel to dress the stone and cast bronze plaques. The team, comprising some 15 men, hurried to complete the memorial before the Mudros base was shut down, but it was unfinished when, at the end of February 1916, the last of the base quit Mudros for Salonika, Corfu and France. A detachment of 3 junior officers and 27 men was left behind to complete the monument that can be seen today: a gabled pedestal atop a broad square plinth that supports a squat obelisk (*see photograph inside back cover*).

In 1930, a French pilgrimage to Gallipoli visited Lemnos. The veterans, informally known as 'Dardas', placed a bronze plaque on the monument. General d'Amade, the first commander of the *Corps expéditionnaire d'Orient*, led the service. Among those laying wreaths was General Ruef, who had commanded (as colonel) the landing party at Kum Kale on 25 April 1915. The island of Lemnos was represented by the mayor of Mudros, Orthodox clergy, a Greek army delegation and local residents.

Today, the French memorial at East Mudros Military Cemetery bears just two plaques; one from the 1930 pilgrimage, and a second dated 14 July 2008. Perhaps those who built the memorial in 1915/16 were unable to produce bronze plaques for the monument, or the 1915/16 plaques have been lost.

Hospitals on Tenedos

Citadel Field Hospital (*Hôpital de campagne, citadelle*)

Field Hospital no. 1 moved from Sedd-ul-Bahr castle to the island of Tenedos (Bozcaada) on 21/22 September 1915. The hospital was established within the castle (originally Venetian, rebuilt in Ottoman times) that stands beside the small harbour of Tenedos town. Space within the castle was soon deemed insufficient, and, on 27 September, a new hospital was ordered to be built under barracks on the southwest coast of Tenedos at Paraskevi (Ayazma).

The hospital in the citadel officially opened on 22 November 1915 but was probably receiving patients before that date. Two buildings within the upper courtyard were probably used. (The ruins of one remain extant, the other might have been lost during the extensive renovation that took place between 1965 and 1970.) Capacity was initially 40, apparently reaching a maximum of 120 beds. The hospital took patients evacuated from Helles who could not immediately be received at the Paraskevi camp, as well as sick and wounded from the Tenedos garrison.



'Île de Ténédos. L'hôpital de campagne dans la citadelle.' The nurses are British, serving with the French Red Cross under Mrs Doughty-Wylie.

(Photo: army photographer Gaston Chérau, collection of the French ministry of culture).

The hospital had eight army nurses or orderlies. The staff was supplemented in early November 1915 by 11 'English' nurses under the leadership of *Madame* Doughty-Wylie, widow of Charles Doughty-Wylie, who was awarded the Victoria Cross for his part in the landings of 25/26 April 1915. Lilian ('Judith') Doughty-Wylie had been anxious

to reach the Dardanelles in order to visit the grave of her husband, and she probably travelled to V Beach from Tenedos.

In early January 1916, the hospital moved to Mytilene. Tenedos came under British control, and was garrisoned by troops of the Royal Naval Division (RND). Mrs Doughty-Wylie may have left a small detachment at Tenedos for their care (a press photo dated 1916 shows British soldiers and her nurses in the castle) but at some point she transferred to Mudros, serving in the RND hospital there. In 1917, Mrs Doughty-Wylie established a hospital on the island of Thasos, which she headed until the end of the war.

Paraskevi Field Hospital (*Hôpital de campagne, dit d'Aga Paraskévi*)

Construction began on 27 September 1915 of a hutted 600-bed hospital at Aga Paraskevi (modern-day Ayazma) on the southwest coast of Tenedos. A lease was signed on 11 November with the Greek community that owned the land.



Paraskevi. The hutted barracks were in the valley on the left. (Photo: album of Maurice-Louis Branger, National Library of France).

By December 1915, the hospital was receiving patients. Wounded and sick were landed at a purpose-built hospital wharf from the hospital ship *Saint François d'Assise*. The hospital had reached a 200-bed capacity when Gallipoli was evacuated and the hospital closed. Its patients were transferred to Mudros, medical supplies to Mytilene.

The hutted wards were taken over as barracks by the Royal Naval Division, who garrisoned the Aegean island bases in 1916.

Officers' convalescent home

A Greek mansion near Paraskevi was used as a rest home for officers. It opened on 9 August 1915, with 15 beds. The facility closed when French forces quit Tenedos in early 1916. (The house still stands. The author identified it in 2023, thanks to a 1915 photo from the collection of Serpil and Bill Sellars.)

Hospitals at Mytilene (Lesvos)

Evacuation Hospital (*Hôpital d'évacuation*) no. 2

This hospital was transferred from Lemnos (Lychna) in January 1916, opening on 3 February with a capacity of 300 beds. (The hospital had been preceded by a party to erect huts and barracks.) It was located at Lutra (modern-day Loutra) on the Gulf of Iero (Kolpos Geras).

The hospital served the 1st Division, reconstituted on Mytilene as the 17th Colonial Infantry Division, until its departure for Salonika in March 1916. From this date, the hospital was reduced in both personnel and equipment (transferred to Salonika) and re-named the Lutra-Mytilene Auxiliary Hospital (*hôpital temporaire*). In June 1916, its capacity was 150 beds.

The author has visited, amidst olive groves between Loutra and Skala Loutron, the site of the French wartime cemetery. No graves remain, but the empty cemetery retains its walls and a weathered memorial stone, appropriately carved with olive branches.

Hospital ships

The French navy supported the expeditionary force with hospital ships. These assumed greater importance when the Allies were held up within a shallow position at Helles, under artillery fire from front and flank. Hospitals could not be landed, so ships functioned as front-line hospitals, receiving wounded from the firing line, after triage ashore. The *Canada*, *Duguay Trouin*, *Tchad* and *Bretagne* (renamed *Bretagne II* from October 1916) were anchored two or three nautical miles off Cape Helles, occasionally exposed to enemy fire. Wounded were brought to the hospital ships in barges and tugs.

On one day, *Canada* received 625 seriously wounded in less than 18 hours. She weighed anchor as soon as the last casualty had been brought on board. Emergency dressings and operations continued throughout the crossing.

Medical evacuation was typically to Bizerte or Toulon, lasting from three to five days. During the passage, medical and nursing staff worked all day and sometimes all night.

Canada made 13 such voyages between May 1915 and April 1916, evacuating 7,572 wounded and sick. She operated as a hospital for 328 days, her medical personnel performing 288 operations.

Later in the campaign, as dysentery, jaundice and other afflictions of trench-life took hold, more sick than wounded were evacuated. From July 1915, *Canada* was transporting about two-thirds sick and one-third wounded.

Among the wounded evacuated by hospital ship was CEO commander, General Henri Gouraud. On 30 June 1915, when visiting the field ambulance at Sedd-ul-Bahr, the blast of an Ottoman artillery shell hurled him over a wall, his fall broken fortunately by a fig tree. Gouraud was taken aboard *Tchad*. Due to gangrene, Gouraud's arm was amputated by Doctor P. Oudard, head of surgery at Toulon.

More ships were requisitioned for medical evacuation when the campaign stalled. These included *Bien-Hoa*, *Ceylan*, *Charles Roux*, *Divona*, *Saint François d'Assise* and *Sphinx*. They loaded fewer wounded at Cape Helles, but filled up at Mudros, then sailed for France or Algeria.

A team of ten navy doctors, with nurses and medical equipment, was stationed at Mudros, ready to embark on the transports. No less than eight hospital ships were on station at any one time. The Australian medical history comments favourably on the efficiency of the CEO's chief transport officer at Mudros.



Red Cross nurses with soldier Patinet aboard the hospital ship *Charles Roux*. (Photo: army photographer Gaston Chéreau, collection of the French ministry of culture)

The French Red Cross societies also supported the naval medical service. During the Gallipoli Campaign, the hospital ships *Charles Roux* and *Saint François d'Assise* were funded and equipped by the *Société française de secours aux blessés militaires*.

Charles Roux, which reached Mudros on 28 August 1915, made a particularly valuable contribution during the campaign. Two eminent surgeons were amongst a first-class

medical team that included 22 female nurses, led by *Mme la marquise* de Clapiers, who would be awarded the *Croix de guerre* for her and her team's efforts. The nursing sisters included *mesdames* Carteron, Dézaneau, de Marthille, Troussseau, and Blanc, and *mesdemoiselles* Voisin, Lopez, Revol, Prosper, Baduel-d'Oustrac, Ferret, Trespaillé, Eugénie Pietrowska, Dutil, and Batut. Completing the nursing staff were six sisters from the Daughters of Charity of Saint Vincent de Paul.

When the *Charles Roux* could not coal at Mudros, the ship made for Salonika or Athens. On 17 October 1915, when in the Greek capital, the doctors and nurses of *Charles Roux* were honoured with a reception at the French legation, where they were toasted by none other than Eleftherios Venizelos, the pro-Allied Greek statesman, later Prime Minister of Greece.

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Hospital	Location	Beds	Date start	Date end
Gallipoli Peninsula				
Field Hospital no. 1	Sedd-ul-Bahr Castle	88	29.04.1915	23.09.1915
Field Ambulance no. 1	Kum Kale, Sedd-ul-Bahr Castle (former Turkish hospital)	97	11.05.1915	
Field Ambulance no. 2	Sedd-ul-Bahr castle (lower courtyard)	190/266	13.06.1915	
Field Ambulance no. 3	Sedd-ul-Bahr Castle (upper courtyard)	50	22.05.1915	
Field Ambulance no. 4	Entrance to village of Sedd-ul-Bahr	74	13.07.1915	
Lemnos				
Greek Hospital	Mudros	20	15.03.1915	24.03.1915
Evacuation Hospital no. 1	Mudros	200/1,500	26.03.1915	15.02.1916
Infirmery	Mudros	150/180	01.06.1915	1918
Convalescent Camp	Bay of Pournia		14.06.1915	
Field Hospital no. 2	Lychna	750	15.06.1915	07.02.1916
Evacuation Hospital no. 2	Lychna	250/500	17.08.1915	12.01.1916
Naval quarantine Hospital	Meganoros Hill	168	[Sept. 1915]	[1918]
Officers' rest home	Kastro	10/16	[Sept. 1915]	16.02.1916
Tenedos				
Citadel Field Hospital [ex-Sedd-ul-Bahr]	Tenedos Castle	40/120	22.11.1915	Jan. 1916
Paraskevi Field Hospital	Paraskevi	200	07.12.1915	11.01.1916
Officers' convalescent home	Near Paraskevi	15	09.08.1915	[Feb. 1916]
Mytilene				
Evacuation Hospital no. 2 [ex-Mudros]	Lutra	300	03.02.1916	[March 1916]
Auxiliary hospital [ex-Evacuation hospital no. 2]	Lutra	150	[March 1916]	08.02.1919

Table 1: French hospitals in the Gallipoli Campaign.

The French memorial at East Mudros cemetery, photographed in 1921.
(Photo: Thomas F Nangle, Memorial University Archives and Special Collections).



LAST POST

It is with regret that the Association learnt of the death of the following member:

2688 Mr Brian Blackler, died 21st March 2024, aged 89 years.



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, William Lionel Wyllie.
National Maritime Museum, Greenwich, London, Caird Collection*

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.