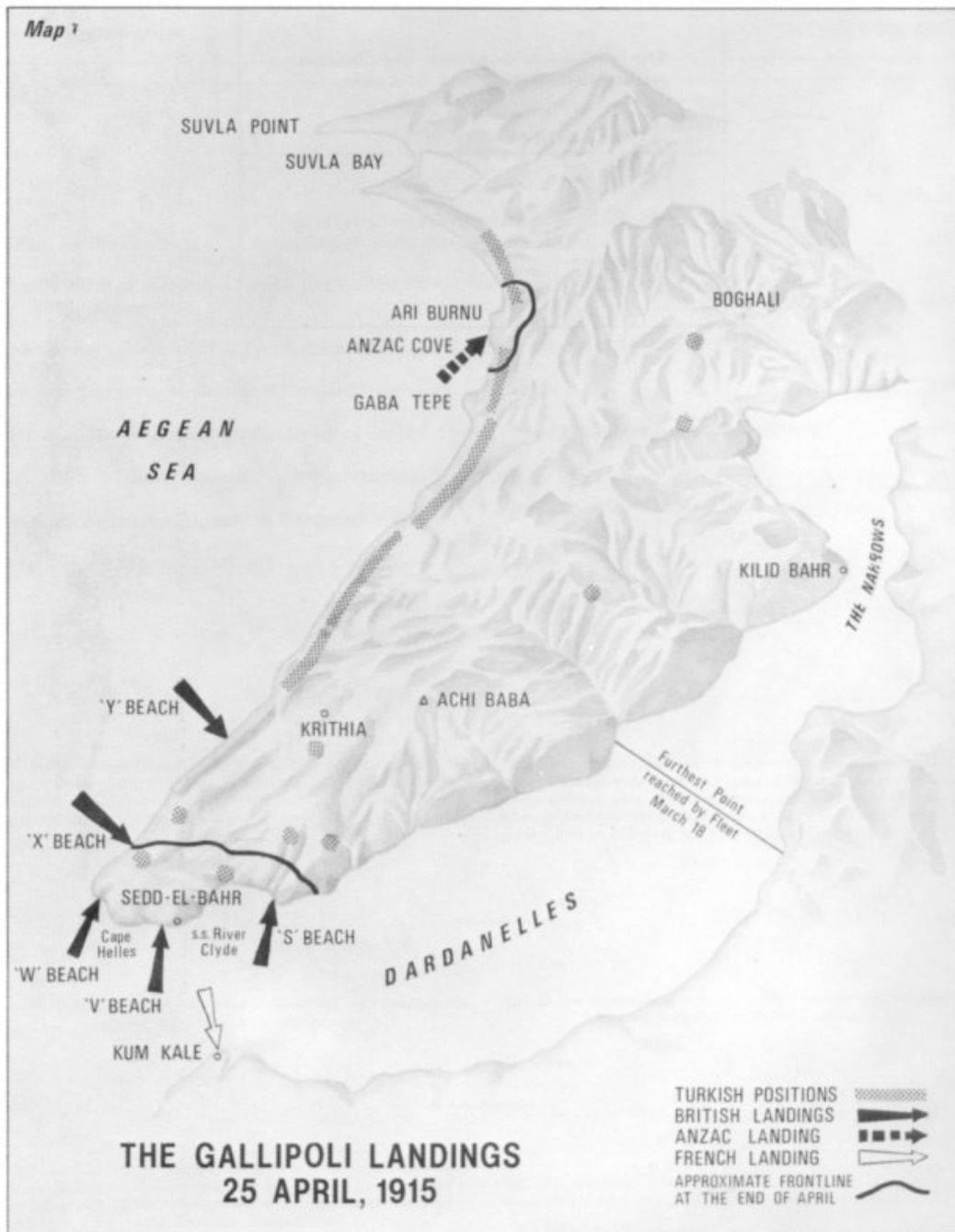




OLD CONWAYS & THE GALLIPOLI CAMPAIGN 1915 v24 (by Alfie Windsor (64-68) and Geoff Haskins (40-43))

SALIENT POINTS OF THE SEA AND LAND CAMPAIGNS

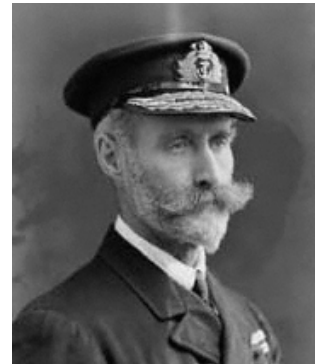
By 1915 the Russian army was poorly equipped, badly led, under considerable threat from the Germans and facing a new front with the Turks. Grand Duke Nicholas of Russia wrote asking that Britain take some action to relieve the pressure. The First Sea Lord (Jackie Fisher) proposed a huge joint naval and army campaign but Lord Kitchener, who favoured limited action in Gallipoli, said no troops were available. Churchill, then The First Lord of the Admiralty, favoured a purely naval action even though a similar Dardanelles Operation in the Anglo Turkish War (1807-09) had been a miserable failure. The plan was for the navy to force the Dardanelles Strait from its entrance protected by the Kun-Kale and Sed-el-Bahr forts (bottom left) north east through The Narrows (centre right) and to take Constantinople. When that operation failed because the navy could not subdue the forts, Churchill's decided on army landings to silence the guns so that the navy could then force through.



THE PLANNER

Admiral Sir Sackville Hamilton Carden KCMG RN (*Conway* 1868-70)

Sackville, pictured right, joined the Royal Navy (RN) direct from *Conway* in 1870 and was the first *Conway* cadet to achieve flag rank. Prior to the WWI he saw active service in the Egyptian and Sudan campaigns of 1882-84, and the Benin expedition of 1897. He was promoted Captain in 1899 and Rear-Admiral in 1908. His first command was *Conway's* sister ship *London*. At the outbreak of war he was moved from his position as superintendent of the Malta dockyard to command the Mediterranean fleet.



On 3rd January 1915, he was called to a meeting with the First Lord of the Admiralty, Winston Churchill, who wanted to create a second front by sending a naval force to capture the Ottoman capital of Constantinople. Churchill bypassed the whole military chain of command (their views differed from his) and personally ordered Sackville to produce a purely naval strategy for the campaign. Sackville was not convinced of its practicability, recognising that a simple bombardment of the Turkish coastal fortresses was impractical. His staff were more optimistic and convinced him that it was feasible, and between them they developed a four-stage plan.¹ First, the outer forts' guns would be neutralised by long-range fire from battleships sitting out range of the fortress' guns. This accomplished, an Allied fleet would progress further up the strait to The Narrows (Kephez Point) to enable medium-range fire to destroy the surrounding shore batteries while minesweepers removed minefields blocking their path. The third phase envisaged the destruction of the inner forts, releasing the invasion fleet into the Sea of Marmara for the final attack to take Constantinople. Sackville, still essentially unconvinced, argued that to have any chance of success the operation would need the largest and most powerful naval force ever assembled: 12 battleships, 3 battle-cruisers, 3 light cruisers, 16 destroyers, 6 submarines, 4 sea-planes and 12 minesweepers. It was what Churchill wanted, Lord Kitchener liked it as it didn't need troops so, on their advice, Prime Minister Asquith approved the operation on 13th January 1915 and on 28th January Sackville was ordered to attack.

Stage one, to silence /capture the land forts and outer batteries, was launched on 19th February 1915. Sed-el-Bahr and Kum Kale forts facing each other across the entrance to the strait came under heavy bombardment from *Agamemnon*, *Cornwallis*, *Vengeance*, *Triumph*, *Inflexible*, *Bouvet*, *Suffren* and *Gaulois*. The forts, while suffering damage, were not put out of action and many of their guns remained serviceable. Bad weather intervened and the attack was held up for several days. Under considerable pressure from Churchill who wanted early success, Sackville ordered the bombardment resumed on 25th



Agamemnon bombarding the forts March 1915

February putting the forts out of action, although only temporarily. Royal Marine (RM) landing parties went ashore to complete the demolition but were driven off by strong Turkish opposition. Destruction of the land fortifications by naval bombardment was not proving as easy as expected. Kitchener and his army staff started to formulate plans for major troop landings although they were rejected by Churchill who still wanted a purely naval action. Eventually, after further bombardments on 2nd, 3rd and 4th March followed up by small marine landings the forts were taken but the outer Narrows batteries remained untaken. Stage one was a counted a success and the fleet moved forward.

Stage two, destruction of the Narrows batteries and mine clearance was launched on 5th March 1915 but faced immediate difficulties. The capital ships failed to destroy the land batteries despite repeated bombardments. Air cover was inadequate. Mine clearance started but came under intense fire from the shore and without British control of the Narrows the Turks simply re-laid all the minefields every night. A stalemate ensured. Kitchener started proposing major troop landings, indeed for some time there were two separate army plans. Churchill became frustrated with the delay, perhaps fearful of his own position

¹ *The plan was actually produced by three of his staff officers; Capt Charles Sowerby, Cdr Alex Ramsey and Capt W Godfrey RMLI.*

as he had been warned by many prominent people that his plan was flawed and that Sackville was not the man for the job. Sackville stuck to his guns - mine clearance could not succeed without control of the land batteries so he urged patience while the RN destroyed them. Churchill, always a dabbler in operational details, and with Kitchener's encouragement, proposed major troop landings further South so that land troops could clear the batteries. Sackville objected as he thought the RN could complete the task quicker than the army. Churchill, having earlier concluded that the importance of the operation justified severe losses, eventually insisted that Sackville take greater risks by moving his ships closer inshore for decisive fire, sweeping mines as best they could and basically just forcing the Narrows no matter what the cost. Sackville again objected strongly but after further delays and losses Churchill overruled him and on 11th March ordered the fleet to break through. The pressure proved too much and on 15th Sackville collapsed from nervous exhaustion. He was promptly replaced by his 2-I-C Admiral John de Roebuck. After initially expecting de Roebuck to make Sackville's plan work Churchill forced him to abandon it and proceed directly to force the Narrows by a coup de main.² On 18th March de Roebuck ordered 16 capital ships to force the Narrows but the mines cleared ready for this action were, as usual, re-laid overnight. It was a disaster, three of the first ships were sunk, three more badly damaged and the breakthrough failed. It was the navy's most serious loss since [Trafalgar](#) and de Roebuck observed that *"After losing so many ships I shall obviously find myself superseded tomorrow morning"*. Churchill however could hardly complain, he had previously announced that the importance of the operation justified severe losses and had forced the whole strategy and tactics upon the navy.

In the face of this further failure Churchill turned to the army and decided that the whole peninsular including the Narrows had to be taken by land troops thus changing from a short naval action into a prolonged land campaign involving huge troop landings against a well-entrenched and fortified enemy fighting on their home soil. Military planners began preparing for a full scale invasion of the Dardanelles peninsular - the disaster of Gallipoli was launched. The map on the previous page shows how little land was actually captured compared to Churchill's new plan. If Sackville Carden had been given more time the RN might well have forced the strait with far less casualties and achieved the strategic objectives. Churchill's meddling and lack of clear leadership meant Britain failed to provide relief to Russia which contributed to a Russian collapse and eventually the Red Revolution. That created a slippery slope that culminated in The Cold War. The navy did not arrive in Constantinople until 1918 and Britain ended up dedicating troops to the support of White Russia.

CONWAY ROLL OF HONOUR

The following list is, of necessity, not complete. Many of those listed in the rest of this paper section may well have earned awards.

VC

Commodore Edward Unwin VC CB CMG (1878 - 80)

DSO

Bernard Thomas Cox DSO (1898-00)

George Gregory DSO (1888-90)

Henry Douglas King RNVR PC, CB, CBE, VD, MP (1891-93)

DSC

Reginald Allen DSC RD RNR (11-13)

Ernest Edward Madge DSC RNR (98-00)

Eric Oloff de Wett DSC RN (12-14),

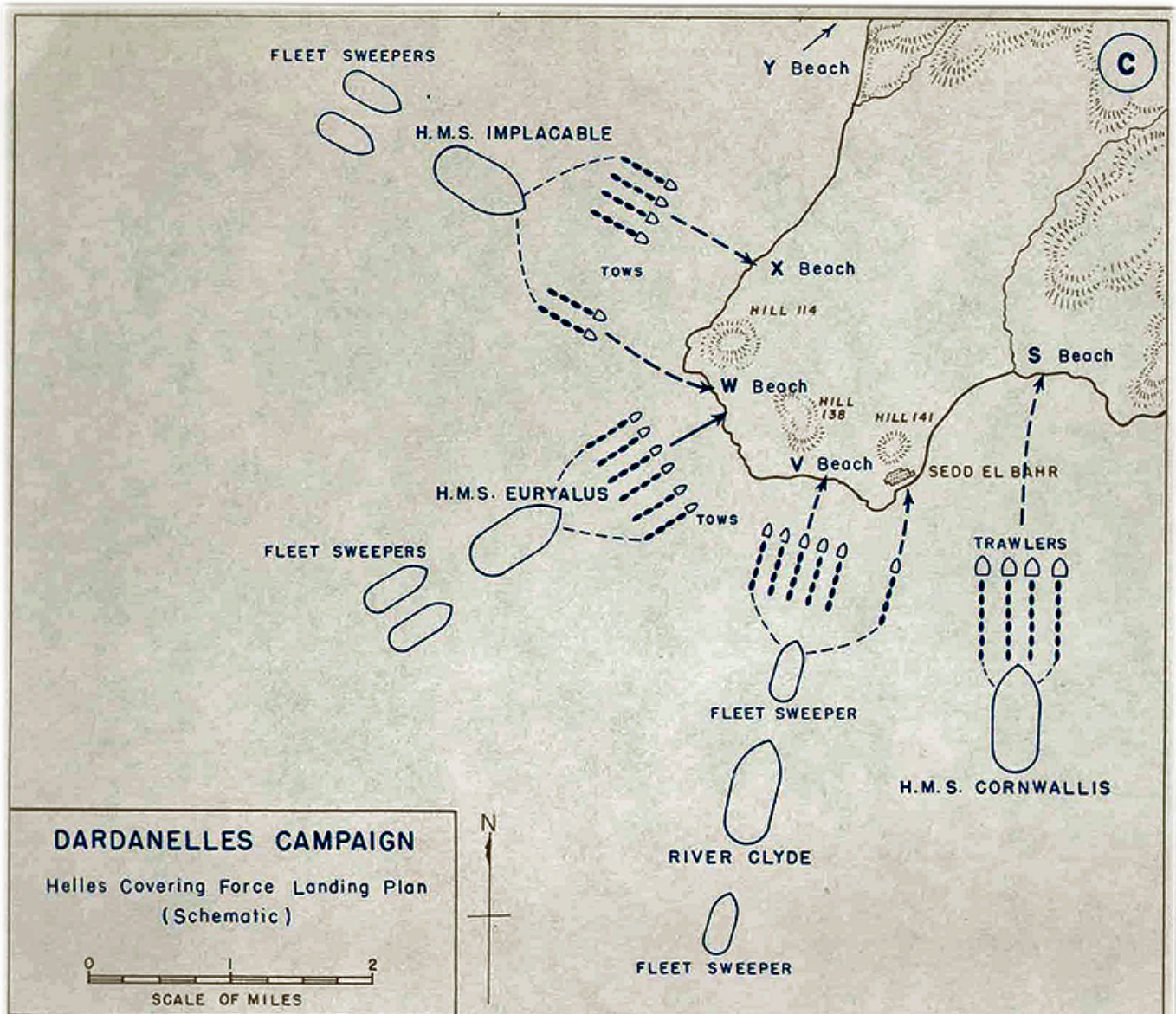
² Churchill tried to bend military commanders to his will in WWII but fortunately the Chief Of The General Staff, Lord Allenbrook, was made of sterner stuff and insisted that the military must determine strategy. Allenbrook's strategy won Britain the war.

CONTEMPORARY PLAN OF THE 25th APRIL LANDINGS AT CAPE HELLES

"I have been meeting crowds of Old Conways out here": J D Ross (10-12)

Details about all the other OCs known to be involved in the Dardanelles campaign are in the rest of this paper but on the first day of landings:

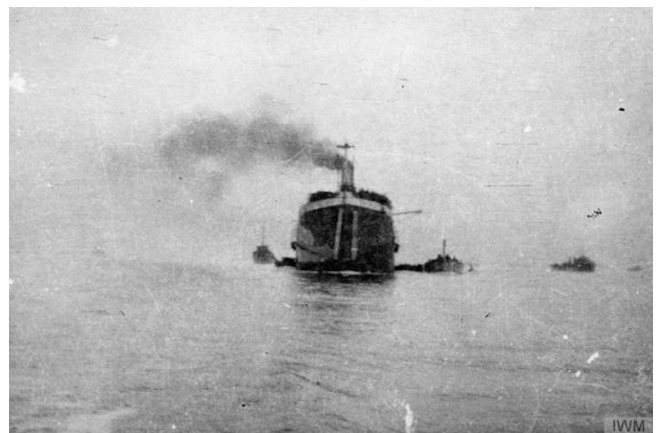
- **Unwin** and **Nicholson** were in *River Clyde*, the Trojan-horse landing ship, off V Beach (Cape Helles).
- **Rostron** was in the hospital ship *Alaunia* close behind *River Clyde* off V Beach.
- **Fairweather** was in the hospital ship *Salta* in the second wave of vessels off V Beach.
- **Edwards** and **Hardiman** were in the battleship *Cornwallis* off S Beach (Morto Bay).
- **King** and **Young** were in the troop carrier *Cawdor Castle* (or *Gloucester Castle*) off Y Beach.
- **Webb** and **de Wett** were in the *London*, and **Riddell** was in the transport *Pera* at Y Beach further north and so not shown on the plan below but see top left of map of page 1.
- **Peyton** was waiting to land at ANZAC Cove (Gaba Tepe) from the transport *Ionian* as a part of 10th Bn AIF.
- **Thomas (aka Mello)** was master of *Marere* off Anzac Cove waiting to land troops and horses.
- **Brewer and Willoughby** were in the auxiliary *Heroic* blockading the Turkish coast "around the landing sites".
- **Madge** was off one of the beaches but his ship/beach is not known.
- **Johnson** was off one of the beaches but his ship/beach is not known.



CONWAY'S GALLIPOLI VC

Commodore Edward Unwin VC CB CMG (1878 - 80)

In 1915 Edward became involved in planning the V Beach landings. The beach was a natural amphitheatre with a steep shoreline covered in barbed wire entanglements from below the low watermark, perpendicular cliffs on one side and Sed-el-Bahr fort towering over the other. Large numbers of Turkish troops were well dug in around the beach and in the castle. It was expected to be a most difficult undertaking; probably the most dangerous of all the landing beaches. Edward proposed that the 3,913 ton collier SS *River Clyde*, be used as a Trojan-horse and beached directly under the fort so that 2,000 troops hidden inside her could land and attack the fort. His proposal was accepted and he was put in command of the ship. Eight large ports were fitted in the ship's sides through which sloping gangways were run out to lighters made fast each side of her bows to form a floating bridge to shore. 25 small boats were secured alongside, packed with soldiers who were to land first and cover the main disembarkation.



Above: *River Clyde Approaches V Beach*
Below: *River Clyde Grounded & Under Fire*
Bottom Left: *Lighters Stuck & Under Heavy Fire*

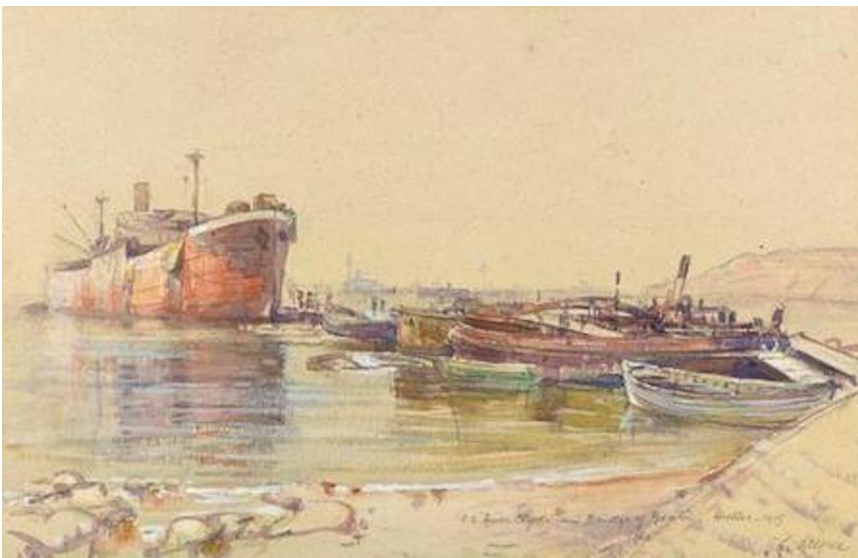


Shortly before midnight on April the 24th the flotilla left Tenedos for the Peninsula. The attacks were launched on 25th April 1915. The ship carried the 1st Bn Royal Munster Fusiliers, 2nd Bn Hampshire Regiment (see **Nicholson** below) and the 1st Bn Royal Dublin Fusiliers. Edward drove the *River Clyde* in under heavy fire and beached her at 0625 hrs but the lighters became stuck 40m from the beach. Almost immediately a devastating fire caught the crowded boats and the ship's fo'c'sle, within minutes terrible losses had been inflicted, men trying to escape jumped into the water and a large number drowned due to their heavy equipment. Edward went down to the lighters, took a line from one of them, jumped into the sea and, assisted by Seaman Williams who had followed him, they hauled the heavily laden lighters towards the shore. Standing up to their shoulders in cold water they were fully exposed to exceptionally heavy rifle and machine-gun fire - the memorial plaque on the next page shows the two men hauling on the line. For some hours 10,000 shots a minute fell in or close to the *River Clyde*. Against the odds the two men managed to establish a connection with the shore. The soldiers quickly swarmed across the lighters but under constant, withering fire few got ashore. The sea was soon crimson and awash with bodies. After about 40 minutes Williams was shot and collapsed



Above: Troops Disembarking

Below: River Clyde Aground



The painting above by Lt Cdr Geoffrey Allfree RNVR (04-06) shows River Clyde shortly after the landings.

into Edward's arms. Relinquished the rope to other sailors finally coming to their assistance and holding him up so he did not drown Edward dragged them both back towards the ship. He was 51, exhausted and frozen from the strain of holding the heavy barges buffeted by the sea, surrounded by death and destruction but he got Williams to safety. Edward returned to the ship needing urgent medical treatment for a heart complaint. For an hour, the doctor tried to get his heart to work normally but then, against doctor's advice he went back to the lighters to try and improve the connection with the shore. Under unrelenting fire he was wounded in the face by bullet splinters and forced to return for further treatment. He then took to a ship's lifeboat and still under heavy fire began rescuing wounded men lying in the shallows. He continued until he collapsed through physical exhaustion. Edward was awarded the Victoria Cross, along with four other sailors from the *River Clyde*.

Later it was discovered that the adjacent S Beach, a wide, level beach without fortifications had just 25 Turks defending it so troops got ashore very easily in an almost unopposed landing. Edward was very critical later that *Cornwallis*, realising that S Beach was virtually undefended did not quickly come to the aid of V Beach which had no capital ship in support, and that the landed troops did not launch a flanking attack on the fort overlooking V Beach. Edward's exploits did not end on V Beach.

In August 1915, at the Battle of Sari Bair (Suvla Bay landings), Edward was given command of the landing boats, known as Beetles as part of the landing of the British IX Corps. He was the first to report on the landing to the corps commander, Lieutenant General Sir Frederick Stopford, and advised against landing further troops inside Suvla Bay due to the darkness and reefs.

He remained in Gallipoli to the end and was back at Suvla Bay as Naval Transport Officer for the evacuation in December - he was in the last boat to leave the beach. When a soldier fell overboard, Edward dived in to rescue him. Observing this act, General Julian Byng, the new IX Corps commander, remarked to Commodore Roger Keyes: *"You really must do something about Unwin. You should send him home; we want several little Unwins."*

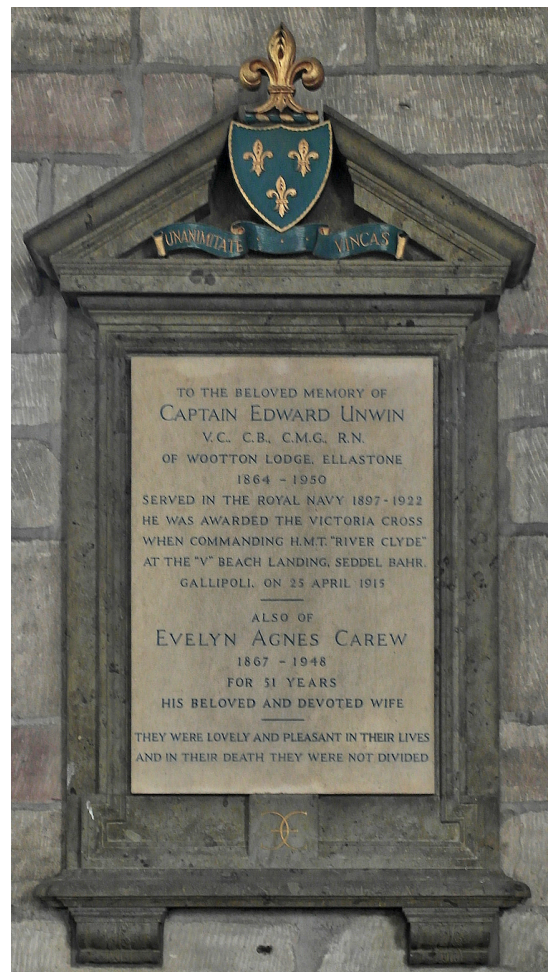


In 1916 he took command of HMS Amethyst (left) and in 1917 became Naval Transport Officer, Egypt. He later achieved the rank of Commodore.

He crossed the bar on 19th April 1950 and is buried in Grayshott, Surrey. His Victoria Cross has been loaned by his family to the Imperial War Museum, London, where it is on display.

His medals are:

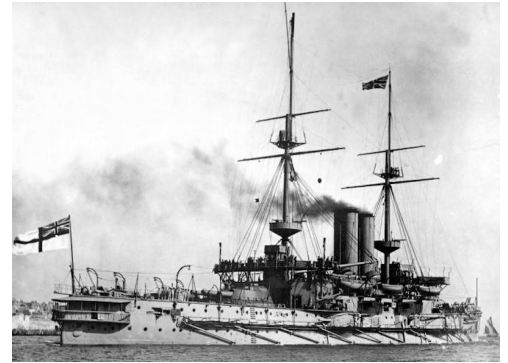
- Victoria Cross (VC)
- Companion, The Most Honourable Order of the Bath (CB)
- Companion, The Most Distinguished Order of St Michael & St George (CMG)
- East and West Africa Medal (1887-1900)
 - 1 clasp: "Benin 1897"
- Queen's South Africa (Boer War) Medal (1899-1902)
- 1914-15 Star
- British War Medal (1914-20)
- Victory Medal (1914-19)
- Knight, Legion of Honour (France)
- Order of the Nile, 3rd Class (Egypt)
- King George VI Coronation Medal (1937)



OCS KILLED IN ACTION

Charles Sydney Ellis Bartlett (11-14)

Charles was a Midshipman RN in *Goliath* (image right) fresh from *Conway*. He was 15 years old when killed in action in the early hours of 13th May 1915, one of 570 men lost out of 700 crew when the ship was torpedoed while at anchor by a patrolling Turkish torpedo boat the *Muâvenet-i Millîye* (*National Support*). *Goliath* was anchored in Morto Bay, close to Cape Helles, in company with a similar vessel *Cornwall*. At 0100 hrs the *Muâvenet-i Millîye* spotted *Goliath* directly ahead and broadside on. She launched three torpedoes. They struck equally spaced along *Goliath*'s length - one below the bridge, another below the funnels and the third towards the stern. *Goliath* capsized and sank almost immediately. Charles's body was never recovered.



James Henry Bookless (1899-00)

The image right shows James as a Sub Lieutenant RNVR in the Nelson battalion of the 2nd Brigade of the 63rd (Royal Naval) Division. Like **Haes** (see below) he arrived at the landings in *Cawdor Castle* but landed at on 28th April to reinforce the Australian and New Zealand Army Corps in the area known as Quinn's and Courtney's Posts. He was injured on 2nd May and died of his wounds on 5th May 1915. He was believed to be the first RNVR officer killed in the landings. A comrade said, "*He died a noble death and he has done his duty right well, as I knew he would*". He is commemorated on the Helles Memorial.

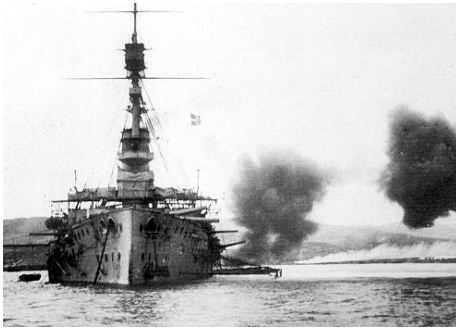


George Montford Drew (06-08),

George was lost while serving as Lt RNR in HMS/M *E14* which was dispatched to the Dardanelles to destroy the Turkish battle cruiser *Yavûz Sultân Selîm* (ex German *Goeben*) crippled at the Battle of Imbros. *E14* left the main British anchorage at Mudros Bay on the 27th January, under instructions to force the Narrows and attack the *Goeben*, which was reported aground off Nagara Point. *Goeben* was not found so *E14* turned back. She was forced to surface because of flooding and came under intensive coastal battery fire off Kum Kale. At about 0845 hrs on the 28th she fired two torpedoes at an enemy ship but shortly after the first torpedo left the tube the second prematurely exploded causing all *E14*'s lights to go out and springing her fore hatch. Leaking badly, the boat surfaced and came under heavy fire again from the Kum Kale forts but was not hit. *E14* dived and proceeded on her way but she soon went out of control and, as her air supply was nearly exhausted, she proceeded on the surface. Heavy fire was immediately opened from both sides of the strait. A member of her crew recorded "*The Captain was the first one up on deck and then Lieutenant Drew. I followed to connect the upper steering gear up, but here we found the spindle to be shot in half or jammed. Orders were given to steer from below and we ran the gauntlet for half an hour, only a few shots hitting us.*" However, she was so badly damaged her Captain, Lt Cdr White, turned towards the shore in order to give the crew a chance of being saved. The Captain and George remained on deck the whole time but were killed by a shell. The shell that killed White "*killed Mr Drew (Navigator) as I was with both of them. I saw the Captain's body, but nothing of Mr Drew so I think he must have been killed and fell into the sea.*" The Captain was awarded the Victoria Cross, George's remains were never found. He was aged 25 and had previously been Mentioned in Dispatches. His mother donated a cup, The Drew Cup (for swimming) in his memory which was competed for annually thereafter. It is now in the Conway Chapel at Birkenhead Priory.



Arthur Montague Hardiman (10-13)



Arthur was a Midshipman RN in *Cornwallis* along with **Edwards**. He was one of 15 crew members killed during the main landings on 25th April 1915 at S beach (Morto Bay) near Eski Hissarlik at the south east end of the peninsula. *Cornwallis* had two duties - to act as a landing ship for the troops going into Morto Bay and to provide artillery support for their advance (she is shown firing during the landings on the left). The exact circumstances of Arthur's death are not known but the other ship's casualties were caused as they towed/rowed troops ashore in *Cornwallis*'s boats so it is assumed this was his fate also. He was 17 years of age.

Dudley Hethorn Standing (1898-00)

Dudley was a Captain in the 8th Ardwick Bn, Manchester Regiment. A Director of John Standing & Co pre-war and member of the Territorial Army he was Mentioned in Dispatches. His battalion landed from the transport *Ionian* at Cape Helles on 6th May to re-enforce the initial landings. In all probability he landed at V Beach and would have passed the wreck of **Unwin's River Clyde**. A soldier in the battalion recorded "After landing we had about 2 or 3 hours rest in dugouts when we got orders to carry on where we went to another lot of dugouts for a few days which were about 2 miles behind the firing line where we had to make dugouts under fire as once you landed at the Dards you was always under fire ... we had about 4 days in them when we moved again, this time into the first line of trenches which was the firing line. We took our position on the left of the British lines. We were in this position for five days and during that five days we lost a few men, killed and wounded".

The battalion was involved in attempts to break out of the Helles bridgehead, known as the second Battle of Krithia Vineyard, an unsuccessful attempt to divert Turkish attention from further landings. **King** and **Young** (see below) fought in the same battle. Sergeant John Barton wrote that: "We made a magnificent bayonet charge and came off victorious. We didn't half make the Turks fly". Dudley was killed in action on 30th May, and is buried in the Redoubt Cemetery in Helles.



8th Manchesters Go Over The Top At Gallipoli

Richard Ruthven Wade (12-13)

Richard was a Midshipman RN in *Irresistible* and a term-mate of **Garriock** and **Nicholls**. She was one of six battleships bombing Turkish forts on 18th March 1915. He was injured when *Irresistible* was mined, shelled and abandoned on 18th and died of his injuries on 13th August. They had been firing for about one and a half hours when, at 0415 hrs and approximately 11,000 yards offshore, while drifting with her engines stopped she struck a moored mine. It exploded under the bilge of the starboard engine-room,

very near the ship's centre line. The results were disastrous, the engine-room flooded so quickly that only three of the 14 men who were in it were able to escape. Then, under the pressure of the water, the midship bulkhead buckled, the port engine-room flooded and the engines were completely disabled. With a list of seven degrees to starboard and down by the stern, her condition was easily visible to the enemy, and their fire on her redoubled. Her Captain, seeing it was impossible to save his ship, decided to abandon her. At 0550 hrs the ship was abandoned 10,000 yards from Rumili with most of her crew getting off safely. Richard's remains were repatriated to England and buried at Preston Candover in St. Mary's Old Churchyard.



Irresistible Sinking

Leslie Herbert Charles Markham Young (11-13)

Leslie was an Able Seaman RNVR in Hawke Battalion of the 1st Brigade of the Royal Naval Division. He landed at Cape Helles on 25th April in the first landings. Hawke Bn was not in those landings so he must have been detached to one of the other units. From 6th to 8th May he participated in the second Battle of Krithia Vineyard, **King** (see below) and **Standing** (see above) fought in the same battle. On 4th June he fought in the third battle of Krithia Vineyard, the final in a series of Allied attacks against the Ottoman defences aimed at capturing the original objectives of 25th April 1915. Hawke and Collingwood Battalions successfully attacked up Achi Baba Nullah (also known as Kanli Dere or Bloody Valley), supported by armoured cars on Krithia Spur. Collingwood Battalion was annihilated. The front line eventually settled just 150 yards from the start point and dug in. Over the next two days they survived heavy counter-attacks before settling in for trench warfare from June to August. Leslie was killed by a bomb on 20th June 1915. The Commonwealth War Graves Commission list no burial for him indicating that no identifiable remains were found but he is listed on the Helles Memorial. His brother presented the Senior Class' annual Geography prize in his memory, usually a novel.

THE "CONWAY" ROLL OF HONOUR.

Since the date of our last issue the following Old Boys are reported amongst the killed :—

A. M. Hardiman (1910-12), Mid., R.N., H.M.S. "Cornwallis," at Dardanelles.

A. C. P. Cope (1906-08), [King's Gold Medallist, 1908], 2nd Lieut., Shropshire L.I., at Ypres.

C. S. E. Bartlett (1912-14), Mid., R.N., lost in H.M.S. "Goliath," at Dardanelles.

W. T. Dale (1904-6), Sub-Lieut., R.N.R., Dardanelles.

D. G. M. Robinson (1908-9), 2nd Lieut., Indian Army, attached South Staffs. Regt., in France, May 16th.

C. B. Wiatt (1890-92), Lieut., R.N.R., lost in H.M.S. "Princess Irene," at Sheerness.

J. R. Burkitt (1882-85), H.M.A. Survey Ship "Endeavour." Loss of ship with all hands assumed.

ROYAL NAVAL DIVISION
HANDYMEN TO FIGHT ON LAND & SEA

1st BRIGADE
BATTALIONS:
"BENBOW"
"COLLINGWOOD"
"HAWKE"
"DRAKE"

2nd BRIGADE
BATTALIONS:
"HOWE"
"HOOD"
"ANSON"
"NELSON"

RECRUITS WANTED **RECRUITS WANTED**

VACANCIES FOR RECRUITS BETWEEN THE AGES OF **18** AND **38**
CHEST MEASUREMENT, **34** HEIGHT, **5 FT. 3 1/2 IN.**
PAYMENT From 1/3 per day **FAMILY ALLOWANCES**

Besides serving in the above Battalions and for the Transport and Engineer Sections attached.

MEN WANTED
who are suitable for training as Wireless Operators, Signalmen and other Services with the Fleet.

Apply to The Recruiting Office, 112, Strand, London, W.C.

OCs AT GALLIPOLI

Geoffrey Stephen Allfree RNVR (04-06)

Geoffrey was a Master Mariner by the age of 21 but left the sea to become an artist. He joined up as a Sub Lt RNVR in October 1914. He served in the Gallipoli campaign in the Naval Brigade. Shipped to Egypt en route for the Gallipoli landings in 1915 and by then promoted to Lieutenant; one of Allfree's brother officers in the Royal Naval Division was the famous poet Rupert Brooke. Geoffrey remained in Gallipoli until 1916. He was an official war artist and his Gallipoli paintings are reproduced in this document. He was lost at sea in 1918 when in command of HM MB 247 which was list in St Ives bay in extreme weather.

*Far Right: Alfree - Hockey Team 1906 Below Right: Lt Alfree RNVR
Below: His painting -Unloading at Anzac Beach*

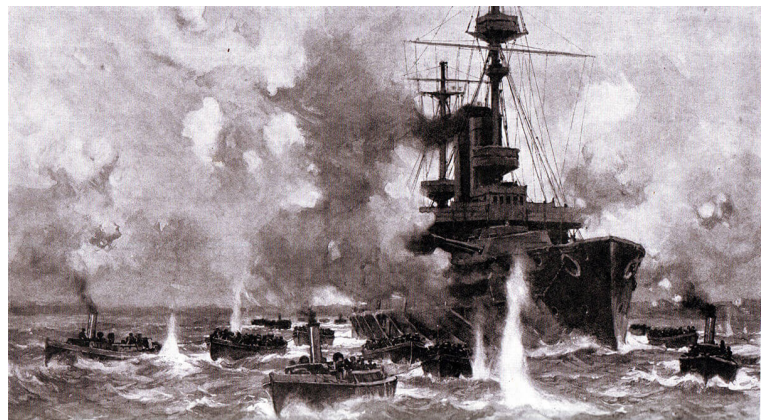


Reginald Allen DSC RD RNR (11-13)

Reginald survived the sinking of the battleship *Triumph* off Gallipoli on 2nd May 1915, possibly having been rescued by **Halliday**. In June 1915 he was appointed Probationary Midshipman RNR in *Europa*, flagship / depot ship at the main fleet anchorage at Mudros Bay on the Greek island of Lemnos. **Cowan** and **Halliday** also served in her. He was awarded the DSC "For services performed under shellfire on the beaches and in steamboats off the beaches". There is a discrepancy here as *Europa's* log books show she never left the quiet and peaceful port of Mudros Bay from May 1915 until well into 1916. While there are extensive records of steam boats in use in Mudros Bay they were never under fire there. Reginald's DSC must have been earned while detached from *Europa* to the Dardanelles' beaches. According to **Ross** in *The Cadet*, Reginald had been in the tug *Hughli* for around three months up to January 1916. Before that he served in motorised lighters. He was commended for service in action during the Gallipoli operations from April 1915 to January 1916. After Gallipoli he was awarded a bar to his DSC for service in Q Ships.

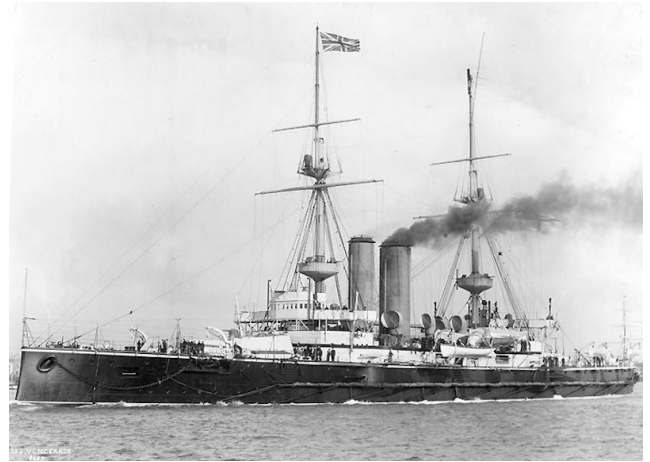


Many OCs at Gallipoli, particularly the midshipmen, were in charge of tugs or steam pinnaces towing cutters and other small boats to the landing beaches. The painting below shows a typical scene, the disembarking warship fires on the enemy, unarmed tows full of troops start their perilous voyage through rough seas to the beaches while shot lands all around. The pinnaces used would have been familiar to the OCs as *Conway's* steam pinnace was of the same design.



Howard Brewer (08-11)

Howard wrote in the April 1917 *The Cadet* to say that he “had the luck to be in all the bombardments so far. *The Vengeance* ... did some very good work ... suffering just one hit from Turkish batteries” that caused damage to spars and rigging. *Vengeance*, shown on the right, was the admiral’s flagship during **Carden’s** bombardment so he was at the opening bombardment of the entrance forts 18th -19th Feb (*Vengeance* fired the first shell on 18th), and later of the entrance and Narrows forts and initial landings during February and early March. In the main landings on 25th April *Vengeance* (with *Albion*, *Cornwallis* and *Triumph*) silenced Sedd-el-Bahr and Kum Kale forts with secondary armament at close range and then supported landings at Morto Bay.



When *Vengeance* left the campaign with boiler problems in July 1915 Howard transferred to *Heroic*, a requisitioned armed boarding steamer, where he served with **Willoughby**. In September 1915 he transferred to the *Imogen*, previously the Ambassador’s yacht. Later he moved to *Grafton* where he served with Lt-Cdr **Greenhill** and Sub Lt **Burton**. During the evacuations of ANZAC Cove in December 1915 he helped to demolish stores and trenches ashore. As reported in *The Cadet* (right) he was slightly injured in the closing days of 1915. In January 1916 *Grafton* was involved in the final bombardments of the shore (see painting below).

H. Brewer (1908-11), Midshipman, R.N.R.,
H.M.S. “Grafton,” reported slightly wounded,
under date January 3rd.

R J Brooke-Booth DSC RN (00-01)

Reginald served in midget submarine *E12*, one of nine RN subs sent through the strait to attack shipping in the Sea of Marmara. The transit involved passing through seven minefields, a submarine net and avoiding Turkish submarine detection tugs. Only four of the nine survived and none of the French midget submarines. On their first transit they encountered the newly laid anti-submarine net which was charged at full power in an effort to burst through. Unfortunately the nets buoys on the surface danced and bobbed, giving away their position. Depth charges had not yet been introduced so while bobbing buoys on the surface were inconvenient they were not yet a portent of doom. Several times they reversed and then charged at full power again until finally he *E12* burst through.



During a nine day patrol in 1915, *E12* had a hand to hand fight with three enemy ships. On 25th June she sighted a passenger steamer towing two sailing ships. As he could see no guns, her commander Lt Cdr Bruce took *E12* alongside. One of the Turkish crew dropped a bomb over the side which hit the casing but failed to explode. The Turks then started firing with rifles. *E12* then used her 6 pounder to fire on the after end of the steamer putting 10 rounds into her from forward to aft. The two sailing ships tried to foul *E12*’s propellers and then opened fire with rifles. *E12*’s crew fired back and stopped the attack from the sailing ships. All three were sunk. They immediately attacked another steamer towing three sailing ships. The steamer fired back and a shore battery opened fire on *E12*. The steamer was hit and caught fire and was beached. In October / November 1915, *E12* broke the patrol record when she remained at sea for forty days. During the patrol, she attacked a powder factory near Constantinople, sank four

steamers and thirty sailing ships. On her return journey, she got caught in the net at Nagara. They managed to work the boat free but she was obviously towing something. The boat had been pulled down to 245 feet and was leaking badly. Further along the coast, she met another obstruction but luckily this moved along the boat and took the first obstruction with it. E12 returned to base having sailed more than 2000 miles.

Two pages of personal recollections set out in a note to Robert Melville are reproduced below. 155 photographs he took during the campaign are held by the Imperial War Museum (Catalogue No PC915).

From Commander R.J. Brooke-Booth, D.S.C., R.N., to
Robert Melville, Esq.

The length of the Dardanelles was thirty-five miles from the entrance to the Port of Gallipoli where one was able to surface and charge the Batteries. Seven rows of Minefields that had to be dived under and also a Net that had to be passed through at approximately eighty feet, and one was constantly under fire from shore batteries on either side of the Straits. We had orders to proceed the following day after E.7 was caught in the Nets when she had to be sunk and the crew were taken prisoners for the remainder of the War.

Incident (1) We were patrolling the Northern Coast of the Sea of Marmara one morning and sighted a Steamer towing two Barges, we ran up alongside and as I stepped on board being in charge of the party, I was helped over the side by an officer who fired at me with his revolver and missed, at the same time they dropped a couple of bombs which failed to explode on our saddle tanks, the pandemonium then started; I was left on board the Steamer, the others had jumped back on the Submarine which started to bombard them with our four inch gun at point blank range, the Steamer then blew up and we were all in the water, I swam back to our boat (E12) and clambered back on board; the Barges were full of explosives and we blew them up. They had been trying out a Q boat stunt on us which was such a failure the Turks did not attempt any more.

Incident (2) I was boarding another Steamer before sinking her and whilst searching the ship, went into a cabin marked 'Engineer' and looking around I found a vintage bottle of Brandy which we sampled and found most excellent; it was a surprise as being a Turk he was not supposed to have alcoholic drink according to his religion, but no doubt he needed a little fortifying. Afterwards I went to the Engineerroom, the crew having abandoned ship and found a man with a Fez on his head, I was just about to shoot him when to my astonishment he shouted, 'It's only me Sir', it was one of our Stokers who had got on board, he might have lost the number of his Mess.

Incident (3) After having spent 42 days and used all our ammunition and Torpedoes we proceeded to return to base.

We were kept under below periscope depth by an armed Tug which followed us until we went into a small bay and sat at the bottom to shake her off and she lost us - we then shaped a course for the nets but were put down again by a destroyer. Charged the net at full speed at 80 feet: boat took up an angle of 25 degrees by the bow and sank rapidly, foremost hydroplanes jammed at 10 degrees to dive: boat hit the bottom at 245 feet the largest depth a submarine had been to at that time, conning tower scuttles broke under pressure, forward plate leaked, shut water-tight doors to keep water from the batteries, it took three men to work hydroplanes by hand, gyro became useless and magnetic compass was smashed by a shell in the conning tower. After some time at this depth of blowing tanks and working main motors, boat came to the surface, we were then shelled by forts both sides of the Narrows and small craft that had gathered around us: boat porpoised up and down at varying depths and we discovered we were towing a large piece of the Net: on getting further down the Narrows we fouled an obstruction inshore and were brought to the surface under the forts which opened fire but were unable to depress their guns sufficiently to hit us. This entanglement cleared away and we at last got the boat under proper diving trim and control, several torpedoes were fired from the shore passing well astern of us. We proceeded on our way and rose to the surface at Cape Helles: it was with great difficulty we managed to get the conning tower hatch opened as it had been damaged by gun fire. We were glad to get a breath of fresh air again. Touching on a lighter vein, the climax came when the Captain had to report to the Flagship and found his No. 1 Monkey jacket missing, I had used it to prevent the salt water getting into the batteries, at that moment I was not very popular as everything else he had to wear was ruined too.

During operations in the Sea of Marmara, four British submarines out of nine survived v. none of the French.

"G E Brown"

Either Gildfrid Elliott (09-11), or George Edward (14)

G E Brown wrote on 19th September 1915 from Silloth to say he was in the UK : *"on seven days sick leave, having been wounded during the severe fighting on the Gallipoli Peninsula at Suvla Bay"*. His first three weeks had been in the trenches at Achi Baba - *"which was considerably dull work, during the whole three weeks we had only ten casualties"*. At 1800 hrs on 7th August his unit, the Border Regt, was loaded into destroyers and landed at Suvla Bay in a last attempt to break the deadlock on the peninsula. **Unwin** was in charge of all landing boats. Despite facing only light opposition, they suffered



1,700 casualties in the first 24 hours, the landings were mismanaged from the outset and quickly reached the same stalemate conditions that prevailed on the Anzac and Helles fronts. Once ashore “we had orders not to fire at all, just use the bayonet. So off we go at the double. The first lot of Turks got an awful slaughtering. Those in reserve seeing they were outnumbered turned and fled for their lives.” He advanced for about two and a half days “on we went suffering very badly from hunger and thirst – not having had anything for 24 hours, until we got to within half a mile of their trenches (the Turks had brought up heavy re-enforcements and were dug in on a hilltop). There they poured tons and tons of lead into us, shrapnel and high explosive shells causing awful gaps in our ranks. Of course we had to stop and dig in. Of 900 men in our regiment only 200 are left. Other regiments suffered just as badly. I consider myself lucky, I got a bullet through the foot”. He was invalided home in Aquitania and spent a short time in Portsmouth hospital. He had served as a L/Cpl Signaller but received a commission to Lt while on sick leave. On 13th September 1915 he “joined the 8th Bn Border Regt and went back to Gallipoli”, although here too is confusion as the Regiment was then in France and did not fight in Gallipoli.

Rupert De H Burton (08-10)

According to **Brewer** in *The Cadet*, Rupert was a Sub Lt in *Grafton* (with **Brewer**, and **Greenhill**) during the evacuations of ANZAC Cove in December 1915 and helped to demolish stores and trenches ashore. In January 1916 *Grafton* was involved in the final bombardments of Cape Helles. The painting right shows her on 9th January 1916 off Cape Helles.

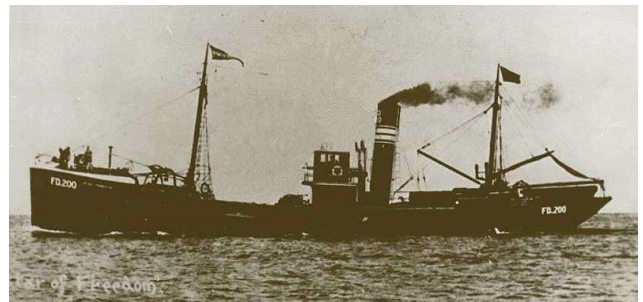


Thomas Walter Corkhill (1890-92)

Thomas served with the “Australian Expeditionary Force, was wounded by shrapnel and in hospital for some time. On June 5th was reported as having returned to the front at the Dardanelles”. No more is known.

Bernard Thomas Cox (1898-00)

Bernard was Lieutenant RNR in *Prince George*. In February 1915 she transferred to the Dardanelles for mine clearance duties in advance of **Carden’s** main attempt to force through the Dardanelles (see page one above). She arrived at Tenedos on 1st March 1915 and between 5th and 18th March took part in attacks on forts covering the straits. In these attacks elements of her crew were assigned to



minesweeping trawlers employed as “mine-bumpers” - a colloquialism whose meaning is lost but may have involved her being ‘expendable’. Bernard was assigned Trawler No 318, *The Star of Empire* (her sister trawler *Star of Freedom* is shown above). While attempting to clear mines on 13th-14th March 1915 she came under heavy and sustained fire. He was awarded the DSO for his part in this action. A long citation describes his gallantry and that of his crew: “... behaved in most gallant manner when in volunteer trawler No. 318 during the attack on a minefield on 13th-14th March. His vessel suffered serious damage and several casualties ... though severely wounded he refused to quit his bridge until out of the action.”

Richard Hamilton Cowan (13-14)

According to **Halliday** Richard was serving with him in the depot ship *Europa* at the end of 1916. No other details of his service are known. **Allen** also served in *Europa*. The photo right shows him in the 1st XV in 1913, **Garriock** and O J **Murphy** were in the same team.



Graham Crozier (1890-91)

The Cadet of October 1915 reported that he served as a Trooper in the 7th Australian Light Horse. He had been injured and in October was at home in the UK on sick leave.

Bernard Cyril Dodds (09-11)

According to **Ross** in The Cadet, he met Bernard on 5th January 1916 when Bernard was serving as 3rd Officer in the RMS *Cardiganshire*. She had been involved in the initial landings at ANZAC Cove but it is not known if Bernard was in her at that time. **Mason** was 4th Officer in the same ship.

Edgar Claude M Donovan RNVR (1899-1901)

The Cadet of August 1917 reports that Edgar was *“with the RN division at Gallipoli. He subsequently obtained a commission in the same force.”* No other details are known. He survived Gallipoli but was killed in action on 26th April 1917 while engaged with the RN Siege Guns Service near Coxyde, Flanders. He was a Carnac Battery Officer. On 26th April 1917 the battery was hammered with more than 300 high explosive and gas shells, one of which penetrated the gun port. Edgar and two members of his gun crew were killed instantly. As his battery was operating in support of French forces at the time (bombarding German heavy mortar batteries on the north bank of the Yser), he was posthumously awarded the Croix de Guerre with Palm Leaves. Edgar's grave is in Coxyde Military Cemetery, flanked by gunners Harry Benton and James Broomhead (his gun crew). He had a long list of Foreign Awards.

Thomas B Douglas (07-11) RNVR

Served as a Corporal in A Coy., the Benbow Bn of the RN Division. His Bn travelled from Plymouth in *Ivernia* to Mudros Bay where they transferred to *Hythe*. The photo right is from the scrapbook of an AB in his company. They landed on V Beach at dawn on Sunday 25th May 1915 - one month after the initial landings. They disembarked onto **Unwin's** River Clyde now used as a landing bridge to the shore. Another member of A Coy., recorded that *“We arrived at our allotted position, and orders soon came round to dig in as quickly as possible, up to this time I had not heard the noise of a big gun firing. We were not very long before we were hard at it with pick and shovel, but the ground in places was like a lot of rock, and this made it very hard work for us. We had to dig our dugouts five foot deep, I had got about two feet down with my little hole, when all of a sudden our officer shouted his very loud order to lie down, and to get as much cover, and no sooner had he given this order a large Turkish shell burst into our lines. This was their morning hate to us fresh comers. For about three hours they rained shells on us, and we were working our hardest to get our dugouts done, so that we could get better cover from this rain of iron. At last we managed to get these done, but not without any casualties, as some were killed or wounded. This to me was something new, and I must admit made me feel very shaky for the terrible screaming noise was an awful sensation, as they shot very close to my dugout, sending up huge clouds of smoke and gravel sky high.”*



The Bn Goes Over The Top 31st July 1915

They spent the next six months in very heavy and almost continuous fighting in the trenches around Achi Baba, including Shrapnel Gully (so named on account of so many getting knocked out there by shrapnel) and under frequent heavy bombardment. A very full account of those months is at <http://www.benbowbattalion1915.co.uk>. In October Thomas suddenly collapsed, paralysed from deep shock. He was evacuated over Lancaster Landing and taken to Plymouth RN Hospital by hospital ship. After several months in hospital was sent home to recover. The Cadet magazine noted that he had *“been badly knocked about at Gallipoli but has made a wonderful recovery”*.

Victor Carl Eddy (12-14)

Reported by **Halliday** and **Nicholas** as being on the staff of the PNTD, Salonika. No other details are known.

Murray Gordon Edwards RN (10-12)

The Cadet of October 1915 confirmed that he was serving as a Midshipman in *Cornwallis* with **Hardiman**. He wrote a long letter to The Cadet describing his exploits on the first day of the landings, there had been *“so much excitement I have been unable to count of the days, let alone the time.”* The ship was so crammed with 800 soldiers it was difficult to get about. On 25th April he turned out at 0300

hrs and after a quick breakfast he took charge of a small trawler with cutters and a galley in tow and followed the ship in towards S beach at Morto Bay, near Eski Hissarlik at the south east end of the peninsula. The ship started shelling the shore (see left) and the land batteries opened up on the armada. Many shells fell around him but he only got a soaking from one near miss.

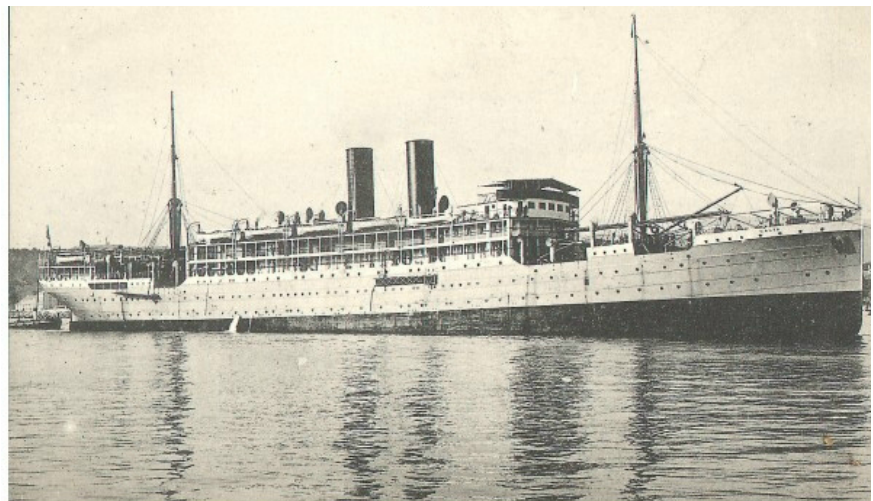
“The thunder of the guns ... and the light caused by the incessant flashes of the guns, which, being just before dawn, formed a sight which one could only expect to experience once in a lifetime and which no camera picture could



ever hope to represent.” With the ship anchored he transferred troops to his tow and made for the shore but came under very little small arms fire at first as it was only lightly defended but as they closed the shore his boats *“soon got it hot”*. He landed his contingent with just seven killed and 30 wounded. He was then to take off wounded but he first collected a drifting boat and added it to his tow, almost getting shot in the process, two of his crew were injured. Returning to the shore and finding he could not get in close, he dived into the water and *“swam in with a heaving line - quite a nice bath - especially as they had ceased firing for the time, but they started up again just as I was trying to scramble back”*. The beach was secured by 0800 hrs. Met **Halliday**.

Eric Fairweather (08-10)

The Cadet of August 1816 reported that he was in the Hospital Ship *Salta* during the Suvla Bay landings from which he took off a lot of wounded. She was a French vessel chartered for the duration and converted to a hospital ship. According to the terms of the 1894 Hague Convention she was painted white with wide green stripes and the insignia of the Red Cross. He was also off Cape Helles until noon on the last day of the evacuation taking off the last group of injured troops.



John Magnus H Garriock (12-13)

In April 1915 he visited the ship at Rock Ferry from *Agamemnon* but **Nicholas** reported he was on the staff of the PNT0, Salonika soon afterwards. He was Mentioned in Dispatches for his work on transport duties at Gallipoli. According to **Ross** in The Cadet John is thought to have been due to return to the UK in January 1916. He is shown right as Captain of the 1913 1st XV, Owen J **Murphy** and **Cowan** were in his team. He was a term-mate of **Nicholls** and **Wade**.



Willis Bruce Gaudion (11-13)

Reported by **Halliday** and **Nicholas** as being on the staff of the PNT0, Salonika and OIC a tug. **Ross** reported that it was a large twin screw tug, the *Andros*. **Halliday** met Willis days after the sinking of the battleship *Triumph* off Gallipoli on 2nd May 1915. He was Mentioned in Dispatches for his work on transport duties at Gallipoli.

Herbert Joseph Giles (1897-99)

He was an Actg Sub Lt in the *Inflexible*, flagship of the Mediterranean Fleet, during the early bombardment of the shore forts on 19th February and 15th March. On 18th March as *Inflexible* attempted to suppress Turkish guns so the minefields could be swept, she was hit a number of times receiving considerable damage. As she was turning in Eren Keui Bay she was seriously damaged by a mine, probably about 100 kg (220 lb) in size, that blew a large hole in her starboard bow and flooded the forward torpedo flat, drowning 39 men. Herbert was serving in the fore magazine and shell room and was driven out by fumes, caused by the explosion of the mine. They closed valves and water-tight doors and shut off the lights. The shell room had two feet of water in it, rising quickly, and the magazine was flooding slowly. The fumes were beginning to take effect on Herbert but neither he nor the others left until ordered to do so. He had served previously in her at the Battle of the Falklands. He was in the flagship, *Iron Duke*, at Jutland.



Inflexible Firing On Shore Batteries

Gough

A *Conway* Instructor was called up and served at Gallipoli. He was killed in action in 1916 on the Western Front.

Charles George Gordon Gray (06-08)

The Cadet of October 1915 reported he was a "Trooper 2nd Queensland Light Horse AEF in hospital at Cairo having been wounded by shrapnel in the leg at the *Dardanelles*".

He enlisted on 2nd August 1914 and his regiment embarked on HMAT *Star of England* on 24th September 1914 at Brisbane, Queensland. The unit's embarkation roll describes him as a 22 year old stockman from Brisbane. His unit spent most of the campaign in a defensive posture except for one attack they made on the Turkish position at Quinn's Post in mid-May, where they lost 25 men killed and 21 wounded before the assault was called off. It is assumed this is the incident when Charles was wounded. The regiment left Gallipoli for Mudros on 18th December 1915. Charles was discharged in Britain on 15th June 1916.



AUSTRALIAN WAR MEMORIAL

P01785.001

A Light Horse Trooper

Joseph William Greenhill(1896-98)

According to **Brewer** in The Cadet Joseph was a Lt Cdr in *Grafton* during the evacuations of ANZAC Cove in December 1915 and helped to demolish stores and trenches ashore. In January 1916 *Grafton* was involved in the final bombardments of the shore (see painting on **Burton's** page). Served with **Brewer** and Sub Lt **Burton**.

George Gregory CBE OBE RD RNR (1888-90)

George, a Commander RNR, was in the Naval Transport Service in the Eastern Mediterranean based at Beirut but active in several areas, including Gallipoli. He was awarded the DSO for service in Palestine and was twice Mentioned in Dispatches for his work. Later in life he was awarded the OBE, CBE, and the Order of the Nile.

Arthur Guinness (10-12)

Then April 1916 The Cadet reported that he had *“been seriously ill in Haslar Hospital as a result of hardships and exposure in Gallipoli. He was serving as an AB RNVR in the RN Division and has since been invalided out of the service”*. He was a term-mate of **Ross**, **Trevor** and **Weblin**.

Edward Mount Haes RN (11-13)

Edward was a Midshipman RN. He landed at ANZAC Cove on 28th April 1915 as part of the 1st RN Brigade – following in the footsteps of **de Wet**. They had arrived offshore on 27th in the *Gloucester Castle* and *Cawdor Castle*. The landings at ANZAC Cove (shown right) were chaotic and almost immediately plans went out of the window. They moved up through Shrapnel Gully to their front line positions on the western edge of Lone Pine plateau.



Frederick Shaw Halliday RNR (10-13)

Frederick wrote two somewhat conflicting letters to The Cadet. In the first of these he said : *“Left England in September 1915 for Malta... but on arrival I had orders to proceed to Mudros ... After a few days in Agamemnon I was appointed to Prince Abbas (a commandeered yacht with **Madge** and **Pittis**) .. as 2nd Lt and watch keeping officer ... We were used as a (dispatches, troops and stores) ferry from HQ to the peninsula.”* She was sunk on 18th March 1916 and he was *“sent up to Mudros in Cornwallis and I was appointed to the staff of Europa (shown left) with **Cowan** ... I met several old boys - **Gaudion**, **Ross**, **Eddy**, **Edwards**, **Weblin**, **Trevor**, **Nicholls** and **Allen**.”* On 24th April 1916 *“I was sent to the hospital at Malta suffering from a general breakdown”*. From there he was sent to the RN Hospital, Plymouth and invalided out of the service in June 1916. He planned to return home to British Columbia after six months recuperation.

The second letter dated 31st July, confirmed that he left Avonmouth for Malta but that they went to Alexandria to disembark troops and then to Port Said to load new ones for Gallipoli. They proceeded, via Mudros Bay to



Gaba Tepe where troops were disembarked. On 2nd May they went to the aid of *Triumph* which had been torpedoed taking 60 survivors to *Lord Nelson*. Two days later he met **Gaudion**, and **Allen** who he said had been rescued from *Triumph* “they did not look any the worse for their experience, except in appearance, so far that they looked more like down-and-out ruffians than the usual spick-an-span Midshipmen”. He returned to Cape Helles meeting **Eddy** and **Garriock** who were in *Agamemnon*, and **Hansen** and **Horner** in the transport *Malda* (shown below). Over three months he made two more runs to the peninsula witnessing the torpedoing of *Majestic* and an Admiralty collier. His ship then returned to Southampton from where he made trips to France and then from Liverpool to Dublin. When he wrote in July 1915 he was in the transport *Commodore* at Liverpool. The Cadet notes that he was subsequently appointed Midshipman RNR.

A separate notice in The Cadet confirmed that he left for Malta on 20th September 1915 in the SS *Caledonia*. The other discrepancies cannot be explained.

Eric Vernon D Hansen (11-13)

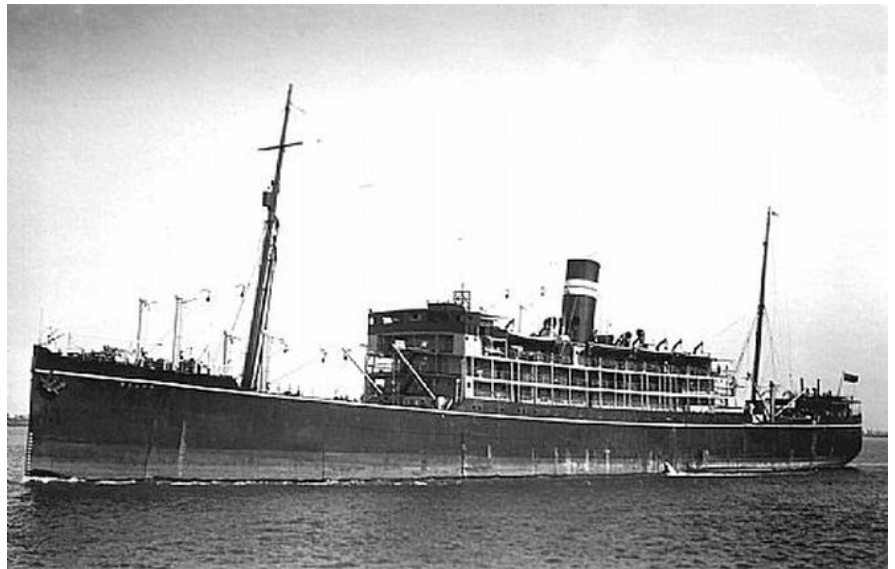
Reported by **Halliday** as being in the Transport *Malda* (shown right) with **Horner**, circa May- June 1915. Her log confirms she carried Australian troops to Gallipoli, arriving in April 1915.

Francis C Harding (08-10)

Francis has been included for completeness as he served in *Indomitable* off the Dardanelles from July to December 1914. He left Malta on 2nd August 1914 to search for *Goeben* which was picked up 12 hours before war was declared. Contact with *Goeben* was lost while proceeding towards the Dardanelles so *Indomitable* continued to the strait. They remained there until 20th August, searching vessels in and outbound from the strait. From 22nd September to 21st November, after Turkey declared war, *Indomitable* blockaded the strait. On 3rd November she bombarded the outer forts at Sed-el-Bahr and Kum Kale. Although the forts were damaged they were fully operational again by the time **Carden** launched his bombardment

Tared Cavendish Horner (10-13)

Reported by **Halliday** as being in the Transport *Malda* (shown right) with **Hansen**, circa May- June 1915. Her log confirms she carried Australian troops to Gallipoli, arriving in April 1915.

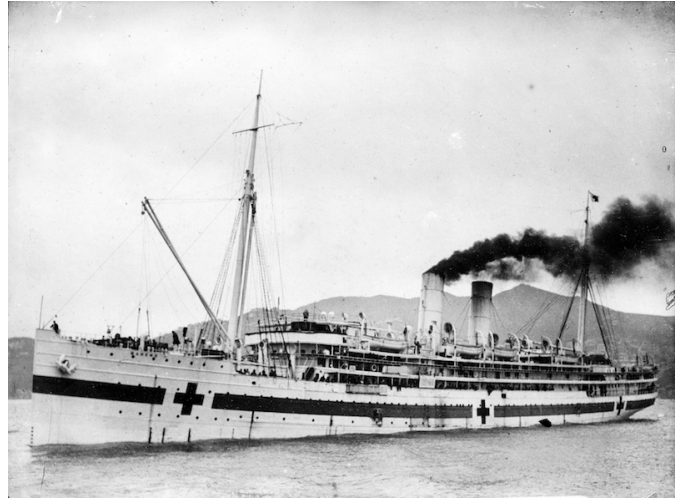


Gordon Stanley Horsburgh OBE RD RNR (1894-96)

Gordon was an Acting Commander in the RN Transport Service and participated in the evacuation. **Ross** reported in The Cadet that Gordon was “in charge of local transports in Mudros”.

Francis Jackson (1897-99)

Chief Officer of the hospital ship *Maheno* (with a white hull, green band and red crosses) evacuating the wounded from Suvla Bay to Egypt. He gave a detailed account for *The Cadet* (finally published Feb 1961 page 99). *"The Maheno carried two launches and we ran a half hour ferry service to the beaches. All ranks from Generals downwards used to come off and have a good meal and return to their units - the Turks were good sports as they knew it was going on but never fired directly on them, They would fire into the air and when the bullets came down some got leg wounds but nothing serious."* Jackson and the First Mate went ashore several times to stretch their legs. He participated in the withdrawal and afterwards his ship transferred to France.



Harold Johnson (02-04)

Harold's obituary in the September 1955 *The Cadet* magazine reports that he was attached to HMS *Glasgow* and was Beach Master of one of the Gallipoli landing beaches where he was wounded. However it could not have been *Glasgow* as her log books place her firmly at Rio del Plata throughout the landings and in the South Atlantic during the rest of the campaign including the withdrawals. No similarly named vessel was at the landings. Books listing known Beach Masters and their deputies do not include him. Royal Navy crew lists do not list him in any vessel at Gallipoli but then they are unreliable as they do not include other RN OCs known to have been there. For now we must give him the benefit of the doubt.

Henry Douglas King RNVR PC, CB, CBE, DSO, VD, MP (1891-93)

Henry, a Commodore RNVR, was appointed in August 1914 to the Drake Battalion of the RN Brigade. On 25th April the battalion landed at Cape Helles. On 28th April he fought in the first battle of Krithia to try and take the village and the hilltop stronghold of Achi Baba which were actually the original targets of the landings on 25th. Several attempts were made but the Turkish defenders successfully repulsed every assault and forced the attackers back to their starting line. On 1st and 2nd May they fought at Eski Hissarlik and from 6th to 8th they were in the second battle of Krithia, an unsuccessful attempt to divert Turkish attention from further landings.

Nicholson, Standing and **Young** also fought in this battle. Henry was wounded, earned a DSO and three Mentions in Dispatches. Henry and Drake Battalion were evacuated to Mudros Bay on 9th January 1916. He then commanded the battalion from June 1915 to July 1916 on the Western Front.



John Stewart Kirkpatrick (13-15)

Reported by **Nicholas** as being on the staff of the PNTTO, Salonika. No other details are known.

Ernest Edward Madge DSC RNR (98-00)

Edward was a Lieutenant RNR and listed as an officer in the East Mediterranean Squadron from April 1915 to the final evacuation in January 1916. He was awarded the DSC for his actions during the first landings: *"He performed good work during the landing on 25th April under fire and on subsequent days"*. On 5th June 1915 he was involved in the requisitioning of the Khedive Steamship Co's *Prince Abbas*. As part of her crew she became an Armed Boarding Steamer and on 29th August carried the Australian 12th Light Horse Regiment from Lemnos to land on Anzac Beach having transferring them to lighters. On 22nd December 1915 she evacuated the Australian 6th Brigade from Lemnos and carried them to Mudros Bay. **Halliday** and **Pittis** served in the same ship.

G T A Mason (12-14)

While acting 4th Officer of the transport *Cardiganshire* he *"saw some fighting"*, which means he participated rather than watched. **Dodds** was 3rd Officer in the same ship.

James Middleton (1894-95)

He was reported as being a casualty in the hospital ship *Somali* by **Sealy** on 6th November 1915. Sealy said he was a 2nd Lt in the Royal Engineers and had been a cadet *"in 1891 for about five months"*. That fits with James who was a cadet for five months but from Oct 1894 to Feb 1895.

"Murphy"

William Murphy (11-13) or Owen James Murphy(13-15)

Reported by **Nicholas** as being on the staff of the PNT0, Salonika. No other details are known. Both were members of their 1st XV and William was a King's Gold Medal candidate. William wrote in the same issue of *The Cadet* that he had retired from the Navy some month before so it is most likely that it was Owen James at Salonika. He was in the same 1st XV as **Cowan** and **Garriock**.



Left & Centre: William (KGM Candidate) (1st XV)

Right: Owen (1st XV)

Herbert S C Neal (1883-85)

Herbert wrote to *The Cadet* that he was Chief Officer in *Umfali* throughout the campaign. On 11th March 1915 she was taken up by the Admiralty in Alexandria, she moved to Port Said, loaded the 69th Punjab Regiment and transported them to Mudros Bay arriving on 1st May. On 5th May she disembarked them at Y Beach, standing close inshore for several days to supply them with rations and stores. *"Everything went quietly until 6.30 on the evening of 14th May when, from Achi Baba Heights, one battery of four guns opened fire ... Umalfi was hit ... it is estimated that 75 shells were fired (at her)*. As she moved further offshore fire intensified and she was struck a further 18 times causing very considerable damage and the loss of two crewmen. She moved around to W Beach (Lancashire Landing) to offload her remaining stores.

John Francis Nicholas (13-14)

John wrote in *The April 1916 The Cadet* (page 119) that he was on the staff of the Principal Naval Transport Officer (PNT0), Salonika and OIC of HM Motor Lighter *K49*. He says, *"I took an active part in the evacuations of Anzac and Helles though I was not on my lighter then"*. He reported that he had met **Eddy**, **Gandion** and **Ross**, both manning tugs, and **Garriock**, **Kirkpatrick** and **Murphy** who were all on the staff of the PNT0.

Geoffrey Nicholson CBE MC (07-09)

Geoffrey was commissioned as a Lieutenant into the Royal Hampshire Regiment (R Hamps) in 1913 and fought at Mons. In March 1915 he was transferred to the 2nd Bn and on 29th March they embarked for Gallipoli in **Rostron's** troopship *Alaunia* at Avonmouth sailing via Alexandria. There they transferred to Tenedos where they boarded **Unwin's** *River Clyde* (they were accommodated in No.3 hold, abaft the funnel) ready for the landings. They left Tenedos on the evening of 24th April and arrived off V Beach on 25th. They were involved in the bloody fight to get ashore so Geoffrey may well have struggled over the lighter being held by **Unwin** in the water. They incurred very heavy casualties but eventually managing to fight their way ashore, up the beach and finally into Sed-el-Bahr fort securing it so that the rest of the troops in *River Clyde* and following vessels could get ashore under slightly less heavy fire. Somehow Geoffrey survived that bloody day and went on to fight in the first battle of Krithia and the Achi Baba height. **King, Standring and Young** also fought in this battle. The front then ground down into trench warfare of massed attacks and counterattacks like that on the Western Front. The Turks had the huge advantage of interior lines to move in reinforcements and to resupply them whereas everything for the allies had to come by sea and over the beaches. No further specific combat details are known but Harold remained in Gallipoli until 8th January 1916 when his battalion was evacuated to Alexandria due to heavy casualties from combat, disease and severe weather conditions. He subsequently served in Salonika and the Black Sea, possibly with the 10th R Hamps (Duke of Connaught's Own). He was awarded the MC in 1916, and achieving three Mentions in Dispatches. After the war he became Chief Constable of Surrey - see above.



Francis Jeffrey Nicholls (12-13)

In The Cadet magazine **Halliday** reported meeting him sometime between October 1915 and May 1916. No other information is known. Term-mate of **Garriock** and **Wade**.

Charles Bertram A Peyton (03-05)

Charles had been farming in Australia but signed up for the 10th Bn AIF and was posted to Gallipoli from Adelaide in *Ballarat* on 14th September 1915. *"He has seen much fighting."* On 25th April 1915, they took part in the landing at ANZAC Cove, coming ashore from the transport *Ionian* during the initial stages of the operation as part of the covering force. They were taken ashore by boats from *Prince of Wales*. *"Absolute silence was maintained by all men and boats and directly the boats were cast off by the steamers and quietly rowed quietly towards the shore dawn was just breaking 04.15 no sound was heard except the splashing of the oars, we thought that our landing was to be affected quite unopposed, but when our boats were within 30 yards of the beach a rifle was fired from the hill in*



Members of 10th Bn AIF Ashore At Anzac Cove

front of us above the beach, right in front where we were heading for, almost immediately heavy rifle and machine gun fire was opened upon us, we had to row another 15 yards or so before we reached water shallow enough to get out of our boats, this was at about 04.15. We got out of our boats into about 3' of water and landed on a stony bottom the stones were round and slimy & many Officers and men slipped on them and fell into the water, but all bravely and silently made all hast to reach the beach, under a perfect hail of bullets, many men fixed their bayonets before reaching the shore. I ordered men to lie down, fix bayonets & remove packs. This was done in a couple of minutes. The men of the 9th 10th & 11th Bn were all mixed up on the beach, but there was no time to reorganise so ordered all to advance. The men sprang to their feet at once & with a cheer charged up the hill held by the Turks and drove them off it."

Members of the 10th Battalion penetrated the furthest inland of any Australian troops during the initial fighting. After this, the battalion helped defend the beachhead against a Turkish counter-attack in May, before joining the August Offensive, a failed Allied effort to break the deadlock. Casualties were heavy throughout the campaign and in November 1915, the surviving members were withdrawn from the peninsula and in early 1916 the battalion was reformed in Egypt.

William Roach Pittis (11-14)

According to **Ross** in *The Cadet*, William had joined PNT0 Salonika with him but was appointed to the *Prince Abbas* on the peninsular ferry service where he served with **Halliday** and **Madge**. Later he transferred to the RN and joined *Albion*. He was the King's Gold Medal winner in 1914.

Thomas Horsham Potter (09-11)



Thomas was a Lieutenant serving in the 20th Bn, Australian Imperial Infantry (part of the 5th Brigade). He is believed to have landed at ANZAC Cove on 22nd August 1915 quite late in the campaign. They played a minor part in the fighting during the August Offensive which was

coming to a close by the time they arrived and so for the majority of time the battalion was deployed in the defence of Russell's Top (shown right); a hill connected to the knoll known as Baby 700. They were evacuated on 20th December 1915. The photo above left shows him as Captain of the 1st XV Easter 1911.



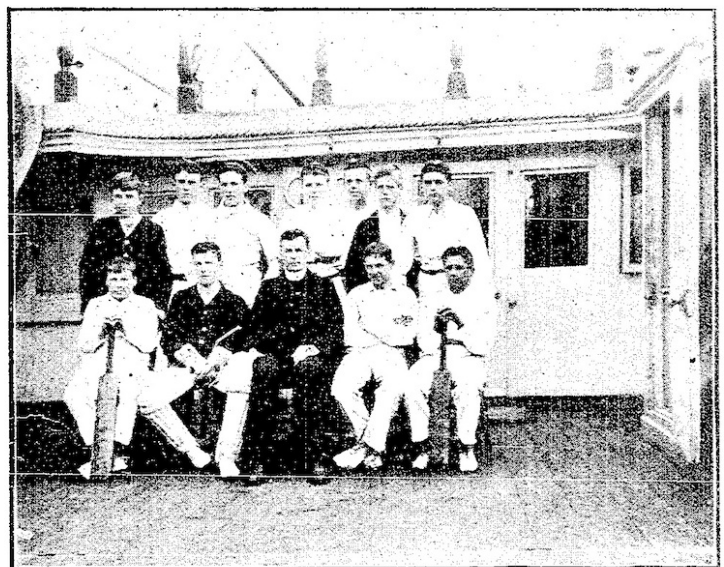
Francis Ovendon Potts (1887-89)

According to **Ross** in *The Cadet*, Francis was captain of the tug *Langton* arriving at Gallipoli around November 1915.

William Henry Richardson (07-08)

William was an RNR officer and, after participating in the Battle of the Falklands, *The Cadet* reports that "he served in the Eastern Mediterranean at Gallipoli". No other details of that service are known. Later he transferred to the RN Air Service and was killed action on 1st August 1917 having been shot down by the Ottomans. His observer also killed in action was Mid James Barry (12-16).

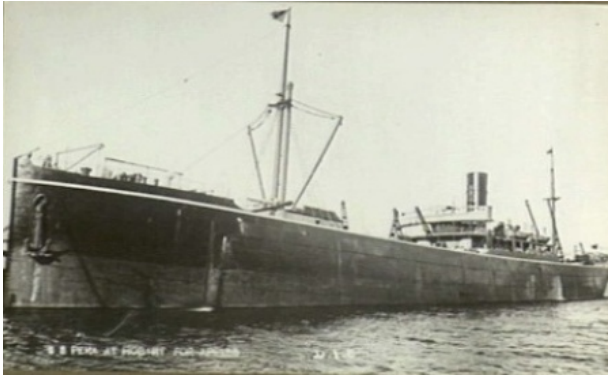
The photo right was taken by William in the summer of 1908 although it is mis-attributed to W R; he was the only W Richardson in the ship at the time.



Second Eleven Cricket Team.

Photo. by Cadet W. R. Richardson.

Francis B Chantris Riddell RNR (07-09)



Early in 1915 Francis was serving in the transport *Pera* and after unloading troops from Australia at Basra they were ordered to Alexandria to load 406 Indian artillery troops, horse, guns and ammunition for Gallipoli. They arrived sometime in mid April, anchored in Mudros Bay and waited for orders, *“transports were arriving all day till the harbour was full up as though you would not be able to move”*. At midnight on the 24th they set off with five transports and a destroyer for ANZAC Cove. They arrived at 0300 hrs joining *Queen Elizabeth*, *Prince of Wales* and *London* (**Web** and **de Witt**) and they then closed on the beach arriving at 0530 hrs. The first shots were fired at 0445 hrs and the Turks were taken by surprise and only started returning fire as the first troops were struggling ashore raining shrapnel down on them. The first four ships landing troops, *Devanha*, *Malda*, *Suffolk* and *Derflinger* were known as *“The Hero Ships”*. *Pera* carried artillery and so stood off the beach, not required for these initial landings. *“When daylight came on you could see the Australians rushing up the cliffs and the Turks disappearing over the crest of the hill.”* Around 0900 hrs as *Pera* closed the beach, she came under heavy fire from a Turkish battleship. *“We commenced disembarking troops at 1500 hrs and had all the guns, men, mules etc ashore by 1800 hrs.”* At 0400 hrs on 26th they returned to Mudros remaining there for three days before moving to Z Beach (Brighton Beach) at Gaba Tepe until 12th May. Little was happening at sea although they came under occasional fire from the Turkish *Harredin Barbarose*, causing them to shift positions from time to time. Each time they moved, shells landed on their previous position. He described the position of the troops ashore as *“precarious”* facing very determined opposition from the Turks and very nearly being routed on one occasion. With little happening in *Pera* Francis applied for and was granted a transfer to the RN in HMS *Blenheim* and a day later to *Basilisk* with the 5th Destroyer Flotilla where he served with **Willoughby**.

Raymond Kerr Rogerson (09-12)

The Cadet reported that he *“had a very exciting time in the landing of troops and was made 2-I-C of a tug which had on board a balloon which was much used”*. No other details are known.

John Douglas Ross (10-12)

John had been in the eastern Med since late 1914 serving in torpedo boats then was in *Queen Elizabeth* when, in May 1915 she became Admiral de Roebuck's flagship. John wrote that during the attempt to force the strait they *“were under very heavy fire ... we went to assist Canopus”* towing *Albion* and for an hour it was *“decidedly hot”*. Later he was reported by **Halliday** and **Nicholas** as being on the staff of the PNT0, Salonika and OIC a tug. His own long letter to The Cadet in April 1916 reported he was in command of the tug *Nord*, with a crew of 12, attached to *Europa* which he observed was *“very diminutive when alongside Gaudion's craft”*. He joined the PNT0 organisation with **Ross**. In January 1916 in The Cadet he said, *“My work during the last few months has been as usual continually backwards and forwards between Mudros and the peninsula, towing lighters, etc., number of rather anxious and uncomfortable experiences owing to bad weather; during my time in Mudros employed, as usual, in transporting troops and stores etc”*. He supported the Suvla and ANZAC evacuations and was there on the last day of occupation. He then supported the final withdrawals over W Beach (Lancaster Landing/Kephalo) towing a picket boat and three cutters in very rough conditions. He was Mentioned in Dispatches for his work on transport duties at Gallipoli. He was a term-mate of **Guinness**, **Trevor** and **Weblin**.

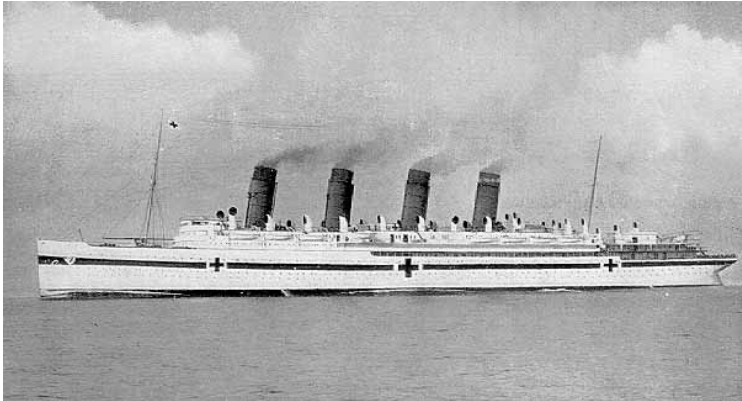
Arthur Henry Rostrom KBE RD RNR (1882-84)

Arthur was Captain RNR of *Alaunia* when she was requisitioned at the start of the war and until September 1915. His memoir's claim that "*some special providence guided me through the war*" seems accurate as he ferried thousands of troops across submarine infested waters to the first landings at Cape Helles without incident, passed *Royal Edward* an hour before she was sunk with the loss of 1,600 lives, and, on a crossing from Canada with a fully laden troopship, he narrowly escaped from a German cruiser. During crossings he had a lot of contact with staff and regimental officers and observed "*what a fiasco it was ... in some details it was mismanaged ... how little care was taken to guarantee the victory of incredible bravery of our men*" - they did not even have accurate maps. There were spies everywhere; he encountered three himself who tried to get on board *Alaunia* and to question him. His reaction to their capture was robust "*I don't know what their fate was - shot I hope*".



One of the soldiers he carried was from Avonmouth to Alexandria was **Nicholson**. He stood close inshore at the V Beach landings and watched men wade ashore laden with heavy packs being dragged under and drowned. He would have seen **Unwin's** River Clyde. With huge casualties and troopships filling to capacity *Alaunia* and other troopships were reassigned as hospital ships. The troops called them "Black Carriers". Rostrom had only one surgeon so he pressed pursers and stewards into service as medical teams as they ferried the injured back to Southampton. On a second return journey with more injured at Malta he was ordered to paint out the red crosses on her hull and haul down the red

cross ensign. The injured were most unhappy with this move but as soon they left port he painted the crosses back again and raised the red cross.



In September 1915 at Liverpool he took command of the huge liner *Mauretania* now converted into a fully fledged hospital ship capable of carrying over 2,000 injured troops. She ran a shuttle service from Gallipoli to Liverpool until the end of the campaign in February 1916. She always had to refuel at Naples and he had his work cut

out to convince neutral countries she was hospital ship and not a troop carrier. Eventually he forced the Swiss, Danish and American consuls to tour the ship and certify she was not carrying troops or warlike stores. He also had encounters with more spies trying to determine his route.

He was Mentioned in Dispatches for his work during the campaign.

Francis Leofrie W. Sealy RN (02-04)

Francis was an RN Chaplain in the hospital ship *Somali* and he wrote from the front on 6th November 1915 where fighting continued but by which time troops were preparing for evacuation. The ship had visited all three landing areas to pick up casualties and he had watched shelling although he had not been ashore. He was involved in the rescue of the crew of a ship sunk by *U35* (the most successful U-boat participating in the war, sinking 224 ships) - possibly the British transport *Marquette*. He reported that the patients "*were wonderfully cheerful despite all they have been through ... some of them have the most awful wounds*". Many were suffering from dysentery which was rife ashore. He noted that **Middleton** was one of his patients.



Above: *Somali* Below: *Oxonian*
Bottom: *Marere*

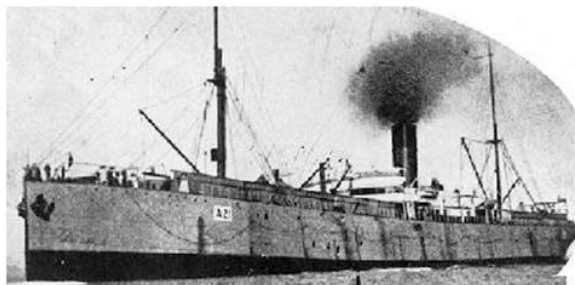


Stephen C Southam (08-10)

Stephen joined the transport *Oxonian* in August 1914 as her 3rd Officer. He transported troops from the UK to Gallipoli until June 1915.

Peter Paul Eliott Thomas (1895-97)

At *Conway* Peter was enrolled under his mother's name of Thomas but with his guardian listed as Adolphe Mello. When she married he changed his name to Mello. Nothing more is known of his circumstances. He is shown below right as a member of the winning gig crew in 1897. He was master of the fleet cargo transport *Marere* (A21) during the landings, a Dominion & Commonwealth ship loaned to the Australians. She was converted to carry 85 troops and 475 horses and was fitted with a 3pdr Hotchkiss gun operated by a team of marines. She left Sydney on 20th February 1915 disembarked her troops and horse at Alexandria on 9th April 1916. Peter embarked horses and vehicles of the 2nd Field Artillery Brigade before proceeding to Gallipoli on 9th. She arrived in Port Mudros on 12th and departed for the landings on 24th. The unit's war diary on the next page shows they arrived off Anzac Cove (Gaba Tepe) at 0430hrs on 25th and landed a party of troops as part of the first landings. Remaining off the beaches further landings took place at 0200hrs on 26th and 1100hrs on 27th, with the balance landing on 28th April.



She returned to Sydney and left there again on 16th August 1915 carrying reinforcements for the 1st Light Horse Regiment, the 9th Light Horse Regiment and the 1st and 2nd Mobile Veterinary Sections. She disembarked some troops at Egypt on 21st October 1916 before proceeding to Gallipoli. Having completed those landings at Gaba Tepe Peter was ordered to take *Marere* back to the UK but was torpedoed en route by U35 and sank 236 miles E of Malta on 18th January 1916. He survived but did not return to Gallipoli.

2nd 7 A. Brigade Ammunition Column

Date.	Place and Time.		28 JUN. 1915 CENTRAL REGISTRY No MFC / Lhs	Remarks or References to Appendices, &c., attached.
	here	Lieut H Byrne sick transferred to Base		
		Whole of unit less advance party left en route to Alexandria		S/B
		Arrived at Alexandria and embarked on H M 7. Armadales en route for MUDROS		S/B
		Arrived MUDROS		S/B
April 24	1 pm	Left MUDROS for Gallipoli Pen ²		S/B
25	GABA TEPE 4:30 am	Arrived GABA TEPE		S/B
		Party of 45 men under Sergt George landed		S/B
26	2 am	Lt W. Cay and 50 men landed		S/B
27	11 am	Lt Crocker & Coe + 50 men landed		S/B
28		Capt Bishop and B.S. M. Scarron landed		S/B
May 5		First casualty. Gunner Bayer killed		S/B

0.11056

William Arthur Thompson (09-11)

Promoted Captain some time late in 1915 and put in charge of the 20th Brigade's (27th Division's) Small Arm Ammunition Column (Royal Field Artillery) he was responsible for transporting ammunition from the central ammunition dump to re-filling points where it could be collected by ammunition wagons belonging to the individual batteries. Met term-mate **Mulock** in one of the army units he supplied.

The photo shows him in 1st XV colours in 1911.



Tudor Trevor (10-12)

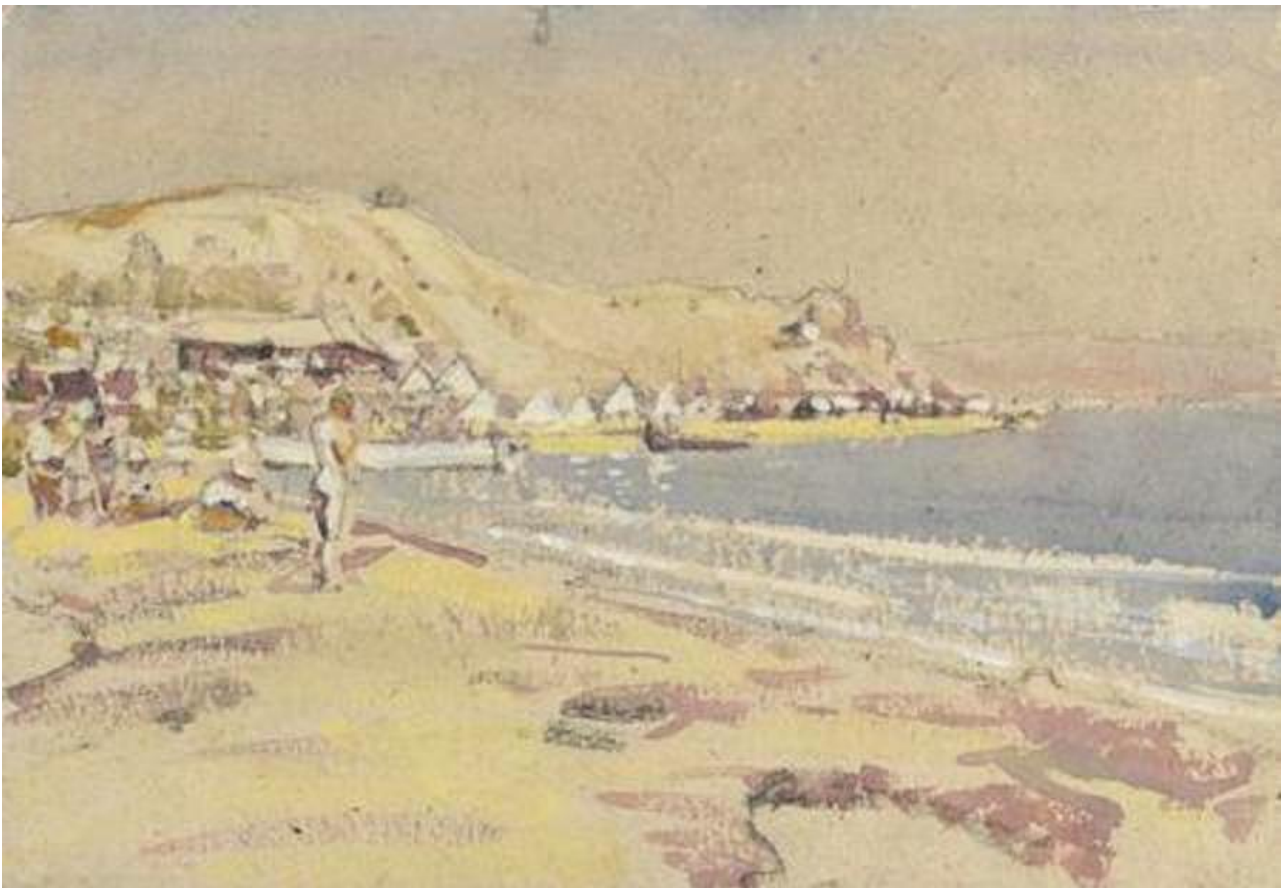
In The Cadet magazine **Halliday** reported meeting him sometime between October 1915 and May 1916. No other information is known. Term-mate of **Guinness, Ross** and **Weblin** in the Osborne Class.

Basil Russell Webb RNR (12-13)

He was serving as a Midshipman RNR in the Formidable Class battleship *London* with **de Wett**. and gave a very detailed account of the first landings at ANZAC Cove in the July 1915 edition of The Cadet, reproduced on the next page.

Howard Ernest E Weblin (10-12)

In The Cadet magazine (see next page) **Halliday** reported meeting him sometime between October 1915 and May 1916. No other information is known. Term-mate of **Guinness, Ross** and **Trevor** in the Osborne Class.



Above: *Australians Bathing on V Beach* by Lt Cdr Geoffrey **Allfree** RNVR (04-06)

The following is from a letter home from B. R. Webb, Mid., R.N., being an account of the landing at Gaba Tepe:—

At 11-30 a.m. on Saturday, 24th April, two destroyers came alongside, with about 600 men of the 11th Battalion of the Australians, who we were taking aboard to form part of the covering at the landing of Gaba Tepe, which we then knew was to take place during the early hours of the next morning. Having embarked the troops, we proceeded to sea, in company with H.M.S. "Queen" and "Prince of Wales," also having troops on board, and the "Triumph," "Majestic," and "Bacchante," as covering ships. At 12-30 a.m. of the 25th all boats were lowered. The pulling boats dropped alongside, and were filled with troops, and then taken in tow by the two picket boats, and taken a short way from the ship. The "Majestic" boats then came alongside, and were filled with troops, and towed off.

After a slight delay, the ships moved to within about a mile of the beach, the boats going in front in line abreast—twelve tows in all, two from each ship. The boats got to within fifty yards of the beach before the Turks opened a brisk, but luckily an inaccurate fire. The steam boats towed the others in as far as possible, then oars were got out, and the soldiers pulled ashore. On the boats touching the beach, the troops jumped out, lay on the ground with fixed bayonets, and then waited

till the boats were empty and then charged driving the Turks back until they captured the first ridge. This first hill afterwards looked as if it would defy the best troops in the world to take. It was only the Australians, plucky, dashing, and not over-disciplined, who could have succeeded without firing a single shot. The boats after landing the first lot, shoved off, and went to the seven destroyers, who had come close in to the beach with more troops. These they landed, and then took the troops from the transports. This work of landing troops continued all day. During the early morning a gun mounted on Gaba Tepe on the right, commanded the beach, and did some damage with his shrapnel shell, but the "Bacchante" located him, and put him out of action.

At about 10 a.m. the Beach parties were landed, I being one to help to disembark the troops and land stores and ammunition. For the first two hours everything was very quiet, no shrapnel, and only a few troops being landed, the only trouble being snipers, who were still hidden in the side of the cliff. At 12 noon they started a heavy shrapnel fire from behind the cliffs, which though not pleasant, did little damage.

Now began our work, landing troops, stores, ammunition, sending off the wounded in boats, all under a fairly heavy artillery fire—not much fun, and confoundedly hot. It is a great wonder so very few casualties occurred on the beach.

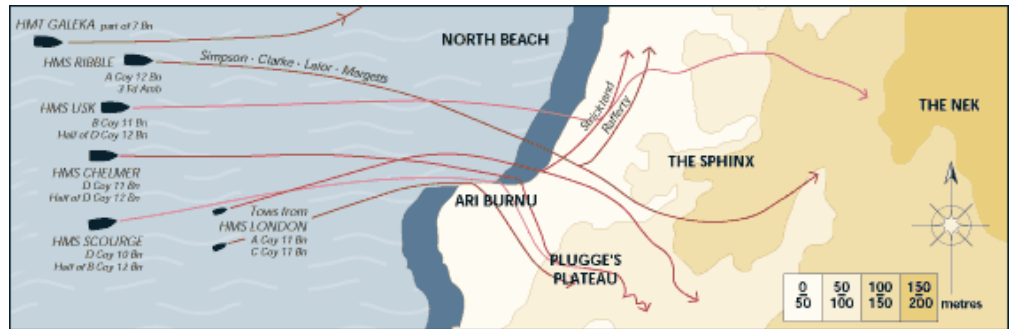
We continued working all that night, landing troops, as the Australians were being hard pressed on the left, but I am glad to say the Turks could not fire at night, as the flash would give away the position of their guns. On the Monday the ships' fire absolutely saved our left flank, which was being very hard pressed by the Turks, who, crowding on into the open, were met with a deadly fire from the ships, which must have laid hundreds low. This fire demoralised them, and they broke and ran. I was on the beach till Wednesday, when the "London," "Queen," and "Prince of Wales" beach parties were withdrawn. During this time we had about twelve hours sleep at the most, and very little to eat until Tuesday, and little time to eat it in, as reinforcements and stores were coming, and wounded were being sent off continuously. During this time the Australians advanced a little way inland.

We were off Gaba Tepe for about three weeks, during which time all our boats were taking off wounded to the hospital ships. Occasionally some ships would fire big shells at us from the Sea of Marmora, which did no damage.

H.M.S. "London."

Eric Oloff de Wett DSC RN (12-14),

Eric was a Midshipman RN with **Webb** in the Formidable Class battleship *London*. On 23rd March 1915, *London* joined the British Dardanelles Squadron at Mudros Bay, Lemnos from Portland. She was assigned to bombard Turkish positions in the days leading up to the first landings. On 25th April 1915 she carried men of the 3rd Australian Brigade to their landing place, North Beach at Gaba Tepe and ANZAC Cove. Eric was awarded the DSC "For conspicuous acts of bravery" under heavy fire during those landings, most likely in one of *London's* steam pinnaces towing troops ashore in her cutters and small boats - see right.



Joe Henry Claude Willoughby (07-08)

According to **Brewer** in *The Cadet*, Joe served with him in *Heroic*, a requisitioned armed boarding steamer. **Riddell** reported that on 16th May Joe was in *Basilisk* with him but that he was then sent to *Heroic*, presumably as soon as arrived at the peninsula from Gibraltar some time after 5th June 1915. During the main landings, 24th-25th April, she was blockading the Turkish coast around the landing sites when she lowered boats to search five schooners. The boats came under fire from the shore and three seamen were killed. They moored that night alongside *Vengeance* (see **Brewer**) to offload the bodies. Throughout 1916 she shuttled between the peninsula and Port Mudros presumably maintaining the blockade or, as she was requisitioned into the Royal Fleet Auxiliary, carrying stores, armaments and possibly troops.



AND ON THE LAST DAY....

On the night of 8–9 January 1916, 17,000 British soldiers were evacuated from Gallipoli, bringing the three-week evacuation, and the Gallipoli campaign, to a close. In just over a week, 35,000 soldiers, 3,689 horses and mules, 127 guns, 328 vehicles, and 1,600 tons of stores had been taken off. Approximately 508 horses and mules were slaughtered or left behind.

The painting on the right by Lt Cdr Geoffrey **Allfree** RNVR (04-06) shows the last warship leaving Suvla Bay as tons of ordnance and supplies left behind explode and burn.



The following OCs were at Gallipoli on the first day of landings 25th April 1915, both in the *River Clyde*, and on the very last day of the evacuation of the peninsular, 9th January 1916:

Commodore Edward Unwin VC CB CMG (1878 - 80), having been in one of the first boats ashore on the first day, was in the last boat to leave the beach at Suvla Bay. On both occasions he ended up in the water.

Henry Douglas King RNVR PC, CB, CBE, DSO, VD, MP (1891-93) was with Drake Battalion evacuated from Mudros Bay.

At least the following OCs are believed to have been at Gallipoli on the very last day of the evacuation of the peninsular, 9th January 1916:

Howard Brewer (08-11) was in *Grafton* off Cape Helles, bombarding the Turkish lines.

Rupert De H Burton (08-10) was in *Grafton* off Cape Helles, bombarding the Turkish lines.

Joseph William Greenhill (1896-98) was in *Grafton* off Cape Helles, bombarding the Turkish lines.

Francis Jackson (1897-99) was in the hospital ship *Maheno* “*in the withdrawal*” so is included here just in case.

John Francis Nicholas (13-14) “*took an active part in the evacuations of Anzac and Helles*” so is included here just in case.

John Douglas Ross (10-12) He supported the Suvla and ANZAC evacuations and was there on the last day of occupation supporting the final withdrawals over W Beach (Lancaster Landing/Kephalo) towing a picket boat and three cutters.

It is assumed that Lt Cdr Geoffrey **Allfree** RNVR (04-06) arrived in the first day or two and remained to the bitter end as he painted pictures of *River Clyde* just after the landings and of the last ship to leave above. His exact dates cannot be confirmed.