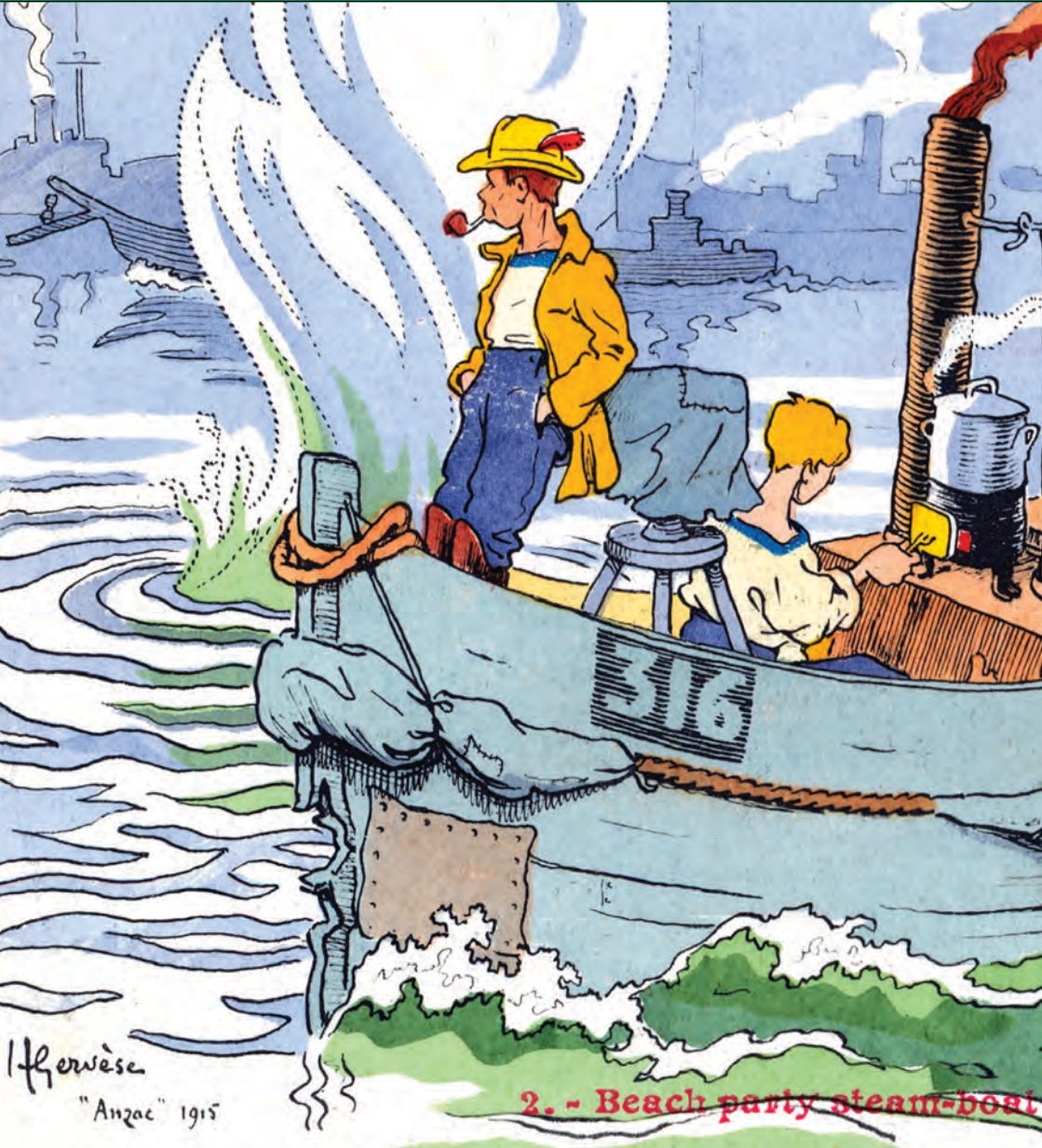


The Gallipolian

The Journal of the Gallipoli Association

No. 159 - Autumn 2022



"Anzac" 1915

2. - Beach party steam-boat

THE GALLIPOLIAN

No 159, Autumn (August) 2022

The Journal of the Gallipoli Association
founded by Major E H W Banner in 1969 on the Campaign of 1915

The Gallipoli Association

Registered Charity No. 1155609

www.gallipoli-association.org

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The Gallipoli Association has a new registered address

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Members occasionally change their email address without notifying the Membership Secretary. As a result notices and information do not reach the intended member. If you do change your email address please confirm the details to the Membership Secretary (contact details opposite), who will change the information on our database.

This edition's cover

Detail from Henri Gervèse, Postcard: *Our Sailors No.2 – Beach party steamboat.*

Signed 'H Gervèse, Anzac 1915', depicting matelots and jack tars ignoring the near miss of a Turkish shell as it explodes in the water off Anzac.

See the article *Our Sailors - Henri Gervèse and the Dardanelles* by Stephen Chambers.

GALLIPOLI MEMORIAL WREATH-LAYING

25 April 2022

This year the service, arranged by the Gallipoli Association, had wreaths laid in the crypt of St. Paul's Cathedral, London, by a representative of Her Majesty's Government, senior representatives of the Royal Navy and the Army and high-ranking officials from Australia, New Zealand, France, the Irish Republic and Turkey.

The Gallipoli Memorial was erected by the Gallipoli Association and unveiled on 28th November 1995 by the Association's Past Patron, HRH Prince Philip, Duke of Edinburgh. It commemorates all those who took part in the campaign. It was subsequently decided that there should be an annual wreath-laying ceremony at the memorial on 25th April, the anniversary of the landings. This has taken place for the past 27 years.

See photograph, courtesy of the Ministry of Defence, on page 32.

ANZAC DAY AT MOUNT SCOPUS

Michael D. Robson

The Australian ambassador to Israel, H. E. Mr. Paul Griffiths, chose to hold this year's Anzac Day commemoration at 05:30 hrs, just as dawn was coming up over the mountains of Moab and first light beginning to fall on Jerusalem. None can remember when a 'Dawn Service' was last held at Mnt Scopus CWGC Cemetery, but any misapprehensions about the attendance were quickly dispelled by the arrival of a goodly number of eager participants.

Proceedings opened with the haunting notes of the degrade, which were followed by a welcome offered by Group Captain Louise desJardins, Australia's defence attaché. The catafalque party, made up of Australians and New Zealanders serving with the multinational force & observers, next took their places.

Rabbi Dr Raymond Apple AO RFD gave the Anzac Day prayer. 'In Flanders Fields' was then read by Colonel Jim Priest, defence attaché of the United Kingdom, before Mr. Griffiths gave his Anzac Day address.

Wreaths were then laid, including one on behalf of the Gallipoli Association, followed by a reading of two verses from Binyon's ode 'For the Fallen' given by Flt. Lieut. Michaela Harris of the Australian Defence Force.

The Last Post preceded the Silence, which in turn was followed by Reveille, and then the affirmation by all: lest we forget.

The national anthems of Israel, New Zealand and Australia were then played, before the final blessing by the Rev Muriel Pearson of St Andrew's Church, Jerusalem.

After such an early start to the day, thanks are due to the Australian embassy for their thoughtful provision of ample post-service refreshments. The coffee and Anzac Biscuits went down very well and, if required, even a tot-of-rum was to be had.

See photograph page 32.

GALLIPOLI ASSOCIATION REPRESENTED AT LEMNOS' GALLIPOLI COMMEMORATIONS

Jim Claven

A few days after Anzac Day – on 27th April – the annual Gallipoli campaign commemorative services were held on the Northern Aegean island of Lemnos. As with previous years, the Gallipoli Association was represented at these services.

As with previous years, the commemorative services were organised by the Northern Aegean Regional Government and the Lemnos municipality, led by Prefect Mr Angelos Vlattas-Lambrinos and Mayor Mr Dimitrios Marinakis respectively. The services were held at the various key locations connected with the campaign on the island – both the Portianos and East Mudros Military Cemeteries, the Mudros Port Memorial and the Australian Pier Memorial at Agios Pavlos, north of Mudros.

The services were attended by the Australian ambassador to Greece, Mr Arthur Spyrou, along with the deputy head of mission, David Kilham, and Australian military attache, Mr Mick Kirby, as well as Ms Emma Murphy, second secretary of the New Zealand Embassy in Rome representing New Zealand. Representatives of the Hellenic armed forces (Commander Konstantinos Takopoulos and Captain Charalambos Peglidis representing the Army and Navy respectively), local church authorities led by His Grace Metropolitan of Lemnos and Agios Efstratios Hierotheos III, the World Inter-parliamentary Union of Hellenism, the Lemnos Friends of Anzac, the Lemnos Gallipoli Commemorative Committee and the Gallipoli Association also took part in the commemorations, along with many others.

Mr Dimitris Boulotis, a member of the Lemnos Gallipoli Commemorative Committee, laid a wreath on behalf of the Gallipoli Association, as well as another on behalf of the committee as part of the services at both the East Mudros and Portianos Military Cemeteries. Participants in the services were also provided with a tour of the Mudros Museum, with its display documenting Lemnos' role in the Gallipoli campaign.

The services were opened with addresses by both Prefect Mr Angelos Vlattas-Lambrinos and Mayor Mr Dimitrios Marinakis. They both noted the important role of Lemnos in the Gallipoli campaign and its part in forming enduring bonds between Australia and Lemnos. As Mr Marinakis stated this stories of the Anzacs on Lemnos “constitute a very human and interesting aspect, a silver lining that can be found even in the darkness of the war.”

See photographs page 34.

GEORGE HERBERT FLUKE, COOK'S MATE

And HMS *Whitby Abbey*

M K Horsfall

The following article derives from a larger unpublished work entitled *Gallipoli Cook*. My grandfather, George Herbert Fluke, was born in London on 25 December 1892 and died in Sydney, New South Wales, on 28 December 1967, aged 76.



George Herbert Fluke, Cook's Mate. Note the cigarette, which seemed ever present in my memory of him. (author's collection)

He spent a significant amount of that lifetime in military service. Before WWI he was a lance-corporal in the 24th County of London ("The Queen's") Territorial Battalion which he had joined when he was 17. Somehow he was allowed to enlist despite being under the normal minimum age for recruits, perhaps because his father was also a territorial.

For some reason he chose to join the Royal Navy on 26 May 1914 as a cook training at Portsmouth. His first ship was a minesweeper converted from a ferry on the Channel islands run, originally SS *Roebuck*, but commissioned as HMS *Rodean* on 12 October 1914 (the name was changed 26 October). On 13 January 1915, whilst moored at Scapa Flow, it dragged its anchor, ran into HMS *Imperieuse* (depot ship at Scapa) and sank.

George then joined HMS *Whitby Abbey*, another cross-channel railway ferry on the Hull/Rotterdam route. By this time there was a need for minesweepers in the Mediterranean, so the ship sailed for its part in the Gallipoli Campaign.

Again, for unknown reasons in 1918, perhaps to marry in London, he transferred to the Special Service and served on the mystery ship HMS *Hyderabad* for the last few months of the war.

George was medically discharged in 1920 with chest-related problems. He and his young family moved to Australia in 1926 to seek a drier climate, settling in Sydney.

As soon as war broke out in 1939, he attempted to join the army but was rejected as too old. He had better luck with the Royal Australian Air Force who accepted him

but would not allow him to serve overseas. He spent the war as a cook at the Richmond airbase, west of Sydney, not far from where the author now lives.

He died 28 December 1967, just after celebrating his 76th birthday. Some of his military papers and photographs survive, and remarkably, a diary he kept from October 1914 until October 1915. This article is built around his diary.

HMS Whitby Abbey set sail for the Dardanelles via Gibraltar and Malta on 23 March 1915. The dangers of war quickly became apparent as the ship approached the Bay of Biscay.



SS Whitby Abbey pre WW1 (author's collection)

24 March 1915

“At 2:15 am two torpedo’s missed our boat by a few inches fired by a German submarine which instantly disappeared, saw no more of submarine, at 12 noon reached the entrance to Bay of Biscay, at 1pm engines broke down, at 2pm off again, at 5pm we sighted an armed merchant ship which we took to be a German but on getting nearer we found her to be a Japanese”.

The submarine was probably U28 commanded by Forstner, active in the area at the time, sinking several ships nearby. After Gibraltar, *Whitby Abbey* reached Valetta.

28 March “Left Gibraltar for Malta at 10:30am”.

29 March “Ships company lashed up 15 eggs & bacon for breakfast, at 11:15am we sighted land again which we found was the N. coast of Africa, at 8pm sighted a Brazilian Warship”.

31 March “Arrived at 10:30am at Malta, at 5pm went ashore and at 7pm met Will Humphries in Victoria Music Hall, Strada Leatro, Valetta”.

At Valetta some of the officers got the frightening news of the naval attack on the Dardanelles by British and French battleships supported by minesweepers, and the great danger these minesweeper crews were in. Lieutenant Sydney Gaskin RNR, aboard HMS *Whitby Abbey*, recalled years later in a short memoir:

The ‘Whitby Abbey’ was a cross channel vessel with good speed, of about 1000 ton, and with seven other cross channel vessels, was being fitted out as a fleet sweeper, the first of its kind. On being commissioned, we were attached to the fourth cruiser squadron, at Scapa Flow, and our job as a fleet of eight vessels was to sweep ahead of the main fleet in pairs, when the fleet were in action. This was to clear the route to be taken of mines. We were not long there before we were ordered to the Dardanelles, to prepare for the Gallipoli campaign. We stopped at Malta for instructions and stores and carried out manoeuvres outside Malta as a sweeping fleet, for the main fleet’s entry to the Bosphorus. Our job again was to be the leading vessels with sweeps. Two pairs to go first, and when they got knocked out, the other four to standby to take their places. We were told that we might as well land all good clothing etc, as the chances of survival were mighty small. We were (sic) start operations as soon as the Army had reached Chanack (Çanakkale) at the narrows, the entrance to the Bosphorus. Fortunately for us the Army never got there.

The Royal Navy seemed to have some awareness of these dangers as they improved the safety, at least from bullets, around critical equipment on the ship.

1 April 1915 “Bullet proof shelter fitted up round sweeping winch & guns.”

HMS *Whitby Abbey* arrived at Lemnos 11 April 1915 and spent its time training its crew in minesweeping. At this time these ships were equipped with French sweeps – a newer single ship sweep, which would detach the mine from its mooring, bringing it to the surface. The ship would use rifle fire to shoot out one of the mine’s detonators and explode it safely away from other ships. This training went on until 18 April when preparations started being made to carry troops to the peninsula.

18 April

Went out at 6:30am to pick up sailors (from the bigger warships) for landing party – finishing at 10:15am and sailed for Lemnos. Saw bombardment from Lemnos of the Turks by British ships during morning, saw British aeroplane fired on by Turkish guns but the plane managed to evade shells, getting clear without damage. At 2pm trawlers came alongside to take the men to the troopships they were attached to, then made for Tenedos arriving at 7:30pm.

This aircraft was one of the Royal Naval Air Service planes that operated in the campaign and their role on this day was to spot fall of shot for a British naval bombardment of Turkish positions prior to the landing. In particular, the targets for these operations were Turkish troop encampments. These troops would have been the 27th Turkish Infantry Regiment. The aircraft orders were:

A seaplane has been ordered to be in position with (HMS) TALBOT on camp 203T (where the Turkish forces were camped between Maidos and Gaba Tepe) at 6.30am at which hour fire should be opened by (HMS) BACCHANTE... (Dolan *Gallipoli Air War* p91 quoted in Avci)

For the next few days HMS *Whitby Abbey* had normal routine; watering ship, collecting stores, waiting. On 23 April a writer from the Dublin Fusiliers wrote:

On the 23rd April 1915, ship after ship steamed out of Mudros Harbour with an army made up of British, Colonial and French troops, sailing through the line of battleships and smaller warships, which cheered them on their way". The Royal Munster and the Royal Dublin Fusiliers in the S.S. River Clyde; the Brigade Headquarters were in the mine-sweeper S.S. *Whitby Abbey*. (Dublin Fusiliers web page accessed 2017).

Similarly, others wrote after the event of the troops leaving Mudros Harbour in what at this point seemed to be a grand adventure:

On the 23rd of April battleships, cruisers, destroyers, transports, supply ships, fleet-sweepers, steam tugs, picket boats, and lighters, with their rich freight of cheering and vigorous young life, left the harbour of Mudros amid scenes of indescribable enthusiasm, and steered for the island of Tenedos. (Ewing 2008)

Whilst this excitement was going on, George Fluke simply recorded that *Whitby Abbey* was watering ship.

Prior to the landings, troops and sailors were given some practice in landing. The problems were many. The practice areas were not particularly similar to the actual landing sites (especially for the Australian and New Zealand troops) and there were no dedicated landing craft to effect the landing. Ships' boats with volunteer sailors at the oars were to bring the troops ashore after they had slipped their tow from the picket boats usually under the command of a midshipman or sub-lieutenant.

Photo 6 Mudros Harbour (author's collection)

Photo 7 Ships in Mudros Harbour (author's collection)

On the night of 24 April the fleet was heading towards their appointed positions. The hope was that there would be an element of surprise, but the Turks noticed the fleet long before dawn (Fewster et al).

On board HMS *Whitby Abbey*, Lt Gaskin in his unpublished memoir recorded:

The day before the landing, we were ordered to prepare to take on troops, from one of the transports, and going alongside took on board a part of the famous 29th Division, of Lancasters and Munsters. All that night of the 24th April, the fleets of war-ships, transports, destroyers, sweepers and M.L.S, slowly approached the coast, in complete darkness. Our fleet of sweepers with troops on board were again in the lead, as we were of lighter draught, and instructed to get as near as possible to the beaches. It was a lovely clear night, and at dawn all hell broke loose.

On the morning of the landings HMS *Whitby Abbey* stood off "V" beach.

25 April 1915

At 5am we were at Sedd-ul-Bahr standing by to land troops, at 6am landing begins of troops in face of heavy fire, H.M.S. *Whitby Abbey* within 50 yards of Turkish shore. The troops were sent ashore in cutters towed by picket boats; 9 men were killed and 36 wounded; 4 of the men killed were sailors who had

volunteered to man the cutters when they were cut adrift from the picket boats; ship's company working without a stop till 11am all that morning we were landing troops from our starboard baggage port and fetching in wounded by the port baggage port. We then proceeded to Hospital ship with dead and wounded. Returned at 3pm with more troops and land them under heavy gun fire that afternoon. As our Quartermaster was swinging the lead while going into shore, a sharpshooter fired at him and bullet went through a soldier's chest and lodged in the Quartermaster's wrist and as he was not seriously hurt he refused to have the bullet extracted as he thought it would be a very decent curio. The soldier was not seriously hurt but of course he was sent to a Hospital ship. The soldier was a Corporal of 2nd Dragoon Guards and was Sir Ian Hamilton's groom.

Troops landed on this day by our ship were:

(Naval Brigade) 1st Lancashire Fusiliers

(2nd Royal Scots LF) Royal Engineers

(Royal Fusiliers) R. Munster Fusiliers

(R. Dublin Fusiliers)

Lt Gaskin's recollections were similar:

The war-ships opened fire on the ridges above the beaches, with planes spotting, and all the time were closing Cape Helles our allotted landing. Naval picket boats with ships lifeboats in tow were (sic) waiting for us, and as the bombardment lifted, these boats came alongside to take off our troops. By this time the Turks had machine guns and rifle fire trained on us, with the result that many men were killed or wounded before they left us. The air was simply alive with bullets, and strangely enough it made us want to laugh, presumably a form of Hysterior (sic), my baptism by fire. When all our troops had been landed, we had to wash down the decks, and look after the wounded, and stow away the dead, before going alongside the transport for more troops. Then back again to the beach, and the picket boats coming back with the life boats. Many of the life boat crews had to be replaced, and these men were almost all Merchant Service and Fleet Reserve men. By the time the last load of troops had been landed, nearly all the life-boat crews had been killed. The towing picket boats in charge of Sub-Lieutenants and Midshipmen had lost heavily, and some picket boats sunk. We were then ordered to take off wounded, and these arrived as we drew away from the beach, and took them to hospital ships waiting off shore. It was a gruesome business, Surgeons, Doctors and nurses working all day and all night, and well into the next day.

Headquarters of the 86th Brigade of the 29th Division was embarked on HMS *Whitby Abbey* and its war diary stated:

25 April (6:30am)

After bombardment by the battleships the landings were begun in tows from H.M. Ships and Mine Sweepers. The Mine Sweeper WHITBY ABBEY under Captain Townsend R.N. stood in to within a few hundred yards of the beach, when she came under a considerable fire. Men were killed and wounded on

board and in the boats alongside. Brigade Headquarters landed from this sweeper. (Murray 2013).

After that first day HMS *Whitby Abbey* continued its work of delivering stores, mails and troops to the beach heads and carrying away the wounded to hospital ships. It was also ordered into some more intense work.

26 April "Sweeping under fire in Dardanelles and went to anchor at 8pm".

27 April

Reported to Flagship at 7am told off at 8am to go in advance with H.M.S. Clacton and Newmarket to draw fire from Turkish forts, our ship being hit twice above waterline on port side for'ard –no damage done. At 7pm we went on night patrol outside the entrance to Dardanelles.

The next day *Whitby Abbey* was sent to Morto Bay where French colonial troops were fighting on the flank of the British.

28 April

At 7am we reported to Flagship for orders and were asked to man the boats and fetch back the wounded. The Doctor refused to let me go as he said he would want my help on board to dress the men. I must say that on this occasion and also 25th instant, our ship's company acted splendidly as there were stokers on watch down below who were working at top speed getting their fires well backed up and then they were up on deck helping get the injured and killed aboard. We took about 85 men all told on this trip and made for nearest Hospital ship and discharged wounded. One man, an Algerian would persist in giving me a ring as I had 'done him a great service' he said. The wounded on this trip comprised French Foreign Legion 175 Regt. and several Algerian troops. (my grandfather kept this ring and later gave it to his eldest son Roy).

Lt Gaskin recorded the ship's involvement in supporting the French Colonial troops:

Then suddenly we were ordered in to Morta bay, where the French troops had landed, and were in trouble, we had to take off wounded, and another Lieut and myself went in two life-boats, and started to load wounded into the boats, when there was a sudden panic, as some French troops tried to get to the boats. A French sergent (sic), seeing the panic, immediately drew the tri-colour from his pocket, stuck it on his bayonet, and rushed up the hill and his men followed. As we drew away again we could see the advance by our troops, marked by flanking flags, and several hundred prisoners waiting to be taken off.

The Royal Navy was very concerned about the Turks sending free-floating mines to drift down onto its ships hence the continued need for minesweepers even after the main fleet attacks had stopped. There is no evidence that the Turks ever used drifting mines, but clearly there was a possibility of a conventional mine breaking its mooring and drifting onto the fleet.

The diary, however, does not record minesweeping as a common activity for the ship. The following entry is one occasion where it was required as a minesweeper.

4 May "Started to water ship in morning. At 1pm we were told to proceed up

Dardanelles as there were floating mines seen at 5pm. Went back to watering ship.” The ships log reported that all that was found was parts of a French Sweep.

The need for communication was of high priority during the campaign. The main communication was through cable, wireless being little used by the army. The campaign headquarters ship was SS *Arcadian*. A cable laying ship, SS *Levant*, was used for the campaign and HMS *Whitby Abbey* provided transport for a Mr Cottrell to repair the cable at Gaba Tepe.

Photo 8 SS *Arcadian* Headquarters Ship at Gallipoli (author’s collection)

5 May “At 4:40am we weighed anchor and closed alongside cable ship *Levant*. At 5:30am took a Mr. Cotterell (sic) from her, round to Gaba Tepe to repair telegraph cable which was connected from Z and W Beach to *Arcadian* who is telegraph ship out here.”

The weather on the 5th and 6th was very rough (ship’s log May 1915). The close action and danger HMS *Whitby Abbey* faced are shown in the 6th May entry.

Plenty of bullets striking the ship’s side. At 4:30am we shoved off as it was then broad daylight and arrived at W. beach at 5:25am but were told to take troops to V. Beach but were not able to disembark them till 12:30pm.

The issue of floating mines returned in the diary at this time where a floating mine, almost certainly a mine that had broken its moorings, was found.

9 May “HMS *Folkestone* found a floating mine which they took inboard and took it to pieces”.

The role of mail was of major significance to the troops and the importance of organising effective delivery to maintaining troop morale was understood. HMS *Whitby Abbey* embarked mail on a regular basis during the Gallipoli campaign.

12 May

Weighed anchor and closed HMS *Euryalus* at 2:30pm then went alongside S.S. *Arcadian* and embarked Royal Naval Transport Officer and also Royal Naval Transport Office and mails and sailed for Mudros at 4:30pm arriving at 7:55pm. We then discharged R.N.T.O. and 200 bags mail and finished at 9:30pm and anchored for the night”.

HMS *Whitby Abbey* also had some high-ranking personnel embarked on board at this stage of the campaign. The diary records:

13 May

At 4:45am we weighed anchor and proceeded to Tenedos arriving at 8:35pm and made fast alongside S.S. *Arcadian* (General Staff H’quarters) and at 10:30am embarked 150 bags mails for troops. Then embarked Gen. Sir Ian Hamilton & staff.

This was during the 2nd Battle of Krithia. Hamilton had come ashore on the 6th May as well. Just prior to these shore visits he had written in his diary of his frustration at not being able to command from the shore with the troops (Carlyon 2001)

At 1pm we shoved off and made for W. beach & then landed General & his staff & afterwards landed mails. During afternoon Turks kept up hot bombardment on W. beach doing lot of damage, killing many men & horses. One shell burst a few feet away from ship, a piece of shell falling on our bridge just by Ldng. Signalman but doing no harm. several pieces hit ship's side – did no harm. 4-30pm weighed anchor & took General & staff on board also mail for our troops who were dead or wounded. Then made for Tenedos going alongside for night.

According to the diary there were some plans at staff headquarters to move the headquarters ashore at Tenedos, this did not eventuate, but HMS Whitby Abbey certainly was involved in moving stores to facilitate such a transfer.

14 May

At 9:30am started taking aboard camp equipment at 11:30am we weighed anchor & proceeded to Tenedos town & landed gear returning at 2pm & tied up alongside SS Arcadian & took aboard more camp gear for Tenedos.

15 May “Started to disembark camp gear back into SS Arcadian again as they have cancelled shifting HQ Staff”.

The daily routine settled down and the ship was used as a general transport ship carrying troops to the battle zone, evacuating wounded, delivering mails and carrying cargoes of clothing, food and ammunition. By May a significant threat of attack had emerged as German U-boats began to arrive. All the larger ships, including warships, troopships and hospital ships, were moved to the safety of Mudros Harbour. The ships log recorded that a boom was installed at the entrance to the harbour by 12 May 1915. The smaller ships took on almost all work between Mudros and the front. The diary records significant numbers of troops arriving at Mudros. These would have been committed to the 3rd Battle of Krithia on 4 June 1915.

Many examples of the daily routine are recorded in the diary.

22 May

Commenced coaling at 5am & started taking in water at 5:45am finished at 11:30am shoved off at 11:45am & went alongside SS Umsinga at 12:15pm & took 18 tons ammunition, at 3:30pm went alongside SS Saturnia receiving 5,000 rounds of 18 pounder ammunition, at 5pm went alongside SS Croshill & took 82 bags of mails & 3 Indians who had recovered from wounds onboard, then went to SS Franconia for 2 recovered British soldiers at 6:30pm proceeded to Cape Hellis arrived & anchored for the night at 11:30pm.

23 May

Had an awful storm this morning, about 6am commenced discharged gear about 40 tons altogether finished at 9 am then took aboard 363 wounded amongst them being 53 Sikhs & Gurkas & also one wounded Turk some very bad cases today we proceeded to Mudros at 1-5 pm arriving at 4:30 pm made fast alongside SS Franconia & discharged 222 cases to her at 6:25 pm went alongside SS Sicilia & discharged 88 stretcher cases & at 9pm went alongside SS Ajax & discharged native troops & tied up for the night more rain tonight.

24 May

Cast off SS Ajax 4am & anchored 7:15 am weighed at 8:35 am & proceeded alongside SS Umsinga & embarked 80 tons of stores finishing at 3:30 pm & proceeded alongside SS Franconia & took on board 117 recovered soldiers, cast off at 6-15 pm & proceeded to Cape Hellis arrived & anchored at 11:20 pm.

The submarine threat became serious on 25 May when HMS *Triumph* was torpedoed and sunk. The diary entry for this contains the mistaken belief that the submarine was rammed and sunk. U21 under the command of Hersing went on to sink HMS *Majestic* on 27 May. Both Hersing and U21 survived the war.

25 May ...this morning at 7am the Dardanelles a submarine was sighted and HMS Swiftsure fired 3 rounds at her, she was sighted again at 9:45 am by HMS Harpy L.T.D. but was soon lost again. In the afternoon when we were on our way back to the Lancashire landing we heard the bad news of the sinking of HMS *Triumph* (although she had her nets out) with the loss of 125 lives, the submarine was later rammed and sunk by a transport. The survivors are now on SS *Saturnia* & SS *Fainette*. Transports arriving every day now with more troops.

The ship continued taking troops and cargo to the front but not without risk.

10 June 1915 Finished discharging troops at 1-10am, the Turks then commenced shelling us at 4am so at 7am we had to weigh anchor & steam about but at 9-45am we went to anchor again & discharged medical stores & mails we found weather too rough to embark wounded so returned to Mudros.

12 June "Anchored at C. Helles at 1-20am & at 6am commenced discharging stores". Histories of the Dardanelles campaign often refer to a shortage of hand grenades and the local industry that sprung up making bombs out of empty jam tins. Some provision of hand grenades, however, was certainly made, as the diary recounts.

21 June

....made fast to SS *Saturnia* at 7:30am & took 20 tons of ammunition onboard cast off & made fast to SS *Scotia* at 2:30pm & took onboard 5 tons of hand grenades at 5:40pm cast off & made fast to SS *Aragon* for recovered wounded & mails cast off & proceeded to Cape Hellis arrived & anchored at 11-10pm.

The cost in lives and wounds during the campaign was enormous. HMS *Whitby Abbey* returned with wounded on almost all its runs. In June alone the diary records

2 June "Commenced disembarking troops & stores at 1-10am finishing at 9am & then commenced embarking wounded finished at 11am".

4 June "At 6:15am discharged stores & finished at 10:15am, Great bombardment by HMS Swiftsure, Exmouth & several destroyers & also big guns on shore at Achi Baba,... at 5:45pm commenced to embark 450 wounded troops at 7:50pm weighed & proceeded to Mudros."

6 June "Discharged stores at 6:30am & commenced embarking wounded taking 296 all told..."

8 June "Discharged troops & stores at 6pm at 3pm took onboard 100 wounded 3-50pm proceeded to Mudros..."

10 June "...we found weather too rough to embark wounded so returned to Mudros."

12 June "...at 6:15am commenced embarking wounded shells falling round us all the time embarked 300 wounded altogether, at 11:25am proceeded to Mudros..."

14 June "...commenced embarking wounded at 9:15am receiving 235 cases weighed at 12:35pm & proceeded to Mudros two wounded dying on the way down..."

16 June "... at 10am commenced taking wounded onboard also 200 British rifles for repairs..."

18 June "...at 9:30am commenced embarking wounded, enemy aeroplane sighted overhead British & French aeroplane giving chase..."

20 June "...Turks shelling beach several shells falling near us. Piped hands to bathe at 4:30am embarked 270 wounded between 10 & 11am at 11:20am weighed & proceeded to Mudros..."

22 June "...Great attack at Achi Baba, commenced embarking wounded at 8:45am taking 225 cases onboard & at 11:15am we had 1 Turkish officer & 26 men all of which were prisoners..."

24 June "...at 8:10am commenced embarking wounded, at 11am started for Mudros..."

26 June "...embarked 130 wounded between 9 & 10am, weighed & proceeded to Mudros at 11:30am..."

28 June "...at 5pm commenced to take aboard wounded at 8:30pm received last of wounded making 465 all told we then made for Mudros, awful bombardment at C. Hellis all day."

The daily routine remained the same, but on 5th July the ship sustained minor damage from shellfire:

At 9:15am commenced embarking wounded & discharging stores etc at same time, at 12:15pm weighed & proceeded to Mudros arriving at 3:50pm, at 4:20pm made fast to SS Devanha & discharged 80 wounded at 5pm cast off & proceeded to Cape Hellis for wounded & arrived 9:45pm & anchored, we were heavily shelled this morning & were hit once below water line but nothing serious.

During the campaign George Fluke collected a number of postcards and photographs. One directly connects to 18 July 1915 where a photo of SS *Argyleshire*, a troop and cargo ship, has written on the back:

"The ship I met Albert McKnight on. July 1915. Mudros Bay." It is not recorded who

this man was.

There are frequent entries in the diary of 'coaling ship.' In coal-fired ships this was a frequent, onerous and dirty job. All the coal was shipped by hand and after the load was onboard came extensive cleaning to remove the coal dust that covered most of the ship. All crew, including officers were involved in this task, the officers supervising the men. The cook however did not coal ship but ensured food was available for the men at the regular meal breaks provided.

24 July

"At 4:30am hands piped to coal ship finished coaling 10:50am, cast off at 1pm..."

28 July

At 4:30am cast off SS Seang Choon & made fast to Collier Cairgowan at 4:45am we had a coaling party from HMS Doris, commenced coaling at 5am finishing at 10am at 10:45am cast off & anchored off Australian Pier....

30 July "In harbour, hand paint ship."

The end of July saw a different role for HMS *Whitby Abbey*. She no longer worked the route between Mudros and the battle front but began to patrol for ships possibly carrying contraband. The Salonika front had opened, and Bulgaria was soon to enter the war. For the rest of the diary the ship was working mostly off the Bulgarian coast and Salonika, until on 30 August it struck an uncharted rock near Salonika:

At 6:45am we struck an uncharted rock which caused us to nearly turn over we then went astern and so got clear we then found we were taking in sea water so decided to make for Mudros, but we first made signal to HMS Folkestone who happened to be in the vicinity, we ask her to escort us, as we were afraid we should have to take to the boats, then all hands turned to the pumps & remainder commenced to bail out with every available bucket, every officer & man doing his bit towards it, we sent a wireless message to Mudros, asking them to procure more pumps for us on our arrival, we arrived at 4:30pm in a sinking condition, & commenced to patch us up, then four working parties were sent onboard with four more pumps from some of our cruisers. At 6pm HMS Jonquil came alongside, all hands working on pumps all night.

The diary records the efforts to save the ship. The ship was patched up at Mudros and was able to get to Port Said under its own steam arriving 11th September 1915. Lieutenant Gaskin had a further frightening experience being temporarily detached from HMS *Whitby Abbey* for shore duty.

2 September 1915

"At 8:45am working party came onboard from HMS Agamemnon. At noon the Trawler Cormorant came alongside for our French sweeps. At 2pm our gunnery Lieut. SE Gaskin RNR left ship for duties with N.T.O. (Naval Transport Officer) at Cape Hellis. Trawler Cormorant cast off at 3pm."

Gaskin recorded how he came to be sent ashore as a Naval transport Officer.

2 September

When the "Whitby Abbey" was due for docking, a signal was received for one Officer to be lent to the Army HQ (?) for beach duties, and to decide who should go we drew cards, and I lost, and therefore reported myself for duty, and was sent to Anzac.

Here the N.Z. Australian and Gurkha Troops were holding the line. The Naval Commander to whom I reported, sent me on to Walkers Ridge, about 4 mile up the coast, and I was then the Naval Officer in charge with a Sub. Lieut, and two Midshipmen to assist in the duties of evacuating the wounded, and landing stores.

Things got a bit hot here as I had my dug-out blown up with a shell, while I was on the beach and another time the medical officer and myself were discussing things, sitting on the end of the jetty, when a burst of machine-gun bullets came whizzing just over our heads, we both jumped into the water. This showed how close we were to enemy lines. Another near miss was when I was in a casualty tent on a stretcher, a piece of shrapnel split the tent pole where I was lying.

The ship was repaired in dry dock at Port Said and upon completion returned to Mudros but not without incident.

30 September "Left dry dock at 4:45am nearly turning turtle owing to ballast being too much on one side, we managed to get back & tie up alongside Naval House".

1 October 1915

"At 6am coal lighters came alongside, Arabs then commenced to coal ship, water boat came alongside at 10:40am finished at 1pm. hoisted all boats at 2pm".

2 October

"At 8:30pm cast off mooring and proceeded to sea bound for Mudros".

3 October

At 8am commenced steam trial finishing at noon, at 2pm observed 2 torpedoes heading towards ship abaft the beam, we at once turned ship to starboard, so avoiding torpedo, we at once commenced to circle round on the off chance of seeing the submarine who had fired it, but to no avail so after two hours, we proceeded on our voyage.

The diary ends a few days after this entry, as the exercise book it was written in had run out of pages.

We will never know for sure if there were further entries but in the 1960s my mother noticed her father George Fluke burning some papers in the backyard incinerator. Upon investigation the diary this paper is based upon was retrieved, but nothing else.

THE HELLENIC SAILORS OF KEPHALOS BAY

On Service with the Cable Ship *Levant II* at Gallipoli

Jim Claven

For many years now I have been researching and writing about the Hellenic link to the Gallipoli campaign. The roots of this link can be found in the role of the northern Aegean Islands of Lemnos, Imbros and Tenedos in the campaign – along with those Hellenes who volunteered from the rest of Greece and the Hellenic diaspora.

I have written elsewhere on the Hellenes who volunteered to serve alongside the Allied troops at Gallipoli, whether as soldiers, intelligence officers, guides or labourers. One of these was Private Peter Rados, who had immigrated to Australia from his home in Asia Minor, volunteered for service in AIF and who died at Gallipoli. Others from Asia Minor and beyond formed units in the French service and fought at Gallipoli. This article recounts some of my research into the story of others who bravely volunteered as civilian sailors to assist the Allies at Gallipoli – the Hellenic sailors of the merchant marine.

The Allied campaign was supported by a fleet of former civilian vessels pressed into service during the campaign. They would bring the essential supplies to the frontline bases, sailing across the Aegean and back again, these unarmed or poorly armed ships facing enemy attack from artillery and snipers on land and submarines, surface boats and aircraft at sea. The seafarers of Greece, inheritors of its proud naval and sailing tradition, would now volunteer for service on these vessels in support of the Allied fleet. The story of the merchant marine and its role during the Gallipoli campaign deserves to be told and better appreciated. This is the story of one of these vessels – the Cable Ship *Levant II* – had her Hellenic crewmen.

Along with her sister ship the *Levant I*, the *Levant II* was a vessel of the London-based Eastern Telegraph Company who had provided telegraph laying and maintenance services throughout the Eastern Mediterranean for many years prior to the war. Their telegraph services throughout the Aegean were essential communication links to the outside world, from Athens and Piraeus to Constantinople and Smyrna and beyond. When the Allied troops first came to Lemnos in March 1915, Australian troops came across the telegraphic office in the capital Myrina, operated by Eastern Telegraph Company staff. There may well have been such an office on Imbros too.

The *Levant II* began its life as a steam trawler built in 1904 by George Brown and Company of Greenock, Scotland and was subsequently purchased by the Eastern Telegraph Company and re-fitted as a cable-laying vessel. She was re-named the *Levant II*, joining her sister ship, another former steam trawler also built in Scotland named the *Levant I*. The former was the larger of the two, with a gross tonnage of 283 compared to only 141 for the latter.

It was when I was reading the ships log of the seaplane carrier HMS *Ark Royal* as it lay at anchor in Imbros' Kephalos Bay during the Gallipoli campaign that I came across the *Levant II* and its connection to Imbros. The log records that they sighted the *Levant II* sailing into Imbros' Kephalos Bay at 7.15pm on 29 July 1915, in the middle of the Gallipoli campaign. She would come to Imbros' waters for a total of 50 days between May and January 1916



CS *Levant II*. Source: Atlantic-Cable.com website

July was a busy month at Kephalos Bay. HMS *Ark Royal* recorded some 45 major Allied ships coming and going from the harbour, not to mention the myriad other smaller vessels that would have also been there – picket boats and pinnaces, trawlers and lighters. And sailing amongst this flotilla would have been many of the local Greek caique boats, darting about the harbour. Some no doubt would have been going about their normal activities, but many were offering goods for sale to the eager sailors and soldiers aboard their ships.

How surprised was I to discover one of the *Levant II*'s crew lists from the period, held by the National Maritime Museum. The list was drawn up in early September, listing all crew recruited for service on the ship between 1914 and December 1915.

Its crew include a number of British crew members, including 36-year-old Captain Harold Wightman from South Brent and 28-year-old Warrant Officer Alfred Lawrence Spalding from Liverpool. It is thanks to Alfred that we know a lot about the activities of the *Levant II* – and vessels like her – due to his diligence in keeping a unique personal diary.

The crew list also reveals how the *Levant II* – and the Gallipoli campaign itself – relied on the service of many other civilian crewmen, recruited from the ports of the Mediterranean into which she had sailed. It is this list that reveals that the majority of these were Hellenes, no less than 35 out of the 51 crew members listed. Six Hellenes joined at Malta on 3 September 1914, 23 at the major Greek port of Syra (modern Syros) in the Cyclades on 7 June 1915. The *Levant II* then made a call into Tenedos, where two more joined the ship on 15 April 1915 and again on 1 August 1915 when four more Tenedos sailors joined.

NNE	2	6	30.14	89	79	IV-0.0
			93			5 Dispatch Boat left for Base with Water
						7.15 S.S. <i>Levant</i> arrived
						7.35 HMS <i>Hector</i> arrived
						7.45 HMS <i>M32</i> arrived
NNE	2	6	30.14	80	75	VIII-0.0
			94			

Extract from ship's log, HMS *Ark Royal*, 29 July 1915,
Levant's arrival at Kephalos Bay is recorded just before that of the balloon ship, HMS *Hector*.
 National Archives (UK).

These Hellenes had greater or lesser periods of service at Gallipoli aboard the *Levant II*. The longest were 40 year old Fireman Mr E. Tzouveleakis from Syra and 26 year old Able Seaman Mr V. Koutsofihos from Santorini, who joined the ship in September 1914 and remained until they left on 23 November and 23 December 1915 respectively. The other Hellenes left the *Levant II* between June and August 1915.

As the ship entered Kephalos Bay on 29 July there appear to have been twenty Hellenes aboard. Warrant Officer Spalding's diary records that the ship stayed anchored in the Bay until 31 July, delayed by bad weather and coming ashore to lay the shore end of a new cable. They returned to Kephalos Bay on 5-6 August and again on 8-9 August. Along with its fireman hailing from Santorini, another fifteen of these Hellenic sailors who came to Imbros hailed from Syra and most of these were Seaman like 23 year old Louretzos Koelakis and 40 year old Pantelis Sigalas. 29 year old Dimitrios Lekakis joined as a Fireman and 18 year old Georgios Katevatis as a labourer.

I wonder how those Hellenes aboard the ship who came to Imbros' Kephalos Bay in July interacted with the locals. Did they go ashore to help with the cable laying on 31 July? Did they visit the villages and people of the island as so many Allied soldiers and sailors did? Did they purchase any of the bread made by the Australian army bakers at Kephalos? They certainly would have been able to assist the non-Hellenes

135/CL/3711/007

Eng. 1.
(120 men)

[Executed in Twenty Pages.]

Any Erasure, Interlineation, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and attested by some Superintendent of a Mercantile Marine Office, or Consular or Colonial Officer.

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

The "Foreign-going Ship" means every Ship employed in trading or going between some place or places in the United Kingdom and some other place or places situated beyond the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Rhine and First Inclusive.

Name of Ship. <i>"Levant"</i>	Official No. <i>118368</i>	Port of Registry. <i>London</i>	Port No. and Date of Register. <i>180/1903</i>	Registered Tonnage. Gross. <i>282</i> Net.	Nominal Horse Power of Engines (if any). <i>449</i>
REGISTERED MANAGING OWNER.			FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 8.		
Name. <i>Eastern Telegraph Coy</i>		Address. <i>Electric House</i>		No. of Seamen for whom accommodation is certified. <i>29</i>	

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom *six* are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names, on a voyage *to any Port or places within the limits of 45° N and 60° S Latitude*. The maximum time to be one year.

And it is also agreed, that *that sailors and* *firmen shall mutually assist each other in the general duties of the ship, or on board any other ship belonging to the Eastern Telegraph Company.*

Sailors and firmen are supposed to keep their forecabin clean to the satisfaction of the Master.

Any dispute arising on board may be subject to the settled by a Superintendent of a M. M. O. or Consular Office or Shipping Master, and his decision shall be final.

And the Crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any Person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats, or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with Provisions according to the Scale on the other side herof.

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the wages of the Person guilty of the same.

And if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency, but no such reduction shall be made unless and until notice in writing of intention to make such reduction shall be given by the Master to the person who will be affected thereby; and it is also agreed, that the Regulations authorized by the Board of Trade, which are printed herein and numbered 1 to 6 are adopted by the parties hereto, and shall be considered as embodied in this Agreement. And it is also agreed, that if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

Chas. M. O.

In Witness whereof the said Parties have subscribed their Names herin, on the days mentioned against their respective signatures.

Signed by *A. H. Allen* Master,
on the *3rd* day of *September* 191*4*

Date of Commencement of Voyage.	Port at which Voyage terminated.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
<i>1/9/14</i>	<i>Malta</i>	<i>23rd August 1915</i>	<i>Syra, Greece</i>	<i>24/8/1915</i>	<i>H. S. Wrightman</i> Master.

1 Here is to be inserted the nature, and as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are included.

2 Here are to be inserted the Numbers of any of the Regulations for governing discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.

N.B.—This Form must not be unutilized. No journey may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

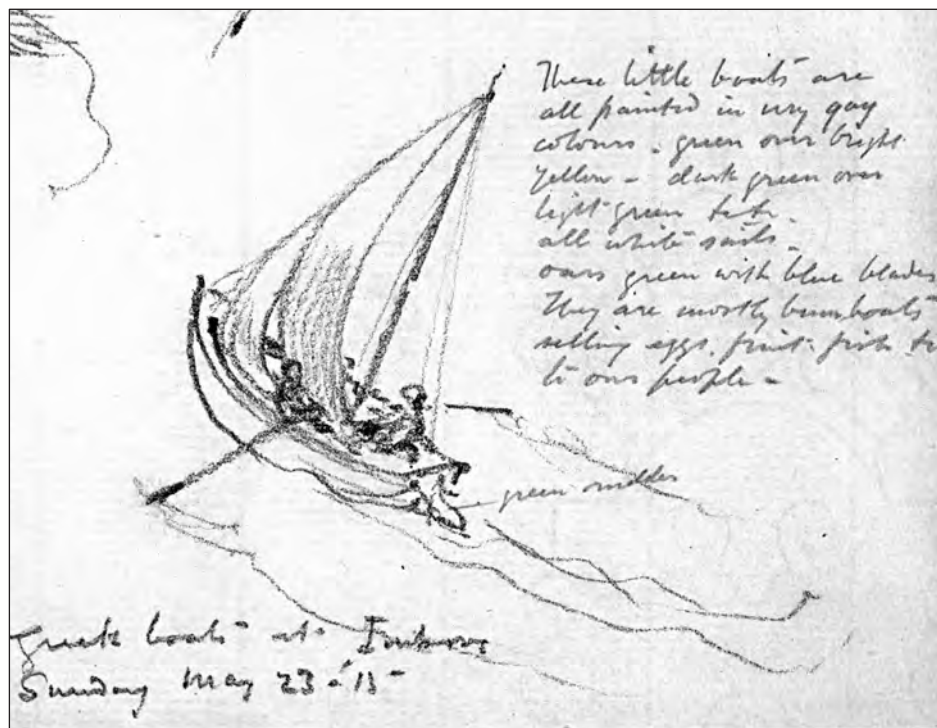
S. & S. [1915] No. 1171717 100 100/000

Twenty pages.

Levant crew list document, September 1915, National Maritime Museum.

aboard the ship in communicating with the locals. While the records are silent, one can assume that interaction took place.

As I have said two of those who came to Imbros in early August hailed from the nearby Island of Tenedos – 40-year-old Spiros Zacharias and 29-year-old Constantin Demetriou, both Able Seaman. I wonder what these two sailors thought when they sailed into Kephalos Bay. Being local seafarers, they were probably familiar with the bay and the people of Imbros. Did they shout out to the locals in their caiques in a familiar-sounding dialect?



Detail from 'Greek Boats at Imbros, Sunday May 23, 1915'.

Drawing by Lieutenant Herbert Hillier, RN. IWM. Creative Commons.

The remaining Hellenes – including the four sailors recruited at Tenedos on 11 August, 21-year-old Seaman Constantinos Theodorou, 24-year-old Seaman Constantinos Karafilido, 24-year-old Seaman Charalambos Kontalianos and 21-year-old Seaman Themistoklis Papadopoulos – do not appear to have come to Imbros. But they were aboard as the ship sailed into Lemnos' Mudros Bay and to Tenedos as well as the dangerous waters off the Gallipoli peninsula at Suvla, Anzac and Helles. They left the ship on 23 August when it was at Syra, along with ten of their Hellenic comrades, all from Syra. After that date, only two Hellenes remained aboard. There were at least two other occasions – 21 September and 17 October – when these Hellenes

may have come ashore as part of the ships shore parties on Imbros recorded on these days.

The Hellenes serving on the *Levant II* undertook a dangerous task, facing enemy shelling and sniping as they worked to establish and maintain the vital communications of the campaign. On 13 November one of the Hellenic sailors, a fireman, possibly 30 year old Mr E. Tzouvelekis from Syra, had his “arm nearly taken off” as a result of enemy shelling as he fished over the side. As the ship ended its Gallipoli service in January 1916 it was repeatedly shelled off Cape Helles.

The service of these telegraphic workers during the campaign was well regarded at the time, four being Mentioned-in-Despatches for their service at the Dardanelles and Captain Harold Wightman, the Distinguished Service Order, the award citing his rendering “good services in connection with laying of the cable from Imbros to Suvla on the night of the Suvla landing, and in laying and repairing cables off the peninsula frequently under heavy fire.”

And what of the *Levant II*? After the end of the First World War, she would return to commercial cabling service and despite being based in Malta during the Second World War, did not see war service. In 1952 she sank three miles off Malta. The *Levant I* would have a more military future. After being sold to Greek owners after the war and re-named *Kythira*, she was commandeered by the Greek government for use as a boom patrol boat, then sunk due to German air attack, salvaged and pressed into German service for coastguard work during the occupation, before being sunk again at Volos in 1944. It was salvaged again after the war and returned to life as a commercial vessel as the *Kythira*.

We know of at least one other civilian vessel that sailed into Kephalos Bay during the Gallipoli campaign with some Hellenic crewmen. This was the SS *Linkmoor* which operated as a collier and is recorded as being at Imbros in July 1915. Amongst its 34 crew were ten Hellenes, including one 25-year-old, sailor Socrates Germenis. Sadly, the *Linkmoor* was sunk by a German submarine off southern Greece in September 1915 as she sailed from Lemnos to Malta.

While these are surely not the only Hellenes serving on Allied merchant ships during the Gallipoli campaign, the story of the *Levant II* and its Hellenic crew is more evidence of the Hellenic link to Gallipoli. Along with all those other Hellenes who assisted in the Allied land forces, we should remember those of the *Levant II*. In keeping open Allied communications open they played a vital role in the whole campaign. Lest we forget.

Further Reading

‘CS Levant II’, <https://atlantic-cable.com/Cables/Levant-II/index.htm>

‘CS Levant I’, <https://atlantic-cable.com/Cables/Levant-I/index.htm>

Royal Navy Log Books of the World War 1 Era, HMS *Ark Royal* – December 1914 to December 1916, UK out, Mediterranean, Aegean, Dardanelles (Part 1 of 2), edited by Dean M Aschenbrenner, naval history enthusiast, North Tonawanda, near Niagara

Falls, NY, https://naval-history.net/OWShips-WW1-o4-HMS_Ark_Royal.htm.

Alfred Lawrence Spalding, *Cable Work at Gallipoli 1915-16*, Private Diary, Copyright Peter Spalding, 2007. Published at <https://atlantic-cable.com/CableStories/Spalding/index.htm>

H. Wightman, 'Agreement and Account of Crew – Foreign-Going Ship – SS Levant', dated 3 September 1915, accessed at '1915 crews Lists', National Maritime Museum, <https://1915crewlists.rmg.co.uk>

Jim Claven is a trained historian, freelance writer and author of *Lemnos & Gallipoli Revealed: A Pictorial History of the Anzacs in the Aegean 1915-16*, as well as many articles. He is currently researching the role of the northern Aegean Island of Imbros in the Gallipoli campaign and working with Melbourne's Imvrian Society on a archival photographic exhibition and associated publication. He thanks Ms Liza Koutsaplis of Athens and Lemnos for her assistance with his research. He can be contacted at jimclaven@yahoo.com.au

DISTINGUISHED CONDUCT: ZION MULE CORPS

Private Michel [Matthias?] Grouchkowsky, No 126, Zion Mule Corps

On 5th May during operations near Krithia, for gallantry in delivering ammunition and food to the trenches. His mules stampeded under heavy fire, but, although wounded in both arms by shrapnel bullets, Private Grouchkowsky kept hold of the animals and delivered the ammunition. Awarded the Distinguished Conduct Medal. (Supplement, London Gazette 29215, 3 July 1915 page 6544).

“One of the men, Private Grouchkowsky, distinguished himself greatly in this fight, for when the hail of shrapnel descended on the convoy and stampeded many of the mules, this plucky boy — for he was a mere youth — although shot through both arms, held on to his plunging animals and safely delivered his loads of ammunition to the men in the firing line. I promoted Private Grouchkowsky to the rank of Corporal, for his pluck and devotion to duty, and, in addition, recommended him for the D. C. M., which I am glad to say he obtained.”

(Patterson, Lieut-Colonel John Henry. With the Zionists in Gallipoli, London, Hutchinson & Co, 1916 pages 124 – 125).

Mentioned in Despatches, *London Gazette* 5 August 1915 p7667.



HMS LOUIS AT GALLIPOLI

Nick Baker

I was interested to read in *The Gallipollian* 156 of the optical character recognition (OCR) typo that inadvertently turned the destroyer ‘HMS Arno’ into a fictitious ‘HMS Amo’. This reminded me of another ship name error relating to Gallipoli which I discovered a couple of years ago amongst the papers of Sir Ian Hamilton in the Liddle Hart Military Archive at King’s College, London. This was during an investigation into Hamilton’s ‘Gallipoli Diary’ published in 1920 as his report to the Dardanelles Commission Report. This is not, of course, an OCR typo - there being no such thing at the time – but instead offers further evidence that Hamilton’s ‘Diary’ is less a contemporary record of ongoing events than a post-campaign assemblage seeking to uphold his personal reputation.

The vessel was ‘HMS Louis’ a Laforey Class destroyer launched in December 1913. Hamilton states in his ‘Diary’ that on 12 October 1915,

Sailed for Anzac on the destroyer ‘Lewis’. We took biscuits and bully beef but the hospitable sailors insisted on regaling us with a hot meal ... At Anzac Birdwood took us round the trenches and underground passages about Russell’s Top and Turks Head.

The vessel he referred to as ‘HMS Lewis’ was actually ‘HMS Louis’ (there was no ‘HMS Lewis’). By itself this error might be thought to possess little or no significance.



Royal Navy destroyer HMS *Louis* after running aground at Suvla on 30 October 1915.

Photographer: Lieutenant Ernest Brooks. IWM Q13607

However, the Hamilton papers include a Staff Diary, compiled by an ADC, which states for the same date,

Sir Ian left at 12,30 pm and went over to Anzac in the destroyer “LEWIS”. Lunch was taken on board. General Birdwood met Sir Ian and a tour was made of the subterranean passages round about Russell’s top and Turks Head...

I would propose this repeated error indicates two things. Firstly the mistake was inaugurated by the ADC and then copied verbatim by Sir Ian when he came — retrospectively — to compile the ‘Diary.’ Secondly the similarity between the two passages is so marked as to suggest the two documents are versions of each other. It only requires rudimentary further study of the Staff Diary and both the published ‘Gallipoli Diary’ and a fragmentary draft version held in the Liddle Hart Archive to conclude Sir Ian used the former as a basis for the latter. Indeed the mere existence of the draft version (labelled ‘2nd Version’ on the cover implying it was one of several) shows he was manipulating the final version of his ‘Diary’, containing as it does many redactions, particularly on controversial subjects. This is hardly news to students of Sir Ian, but the ‘HMS Lewis’ inaccuracy is especially interesting in that a reproduced error is always more indicative of plagiarism than a recurring truth. This further strengthens the argument that he compiled his diary after the event rather than, as he claims in its preface, a notebook he possessed at the time.

HMS *Louis* ran aground off Suvla on 31 October 1915 and provided a static target for Turkish batteries from then on. Her much reduced remains lie on the seabed to this day.

Editor’s notes:

A photograph of HMS *Louis*, taken by No 145, AB Driver Harold John Snape, of the Royal Australian Naval Bridging Train, and held by the RSL Club in Warrnambool, Victoria, has the following hand-written annotation on its reverse side, indicating that the *Louis* was scuttled:

A party of sailors from the Cruiser *Canopus* broke the *Dest. Louis* in halves with a charge of gun cotton. The after part sank and the for’ard portion (see here) was towed into deep water and sunk also.

From the diary of AB Driver Snape:

1st November: HMS *Louis* (Destroyer), a suction dredge & a couple of lighters went ashore tonight about 8-30p.m. The breeze was fairly strong.

4th November: Destroyer’s back appears to be broken.

5th November: Destroyer in halves. Navy men salving her. Turks knocked about 8’ (ft) off the main mast of a store-ship. Then they fired about 60 or 70 shells at the destroyer without doing any damage.

9th November: West Beach in morning. The *Canopus* towed the for’ard portion of the *Louis* off, but she is almost underwater & doesn’t look too good.

11th November: Rough sea & destroyer has disappeared.

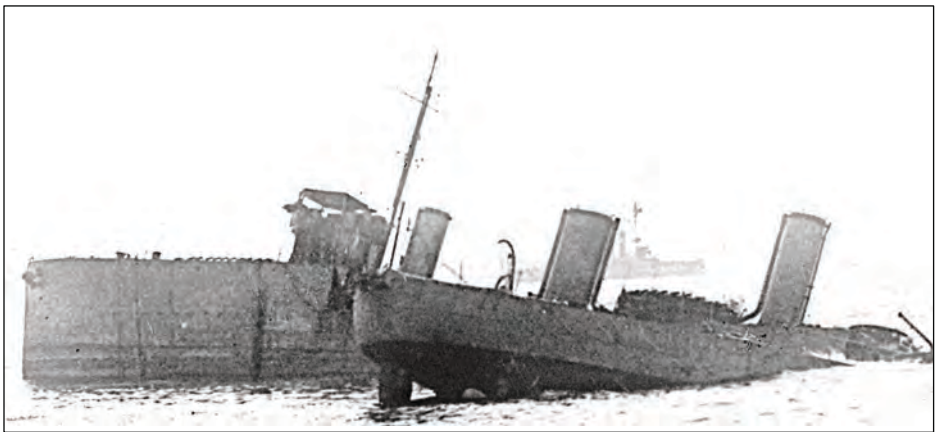


Le naufrage du H.M.S. "Louis" [pendant la bataille de Gallipoli] [The sinking of HMS *Louis* during the battle of Gallipoli], showing a shell splash close to the ship.

Rol Agency (Press photograph).

Bibliothèque nationale de France, département Estampes et photographie, EI-13 (473)

Detail below is from photograph above.



The diary of AB Driver Laurie John Smee, who also served with the Royal Australian Naval Bridging Train at Suvla, notes:

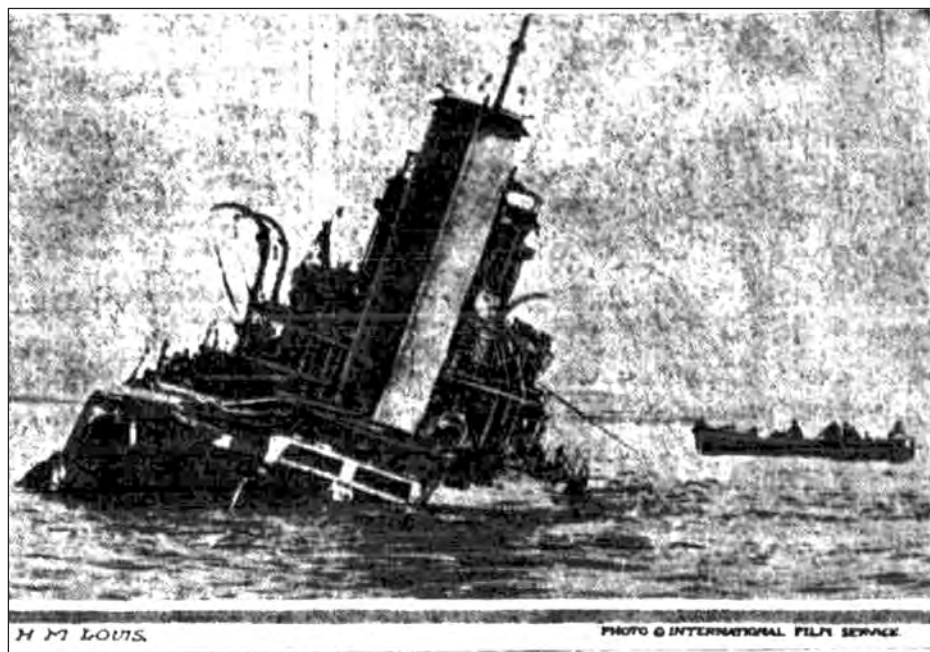
3rd November

I did not mention that on Oct 30th the HMS *Louis* T.B. went ashore during a dark and somewhat windy night. The result being that she has a hole in her hull 16ft long with the rock protruding through her engine room. A party has dismounted her guns and torpedo tubes with the hope of floating her.

5th November

The Turks are firing liddite [sic] into our camp but with little effect. The weather is fresh and sun shining and light S.W. breeze which blew a little fresher last night thus breaking the HMS *Louis's* back. She is a total wreck now with her stern in the air.

Stranded British Warship in Dardanelles



‘This remarkable photograph of the stranded British torpedo boat destroyer, Louis, was made just as the last of its crew were leaving in a launch sent from another ship.

The Louis grounded and the Turks shelled it.’

(Original title and caption accompanying photo as they appeared in the *Omaha Daily Bee* (Omaha, Nebraska, 27 January 1916 p1).

TEN SHILLING NOTES ISSUED AT ANZAC

David Kirton

After reading with interest the reproduced article by A L G Whyte (*The Gallipollian* 157, Winter 2021) about the issue to troops at Anzac of the ten shilling note I wonder whether any members can provide further information on this.

There is little written on the issue of the note however they do come up for auction occasionally. It has been known as the Bradbury note after the Secretary to the Treasury for the United Kingdom of Great Britain and Ireland, John Bradbury, whose signature is printed on the bottom right-hand corner.

I have one in my collection, although not in the best condition. It shows clearly the overprint of the Ottoman script and has the value of 60 silver piastres I believe.

Whyte mentions being issued with the note in October 1915 however I have a record of them being issued earlier than this. A copy of one which I have has writing on the back and has the following; "Paid Anzac Cove – Gallipoli, July 1915 A.I.F Les. H. Pritchard"

In Belford's Unit history, "Legs Eleven" he mentions on page 125 that "On July 15 there was a pay issued to troops ... As there was by this time a canteen on the beach, there was a speedy use put to most of the money issued."

One would assume that having the note overwritten with Ottoman script that these notes were intended to be used in local villages as the troops advanced to Constantinople.

Any further information on these notes would be of great interest. *Photos page 35.*

GALLIPOLI ASSOCIATION AGM & AUTUMN LUNCH

Friday 23rd September 2022

The Association's Autumn AGM will start at 11.00 at the Cavalry and Guards Club, 127 Piccadilly, London W1J 7PY followed by a pre-lunch drinks reception at 12.30. The club can accommodate 60, so please book early to avoid disappointment. Unfortunately, we have had to raise the price to £60 per head to cover costs, but this includes the pre-lunchtime drinks, a two-course lunch, wine and coffee. The club has a formal dress code. Jacket and tie for men and smart attire for the ladies. No jeans or trainers.

ANNUAL CONFERENCE

and Post-Conference Dinner Saturday 24th September 2022, 10.00 - 17.00

Cost for the conference is £50 which includes a working lunch and tea and coffee. Registration will be from 9.15 in the foyer. RAF Club, 128 Piccadilly, W1J 7PY.

Please use the enclosed flyer to make bookings and for more more information. Check our website and social media for any update for both these events.



THE NZ BULLDOGS

Army Mascots

When the Second Fleet lay in Albany Harbour, it was a matter of irritation to Australians that they were denied permission to go ashore in their own country, while the New Zealanders (from the "Willochra," "Knight of the Garter," and "Verdala") went off for a route march. Through the glass we could see two mascot bulldogs, leading the march, gallant beasts pulling their master along.

Years afterwards the N.Z. history of Anzac showed the accompanying photo of Major Frank Statham Otago Infantry Battalion, with the bulldogs. He and his brother fell in the desperate struggle for Chunuk Bair on August 7, 1915.

One wonders what became of the dogs. Will some Kiwi tell "Reveille"?

(Milne, E O, *Reveille*, RSS&AILA, NSW Branch, Sydney, 1 Apr 1938, p48).

'About 5 a.m., while the Turkish attack upon them was still at its height, three high-explosive howitzer shells, coming from the right rear, burst among them, one exploding in the front trench on the left, wrecking the trench, and killing the gallant Major Statham together with his brother beside him, as well as Sergeant-Major Porteous and six or seven men. The shells almost certainly came from one of the howitzer batteries inside the old Anzac lines.' (Bean Vol 2 p692-693).

Major Frank Hadfield STATHAM (Mentioned in Despatches), 10th (North Otago) Company, Otago Battalion, NZEF. Killed in action on Chunuk Bair, 9 August 1915, aged 35. No known grave; name commemorated on the Chunuk Bair Memorial.

NOS MARINS (Série de Guerre)



62. - La Mine échouée

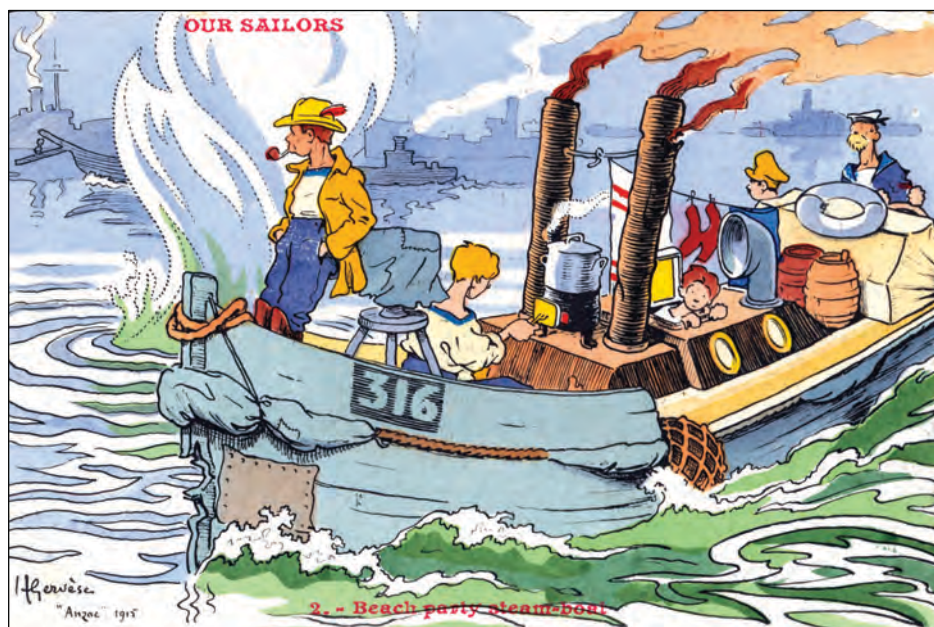
Postcard: Nos Marins No.62 – *The dud mine*, signed 'H Gervès, Morto Bay 1915'.
Stephen Chambers collection. See pages 48–54.

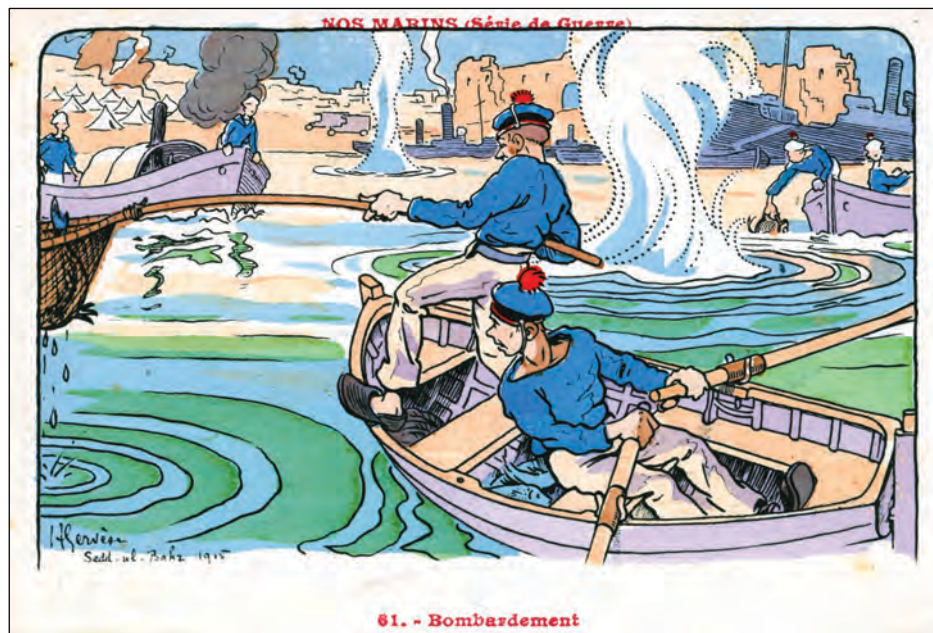


Postcard: Our Sailors No.11 – *Landing party*, signed 'H Gervès'. This could be Lemnos.

Postcards this page and next courtesy Stephen Chambers collection. See pages 48 – 54

Postcard: Our Sailors No.2 – *Beach party steamboat*, signed 'H Gervès, Anzac 1915'.

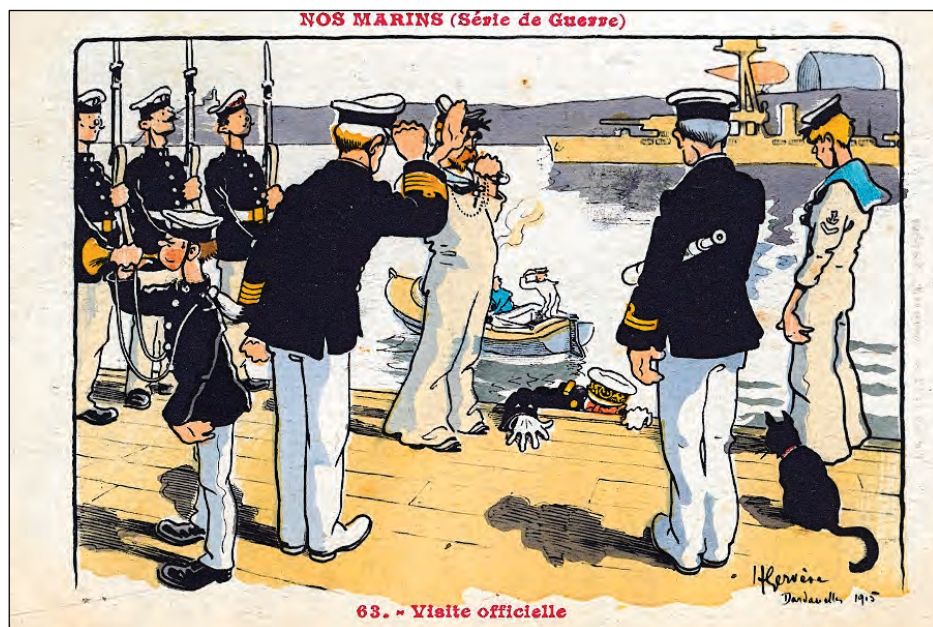




Postcard: Nos Marins No.61 – *Bombardment*, signed 'H Gervès, Sedd-ul-Bahr 1915'

Postcard: Nos Marins No.63 – *Visite officielle* signed 'H Gervès, Dardanelles 1915'.

This card is also reproduced in the English series (No.14).





The piper, Gallipoli Memorial, St. Paul's Cathedral. Photo courtesy Ministry of Defence. See page 2.

Dawn Service, Mount Scopus CWGC Cemetery, Israel. Michael D Robson lays the Gallipoli Association wreath. Photo courtesy M D Robson. See page 2.





'Hidden Gallipoli' tour. See pages 55 – 57.

Above: An early French memorial near Zimmerman's Farm, Helles.

Below: A deep stone trench in the Royal Naval Division sector, Helles.





The commemorative service held at the Mudros Port Memorial, Lemnos.

Photographs courtesy Dimitris Boulotis. See page 3.

The military commander of Hellenic armed forces Lemnos, lays flowers, Australian Pier Memorial.





(Above) Ten Shilling Notes Issued at Anzac

Arabic text: *Piastres Silver 120* (top); *Piastres Silver One Hundred and Twenty* (lower),

David Kirton collection. See page 64.

(Below) Treasury Series One Pound Note, Dardanelles overprint

Arabic text: *Piastres silver one hundred and twenty*





Sub-Lieutenant John Charles Spencer Warwick RNVR

LIEUTENANT JOHN CHARLES SPENCER WARWICK

1890 – 1915

Simon Pearce

Sub-Lieutenant John Charles Spencer Warwick, universally known to friends and family as 'Jack', was in Liverpool, onboard the drill ship HMS *Eagle*, when war was declared on Tuesday, 4 August 1914. He had been onboard since the previous Thursday, which pre-dated the general mobilisation of the Royal Naval Volunteer Reserve by the Admiralty at 20:30 on Saturday, 1 August.

In a snatched half hour, he wrote a brief but moving letter to his sister, Gillian. He opened his missive: *'My darling Jaw. Just a line as I have ½ hours leave to say goodbye in case I never see you again.'* Preparations have been hectic. He tells his sister he has been working *'20 hrs a day and am nearly down already.'* It is a source of some pride, he notes, that *'I am one of the first to join.'*

His aunt, Laura Berners or *'Aunt Lallie'*, had come to see him from nearby Little Acton the day before. He writes, *'It was a dreadfully sad parting, but I think I was brave.'* His letter is partly in the form of a Will: *'I am leaving all my gear and what money may be mine or due from the Admiralty to you to do what you like with, there is also my little dog Tim who is now at Little Acton.'* He encouraged his sister to write to their mother, Mary Alice Warwick, who now lived in India, even though there might be difficulty getting communications through because of the war. *'Mind you write to Muddie & cheer her up.'* His sister's relationship with their mother was tense. Over the preceding years the pair had looked to each other for love and support as their mother was frequently away in India and so they stayed with their grandparents at Woolverstone Park, Suffolk. The response to the call to arms has been impressive: *'The way the men are turning up is simply glorious. God bless the brave fellows.'* Jack worries about what the future may hold but knows bravery will be needed: *'So goodbye darling little girl & mind you are brave & remember you are British. Have no mercy on any enemies.'* The gravity of the situation is clearly bearing down on him. He asks to be, *'excused all this rot, but as it looks like being one of the last letters I shall ever write you must not mind.'* He signs off, *'With tons of love and kisses your loving and devoted brother, Jack.'* As a postscript he writes poignantly: *'I trust I shall have the strength to carry through with my duty to the end. Please wish me this.'*

John Charles Spencer Warwick was born in Rangoon on 9 June 1890. His father, Charles Spencer Warwick, was a second lieutenant in the Devonshire Regiment. His mother, Mary Alice, was eldest daughter of Charles Berners. They married secretly in February 1889. Almost immediately the couple headed to India and then on to Burma. For the first eight years of his life, Jack lived mostly at Woolverstone Park with his grandparents, Charles and Mary Berners. It seems he went out to India at some point in 1898 or 1899, with his five-year old sister, Gillian, returning to England with their mother in 1900. By this time his mother had secured a judicial separation

from her husband on the grounds of his cruelty. On return to England Jack was baptised into the Catholic faith at Brompton Oratory and received the additional name of 'Baptist.' (Later in life he would become a Brother of the Little Oratory of St Philip and St Cecilia.) For the next few years Jack, his sister Gillian and their mother travelled widely and lived at various addresses in London, Woolverstone Park and in Paris. They were living at No 2a and 15 Joubert's Mansions, Chelsea, in 1909 when Jack enlisted in the Royal Naval Volunteer Reserve on 15 November. Both sides of his family had military connections. Jack's three uncles on his mother's side had been to Sandhurst and had military careers in the army and his great grandfather, Captain Hugh Berners, had served in the Royal Navy. His grandfather on his father's side was also a captain.

John Spencer Warwick first enlisted with the RNVR, London Division, and took the rank of midshipman. By the time war broke out, Jack had become part of the Mersey Division while training with the Admiralty as a 'Student of Naval Architecture' at Liverpool University. He had risen to the rank of Sub-Lieutenant by 1911. He gained his Aviator's certificate flying a 'Vickers Biplane' at the Vickers School, Brooklands, on 24 February.



Six months later, the First Lord of the Admiralty, Winston Churchill, decided to create two naval brigades from the RNVR for land service from the surplus of men for the number of places available on ships. Towards the end of August, the second Naval Brigade was redeployed from Liverpool, initially to Walmer, near Dover, and then on to Betteshanger Park, ten miles from Dover; a beautiful mansion owned by Lord Northbourne, the 2nd Baron, Walter Henry James. The mansion was surrounded by extensive parkland, much of which was made over to their use. The Second Brigade was led at this time by Commodore Oliver Backhouse who was popular with both officers and men. His key role was to train his naval volunteers in military tactics and weaponry to become an able

Sub-Lieutenant J C S Warwick

Aviator's certificate record card and photograph Feb 1914

fighting force on land. The period at Betteshanger Park was favourable and the land there suited to training men in military tactics. In September, the brigades were subdivided into battalions. Jack was assigned to Anson Battalion and later found himself in the company of notable sub-lieutenants Rupert Brooke, Arthur Tisdall, Denys Browne, Arthur Asquith and his great friend Willoughby Henry. Colonel Cornwallis-West was the officer commanding Anson Battalion during this period.

Within the first few weeks the war made an impact on Jack's family. His youngest uncle, Captain Hamilton Hugh Berners, Irish Guards, was killed leading an assault at Soupir, France on 14 September. The news must have been a great shock to Jack and underlined the dangers awaiting him.

Training continued at Betteshanger. Conditions at the camp on Lord Northbourne's estate were basic, but the officers were permitted a bath at the rectory in between kit inspections, route marches, boxing, football and drill.

On 4 October the brigade received its orders and marched to Dover, for embarkation to Dunkirk, wearing ordinary sailor's kit; it was accompanied by Lord Northbourne. There was an element of unpreparedness for this expedition. The men carried outdated rifles and, due to a lack of bandoliers, had their pockets stuffed with ammunition. The Royal Naval Division as it was now called was headed for Antwerp, Belgium, for a baptism of fire which came in the short but violent defence of Fort 7, before a general withdrawal was ordered. During these few short days, Jack acquitted himself with distinction and his name was 'brought to notice by Commodore Backhouse during operations around Antwerp.' The RND was in Belgium for just six days — 6 – 12 October. The operation was a mixed success.

The battalion returned briefly to Betteshanger on 18 October. Jack was promoted to the rank of temporary lieutenant a week later. Unfortunately, around this time there was some confusion about the rank he had been promoted to. The *London Gazette* of 10 November records him promoted to lieutenant-commander, cancelled on 24 November. His RND record confirms this error, though the rapid elevation persisted in some reports, and the rank continued to be referenced in other sources.

There were multiple training opportunities for the Naval volunteers. One of these was at Chatham Naval Barracks, after which Rupert Brooke was transferred from Anson to Hood Battalion on 4 November.

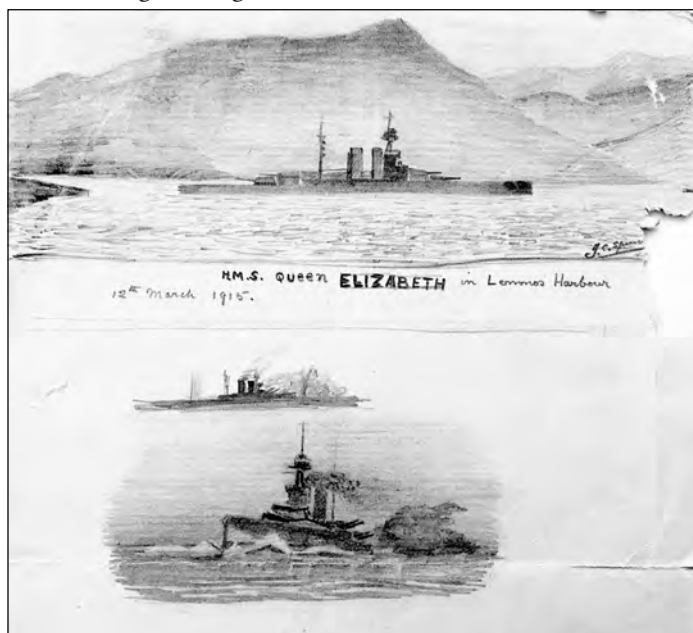
Towards the end of November 1914, the RND moved to a newly-established camp at Blandford in Dorset for further training. Major-General Sir A Paris KCB became commanding officer. The rapid building of the camp was something of an achievement, for all materials were brought in from elsewhere to Blandford Forum railway station and then by steam tractors and horses the three miles to camp. When it was finished, it was in effect a small community with its own churches, hospital, canteens and railway line and station; eminently suited to become the depot for the Royal Naval Division for the rest of the war. Naval traditions were maintained at Blandford Camp; when officers and men went into the nearby Blandford Forum, they 'went ashore.' The RND remained under Admiralty control even though they fought

alongside the army and, despite serving on land, maintained other naval traditions; they flew the White Ensign, used bells to signal time, used naval language, continued to use naval ranks and sat during the toast for the King.

25 February 1915. First Lord of the Admiralty, Winston Churchill, and, an hour-and-a-half later, King George V, reviewed the whole Royal Naval Division. The weather was fine; swords and bayonets glinted in the sunshine. Colonel Moorhouse commanded Anson Battalion at this point. Lieutenant John Charles Spencer Warwick, leading his company, marched past the King of the United Kingdom and the British Dominions, and Emperor of India, at the saluting point where the royal standard was raised.

With training now complete, Churchill decided the men of the Royal Naval Division were ready to be thrown into battle as part of the Mediterranean Expeditionary Force. On 25 February, around 19:00, they marched out of Blandford Camp for Shillingstone Station to entrain for Avonmouth Docks, Bristol, where Anson Battalion, along with Hood, boarded HMT *Grantully Castle* heading for the Mediterranean on 28 February. Relatives and friends lined the dockside to bid farewell

HMT *Grantully Castle* reached Mudros harbour, Lemnos, on 12 March, where the whole Allied fleet was gathering.



HMS *Queen Elizabeth*, Lemnos Harbour. 12 March 1915 – J C S Warwick

Seven days later, 19 March, they sailed past the mouth of the Dardanelles. Heavy bombardment of forts along the mainland of Turkey followed, however an assault was postponed and the brigade returned to Port Said in Egypt where Anson Battalion

was ordered to Alexandria to help with the disembarkation of the 29th Division. Officers were disappointed as they thought they were going to be involved in dreary fatigues rather than being part of the coming assault.

On 9 April Jack wrote to his Aunt Julia, or *Doodie* as he affectionately calls her, on paper headed 'Steamship Adania'. At this point, he had been away from England for six weeks and had spent the first month on the troopship HMT *Grantully Castle*. He assures her he is 'quite well.' He writes that his battalion had landed several times on Lemnos. Censorship rules meant that he couldn't reveal locations and he playfully circumvents this, '*but I can't tell you the name of it. It resembles in name a disabled animal.*' - (Lame horse). They also '*hovered about a certain place in the hope of drawing the enemy's fire from the forts. However, nothing happened except the three ships mentioned in the newspapers were sunk*' (HMS *Irresistible*, HMS *Ocean* and the French battleship *Bouvet*.) He tells his aunt that he has found the fur waistcoat she gave him, '*most useful as there was a lot of snow about on the hills in the first place we went to.*'

The day of his letter, 9 April, Lieutenant Warwick and Anson Battalion re-embarked from Port Said and again headed to the Dardanelles, arriving in Lemnos on 12 April then four days later Skyros, where the division was concentrating.

A week later the division sailed for the Gulf of Xeros with Anson Battalion supporting the 29th Division landing at Cape Helles on 25 April. Jack was Officer Commanding 'C' Company, Anson Battalion. Douglas Jerrold, in his book *The Royal Naval Division*, places Lieutenant Warwick at 'X' Beach leading a platoon from Anson Battalion supporting the 1st Royal Fusiliers. At 6.00 am, they were put ashore by lighters from HMS *Implacable*. There was only a small picquet duty of 12 Turkish soldiers on the beach who were easily overcome without casualties. Anson, assigned as a beach party, was soon supporting the Fusiliers on the front line being formed on the cliff tops. For Anson Battalion, fighting was to be continuous for the next 18 days.

In the introduction to *The Royal Naval Division*, Winston Churchill mentions Lieutenant Warwick's role in the fighting taking place a few days later: '*Warwick and other Anson officers leading forward to the recapture of their positions Senegalese troops, all of whose French officers were killed.*' The action on these dates, beginning 22:00 on 1 May, concerned a counter offensive by Turkish forces on the Allied lines. In response to French requests for British support, the Official History notes that Anson Battalion was sent to "*... the French Sector where it was at once pressed into service on the extreme right of the line.*" This could be the action involving Warwick and Senegalese troops referred to by Churchill. Anson Battalion had about a dozen men killed in this action and dozens more wounded.

There is some confusion over events in these few days, which is not surprising in the chaos of war. At some point between 29 April and 3 May, Lieutenant Warwick was wounded. The 2 or 3 May is recorded twice on record, as well as appearing in the newspaper reports of casualties. His wound was categorised as VIII-1: '*Gunshot wound of upper extremities - simple flesh contusions and wounds (slight/severe).*'"

Both dates are given in his RNVR and RND service record; the latter, and most

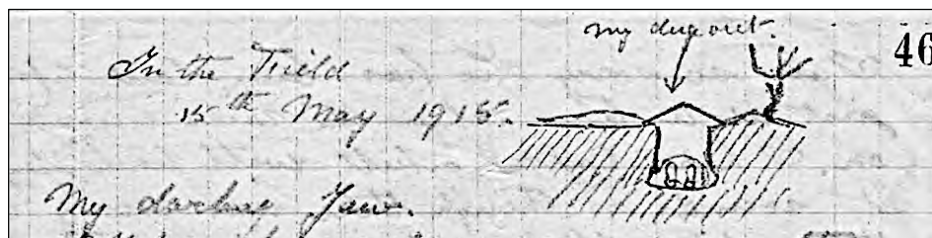
likely, date being 2 or 3 May as this was the only time that coincides with Churchill's comment about his supporting Senegalese troops and recapturing the French trenches. No matter the confusion over dates, he was wounded and evacuated to a hospital ship, maybe more than once, returning to duty on 8 May.

On return, he had to carry out the sombre role of a platoon commander, writing to the parents of a serviceman killed in action. One such was Leading-Seaman Fred C Lancaster, RNVR, Royal Naval Division, who was killed in action on 6 May. He had joined the Naval Volunteers two years before the war and had proved such a keen member that when hostilities began, he was promoted to the rank of leading seaman. Writing to the sailor's father, Lieutenant Warwick thus conveyed the sad news of Leading-Seaman Lancaster's death:-

Dear Mr. Lancaster, - It is with great regret that I write to tell you of your brave son's death. He was killed outright during an attack on May 6th. His courage was a magnificent example in every way, and I assure you he is a great loss to me. He was one of my leading seamen, and he has always been a great help in training the company.

As I write this we are being shelled by the enemy. I found your boy's body where he had fallen, and I buried him with his head facing the enemy. As I was under fire at the time I was unable to have a proper burial service, but will do so as soon as I can. I must ask you now to be brave in this great loss you have sustained, especially when you think of the cause for which your son died.

The battalion returned to 'rest camp' on 13 May. The camp was located on a small plateau; a '*pleasant, but rather exposed position*' according to Revd Foster in his book *At Antwerp and the Dardanelles*. There was still shelling, heavy at times, and many members of the battalion were killed even as they rested in their narrow dug-outs.



Rest Camp 'Dug Out' 15th May 1915 – J C S Warwick

On 15 May, Jack wrote a letter '*In the Field*' to his sister, Gillian, on notebook paper, and included a sketch of himself in a narrow dugout [above]. Since returning on 8 May he had been back on duty and spent '*four days in the firing line*.' He describes himself as '*feeling rotten and horribly frightened*.' The assault on 'X' Beach and subsequent fighting was only his second experience of a land war. '*Shells are bursting in the camp. It is extremely awkward. I'm sitting in my dug out which feels safe but not*

really.’ Despite the hardships and ever presence of death, as even in the ‘rest camp’ men are killed and wounded, he remarks stoically: ‘*This show is horrible, still we have to put up with it and do our best.*’ Physically, Jack is not in the best of health, ‘*My wound has been bothering me somewhat since I landed.*’ Gillian had also been sending him items he requested, including some ‘*photographic apparatus*’. He seems to have been keen to capture the sights but cannot use the kit because recently, ‘*I have lost my camera and all the photographs I have taken so far.*’ However, he had received a food parcel from ‘*Fortnum and Mason with some grub which was most welcome.*’

He shows concern that his brother-in-law ‘Leo’, Lionel Platt, has been ‘*laid up just at a time when the races come on.*’ He has several letters from his mother, Mary Alice Spencer Warwick, who was travelling in India though very much in touch with her family but worried that some letters from family ‘*go adrift*’. Newspapers are delivered to the front line, including *The Observer* and an *Illustrated* paper. He records the weather is ‘*getting fairly warm now.*’ As he is writing the camp is being shelled, the immediacy of which he includes as part of the letter, ‘*Here comes another shell*’. He is expecting ‘*to go up the firing line tomorrow.*’ Other essential works need to be completed. That afternoon he was ‘*taking a party up to the front line to build a road.*’ In ever present danger as ‘*snipers are a great nuisance here.*’ He observes the tactical position they are in, ‘*There is an aeroplane hovering overhead directing our guns but there is a very strong position just in front of us and it will take some time to capture it.*’

On a family note, Jack comments on Gillian’s pregnancy, hoping “*you will get on with your kid alright.*” (His sister was safely delivered of a girl, Cecily Noel, on Christmas Eve 1915.) He asks after his little dog ‘Tim’, who he left behind with his Uncle Ralph and Aunt Laura Berners in Little Acton.

As a footnote, he recounts that, ‘*all my things were stolen from me in the first hospital ship I was in, including your electric lamp.*’ He signs off, ‘*with love from your devoted brother.*’

Over the next fourteen days, Anson Battalion participated in near continuous assaults and skirmishes with the Ottoman Turks who held the high ground on the peninsula. They toiled in unbearable heat, suffered from lice and illness, especially dysentery – affectionately known as the ‘Gallipoli trots’ – and were plagued by flies bloated from feeding on unburied corpses.

Ten days later, 28 May, Jack wrote to his grandfather, Charles Berners, again from his dugout. Address: ‘*In the Field.*’ He was writing by candlelight. His first concern was to relay the news that his cousin, Captain Hugh Fitzroy George Talbot, was ‘*quite safe and well*’ despite the fact that his ship, HMS *Majestic*, had ‘*gone down*’ (torpedoed at 06:45 on 27 May). In this letter he also reported that he ‘*had been up to the firing line three times since.*’ He left the hospital ship. The difficulty of advancing up the Gallipoli peninsula is made clear. He sounds pleased that Anson Battalion made ‘*a 400 yd advance last time*’. He tells his grandfather that he is due to ‘*go up to the Firing Line*’ the next day. The randomness of war is made clear. ‘*A shell burst over our camp and hit 19 of our men. Two days ago, the enemy dropped about 40 shells into*

us without much damage then one came along and killed one man, wounded two and an officer and killed 15 horses.’ On a lighter note, Jack tells his grandfather: ‘When there is nothing much doing behind the firing line we get down to the Dardanelles for a bathe which is very much wanted.’



‘Daily Sketch’ 21 Sept 1915: Lieut. J. Spencer-Warwick, coming back with ‘C’ Company of the Anson Battalion after 14 days continuous fighting.

This photograph was taken just days before the 3rd Battle of Krithia. Jack is seen leading his men in the centre of the picture, exhaustion clearly etched on their faces.

4 June 1915 – the 3rd Battle of Krithia began. Sir Ian Hamilton wrote in his diary it was *‘a furious battle fought in a whirlwind of dust and smoke’*

The sun rose that morning in a cloudless sky, presaging a beautiful summer’s day. There was a fresh breeze from the north-east. The assault was to be a general attack right along the lines, following on from an intense bombardment. The Royal Naval Division was to go over the top on the right of the British line, adjoining the French.

At 02:30, by starlight, Anson battalion moved up to the front-line trenches it would attack from – reports describe the men as tired and anxious, walking silently in the darkness. They were seen off by the battalion’s chaplain, Henry Clapham Foster.

The Second Brigade, Royal Naval Division, was placed in the front line with Howe, Hood and Anson Battalions running left to right, with Anson being flanked by the French. The Turkish trenches were 800 yards away across ‘no-mans’ land.’

Officers synchronised watches at 08.15. They then had to wait through a heavy artillery barrage until noon for the attack. Seaman Joe Murray, Hood Battalion, recorded it thus: *“intense bombardment - it was an infernal noise - no words can describe the hideous din - the earth simply shook and parts of the support trench in which I was, fell in from the reverberation.”* This went on throughout the morning as the sweltering heat rose.

We were standing there, couldn't sit down couldn't lie down, just standing there. The fellow next to me was messing about with his ammunition, fiddling about, cleaning his rifle, looking in the magazine. Another fellow was sort of staring. The blinking maggots from the dead bodies in the firing line were crawling round right under our noses. Every now and again if a bullet hit the parapet there was a 'Psssst!' Wind - gas - it smelt like hell. The sun was boiling hot. The maggots, the flies - the stench was horrible." – Ordinary Seaman Joe Murray, Hood Battalion, 2nd Naval Brigade, RND.

At 11:20 the bombardment was suspended for just 10 minutes, a feint to trick the Turks into thinking the Allies about to attack. The Infantry cheered and showed fixed bayonets above the parapets. The Turks, thinking that there was going to be an assault, rushed troops into their trenches, until then lightly held. No sooner were the trenches fully manned than the shelling resumed in earnest. The Turks let them know exactly what they were in for with a storm of fire. *'I have never heard such heavy rifle and machine gun fire,'* said one seaman. When the bombardment reopened, they all knew their likely fate. At 11:55 they moved up into the trench they had prepared earlier.

At noon the heavy guns fell silent and the whistles sounded along the front line. At that sound the assembled troops climbed ladders and leapt over the sandbags. Simultaneously, Turkish machine-guns opened fire right along the top of the parapet. The Turks unleashed a storm of fire that cut through the ranks of the RND Brigade whose men *'vanished in the smoke of battle'*:

Off we go and up we went over the ladder. The moment we started to leave the trench at this traverse, 10-12 feet long, where we were, there were men falling back into the trench or on the parapet. There was dead all over the place. My Platoon Commander got through, I followed him up there.

Away we went over the parapet with fixed bayonets - one line of us like the wind. But it was absolute murder for men to fall like corn before the sickle.

Many were killed on parapet, *'Over we went into withering machine gun fire'* and into *'the face of a perfect hail of shrapnel and machine gun and rifle fire'*.

Despite the withering fire, Anson Battalion managed to get across "No-Man's Land" and overran the Turkish front line.

Lieutenant Spencer Warwick, leading his company, made it to the first Turkish trench and was the first man to leap into it and engage *'hand to hand with the Turks'* wrote Major Bridges, commander Anson Battalion, to Jack's mother after the battle. *'He was struck by three bullets and fell into the trench. The impression was he was killed at once ... your son's body was not recovered and he died most gallantly.'*

Reverend Foster wrote an account of Lieutenant Warwick's death at greater length to Jack's sister, Gillian. *'He was killed in action yesterday, after leading his company against the enemy with great courage and bravery.'* His servant Draper was with him at the end and Jack was able to give a few last instructions before he died. *'Your brother was the first man to leap into the Turkish Trench, and he paid the price, a bullet entered his chest just above the heart and gave him a bad wound.'* His great friend, Sub-Lieutenant Willoughby Henry, was killed trying to bandage Jack's wounds. He died

shortly afterwards. His servant, Draper, was with him at the end and was able to relay what happened. *'Draper says your brother realised the end was near and was wonderfully calm. He gave instructions that any parcels that might come for him were to be handed over to me for distribution to his men, and that all letters were to be returned to their writers – then he breathed his last.'*

Revd Foster wrote that Lieutenant Spencer Warwick died *'a truly British death.'* He had *'given his life for his Country in the darkest hour of her history. May God ... give to him 'Light Perpetual and Eternal Rest.'*

In less than an hour the division was driven back to its original starting position. At 12 noon the Royal Naval Division force was roughly 70 officers and 1,900 men. By 12.45 it was just 5 officers and 950 men. 10,000 men died on the first day of the Third Battle of Krithia with 16,500 casualties on both sides. Jerrold refers to this as *'the disaster of June 4th.'* Lieutenant Spencer Warwick's body was never recovered. He was five days short of his 25th birthday. Rupert Brooke's poem seems strikingly apt.

*That there's some corner of a foreign field
That is for ever England. There shall be
In that rich earth a richer dust concealed;
A dust whom England bore, shaped, made aware,
Gave, once, her flowers to love, her ways to roam;
A body of England's, breathing English air,
Washed by the rivers, blest by suns of home.*

Jack's sister, Gillian, claimed the medals due to him: 1914 Star and Clasp, Victory and British War Medals. These were given to a Mrs Bryant on 13 September 1921, as Gillian had married Major Charles Bryant two years after the death of her husband, Lionel, in France. Gillian had a brass plaque raised in Jack's memory at St Michael's Church, Woolverstone, the country seat of the Berners family. A list of Jack's belongings that remained on HMS *Eagle* was forward to the "Full-pay Branch" and presumably passed on to Gillian as next of kin, who at the time gave her address as Woolverstone Park, Suffolk.

A notice was also placed in the *Civil and Military Gazette* 'Roll of Honour' on 13 June 1915, presumably by Jack's mother, which maintains the confusion over his rank engendered the previous year.

DEATH.

**ROLL OF HONOUR.—Killed in action, Dardanelles,
June 7th, John Baptist Charles Spencer Warwick,
Lieut.-Commander, R.N.D. (Anson Batt.), Brother of
the Little Oratory of St. Philip and St. Cecilia, only son
of Mrs. M. Warwick, Rawalpindi, and grandson of
Charles Berners, Esq., of Woolverstone Park, Suffolk.
[R.I.P.]**

Roll of Honour notice, *Civil and Military Gazette*, 13 June 1915.

Postscript

In late March 1935, almost twenty years after Jack's death, Aunt 'Lallie' – Laura Berners – took a cruise with the Hellenic Travellers Club to the Mediterranean on the TSS *Letitia*. One of the places the tour group visited was the Gallipoli Peninsula.

From Rhodes she wrote a moving letter to Jack's sister, Gillian. '*Darling Gillie - I want to tell you about Gallipoli - where we were last Monday and Wednesday - because for Jack's sake I feel sure you will like to hear it.*'

Their ship sailed by the Helles Memorial standing high above the beaches. She recalls the moment they passed and the ship went silent while the famous verse from Binyon's poem '*For the Fallen*' was broadcast across the ship followed by the Last Post.

Her thoughts at the time: '*It was one of the most moving things I have ever known - I think all our thoughts went out to them - as if they were really there to receive our greeting - and I hope wherever they are now that it got through to them.*' Laura was clearly very moved by the experience and coming close under the cliffs wrote: '*As the ship passed by those Cape Helles cliffs with the narrow beaches which were swept by Turkish gunfire, one wondered how anyone but a lunatic could have put soldiers - those young ones - to attack at such an awful spot.*'

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I am indebted to Anthony Spender who loaned personal letters from Lieutenant J C Spencer Warwick and to Juliet Dearbergh for her photographs. Jack was their grand-uncle.



Plaque raised in memory of Lieutenant John Charles Spencer Warwick,
St Michael's Church, Woolverstone.

OUR SAILORS - HENRI GERVÈSE AND THE DARDANELLES

Stephen Chambers

One of my favourite artists with a Gallipoli connection is Charles Marie Joseph Millot DSC, a captain in the French navy. A notable painter, illustrator, marine officer and traveller, he may be better known as Henri Gervèse (1880-1959). The first postcard I purchased by Gervèse was titled '2. Beach party steamboat – Anzac 1915' and shows a humorous view of the matelots and jack tars ignoring the near miss of a Turkish shell as it exploded in the water. It is this card that put me on a search for the others in the set, and to discover the story of the man behind the nom de plume, Henri Gervèse.



There were British artists whose works became prevalent during the First World War, such as Donald McGill, Fergus Mackain and Bruce Bairnsfather. Postcards, as well as cigarette cards and magazines became a big industry during the war, and those with a comic style were popular. McGill's name was synonymous with the saucy

postcard genre, but during the First World War he was producing anti-German propaganda in the form of humorous postcards. McGill's cards predominantly reflected life on the home front, but those from Bairnsfather and Mackain were more focussed on the fighting front. Bairnsfather, who applied a dark sense of humour to his illustrations, had his *Fragments from France* postcard series, whilst Mackain, who offered a much gentler and more observational view of the everyday life of British soldiers in France, had his *Sketches of Tommy's Life* series.

In France there was a similar plethora of artists. Emile Dupuis produced postcard images, many popularly depicting French soldiers at the front, including satirical cards mocking the stance of the neutral countries. There was Jules Abel Faivre who had a long career as a painter and illustrator who provided cartoons to several magazines, he became best known for the propaganda posters and postcards he designed during the war. There was however little on the naval aspects of the war, and this is where Millot found his mark.

Charles Millot joined the French Navy (Marine Nationale) as a 16-year-old in July 1897 and passed out in the top ten of his class of 1899 at the naval academy in Brest. After a year in the Atlantic on a training vessel, he was sent in 1900 to China, where he served in the Gulf of Tonkin. After China he was appointed a *Lieutenant de*

vaisseau (Lieutenant) on the new French battle cruiser *Dupleix*. He left that ship in 1906 when he went to train in naval gunnery on none other than the *Bouvet* (1906-07). He also served on the *Descartes* (1907-08), *La Couronne* (1908-09) and the *Porthuau* (1910). Between 1913-14 he found himself in command of a gunboat named *Douart de Lagrée* on the River Yangtze in China.

At the start of the First World War Millot was attached to the Royal Navy as naval attaché on the staff of Vice-Admiral John de Robeck, working alongside Commodore (later Admiral) Sir Roger Keyes. He travelled across France to join up with Keyes in Marseilles in February 1915, where they embarked together on the 24-year-old Messageries Maritime steamer *Australien* for Malta.

In Keyes's letter to his wife dated 17th February 1915 he wrote:

We left Malta at 10 a.m. on Tuesday and steamed out past several French ships which played "God Save" and the "Marseillaise"! We have four French battleships and some destroyers and submarines attached to our squadron. I suggested that we ought to have a French naval officer on our staff and asked for Millot, one of the two officers who came out with me in the *Australien*. I met him in the Club and he begged to be taken. So I asked the admiral to signal to the C.-in-C. of [the] Mediterranean, the French Admiral, asking for Millot to be lent, this was approved and he joins tomorrow in the *Agamemnon*. He will be pleased, and was the object of much jealousy at Malta, I am sure, when it was given out. My other friend of the *Australien* is Aide-de-Camp to the C.-in-C., so probably arranged it, as he would know it came from me.

Their voyage to Malta, where they arrived on 14 February 1915, was not without mishap. The steamer *Australien* broke down on route on no fewer than three occasions and drifted "*about for several hours at a time*". In a way they were probably fortunate as there was no submarine threat in the Mediterranean during those days. Keyes then mentions that he gained Admiral Carden's approval for Millot to join his staff, "*and for the next 16 months he proved a charming companion and messmate, and a very valuable link between the French and British squadrons.*"

Good luck also held out for Millot when on his next assignment he found himself onboard HMS *Ocean*. *Ocean* joined ten British battleships, one battlecruiser and four French battleships in the naval attack on 18 March 1915. The plan as many readers will know called for the battleships to enter the narrows and suppress the fortresses while minesweepers cleared paths in the Ottoman minefields. The British and French ships, whilst they succeeded in inflicting heavy damage on the fortresses, began taking serious damage themselves. The French battleship *Bouvet* struck a mine first, exploded and sank almost immediately. Later in the day HMS *Irresistible* was disabled by a mine, and her crew was taken off by destroyers except for her commanding officer and some volunteers trying to keep her afloat. *Ocean* was sent in to tow her out, but she ran aground during the attempt and, after freeing herself, found it impossible to take *Irresistible* under tow because of the shallow water, *Irresistible's* increasing list, and heavy enemy fire. *Ocean* then took off the remaining members of *Irresistible's* crew and left the abandoned battleship to her fate. While



Vice-Admiral John de Robeck's staff, Eastern Mediterranean. Back row, l to r - Commander Sommerville (wireless officer); Commander Hood (naval secretary); Lieutenant Hugh S Bowlby and Lieutenant Lionel Stanley Ormsby-Johnson (flag lieutenants); Flag Commander Alexander Ramsay; Major Godfrey (Royal Marine Artillery). Front, l to r - Captain Lambert; Commodore Roger Keyes; Vice-Admiral de Robeck; Captain McLintock; Lieutenant Millot (French naval attache). © IWM Q13772

retiring *Ocean* herself struck a mine. Her starboard coal bunkers and passageways flooded, her steering jammed hard to port, and she took on a list of 15° to starboard. She came under fire from shore and began taking hits, which flooded her starboard engine room and prevented steering repairs. Her crew, as well as those from *Irresistible*, were taken off by destroyers at around 19:30. Both *Ocean* and *Irresistible* sank that same night. Millot was witness to all this, and his actions that day saw him decorated with the Royal Navy's Distinguished Service Cross (DSC), unusual for a seconded officer from another navy. Millot later remarked that his main regret in the sinking was losing so many sketches, paintings and brushes, along with his spare uniform.

The naval attack came to an end on 18 March 1915 and the army landed on 25 April. A week after the landings, on 1 May, Millot was at the centre of events once again. The situation onshore at that time was critical and the Ottoman counter-attacks over consecutive nights were close to pushing the Allies back into the sea. At Hellenes, the French forces were overrun in many places and temporarily pushed back into Morto Bay. Whilst counterattacks recovered this lost ground the casualties were heavy. In Morto Bay four Royal Navy trawlers, under the command of Lieutenant-Commander Henry Noel Hardy, were sent to embark the French wounded who were being brought down in great numbers to S Beach. It was estimated that these trawlers probably embarked close to 1,000 wounded in two days. Millot, witness to

this, informed Keyes that “*on one occasion, when a number of Senegalese had retired hastily to the beach. Hardy, finding a trumpeter among them, had rallied them and led them back to their battalion in the trenches.*” Because of Millot, Hardy was awarded the Croix de Guerre by the French General for his services in this action, and later the Distinguished Service Order (DSO).

During those early months ashore on Gallipoli it wasn't just the French Corps Expéditionnaire d'Orient (Oriental Expeditionary Force) that was being hard-pushed and making little progress. At sea the situation was little better. Keyes, who was aboard HMS *Triad* at the time, mentions the French and Millot in a letter to his wife dated 30 July 1915.

The French are miserable. They sent in the Mariotte (submarine) a few days ago. Boyle was first to report on the Nagara net – then Cochrane came down – and we agreed to let the Mariotte try. She has been sunk and the crew captured. Poor Millot is very unhappy—and Admiral Guepratte said today they had taken such pride in their submarine service before the war and thought they were the best, [but] we went everywhere as we liked, our crews were splendid—they with the best intentions were always failing. I said it was all luck, we had lost two, etc., etc.

Millot accompanied the then-dispirited Roger Keyes, following his disappointment at the failure at Suvla, to visit Anzac on 9 August alongside Lieutenant-General Sir Ian Hamilton.

On Monday morning I took the Admiral's fast motorboat to ANZAC – taking Sir Ian, his A-de-C, Millot and Lambert. I also took another commander and midshipman to help there – they had had awful casualties and it was very heavy work evacuating them. I also wanted to see General Birdwood and his CoS about things they wanted – they were still hanging on – to their spur and hoped to capture the whole hill. They had had 10,000 casualties but were in great heart – they are splendid people.



Detail from one of Millot's postcards from the French series (No.63)

Anzac was a dangerous place for any visitor. Luckily they did not stay long as that night an Ottoman counterattack, led by Mustafa Kemal, was unleashed. This pushed Hamilton's forces off the heights of Sari Bair and sealed the fate of any hopes to break out of Anzac.

Whilst at Mudros on HMS *Triad* in a letter dated 27 September 1915 he wrote:

I told you Millot was a capital caricaturist – he has given me a lot of postcards of the French Navy 'to send my daughters!' I am afraid they won't appreciate them very much, but I will send them from time to time. His [Millot's] nom de plume is Gervèse. He is such a good fellow.

Millot is mentioned again in October when Keyes took him on his rounds to visit the Captains of HMS *Doris*, the Russian battleship *Askold* and the French cruiser *Kléber*. This was in preparation to the bombardment of Dedegatch, an undefended Bulgarian port and rail centre, which was to be bombarded by an Allied squadron of British, French and Russian warships on 21 October 1915.

Following the disastrous Gallipoli August offensive Keyes tried to resuscitate a new naval attempt to break through the Dardanelles. When Keyes went on leave towards the end of October 1915, he took Millot with him, via Rome, to Paris. Keyes wrote "I thought he would be most useful in Paris (as he was) if I had the chance of discussing the scheme with the Minister of Marine." The scheme in question was Keyes's idea to force the Dardanelles once again. As we know this idea was never sanctioned and evacuation seemed inevitable, although in Keyes's letter to Lieutenant-Colonel Oswald Arthur Fitzgerald, written 23 November 1915, Keyes said at the time that an "evacuation is simply unthinkable."

On 3 January 1916 Keyes and Millot went ashore at Helles to ride round all the possible embarkation places. Keyes remarked in his diary that Millot "was always a good companion." The visit wasn't without its dangers as Keyes's diary recalls a good deal of shelling and that they:

happened to ride past a field battery which was having a spirited duel with the enemy. Two cheery young subalterns told us that they had been there two months and their battery had not been discovered yet; they had a dummy one 200 yards ahead which, they said, got properly "strafed." They almost found it (the real one) all right that day! Then Millot and I rode to Gully Beach, which the Admiral wishes to make full use of on the last night; then back to 'X' Beach and thence across the Peninsula to 'V', now the French beach; and to the River Clyde where our naval people live who are working there. The lieutenant in charge was from the Zealandia and I asked him if he did not think it was better than the North Sea. He grinned and evidently thought so; they had just had a good shelling from Asia, and every now and then Asia dropped a few shells among the working parties. It was extraordinary how little attention was paid to them. It came on to blow while we were on shore and we had a long, rough passage off to our destroyer, which had been driven well out to seaward by shell fire. Our picket boat was a very old veteran, with a broken stem and much shot about; she could only steam about three or four knots and as she chunked her way out in the rough sea one

could hear the water surging about in her bilges. When she eventually reached the destroyer and lurched alongside, a large fender which hung over her side to take the impact, took it all right but stove her in and she began to sink. We all managed to scramble on board the destroyer, and the picket boat drifted astern almost perpendicular, and went down stern first. I suppose she knew her days were numbered and preferred to go down with colours flying, off the beach she had served so well, rather than return to her parent ship, where she would certainly have been condemned to the scrap heap.

The Gallipoli Peninsula was fully evacuated by 9 January 1916, but for Millot the war and his friendship with Keyes continued into the first few months of the Salonika campaign. In Keyes's letter to his wife, 5 June 1916, he wrote of the farewell to Millot,

This evening the Admiral, McClintock, Boysie, Millot and I dined a farewell dinner with Admiral Moreau on board the *Verite*. [...] I forgot if I told you my letter to Lacaze about Millot bore fruit. He is to go to England to take command of a sloop building for France – he is delighted. I am glad to think you will meet him – he is a dear fellow – we all are devoted to him.

Millot, the *capital caricaturist*, began his most popular French series of humorous cards, entitled *Nos Marins*, around 1907, although it would take until 1922 to complete. The cards entitled *Our Sailors* form the English-language war series covering his 1915-16 period with the Royal Navy in the Dardanelles and Salonika. It is said that the series of Royal Navy cards, only twenty in total, became so well known that it was reported that King George V requested a set!



Outside VIII Corps Headquarters at Tekke Burnu, December 1915. Brigadier-General Street, Commodore Keyes, General Davies, General Lawrence, Lieutenant Millot and Colonel Aspinall.

His comic observations of naval life are second to none in my opinion. His eye for detail and accuracy are brilliant, and his representation of all ranks is so well observed and portrayed in the drawings. Despite the sketchy nature of his cartoons, the ships in the background of the scenes depicted are often identifiable as certain capital

ships of the British and French navies in the Dardanelles. The cards (all 9 x 14 cm) produced for the English-language market were published by Raffaelli who were located on Quai Cronstadt in Toulon, France. Raffaelli was just one of many small businesses that published military postcards during the Great War. Some of these had already been producing cards before the war for advertising, and they continued this trend in the war years. While some of these were issued as ordinary cards with an ad on their backs, other firms like Raffaelli produced cards specifically designed with the requisite format for mailing home. Whether this was done to show true support for the troops or just opportunism, it was certainly a show of patriotism.

The war's end was not the end of Millot's career. He went on to head the French Naval Historical Service into the 1920s. After living in Belgium and providing cartoons to newspapers such as *Le Rire*, *Fantasio* and *La Vie Parisienne*, he emigrated to Argentina in 1930 and went on to illustrate posters and postcards on the life of sailors in China and Latin America. He died in 1959, aged 79, in Buenos Aires.

An artist, marine officer, traveller and a Gallipolian, Charles Marie Joseph Millot will not to be forgotten.

Thank you to Gallipoli Association members Michael D Robson for providing extracts from Keyes's diary and Bernard de Broglie for providing additional background on Charles Millot, some postcard examples and for making me aware of the excellent book *Gervese Peintre et Marin* by Jacques Schirmann which has helped fill in some blanks on Millot's life and work.

Endnotes

1. *Bouvet* was to sink on 18 March 1915 after striking a mine with the loss of 643 of her crew. Only 75 were rescued.
2. *Australien* (1889) was a French passenger ship that was sunk on 19 July 1918 in the Mediterranean by a torpedo fired by the German submarine *UC-54*.
3. Halpern, P G (editor) (1972). *The Keyes Papers: selections from the private and official correspondence of Admiral of the Fleet Baron Keyes of Zeebrugge*, volume I, 1914 - 1918, Navy Records Society; William Clowes & Sons Ltd, London, p89.
4. Royal Navy, *Foreign Awards to officers index 1914-1922*
5. *London Gazette* 29507 - 14 March 1916, Gallipoli Campaign - Naval Mentions, *Lieutenant-Commander Henry Noel Marryat Hardy, R.N. Has performed exceptionally good service in command of a Trawler Flotilla inside the Straits, then in HMS Folkestone, and lastly in HMS Racoon*.
6. Halpern, P G (editor). op cit, p172.
7. *Ibid*, p185.
8. *Ibid*, p208.
9. *Ibid*, pp217.
10. *Ibid*, pp256.
11. *Ibid*, pp305-306.
12. *Ibid*, pp358-359.
13. Schirmann, J (2006), *Gervèse : Peintre et marin*, Éditions du Gerfaut (2006).

See photographs of the postcards on pages 29 – 31.

“ONE OF THE BEST EVER!”

The ‘Hidden Gallipoli’ Tour - May 2022

Thomas Iredale

Once again, the tour in May 2022 was superbly organised by Clive Harris of Battle Honours Ltd, which this time combined two elements: the ‘Classical’ and the ‘Hidden Gallipoli’ tours, where each participant could choose ad hoc which one to join. Tacked on to the end was a two-day extension in Istanbul. This report covers only the ‘Hidden Gallipoli’ element.

On Monday, 9 May, the programme began under the leadership of GA Historian, Stephen Chambers and accompanying us throughout was Adem Bicer, our expert Turkish battlefield guide. Following the traditional ferry ride from Çanakkale to Kilibahr, we made our way to the French sector via Abide, the imposing Turkish memorial, looking superb in the morning sunlight. From this vantage point above Morto Bay, which stretches right round to Seddulbahr, we studied the landing challenges and fate of the 2nd Battalion of the South Wales Borderers.

We then moved on to the French cemetery in which the fallen of the Corps Expéditionnaire d'Orient are commemorated, noting that the French officers were buried separately from the men. We also looked at the 17 new graves for the remains recently discovered during renovation work at Seddulbahr Castle. Next Stephen showed us one of the early French memorials near Zimmerman's Farm, standing forlorn in overgrown pine woods, stripped of its inscription. We then walked up the line, along the crest of the ridge (accompanied by a very strong wind, so we had to hold on to our hats), to the formidable Bouchet, Haricot and Quadrilateral redoubts. Here we examined the French trenches, with their stone work and saw how the poilus were exposed to artillery fire from In Tepe, across the straits.

After lunch our walk charted the front line from June 1915 through to the withdrawal. At Skew Bridge, we paused to commemorate, amongst others, Assistant Paymaster Harry Biles of the RND. Walking alongside the Krithia road, we saw the remains of several trenches, including the ones which we believe may have been part of Backhouse Post. A quick visit to the grave location of Captain H Hargreaves Bolton (near Romano's) noticing the trees in the copse around the former grave have sadly been cut down, literally devastating the hitherto peaceful location.

Next up, we explored the Redoubt and Vineyard areas, and the locations held by the 29th, 42nd (East Lancs), 52nd (Lowland) and Royal Naval Divisions. Unfortunately, rain had filled the Krithia Nullah, so we could not cross for Twelve Tree Copse, but re-traced our steps back to the Krithia road. Here the coach picked us up and headed to the ferry terminal for the return trip – and a welcome Efes at the 'Yali Hani' where we met up with the group on the regular battlefield tour.

The second day (10 May) began with a gentle stroll from the Grand Anzac Hotel to Çanakkale's naval museum. Unfortunately, the legendary mine-layer ship 'Nusret',

was being exhibited elsewhere, so we could not go on board. The naval museum has had a major work-over during the last couple of years and there are new exhibition halls in the Çimenlik Fort itself. The park, with its exhibits of cannon, torpedoes and the remains of UB-46, seems to have remained unchanged. It is a pity that visitors are not allowed up to battlements for a look over the Narrows. The bookshop has some interesting titles and next door to it, a pleasant café with outside seating.

We then went by coach to the CWGC Consular Cemetery in the outer suburbs of Çanakkale: an island of tranquillity in this otherwise bustling university town. The CWGC's country manager, Mr. Burak Gundoğan, conducted us around pointing out some graves of interest. Stephen then told us about the cemetery's links to submariners, spies and stories of tragedies that befell some early battlefield pilgrims.

On the coach again, we picked up the highway to Izmir, stopping for a very pleasant lunch at the Tusan Hotel at Güzelali, on the coast road to Kum Kale. Thereafter, we inspected the massive 280mm L/35 'Turgut Reis' cannon. Fired in anger during the 1915 campaign whilst still aboard ship, these two low-profile turrets were unshipped and emplaced on the hillside during a 1930s upgrading of the Dardanelles' defences.

We stopped briefly at the In Tepe Batteries' memorial, with artillery relics on display. Continuing along the coast road is the fort at Kum Kale itself. Although we could not enter (restricted military installation), we saw and marvelled at how close Seddulbahr was, across the mouth of the Dardanelles. Hamilton wanted no Turkish presence there during the Allied landings, and the French 6th Colonials were detailed for that task. From there to the Turkish cemetery on the higher ground, with its commanding view of the lower terrain right up to the fort at Kum Kale where the French landed. Stephen gave a comprehensive rundown of the 48 hours of heavy fighting, until the successful French withdrawal during the night of 26/27 April 1915.

Taking part in this segment of the Hidden Gallipoli tour was Clive Harris himself, who gave an insightful account of the dramatic actions of Lieutenant Commander Eric Robinson VC and his naval demolition party at Kum Kale and Orkanieh.

Wednesday started off with a completely new feature: the recently restored Bigalı fortified coastal battery. Situated five minutes along the Eceabat – Gelibolu road, we were given an introductory tour by the museum's director, Ms Aslıhan Kervan, who explained that restoration was as faithful as possible using old plans, photos, documents and tools. In July 1915, General Essad Paşa consolidated all Turkish rifle workshops here and armourers repaired some 90,000 rifles during the campaign. Following repair, each had to be test-fired. This has been recreated for visitors to (electronically) fire a replica Mauser at targets on a screen: a great deal of fun!

Onto the Anzac sector next, where we trod the newly-opened pathway from Shrapnel Valley to Russell's Top. This, the work of the Gallipoli Site Directorate, enables us to walk in relative ease from the Anzac rear areas up to firing lines and the newly-cleared trenches. Descending by coach, we joined up with the regular tour group for lunch.

Next, on to the Hill 60 Walk, starting at the cemetery and covering the perimeter

of Hill 60. This provided us with a far greater understanding of the topography and nature of the fighting in this sector. With names like West Ham Gully, Carisbrooke Castle and the Broadway, these locations provide evidence of the 54th (East Anglian) Division troops, who held this area in Autumn 1915.

Weather on our last Peninsula day, 12 May, was forecast as a scorcher, so the afternoon's programme was switched with the morning's. First stop was Hill 10 Cemetery and the Newfoundland Regiment Memorial – a new addition to the Gallipoli landscape in the form of a splendid statue of a caribou. From there we proceeded to the recently refurbished Kireçtepe Jandarma Memorial, commemorating the Gelibolu and Bursa Jandarma Battalions, which halted the British advance following the Suvla landing.

A dramatic walk along Kireçtepe Sirte was intended to be next, however access to the ridge itself was denied us due to this year's vigorous growth of impassable scrub and brush. We did manage however, to view the surrounding areas of Kidney Hill, the Pimple and Jephson's Post, before descending to the road and taking our coach to Özyay Gundogan's private museum and rest-stop at Büyük Anafarta.

After lunch we drove to the Turkish monument at Scimitar Hill, but before proceeding on from there, the director of the Gallipoli Historic Site, Mr Ismail Kaşdemir, stopped by to welcome us. He kindly presented the group with red caps and miniature replicas of the 'Gallipoli Star' (Harp Madalyası). Following a group photo we walked on to the W Hills. There we had an in-depth study of the August offensive, including the assaults by the 29th and Mounted Divisions, and a close-up view of the Turkish positions on the W Hills. We departed for Kilidbahr and the ferry back to Çanakkale.

Back in Istanbul, and by special invitation, we visited the German War Cemetery and Commemoration Centre in Tarabya. Overlooking the Bosphorus, the cemetery is laid out in the shape of a ship's bow, and lies in the beautiful park gardens of the German Ambassador's summer residence. A sitting room in this building is where the historical Treaty of Alliance between Imperial Germany and the Ottoman Empire was signed on 2 August 1914. Our guide was GA member, Colonel Klaus Wolf, also author of 'Victory at Gallipoli 1915'.

Colonel Wolf was a lead figure in setting up the Gallipoli Commemoration Centre here to provide an accurate picture of German participation in the Gallipoli campaign. Almost all the graves date from the Gallipoli campaign itself and include the crew of UB-46, sunk in the Black Sea. Klaus also took us to the graves of famous personalities like Field Marshal von der Goltz, Baron von Wangenheim (who, as the then German ambassador, signed the treaty with the Ottoman Empire) and told us of the visit by the Kaiser in 1917, who thought the sculpture to the fallen soldiers was not 'martial' enough.

After lunch on the shores of the Bosphorus, we said our goodbyes and transferred to Istanbul Airport for the return flight. An impressive week, which will not be quickly forgotten, nor the new friends we made on this tour.

"One of the best ever" is an understatement!

See photographs page 33.

SHOT BY TURKISH SENTRIES - IN 1934

Bryn Dolan

Though not strictly the Gallipoli campaign, the following incident may be of interest in demonstrating the level of sensitivity felt by the Turks regarding their coastline following the war. As late as 1995 when I first visited the peninsula – possibly later – some areas (W Beach in particular as I recall) were still ‘off limits’ to tourists and I was warned by the gendarmerie to be careful what I was photographing.

The Admiralty reported, on 16 July, 1934, that a sailing boat from HMS *Devonshire*, manned by three officers of that ship, had been fired on by Turkish sentries on the mainland, opposite the Greek island of Samos.

It was reported that Surgeon-Lieutenant-Dentist John Wade Robinson RN, was hit hard and lost overboard, while Lieutenant Terence Augustus Ker Maunsell received flesh wounds to the shoulder.

According to the *Northern Whig* [Northern Ireland] of 18 July 1934:

Sir John Simon's brief statement in the House of Commons yesterday added little to what was already known of the circumstances under which Surgeon-Lieutenant J. W. Robinson, of H.M.S. *Devonshire*, was shot by Turkish sentries. The British Government takes a serious view of the incident, a fact which has been communicated to the Turkish Ambassador. The British Ambassador to Turkey is also discussing the matter with the Foreign Minister. When the lamentable episode has been fully investigated it will probably be found that the sentries who opened fire on the three officers of H.M.S. *Devonshire*, who apparently were close to the Turkish coast in a sailing boat, acted in a panic, firing indiscriminately.

One Turkish version of the affair is that the shooting was not the work of a sentry but of a Customs official, who mistook the officers for smugglers. Whatever the true explanation, a promising and gallant young officer has met an untimely death when it appeared that he had a brilliant naval career before him. Surgeon-Lieutenant Robinson fell into the sea after being shot, and all efforts to recover the body have failed. The Turkish Government has tendered to the British Government an expression of regret, and it would seem that the matter cannot be pursued much further through diplomatic channels.

To the people of Ulster the news of the death of Surgeon-Lieutenant Robinson has come with peculiar poignancy. His father, the Rev. W. Jasper Robinson, minister of Duncairn Methodist Church, Belfast, is known in various parts of the Province, and to him and Mrs. Robinson, with their son, Mr. Alan Robinson, heartfelt sympathy goes out in their great loss.

Surgeon-Lieut. Robinson's brother flew from Belfast to Scotland to inform his parents, who were there on holiday, of the death of their son. They are reported to have been distraught at the news, having recently also lost their only daughter.

SHOOTING OF BRITISH OFFICER TURKEY OFFERS GRANT TO RELATIVES.

In reply to Mr Anstruther-Gray (C., Lanark N.) in the House of Commons yesterday, Sir John Simon, Foreign Secretary, made a statement on the recent shooting of a British naval officer by Turkish soldiers. He said that further information which had been received indicated that the tragic occurrence was the result of 'a lamentable misunderstanding.' The skiff in which the officers were approaching the Turkish coast was flying no flag, and the officers were not in uniform. Apparently a signal was misunderstood. The body of Surgeon-Lieutenant Robinson had not yet been recovered. The Turkish Government had expressed its desire to make a compassionate grant to the dead officer's relatives.



HMS Devonshire

Around the 8 - 9th August 1934, numerous newspapers reported that Jack Robinson's body had been washed up on shore. At least one reported that the body had been found by a Turkish shepherd, implying it had washed up on the Turkish shore, but - without any trace of irony - that the report of the event had come from the Greek authorities on Samos!

Eight days later the claim was found to be false:

Rev. W. J. Robinson B.A., minister of Duncairn Gardens Methodist Church, Belfast, and father of Surgeon-Lieutenant J. Robinson, HMS Devonshire ... received a letter yesterday from the British Admiralty intimating that information was to hand from the Foreign Office that the body recently washed ashore and reported to be that of his son was, in fact, that of another person. (Northern Whig - 17 August 1934 p3).

A memorial service was held near the spot Jack Robinson died: HMS *Queen Elizabeth*, HMS *London* and HMS *Devonshire* were present. The Turkish government detailed a destroyer to attend the ceremony, and it apparently cast a wreath into the sea with an inscription expressing the sympathy and regret of the Turkish Navy.

The matter appears to have been 'settled' then forgotten.

FORETOLD HIS DEATH: A YOUNG SOLDIER'S FAREWELL LETTER TO PARENTS

All that is tragic and sad, yet magnificent in its essence, is embodied in a letter written by a young Briton Ferry soldier on the eve of his death.

Private Tom Arnold, who is only 18 years of age, had a presentiment that he would fall in an engagement on the morrow, and sat down and penned a document, the reading of which raises a lump in the throat by the wonderful pathos it contains. And the prediction was fulfilled, the hero being found dead after the battle under a tree.

The letter runs.- My Dear Mam and Dad. — Tomorrow I am to take part in a battle, and I have a strange presentiment that something is going to happen. Therefore I consider it a part of my honourable duty to write you a last final letter, should I lose my life in to-morrow's battle.

My dear Mam and Dad, should I be one of those on the roll of honour, I want you to banish all grief or sorrow for me, and keep up your heads as true British parents. Show those around you that you can share the sacrifice and show courage and honour for your country. That is as much your duty as it is mine to face the enemy, and if needs be to sacrifice my life.

Dears, your boy cannot die a more glorious death than to fall with his face towards the enemy, and die with the secure consciousness that you, the par- ents I love, will be proud of me even in death. Should I die to-morrow, my last thoughts will be refined and beautified in that my dear ones at home have and do love their boy, and I love them as I ever did.

I shall die in peace, with my heart filled with purity, love and sincerity to those who have loved and cared for me. I have loved you in life, and that love will not diminish, even in death.

My only desire is that you will just smile upon me, say well done and be pleased and proud that your own loving boy died as a hero. Good bye my dears, and may God shower forth upon your dear selves and my dear brothers and sisters all His unbounded blessings, and give you all that is bright and beautiful in this life, and guide and protect you at all times.

I send my last fondest love to Grandad and Grandma, and all the dear ones at home, and conclude,

Dearest Mam and Dad,

Your ever loving old boy, Tom.

[Here follows numerous crosses for kisses.]

The letter was received by the father, Mr. John Arnold, of Shelone-road, Briton Ferry. His brave young son joined the Naval Brigade after the outbreak of war, and was sent to the Dardanelles. He had previously been reported wounded, and nothing further had been heard of him until this letter was received from Sergt. Orr from the Dardanelles, which shows that he must have been wounded and crept to the trees for shelter and to die.

The Sergeant wrote:

We found him this morning in a small gulley shaded by trees. We dug a grave and laid him to rest as a soldier should be, marking the place carefully, so that we could identify it again.

Young Arnold was a most popular young man, a good singer, clever actor, and expert shorthand writer. Previous to enlisting he was in the office of Mr. Tom Griffiths, secretary of the Steel Smelters' Association, Neath, and was a big favourite with Mr. John Hodge, M.P.

(*Herald of Wales and Monmouthshire Recorder* 25 September 1915 p8).

Thomas Richard Arnold, PLY/693(S) Plymouth Bn, Royal Marine Light Infantry.

Born 15 October 1895, enlisted 26 November 1914.

Killed in action 9 May 1915, aged 19; no known grave.

Commemorated on the Helles memorial.

AB LEWIS JACOBS, J4081 HMS *LORD NELSON*

Mentioned in despatches; killed in action 25 April 1915

Took his boat into V beach unaided, after all the remainder of the crew and the troops were killed or wounded. When last seen Jacobs was standing up and endeavouring to pole the cutter to the shore. While thus employed he was killed. ('Special Recommendation' - Vice-Admiral de Robeck's despatch - landing operations).

Born 29 September 1891,
Whitechapel, London

Enlisted 29 September 1909



Photograph from *British
Jewry Book Of Honour*
Page 226

BOOK REVIEWS

Krithia - Gallipoli Battleground - Gallipoli

Author: Stephen Chambers

Soft cover: 239 pages

Publisher: Pen & Sword Military (2021)

ISBN: 978-1-47387-547-0

RRP: £14.99

Krithia - Gallipoli is the sixth and final volume in the author's *Battleground Gallipoli* series and for me one of the best and most useful, covering as it does the main theatre of operations for the campaign.

The book follows the author's established approach; combining official historical sources and maps, with fascinating personal accounts, both brilliantly illustrated with many rarely seen photographs. Divided into two parts, the first provides a clear and concise account of the campaign at Helles, brought to life by numerous eye-witness accounts. The second part includes six detailed tours of the Helles area and is packed with practical information for the traveller and battlefield visitor.

The first and larger part of the book covers all the major battles and actions fought at Helles from the Landing to the evacuation. Clarity and directness are brought to these oft-told events by the use of diverse personal accounts from both higher and lower ranks. The author's description of the action of Gully Ravine in particular is one of the most detailed and moving I have read. As the title suggests the main focus of the book is the British campaign at Helles, and in this the author skilfully weaves together the naval and military realities against an invariably adverse political backdrop. The French involvement is also covered in detail with all the major French actions being described, and these are brought to life by personal accounts from French soldiers of all ranks. Equal attention is given to the opposing forces with numerous Turkish and German poignant vignettes, throwing light on the 'enemy' perspective both at higher command and personal levels. The dispositions of Turkish units facing the British and French troops during the major engagements are provided adding context to the huge task that faced the Allied force at Helles, and give substance to an often anonymous, albeit highly regarded, enemy.

Only by walking the actual ground, however, can an action or battle be fully understood, and this is the aim and substance of the second part of the book. Comprising six walks or tours, which vary from two hours to half a day in length, they cover many of the most noteworthy locations associated with the campaign, together with those lesser-known, harder-to-find parts.

Tour 1; *Behind the Turkish lines*, guides the reader around some of the more important monuments and locations set in the Turkish rear areas. Tour 2; *The Helles Landings*, covers 'S', 'V', 'W' and 'X' Beaches and takes in most of the more significant sights

and locations in between. Tour 3; *Gully Ravine*, takes in Gully Beach, the lower part of Gully Ravine and Pink Farm. Tour 4; *Krithia Nullah*, explores this much fought-over central section of the British line. Tour 5; *The Royal Naval Division's Sector: Kanli Dere*, deals with the far right of the British line, so crucial to the outcome of all three battles of Krithia and to the action of Achi Baba Nullah. Tour 6; *The French Sector: Kereves Spur*, guides us around the key locations and gives fascinating insights into the challenges faced by the French who held what was arguably the most demanding sector at Helles.

All the tours are peppered with additional insights and make frequent reference back to the main text, providing valuable context for each walk. Throughout both sections of the book the author provides a thought-provoking commentary posing questions as to the state of mind of certain individuals or to potential outcomes of events, had alternative actions been taken.

I took the authors excellent *Gully Ravine* walking guide on my first visit to the peninsula in 2012 and it proved an invaluable 'companion,' guiding me around some of the wilder and more inaccessible parts of the zone. At the time I remember thinking there was a need for a similar guide to cover the rest of the Helles area. *Krithia-Gallipoli* meets that need. For the independent visitor and armchair traveller alike, it will supplement the author's earlier book *Walking Gallipoli* and provide a fitting companion to *Gully Ravine* for explorers of the peninsula.

In short, *Krithia-Gallipoli* is the *Gully Ravine* for the whole of the southern zone and if I could only take one book to that part of the peninsula - this would be it.

Mike Crane

The Life & Times of Alexander Hamilton: Two Apples That Fell from the Same Tree

Author: Robert Gary Dodds

Foreword by His Grace the Duke of Hamilton and Brandon

Publisher: Friesen Press, Canada, 2022

ISBN No. 9781039125599

Hard cover £35.57; Paperback £25.91; Kindle £8.82

Robert Gary Dodds has utilised as the focal point upon which to pin his story, two Alexander Hamiltons who form part of an extended family tree. Both are of West Indian and Scottish heritage! Until Gary's extensive study in this book, the Hamilton family's historic roots tended to end at General Sir Ian Hamilton, who led the failed attack at Gallipoli. Having been born on the island of Corfu and fought or led in different battles, he married Jean Muir, and lived first in India, and then in a mansion in London, that was bought with Jean's money.

Mr Dodds has traced many generations of Hamilton families. It had not been known previously that the present Hamilton families are related - by a separate branch - to

Alexander Hamilton, (1757-1804) who was one of the founding fathers of the United States of America. He is the subject of the now famous musical, performed on the stage in both New York and London, a scene from which featured in the concert at Buckingham Palace for Queen Elizabeth II's Platinum Jubilee, on 4 June 2022. The musical and the book have reignited interest in the exposure of slavery, and the author has not shrunk from tackling that subject in the manner required!

It may come as a surprise also, that General Sir Ian Hamilton, being a great friend of Sir Winston Churchill, features in the book as a descendant of a branch of the first Hamiltons to live in Britain. The author has connected up the families thus: the second Alexander Hamilton in the book's title, lived at Lowood House, Melrose, Scotland, and had an estate at Spanish Town, Jamaica. Tragically, Alexander and his sister Helen, who owned a farm at Whitehope, Innerleithen, died recently within a few months of each other, and didn't live to see the Hamilton history, about which they were so enthusiastic, published in print.

Those surviving today on the Scottish side are the second Alexander's family, some of whom live in the UK, and others who live in Jamaica, including Alexander's widow Erica. Well known in England are his younger brother Ian and wife Barbara Hamilton the portrait painter, who live in Berkshire with their sons Felix and Maximilian.

The name Hamilton emanated from the original name de Beaumont, one of whom came from Normandy with William the Conqueror in 1066. Around the year 1200, the name evolved into de Hameldone, and by the year 1400, was spelt Hamilton.

The Hamiltons stood by Mary Queen of Scots, notably at the Battle of Langside 1568. At that time a Hamilton would have been a contender for the throne of Scotland if Mary's son James had not been born or had died. Logically, since James VI of Scotland became James I of England, the Hamiltons could have had the same claim to the throne!

Winston Churchill wrote a report of the Battle of Omdurman (1898) for Ian Hamilton. Chapter 5, titled *General Sir Ian Standish Monteith Hamilton*, discusses General Sir Ian Hamilton's relationship with Winston Churchill, in relation to Churchill as a war correspondent in South Africa, during the Second Boer War, and as the instigator of the Gallipoli campaign, when he authorised the Royal Navy to attack the Turkish forts. [There is a typo in the figures relating to losses during the fighting.]

The author engages with the reader throughout, in a conversational style that keeps the narrative moving, and is an aid to following and understanding a subject of both ancient and modern history, that could otherwise have been difficult.

The present Duke of Hamilton and Brandon, who attended Robert Gary Dodds' book launch at the Polish Hearth Club, London, where the Hamiltons congregated in strength, wrote an excellent foreword in which he speaks of his delight at seeing 'this book published', and says of the author, 'He writes absorbing stories of dozens of famous Hamiltons over eight centuries.'

The book is beautifully produced and is illustrated with some rare and interesting pictures in colour: Maurice Greiffenhagen's painting of Mary Queen of Scots at the Battle of Langside (13 May 1568), which is owned by present members of the Hamilton family; General George Washington, Commander-in-Chief and Major-General Alexander Hamilton, the American War of Independence; a rare black and white photograph of Lieutenant Ian Hamilton with French and Russian friends, Burg-Bei-Magdeburg Prison Camp, circa 1916; Barbara Kaczmarowska's portraits of the late Alexander Hamilton of Lowood, and her husband Ian, of Rochestown House, Berkshire.

Reviewed by Celia Lee (author of *Jean, Lady Hamilton (1861-1941) Diaries of a Soldier's Wife*) pub. Pen & Sword

ARTICLES FOR *THE GALLIPOLIAN*

Articles and items of interest about any aspect of the Gallipoli campaign are always welcome. These should be submitted direct to the editor, preferably as an e-mail attachment, at the email address shown on the inside front cover. It is not always possible to feature articles in the issue following submission although where there is an element of topicality the editor will try to accommodate them, or refer them to colleagues responsible for the Association website. For those considering the submission of articles the editor can provide notes for the guidance of contributors on request.

LAST POST

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

Güven (Gavin) Pinar died Sunday 27 March, aged 87. Resident of Eceabat, former guide and Association member. 'A wonderful man and gentleman.'

Jenifer Marjorie Nairn (née Jenkins), of Largs Bay, South Australia – Member 1676, born Anzac Day 1936, died 2 March 2022. 'She was a fine South Australian.'

Disclaimer

Readers are reminded that the observations and opinions expressed in articles published in *The Gallipolitan* are those of the authors, and do not necessarily reflect the views of the editor, or of the Association



OBJECTIVES

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



The River Clyde at V Beach, 25 April 1915 by Charles Dixon

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

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.

www.gallipoli-association.org