



## OLD CONWAYS & THE GALLIPOLI CAMPAIGN 1915 v26 by Alfie Windsor (64-68)

### BACKGROUND

By 1915 the Western Front was fully entrenched, neither side had a decisive upper hand and the fighting was grinding to a stalemate. At sea, Germany had the Baltic sealed off while Britain and France controlled the Channel, North Sea and Mediterranean. Eyes turned to Southeast Europe where Italy had joined the Allies and attacked Austria, Turkey had sided with Germany and the Austro-Hungarians, who were engaging decisively with the Russians. Romania was then neutral but Bulgaria had not yet taken sides so a show of force was needed to convince them to join the Allies rather than the Central Powers. Russia was struggling. Historically Russia had purchased its armaments and munitions from Germany but with the outbreak of war that supply stopped so the Russian army was poorly equipped. It was also badly led and fighting on two fronts. Grand Duke Nicholas of Russia therefore asked Britain and France to take some action to relieve the pressure on his armies and to supply them with desperately needed arms and munitions.

As all options would depend on the navy planning was handed over to Churchill, The First Lord of the Admiralty and The First Sea Lord, Admiral Jackie Fisher. Two options emerged one attacking through the Baltic, the other through the Dardanelles. The Baltic was the shorter and simpler route but the Dardanelles option would draw German and Austro-Hungarian attention away from other fronts, encourage Italy and hopefully entice Bulgaria to side with the allies. Churchill, always the adventurer, favoured a purely naval action through the Dardanelles but Fisher vacillated between the two options, generally favouring a huge joint naval and army campaign though the Dardanelles. Unfortunately, the army under Lord Kitchener was broadly against the Southern route and said no troops were available so Churchill won the day. The new supply route to Russia would be opened through the Mediterranean and the Black Sea involving passage of the heavily fortified and mined Dardanelles Strait, the Sea of Marmara, and the Bosphorus channel, all Ottoman waters. A fierce response from Turkey was inevitable. The actual campaign eventually had three phases:

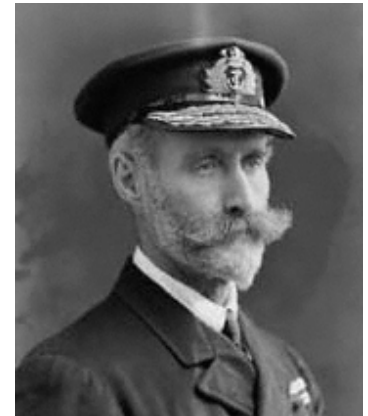


1. A brute force naval attack through the narrow and twisting Dardanelles Strait and the even narrower Bosphorus channel destroying the land defences by naval bombardment and the minefields by sweeping.
2. That plan failed and was replaced by a combined naval and army operation to take control of the Gallipoli peninsula by large scale troop landings. The first wave of landings quickly stalled so further landings had to be made further north at Suvla Bay.
3. The invasion failed so a combined operation was eventually needed to evacuate all Allied troops from the peninsula.

## PHASE 1 – FORCING THE DARDANELLES STRAIT

### 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* and he later was appointed as superintendent of the Malta dockyard. At the outbreak of the war he was posted to command the Mediterranean fleet.



On 3<sup>rd</sup> January 1915, Carden was called to a private meeting with Churchill who had decided to ignore Fisher's plan for landings and to adopt his own plan for a purely naval campaign to open the sea route through the Dardanelles to the Black Sea and capture the Ottoman capital of Constantinople in the process. As the whole naval chain of command supported Fisher Churchill bypassed them and contacted Carden direct, putting the latter in a very difficult position. He ordered Carden to produce a plan to achieve these goals but Carden was not convinced of its practicability. The first challenge, the Dardanelles Strait, was a formidable obstacle, a narrow channel with 11 rows of minefields as shown below right and a hilly coastline with extensive shore fortifications. Carden thought that a simple naval bombardment of the coastal forts was impractical, knowing that a similar operation in the Anglo Ottoman War (1807-09) had been a miserable failure. His staff were more optimistic and three of his staff officers; Captain Charles Sowerby RN, Commander Alex Ramsey RN and Captain W Godfrey Royal Maines (RM) developed a four-stage plan and convinced him it could work. First, the guns on the outer forts at Kum Kale and Cape Helles would be neutralised by long-range fire from battleships sitting out of range of the forts' guns. Then minesweepers would clear the minefields so an Allied fleet could penetrate up to The Narrows at Kephez Point, Canakkale and use medium-range fire to destroy the surrounding shore batteries.

The third phase covered the destruction of the inner forts up to Nagara, releasing the invasion fleet into the Sea of Marmara. The fourth and final phase would take Constantinople. Carden, still essentially unconvinced, decided 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 seaplanes and 12 minesweepers. It was exactly the sort of bold approach that Churchill wanted. He browbeat Fisher to agree and Kitchener was content as it didn't need any of his troops. Churchill convinced Prime Minister Asquith who approved the operation on 13<sup>th</sup> January 1915. On 28<sup>th</sup> January Sackville was ordered to attack.





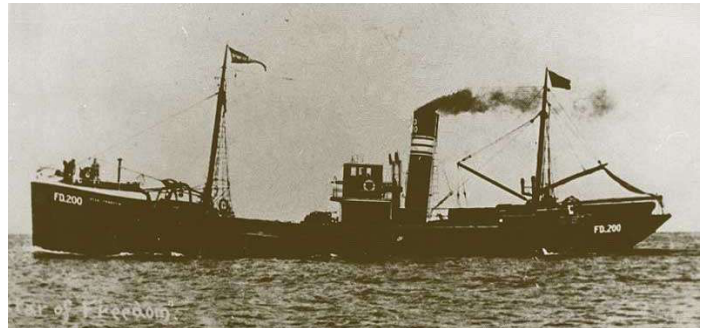
## Preliminary Actions

**George Montford Drew (06-08)** was lost while serving as Lt RNR in HMS/M *E14* which was dispatched to the Dardanelles to destroy the Ottoman 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 27<sup>th</sup> 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 28<sup>th</sup> 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 Despatches. 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.

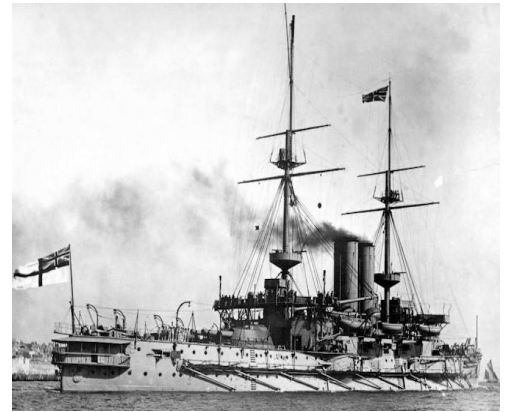
**Bernard Thomas Cox (1898-00)** was a Lieutenant RNR in *Prince George*. In February 1915 she transferred to the Dardanelles for mine clearance duties in advance of **Carden's** main attempt to force through the Dardanelles. She arrived at Tenedos on 1<sup>st</sup> March 1915 and between 5<sup>th</sup> and 18<sup>th</sup> 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 13<sup>th</sup>-14<sup>th</sup> 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 13<sup>th</sup>-14<sup>th</sup> March. His vessel suffered serious damage and several casualties ... though severely wounded he refused to quit his bridge until out of the action."*

**Francis C Harding (08-10)** has been included for completeness as he served in *Indomitable* off the Dardanelles from July to December 1914. He left Malta on 2<sup>nd</sup> 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 20<sup>th</sup> August, searching vessels in and outbound from the strait. From 22<sup>nd</sup> September to 21<sup>st</sup> November, after Turkey declared war, *Indomitable* blockaded the strait. On 3<sup>rd</sup> 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

**Charles Sydney Ellis Bartlett (11-14)** 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 13<sup>th</sup> May 1915, one of 570 men lost out of 700 crew when the ship was torpedoed while at anchor by a patrolling Ottoman torpedo boat the *Muâvenet-i Milliye* (*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 Milliye* 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.



**R J Brooke-Booth DSC RN (00-01)** 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 Ottoman 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 25<sup>th</sup> 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 Ottoman 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.

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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.

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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 Engineroom, 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.

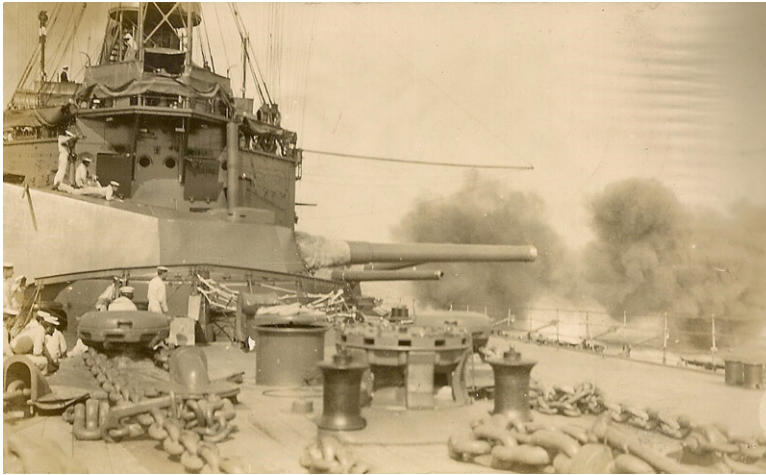
During operations in the Sea of Marmara, four British submarines out of nine survived v. none of the French.

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## The Main Attack

Stage one, to silence / the land forts and outer batteries, began on the evening of 18<sup>th</sup> February with *Vengeance* firing the first shell. **Howard Brewer (08-11)** was in her and wrote to the April 1917 *The Cadet* to say that he “*had the luck to be in all the bombardments so far. The Vengeance ... did some*



*Agamemnon bombarding the forts March 1915*

*very good work ... suffering just one hit from Ottoman batteries”* that caused damage to spars and rigging. *Vengeance* was the admiral's flagship so he was at the opening bombardment of the entrance forts 18<sup>th</sup> -19<sup>th</sup> Feb February, and later of the entrance and Narrows forts and initial landings during February and early March. The main bombardment was launched on 19<sup>th</sup> February 1915. Sed-el-Bahr and Kum Kale forts facing each other across the entrance to the strait came under heavy fire 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, Carden ordered the bombardment resumed on 25<sup>th</sup> February putting the forts out of action, although only temporarily. RM landing parties went ashore to complete the demolition but were driven off by strong Ottoman 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 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> March followed up by small marine landings the forts were taken but the outer Narrows batteries remained untaken. Stage one was a judged a success and the fleet moved forward.

**Herbert Joseph Giles (1897-99)** was an Acting Sub Lt in the *Inflexible*, flagship of the Mediterranean Fleet, during the early bombardment of the shore forts on 19th February and 15<sup>th</sup> March

Stage two, destruction of the Narrows batteries and mine clearance was launched on 5<sup>th</sup> 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 ensued. Kitchener reluctantly proposed 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 as he had been warned by many prominent people that his plan was flawed and that Carden was not the man for the job. He started pressurising Carden to change his approach but Carden 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. Carden 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 Carden 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. Carden again objected strongly but after further delays and losses Churchill over-ruled him and on 11<sup>th</sup> March ordered the fleet to break through. The pressure proved too much and on 15<sup>th</sup> Carden collapsed from nervous exhaustion. He was promptly replaced by his 2-I-C Admiral John de Roebuck. After initially directing de Roebuck to make Carden's plan work Churchill forced him to abandon it and proceed directly to force the Narrows by a coup de main.<sup>1</sup> On 18<sup>th</sup> 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

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<sup>1</sup> 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 alone would determine strategy. Allenbrook's strategy won Britain the war.

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.

**Richard Ruthven Wade (12-13)**, Midshipman RN, was in *Irresistible* and a term-mate of **Garriock** and **Nicholls**. She was one of six battleships bombing Ottoman forts on 18<sup>th</sup> March 1915. He was injured when *Irresistible* was mined, shelled and abandoned on 18<sup>th</sup> and died of his injuries on 13<sup>th</sup> 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-



*Irresistible Sinking*

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.

On 18<sup>th</sup> March **Herbert Joseph Giles (1897-99)** was in *Inflexible* as she too attempted to suppress Ottoman shore batteries 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.



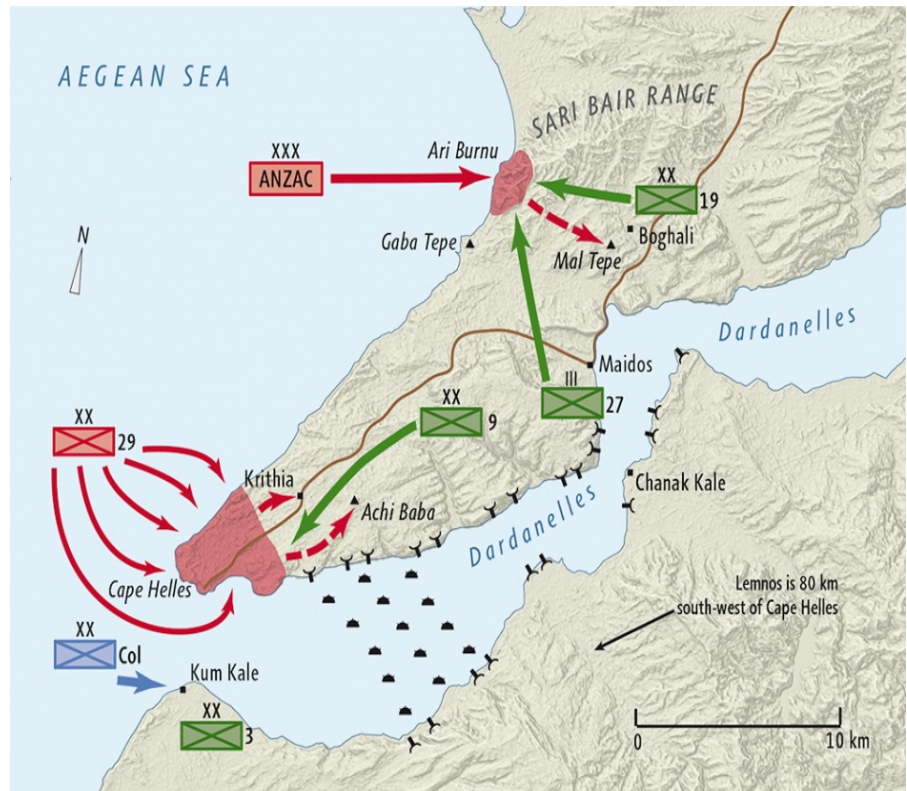
*Inflexible Firing On Shore Batteries*



## PHASE 2 – THE GALLIPOLI LANDINGS

In the face of this further failure Churchill decided that the only way to secure the sea-lanes was to land troops and take control of the southern peninsula including land north of the Narrows. This changed the campaign from a short naval action into a prolonged joint service operation involving huge troop landings against a well-entrenched and fortified enemy fighting on their home soil. His decision put the whole disaster of Gallipoli in train.

Kitchener was furious at being forced to divert much needed reinforcements from the Western Front but he had no choice so army and navy planners began preparing for the full-scale invasion of the Gallipoli peninsula. The operation would be based at Mudros Bay on the Greek island of Lemnos, 80km away from Gallipoli. A Mediterranean Expeditionary Force (MEF) was formed with 108 warships, including 14 submarines, a fleet of transport and supply ships and half a million men. These comprised 345K British soldiers, 79K French, 50K Australian, 15K New Zealanders (NZ) and about 1K Gurkhas. The Australian and New Zealand Army Corps was nicknamed ANZACs.



There would be seven landing beaches as shown above: one French, five British and one ANZAC:

- The five British landings were around Cape Helles at the southern end of the peninsula where Ottoman sea defences were at their strongest. Once a bridgehead had been established troops would advance inland towards Krithia and Achi Baba parallel to the peninsula's only main road. They would draw in and destroy the central Ottoman 9<sup>th</sup> Division forces based in the centre of the peninsula and then deploy along the Dardanelles' coast to Maidos securing all the land forts up to the Narrows. Naval forces would advance up the strait in support bombarding land fortifications and Ottoman troop concentrations.
- The forts on the other side of the Dardanelles' Strait would be stormed by French landings at Kum Kale. Once they were captured the French would proceed along the Asian shore to the Narrows capturing forts on that coast as they went.
- The final landing beach, 20 miles north of Cape Helles near Ari Burnu, was allocated to the ANZACs and was soon christened ANZAC Cove. These beaches were not fortified so landings were expected to be largely unopposed. Once ashore, the ANZACs were to secure the narrowest part of the peninsula by advancing up to the Mal Tepe heights and then down to the Dardanelles. This would force heavy Ottoman concentrations (the 27<sup>th</sup> Division) around Maidos to attack them rather than transferring south to repel the Cape Helles invasion force. Ottoman 9<sup>th</sup> Division troops around Boghali would be similarly drawn in.

## The First Landings - Cape Helles

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

The landings were scheduled for 25<sup>th</sup> April 1915 and a number of OCs were in the invasion fleet as it approached the four main landing beaches on Cape Helles shown on the contemporary map below:

- **Unwin** and **Nicholson** were in *River Clyde*, the Trojan-horse landing ship, off V Beach (Sed-el-Bahr). She would be one of the first ashore.
- **Rostron** was in the hospital ship *Alaunia* close behind *River Clyde* off V Beach ready to receive the first casualties.
- **Fairweather** was in the hospital ship *Salta* in the second wave of vessels off V Beach.
- **Edwards** and **Hardiman** were in the battleship *Cornwallis* about to bombard S Beach (Morto Bay).

Off Y Beach a mile or so further north:

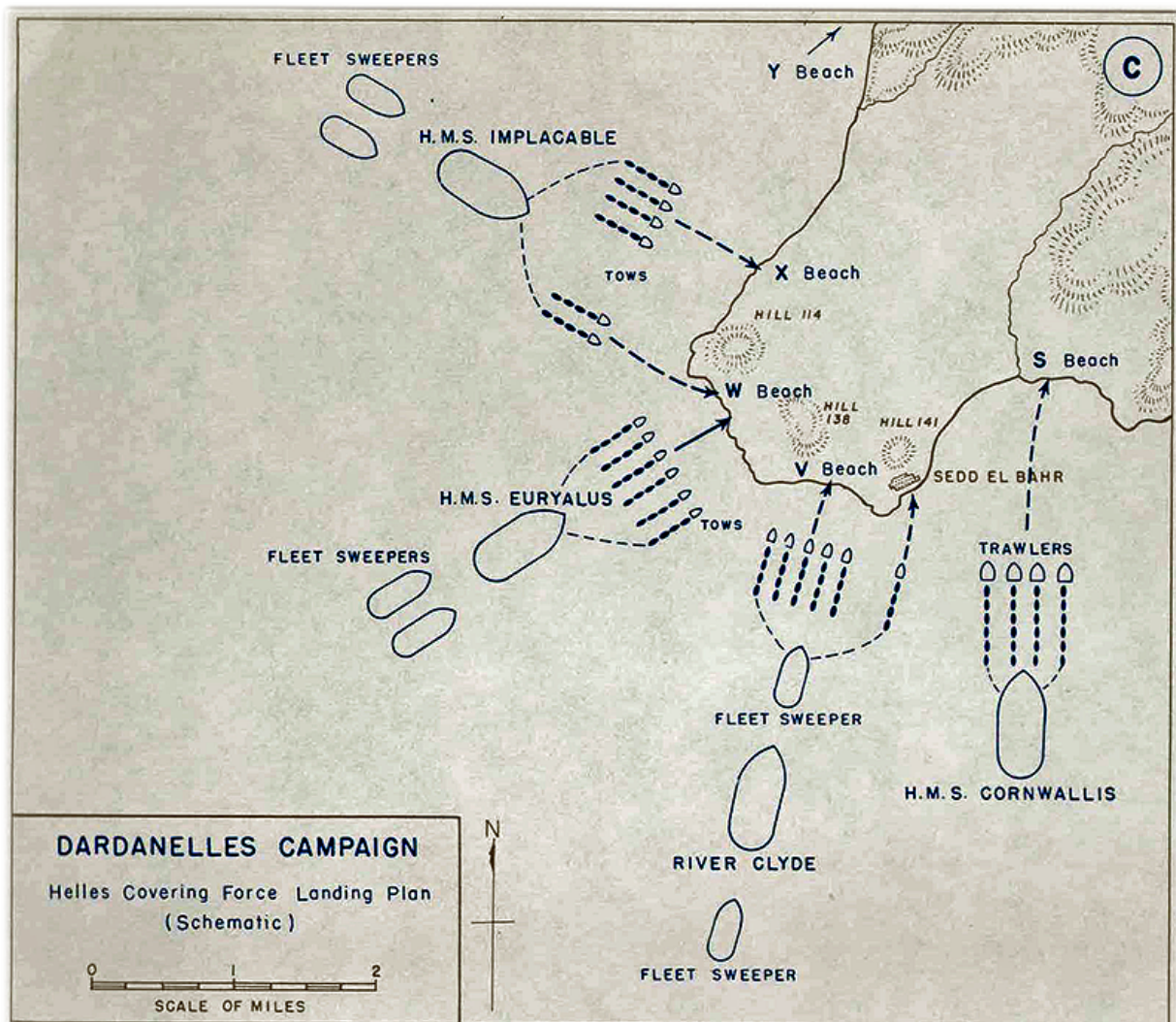
- **Haes, King** and **Young** were in the troop carriers *Cawdor Castle* and *Gloucester Castle*.
- **Annesley, Webb** and **de Wett** were in the *London*, and **Riddell** was in the transport *Pera*.

Off Anzac Cove:

- **Peyton** was waiting to land from the transport *Ionian* as a part of 10<sup>th</sup> Bn AIF.
- **Thomas (aka Mello)** was master of the transport *Marere* waiting to land troops and horses.

Protecting the landings **Brewer** and **Willoughby** were in the auxiliary *Heroic* blockading the Ottoman coast "around the landing sites".

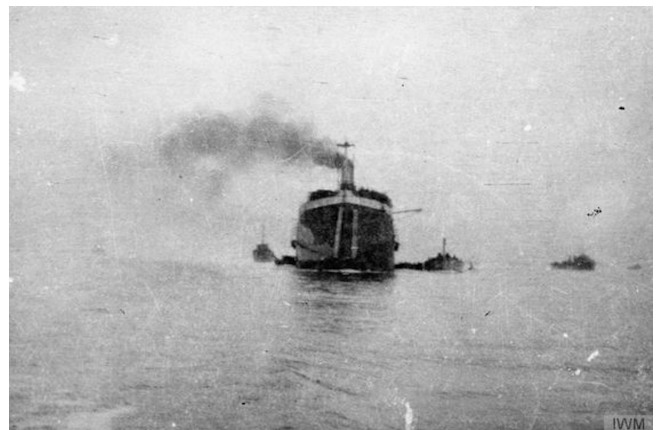
Two others, **Madge** and **Johnson** were off one of the beaches but their ships/beaches are not known.





## 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 Ottoman 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*



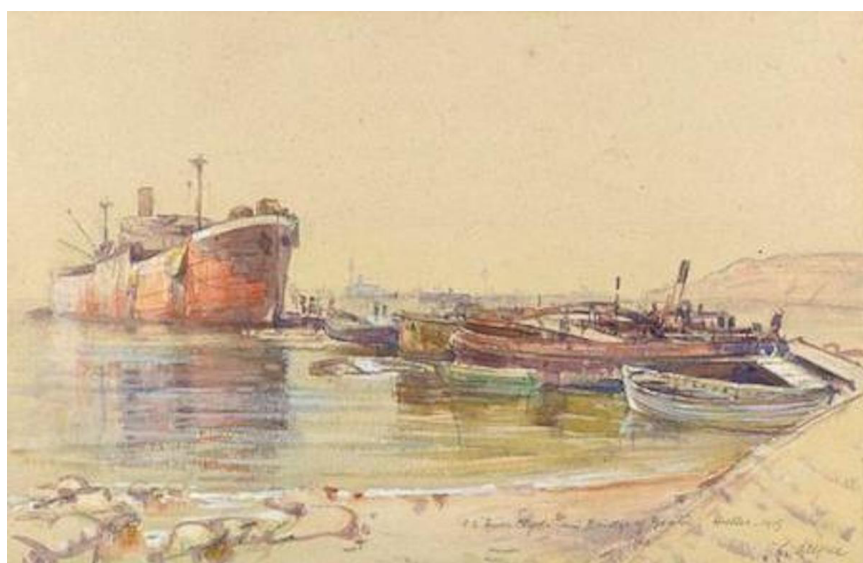
Shortly before midnight on April the 24<sup>th</sup> the flotilla left Tenedos for the Peninsula. The attacks were launched on 25<sup>th</sup> April 1915. The ship carried the 1st Bn Royal Munster Fusiliers, 2<sup>nd</sup> Bn Hampshire Regiment (see **Nicholson** below) and the 1st Bn Royal Dublin Fusiliers. 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.

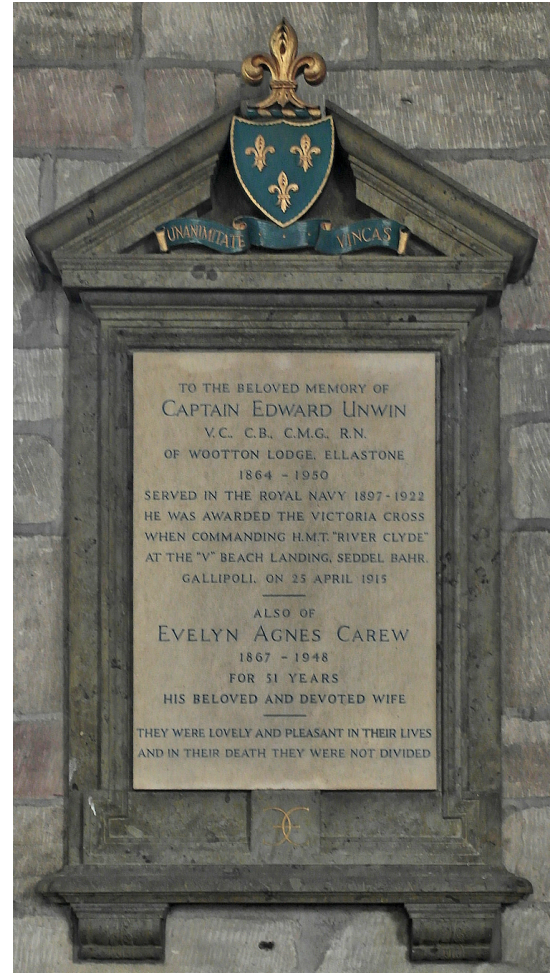
Edward's exploits did not end on V Beach as he also led in the Suvla Bay landings and was the last man off the beaches when the force was eventually evacuated

In 1916 he took command of HMS *Amethyst* and in 1917 became Naval Transport Officer, Egypt. He later achieved the rank of Commodore. He crossed the bar on 19<sup>th</sup> April 1950 and was buried in Grayshott, Surrey. His medals



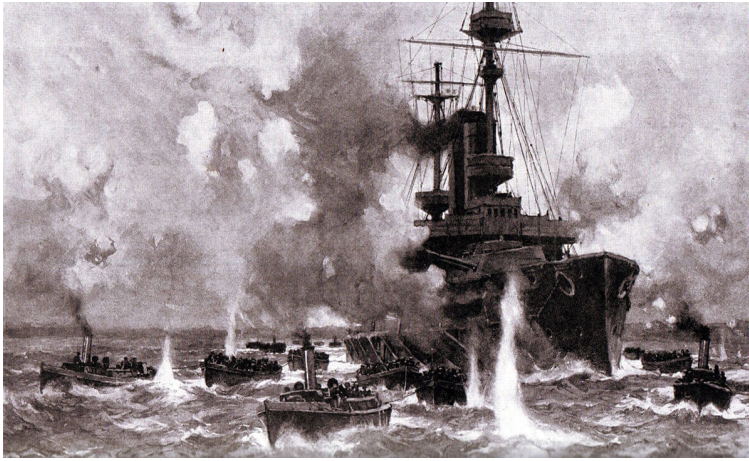
were:

- Victoria Cross (VC) this has been loaned by his family to the Imperial War Museum, London, where it is on display.
- 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) 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)



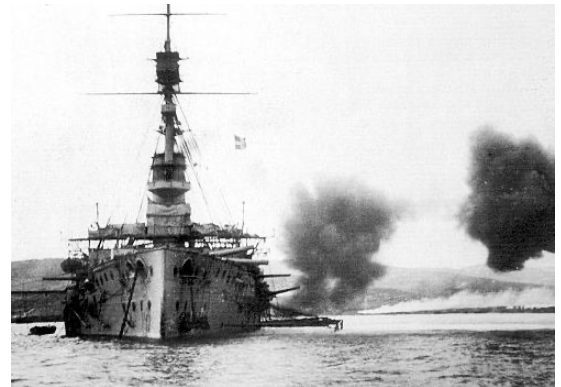
**Geoffrey Nicholson CBE MC (07-09)** was commissioned as a Lieutenant into the Royal Hampshire Regiment (R Hamps) in 1913 and fought at Mons. In March 1915 he was transferred to the 2nd Bn and on 29<sup>th</sup> March they embarked for Gallipoli in **Rostron's** troopship *Alaunia* at Avonmouth sailing 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 24<sup>th</sup> April and arrived off V Beach on 25<sup>th</sup>. 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.





Most troops would transfer from ship to shore in strings of unarmed lighters towed by a steam pinnace or a trawler commanded by a junior officer, often Midshipmen. Some OCs at the landings were in charge of tugs or steam pinnaces towing cutters and other small boats to the beaches. The painting on the left shows a typical scene; unarmed tows full of troops start their perilous voyage to the beaches through rough seas 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.

**Arthur Montague Hardiman (10-13)** was a Midshipman RN in *Cornwallis* along with **Edwards**. He was one of 15 crew members killed during the main landings on 25<sup>th</sup> April 1915 at S beach (Morto Bay) near Eski Hissarlik at the southeast 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 on the right firing in support of the landings). The exact circumstances of Arthur's death are not known but the other ship's casualties were caused as they towed troops ashore in *Cornwallis's* boats so it is assumed this was his fate also. He was 17 years of age.



**Murray Gordon Edwards RN (10-12)** 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 25<sup>th</sup> 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 southeast 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"*. His letter to The Cadet of October 1915 describing the landings is below.



I was going to do, whereas by my own self was flying about knowing exactly what they were going to do.

The passage about the ship was greatly handicapped by the presence of 800 soldiers, all of whom were being banded into trawlers, from which they were going to land in small boats.

I eventually went down to the Captain's cabin, however, and got my orders, and after quite a touching farewell from the Captain, I went back on deck, and with some difficulty, due to the scrum, I managed to get into my boat.

I then took two cutters and a galley in tow. Well, it was not long before trouble set in. Firstly, in lowering the boat out the wheel had been twisted to about 45 degrees from right ahead, but luckily it did not affect the steering. Secondly, there was one marine in each cutter, and a crew of boys in the galley, so it was ages before they were all in tow, by which time the ship had shoved off, and instead of being 200 yards astern of her I must have been a quarter of a mile astern. However, we plodded on, forming part of a great procession which was wending its way to the entrance. The thunder of the guns already starting early bombardment, and the light caused by the incessant flashes of the guns, which, being just at dawn, formed a sight which one could only expect to see once in a lifetime, and one which no camera picture or anything could ever hope to represent.

Well, I followed the ship in my old "bus," and as soon as they opened fire on the ships with their small stuff, it was obvious that some of the "wides" intended coming pretty close, as they did, but we did not get further than a shower bath from the spray of one of them. When the ship eventually anchored in position, I went up alongside, and got a party of marines, seamen, and the Captain, and one or two other Officers into the boat.

We then shoved off, and made for the beach, expecting to get an awfully hot time landing. As a matter of fact, however, there was comparatively little firing at first, as this was one of the few spots where they apparently did not expect us to land, and before they had time really to wake up to the fact, the regiment landing here were half-way up the cliff. But the boats got it hot when they did wake up, with shells from the Asiatic side, and Maxims and rifles from the place where they had expected us to land.

But the regiment which was supposed to have "the post of glory" and to be going to lose half its men before getting a footing, was landed with seven killed and thirty wounded.

When I went round to pick up a boat drifting into the Bay with a lot of wounded lying in the bottom, we had not got within 100 yards of the boat when they let drive at us right and left, there being no shelter in the boat at all. My Coxswain was hit in the shoulder, and one of the crew in the foot, and my own seaboot and trousers were splashed with lead from a bullet which passed me, and afterwards hit the shield in front, and lay at my feet, so that I have got it now.

Then they wanted to get another boatload of wounded off the beach, and they could not do it without a hawser, so I swam in with a heaving line—quite a nice bathe! especially as they had ceased firing for the time; but they started again just as I was trying to scramble back into the boat.

Well, now, I must end, as I am getting sleepy. My career was very varied after this, although I remained in the boat up to to-day.

Now I appear to be going to have a better time as I do day on and day off.

I am afraid I cannot give you a general account of operations, as they are too enormous, but this will make the first instalment."

## CORRESPONDENCE.

All communications to be addressed to the EDITOR OF CADET, School Ship "Comway," Rock Ferry.

Extracts from a letter to his parents, from Mid. M. G. Edwards, R.N., H.M.S. "Cornwallis" :—

"At last I have got an opportunity of writing you a little bit more fully than I have been able to do of late, but this is the first time I have remained in any one ship for longer than an hour at a time.

Well, I have had any amount of excitement since the Sunday when we commenced operations at daylight, in fact, so much excitement and bustle that I have been unable to keep count of the days let alone time.

I scarcely like, even now, to give a full account, as I don't know what will pass the Censor at present, so I will just give you a rough account of what I have been doing.

Sunday, the 25th April, operations commenced at 3 a.m.

I got up knowing that I was going to do some special job, but what it was I did not know, and this added considerably to the thrill of the business.

However, I went up and saw my boat was already being hoisted out, and while doing this the Captain came aft from the bridge, met me, and told me to go and get breakfast, and that he would see me after.

So down I went, and had what I little realised would be my last meal in peace for some time. However, having finished the meal, I had to wait about, not knowing what

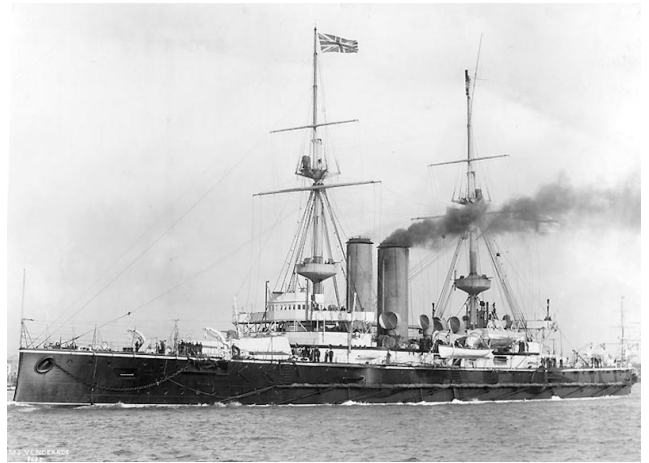
**Wellington T Dale (04-06)** Sub Lt RNR was in the RN Division and serving as a Beach Master on a Helles Beach. While on duty he was taken ill with acute appendicitis and was evacuated to No 17 Hospital, Alexandria, where he died on 11<sup>th</sup> May 1915. He was probably carried there in Rostron's *Alaunia* as she was the first hospital ship offshore. His photograph is on the right

**Leslie Herbert Charles Markham Young (11-13)** was an Able Seaman RNRV in Hawke Battalion of the 1<sup>st</sup> Brigade of the Royal Naval Division. He landed at Cape Helles on 25<sup>th</sup> April in the first landings. Hawke Bn was not in those landings so he must have been detached to one of the other units.

**Ernest Edward Madge DSC RNR (98-00)** was a Lieutenant RNR and listed as an officer in the East Mediterranean Squadron from April 1915 to January 1916. He was awarded the DSC for his actions during the first landings: "*He performed good work during the landing on 25<sup>th</sup> April under fire and on subsequent days*".



**Howard Brewer (08-11)** was in the main landings on 25<sup>th</sup> April in *Vengeance* (see right). She silenced Sedd-el-Bahr and Kum Kale forts with secondary armament at close range and then supported landings at Morto Bay, illustrated on the right. 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* (below right) where he served with Lt-Cdr **Greenhill** and Sub Lt **Burton**.



**Geoffrey Stephen Allfree RNVR (04-06)** 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 Royal Naval Division as an official war artist and his Gallipoli paintings are reproduced in this document. 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 lost at sea in 1918 when in command of HM MB 247 which was list in St Ives Bay in extreme weather.

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



**Arthur Henry Rostron KBE RD RNR (1882-84)** 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". Rostron 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.

## Second Wave of Landings

**Reginald Allen DSC RD RNR (11-13)** survived the sinking of the battleship *Triumph* off Gallipoli on 2<sup>nd</sup> 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* logbooks 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 steamboats in use in Mudros Bay they were never under fire there. His 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.



**Dudley Hethorn Standring (1898-00)** was a Captain in the 8<sup>th</sup> 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 6<sup>th</sup> 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"*.

**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 *Ivernion* to Mudros Bay where they transferred to *Hythe*. They landed on V Beach at dawn on Sunday 25<sup>th</sup> 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 Ottoman 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."*

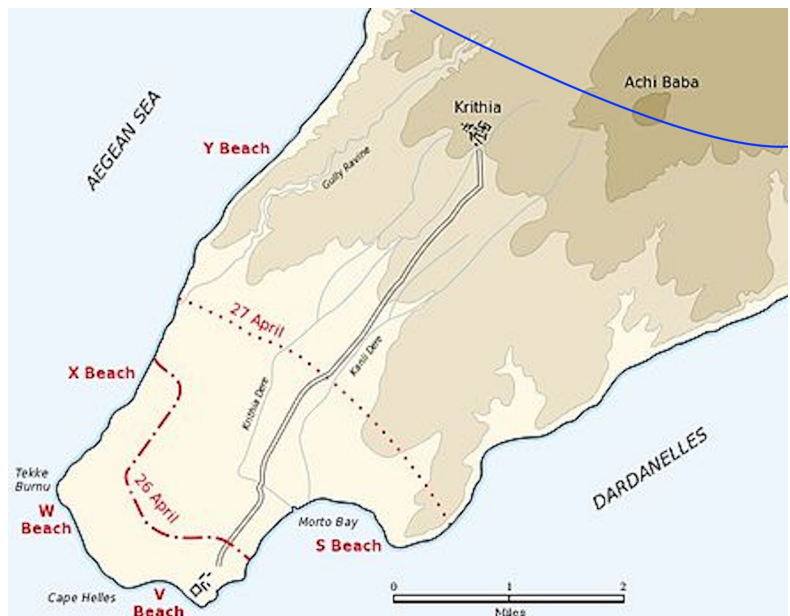
**Herbert S C Neal (1883-85)** wrote to The Cadet that he was Chief Officer in *Umfali* throughout the campaign. On 11<sup>th</sup> March 1915 she was taken up by the Admiralty in Alexandria, she moved to Port Said, loaded the 69<sup>th</sup> Punjab Regiment and transported them to Mudros Bay arriving on 1<sup>st</sup> May. On 5<sup>th</sup> 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 14<sup>th</sup> May when, from Achi Baba Heights, one battery of four guns opened fire ... Umfali 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: “The starboard end of bridge went and the port side of the chart room was carried away, the 3<sup>rd</sup> Officer’s cabin was wrecked as was the captain’s room, number 5 lifeboat was blown to pieces and every one of the other seven boats rendered useless”.* She moved around to W Beach (Lancashire Landing) to offload her remaining stores.

**Harold Johnson (02-04)** his 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 logbooks 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.

### Fighting Ashore – The Helles Bridgehead

The aim of these landings was to assist the fleet to force the Straits, by taking from the rear the Ottoman forts on the European side of the Narrows and to obtain a vantage point from which the forts on the Asiatic side could be dominated. Subsequently they would secure the southern peninsula up to the Narrows by storming north to link up with the ANZAC landings.

The first day’s objectives were to establish a substantial beachhead from Y Beach to Morto Bay (S Beach) and then to advance inland with thrusts either side of the Krithia Road one to capture village of Krithia, the other to secure the heights of Achi Baba, the blue line on the map right.



Troops from Y Beach did enter Krithia on the first day but lacking clear orders they withdrew to the beach. The terrain was far more difficult than expected, the Turks moved large numbers of troops south so resistance was much stronger than anticipated. The landing troops barely got off the beaches on 25<sup>th</sup> April, by the end of the second day (26<sup>th</sup>) they had moved a short distance inland but by the 27<sup>th</sup> were held less than halfway to their objectives. The fighting stalled into a long battle of attritional trench warfare. Despite four battles for Krithia and Achi Baba between May and August but they were never taken.

**Geoffrey Nicholson CBE MC (07-09)** fought in the first battle of Krithia and the Achi Baba height. King, **Standing** 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.



**Henry Douglas King RNVR PC, CB, CBE, DSO, VD, MP (1891-93)** (right) a Commodore RNVR, was appointed in August 1914 to the Drake Battalion of the RN Brigade. On 25<sup>th</sup> April they landed at Cape Helles. On 28<sup>th</sup> 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 25<sup>th</sup>. Several attempts were made but the Ottoman defenders successfully repulsed every assault and forced the attackers back to their starting line. On 1<sup>st</sup> and 2<sup>nd</sup> May he fought at Eski Hissarlik and from 6<sup>th</sup> to 8<sup>th</sup> he was in the second battle of Krithia, an unsuccessful attempt to divert Ottoman attention from further landings. Henry was wounded, earned a DSO and three Mentions in Dispatches. Henry and Drake Battalion were evacuated to Mudros Bay on 9<sup>th</sup> January 1915. He commanded the battalion on the Western Front from June 1915 to July 1916.



**Dudley Hethorn Standring's (1898-00)** 8<sup>th</sup> Manchester battalion was in the second Battle of Krithia with **King** and **Young**. A soldier in the battalion recorded *"we moved 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 regiment's 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 30<sup>th</sup> May and is buried in the Redoubt Cemetery in Helles.



*8th Manchesters Go Over The Top At Gallipoli*

From 6<sup>th</sup> to 8<sup>th</sup> May **Leslie Herbert Charles Markham Young (11-13)** participated in the second Battle of Krithia. On 4<sup>th</sup> June he fought in the third battle of Krithia, the final in a series of Allied attacks against the Ottoman defences aimed at capturing the original objectives of 25<sup>th</sup> 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 counterattacks before settling in for trench warfare from June to August. Leslie was killed by a bomb on 20<sup>th</sup> 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.

**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 26<sup>th</sup> April 1917 while engaged with the RN Siege Guns Service near Coxyde, Flanders. He was a Carnac Battery Officer. On 26<sup>th</sup> 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.

**Arthur Guinness (10-12)** The April 1916 The Cadet reported that Arthur 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**.

**Howard Ernest E Weblin (10-12)** In The Cadet magazine (see above) 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.

**William Arthur Thompson (09-11)** was promoted Captain late in 1915 and put in charge of the 20<sup>th</sup> Brigade's (27<sup>th</sup> 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. He met term-mate **Evelyn Mulock (07-10)** in one of the army units he supplied. The photo shows William in 1<sup>st</sup> XV colours in 1911.



After landed in May, **Thomas B Douglas's (07-11)** Benbow RNVR batallion spent the next six months in very heavy and almost continuous fighting in the trenches around Achi Baba under frequent heavy bombardment. The photo right is from the scrapbook of an AB in his company so Thomas may well be present. 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"*.



*The Benbow Bn Goes Over The Top 31st July 1915*

**Gildfrid Elliott Brown (09-11)** landed at Helles with his unit, the Border Regiment on, or around, 10<sup>th</sup> June. His first three weeks were in the trenches facing Achi Baba - *"which was considerably dull work, during the whole three weeks we had only ten casualties"*. In the view from their trenches (below) Achi Baba height can be seen on the horizon. His unit was eventually rotated out of the trenches to Imbros Island for a three-day break.



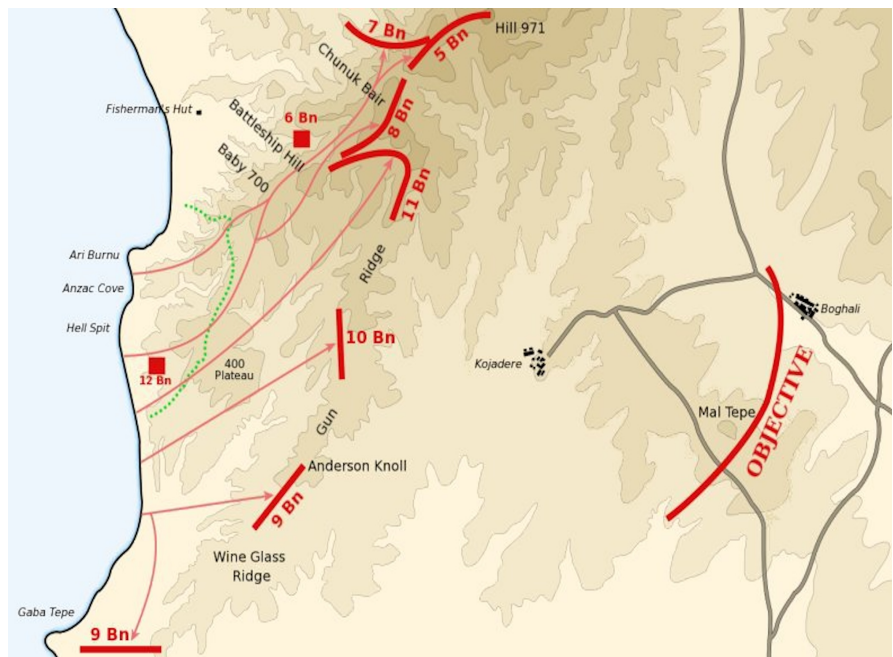


## The ANZAC Cove Landings (Z Beach)

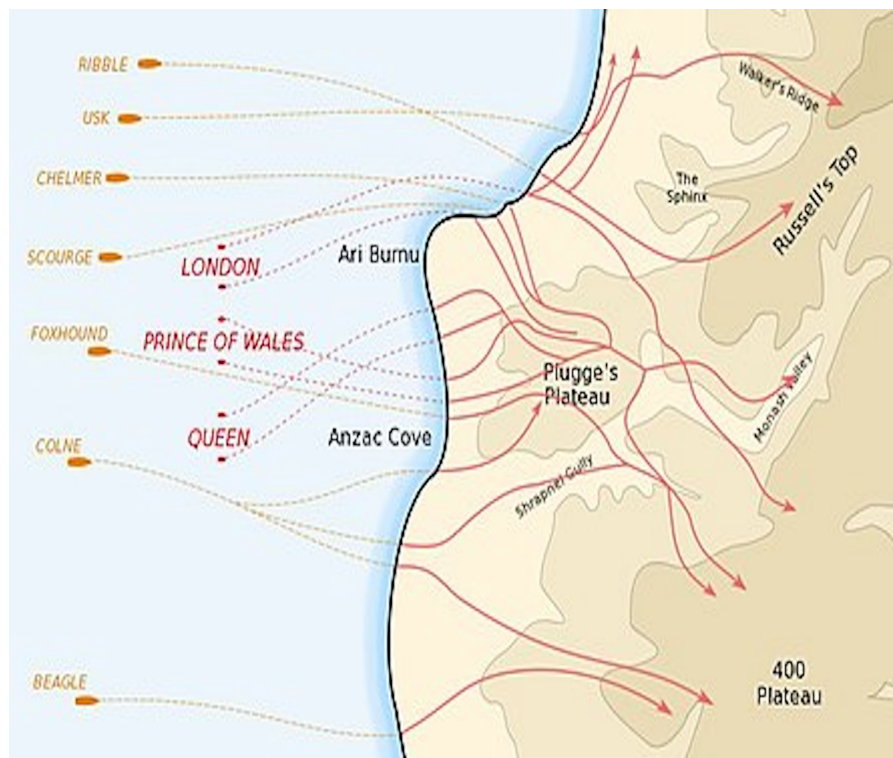
The ANZAC Cove landings had two overall objectives.

First to stop Ottoman troops concentrated around Mal Tepe from moving south against the main landings at Cape Helles by drawing them across the peninsula to repel the ANZAC landings.

Second to secure the whole of the narrowest part of the peninsula by advancing up to the Mal Tepe heights (see map right) and across to the Dardanelles to drive back existing Ottoman troop concentrations and prevent reinforcements from engaging. This would allow the Cape Helles landings to move north, secure the whole peninsula and link up with the ANZACs.

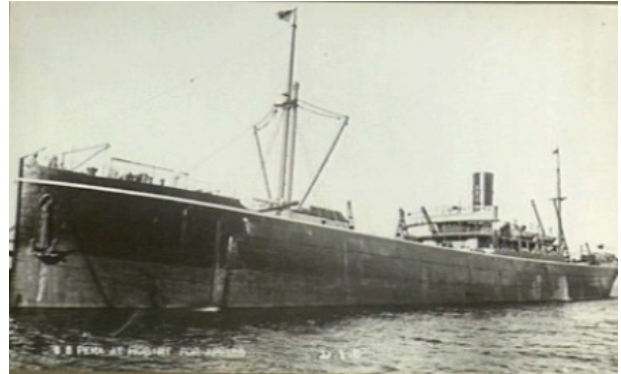


The first day's objective was to establish a beachhead, advance a few miles inland and secure the ridgeline of Sari Bair; broadly the red lines just inland from the coast on the map above. The ridge had to be approached through a wild warren of very steep, narrow and twisting gullies peppered with defensive positions. The landings were chaotic and plans immediately went out of the window. Most landing craft drifted north so instead of everyone landing over the deep Brighton Beach they found themselves further north on a narrow strip of sand (ANZAC Cove) backed by steep cliffs and even beyond Ari Burnu. Very few units landed in the



correct place so ad-hoc attack parties had to be formed which proved very ineffectual as they now had unplanned routes of attack. As they faced no or little immediate opposition officers allowed their soldiers to settle down on the beach and rest, rather than immediately attacking inland to secure the heights as required. This gave the Turks time to reinforce their positions so when attacks did start the Turks were ready, two of the main routes off the beachhead were quickly nicknamed Hell Spit and Shrapnel Gully. The Ottoman commander Colonel Mustafa Kemal (later called Atatürk) realised the landing was not a feint and presented a huge risk to the defence of the peninsula. He personally led the Ottoman 57<sup>th</sup> Regiment in a counterattack. His quick thinking pinned down the invaders directly above Anzac Cove and effectively surrounded them. The terrain, and stiff Ottoman resistance prevented ANZAC troops advancing so on day 1 they only managed to reach to the green line shown on the map top right. The Gurkhas was the only unit to actually take part of the ridgeline that day.

Early in 1915 **Francis B Chantris Riddell RNR (07-09)** 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 24<sup>th</sup> 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* (**Annesley**, **Webb** 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 an Ottoman battleship. *"We commenced disembarking troops at 1500 hrs and had all the guns, men, mules etc ashore by 1800 hrs."* At 0400 hrs on 26<sup>th</sup> they returned to Mudros remaining there for three days before moving to Z Beach (Brighton Beach) at Gaba Tepe until 12<sup>th</sup> May. Little was happening at sea although they came under occasional fire from the Ottoman *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 5<sup>th</sup> Destroyer Flotilla where he served with **Willoughby**.



**Charles Bertram A Peyton (03-05)** 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. 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 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 and 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 and remove packs. This was done in a couple of minutes. The men of the 9th 10th and 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 and*

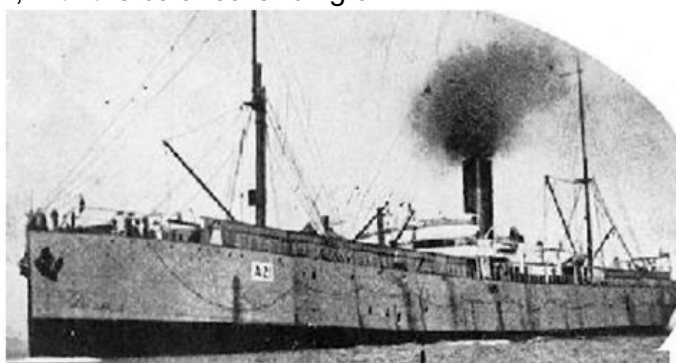


Members of 10th Bn AIF Ashore At Anzac Cove



with a cheer charged up the hill held by the Turks and drove them off it." The 10th Battalion penetrated the furthest inland of any Australian troops during the first day's fighting Charles reported that "He has seen much fighting."

**Peter Paul Elliott Thomas (1895-97)** was enrolled in Conway under his mother's name of Thomas but with his guardian listed as Adolphe Mello. When she married his guardian he changed his name to Mello. He is shown on the right as a member of Conway's winning gig crew in 1897. He was master of the fleet cargo transport *Marere* (A21) shown below 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 20<sup>th</sup> February 1915 disembarked her troops and horse at Alexandria on 9<sup>th</sup> April 1916. Peter embarked horses and vehicles of the 2<sup>nd</sup> Field Artillery Brigade before proceeding to Gallipoli on 9<sup>th</sup>. She arrived in Port Mudros on 12<sup>th</sup> and departed for the landings on 24<sup>th</sup>. The unit's war diary on the next page shows they arrived off Anzac Cove (Gaba Tepe) at 0430hrs on 25<sup>th</sup> and landed a party of troops as part of the first landings. Remaining off the beaches further landings took place at 0200hrs on 26<sup>th</sup> and 1100hrs on 27<sup>th</sup>, with the balance landing on 28<sup>th</sup> April. She returned to Sydney and left there again on 16<sup>th</sup> August 1915 carrying reinforcements for the 1st Light Horse Regiment, the 9th Light Horse Regiment and the 1st and 2<sup>nd</sup> Mobile Veterinary Sections. She disembarked some troops at Egypt on 21<sup>st</sup> October 1916 before proceeding to Gallipoli. Having completed those landings at Gaba Tepe Peter was ordered to take *Marere* (right) back to the UK but was torpedoed en route by U35 and sank 236 miles E of Malta on 18<sup>th</sup> January 1916. He survived but did not return to Gallipoli.



2 <sup>nd</sup> 7 <sup>th</sup> A. Brigade Ammunition Column			28 JUN. 1915	Remarks or References to Appendices, &c., attached.
Date.	Place and Time.		CENTRAL REGISTRY No MFC 24	
	here	Lieut H Byrne sick transferred to Base		
		Whole of unit less advance party left en route to Alexandria		5/6
		Arrived at Alexandria and embarked on H.M. 7. Armadale en route for MUDROS		5/6
		Arrived MUDROS		5/6
April 24	1 p.m.	Left MUDROS for Gallipoli Pen <sup>2</sup>		5/6
25	GABA TEPE 4.30 a.m.	Arrived GABA TEPE		5/6
		Party of 45 men under Sergt. George landed		5/6
26	2 a.m.	Lt. M. Coy and 50 men landed		5/6
27	11 a.m.	Lt. Crocker & Coe & 50 men landed		5/6
28		Capt. Bishop and B.S.M. Scarron landed		5/6
May 5		First casualty. Gunner Bayes killed		5/6

**Edward Mount Haes RN (11-13)** was a Midshipman RN. He landed at ANZAC Cove on 28<sup>th</sup> April 1915 as part of the 1st RN Brigade. He had arrived offshore on 27<sup>th</sup> in the *Cawdor Castle*). Having landed his unit moved up through Shrapnel Gully to their front-line positions on the western edge of Lone Pine plateau.

**James Henry Bookless (1899-00)** is shown in the image on the right as a Sub Lieutenant RNVR in the Nelson battalion of the 2nd Brigade of the 63<sup>rd</sup> (Royal Naval) Division. Like **Haes** (see below) he arrived at the landings in *Cawdor Castle* but landed at on 28<sup>th</sup> April to reinforce the ANZACs in the area known as Quinn's and Courtney's Posts. He was injured on 2<sup>nd</sup> May and died of his wounds on 5<sup>th</sup> 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.



On 5<sup>th</sup> June 1915 **Halliday, Madge** and **Pittis** were involved in the requisitioning of the Khedive Steamship Co's *Prince Abbas* as an Armed Boarding Steamer. On 29<sup>th</sup> August they carried the Australian 12th Light Horse Regiment from Lemnos to land on Anzac Beach having transferred them to lighters. In The Cadet magazine **Halliday** reported meeting **Francis Jeffrey Nicholls (12-13)** sometime between October 1915 and May 1916. No other information is known. He was a term-mate of **Garriock** and **Wade**.

**Eric Oloff de Wett DSC RN (12-14)** was a Midshipman RN with **Webb** in the Formidable Class battleship *London*. **Captain John Smith Annesley DSC RN (1885-87)** served in *London* throughout the campaign. On 23<sup>rd</sup> March 1915, *London* joined the British Dardanelles Squadron at Mudros Bay, Lemnos from Portland. She was assigned to bombard Ottoman positions in the days leading up to the first landings. On 25<sup>th</sup> April 1915 she carried men of the 3<sup>rd</sup> 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 above.

**Henry Hopwood (00-01)** joined the Ceylon Planters Rifle Corps at Kandy, Ceylon as a Sergeant. It was formed solely of gentlemen tea and rubber planters. He moved with them to Egypt where they were assigned to the Wellington Battalion of the New Zealand Brigade. They landed at ANZAC Cove on 25<sup>th</sup> April as the personal escort to the GOC, Lt General Birdwood.. He *"saw much service in Gallipoli"*.



On 23<sup>rd</sup> May 1915 *Albion* had moved close inshore to bombard Ottoman positions near Gaba Tepe and ran aground and was damaged in very heavy Ottoman fire. **Mr Gough**, a *Conway* Seaman Instructor, was a member of *Albion*'s crew. He had been called up on Mon 3<sup>rd</sup> Aug 1914 as a 1st Class PO and appointed to *Albion*. He was injured early in 1916 and, after recovering from his wounds, returned to *Impregnable* as an Instructor. He died after an operation to his leg on 16<sup>th</sup> Jul 1916. *Albion* was taken under tow by *Canopus* for three hours. **John Douglas Ross (10-12)** had been in the eastern Med since late 1914 serving in torpedo boats. In May 1915 he was in *Queen Elizabeth* when she became Admiral de Roebuck's flagship. John wrote that *"were under very heavy fire ... we went to assist Canopus"* towing *Albion* and for an hour it was *"decidedly hot"*.



**Basil Russell Webb RNR (12-13)** was serving as a Midshipman RNR in the Formidable Class battleship *London* with **Annesley** and **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.



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."

## Fighting Ashore – The ANZAC Bridgehead

As shown in the maps on page 2, the ANZAC's task, having secured the Sari Bair heights, was to secure the southern peninsula from Sari Bair through Mal Tepe to the coast at the Narrows. This line was never established as Ottoman defence and counter attacks stopped them every turn. The terrain was simply too difficult to fight in against carefully prepared defensive positions. The weather and conditions turned against them and both sides lost large numbers of men to disease. Despite repeated attacks involving relentless determination, outstanding bravery and acts of supreme courage the Turks could not be budged from their positions and by the time of evacuation in December 1915 the ANZACs had still not captured the first day's objective of Sari Bair heights. In September some units were transferred away from the ANZAC front to the Helles front weakening the ANZAC capabilities.

**Thomas Walter Corkhill (1890-92)** served with the "*Australian Expeditionary Force, was wounded by shrapnel and in hospital for some time. On June 5<sup>th</sup> was reported as having returned to the front at the Dardanelles*". No more is known.

**Graham Crozier (1890-91)** The Cadet of October 1915 reported that he served as a Trooper in the 7<sup>th</sup> Australian Light Horse. He had been injured and in October was at home in Oakham on sick leave.

**Charles George Gordon Gray (06-08)** The Cadet of October 1915 reported he was a "*Trooper 2<sup>nd</sup> Queensland Light Horse AEF in hospital at Cairo having been wounded by shrapnel in the leg at the Dardanelles*". He enlisted on 2<sup>nd</sup> August 1914 and his regiment embarked on HMAT *Star of England* on 24<sup>th</sup> 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 Ottoman 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 by shrapnel in his leg. He was moved to hospital in Cairo. At some point he rejoined his regiment.



A Light Horse Trooper

**Charles Bertram A Peyton (03-05)** in the 10th Battalion helped defend the beachhead against a Ottoman 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.

**Thomas Horsham Potter (09-11)** was a Lieutenant serving in the 20<sup>th</sup> Bn, Australian Imperial Infantry (part of the 5th Brigade). He is believed to have landed at ANZAC Cove on 22<sup>nd</sup> August 1915, quite late in the campaign. They played a minor part in the fighting during the August Offensive which was ending 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.



**John Chesney (07-10)** told The Cadet (Dec 1915 page 109) that he had "*been through the whole of the Dardanelles operation with the Australians ... and on 16<sup>th</sup> October was fit and well*". Nothing more precise has been discovered about his service.

**Henry Hopwood (00-01)** and the Ceylon Planters Rifle Corps dubbed the 'Tea Leaves', were attached



to ANZAC headquarters and served as GOC ANZAC Birdwood's personal escort until the evacuation of the ANZAC sector in December 1915. Described by Birdwood as a *"nice lot of fellows"*, the men of the Tea Leaves also dug trenches, laid wire entanglements, carried water and served as snipers when needed. Henry wrote to The Cadet to say that he *"saw much service in Gallipoli"*.

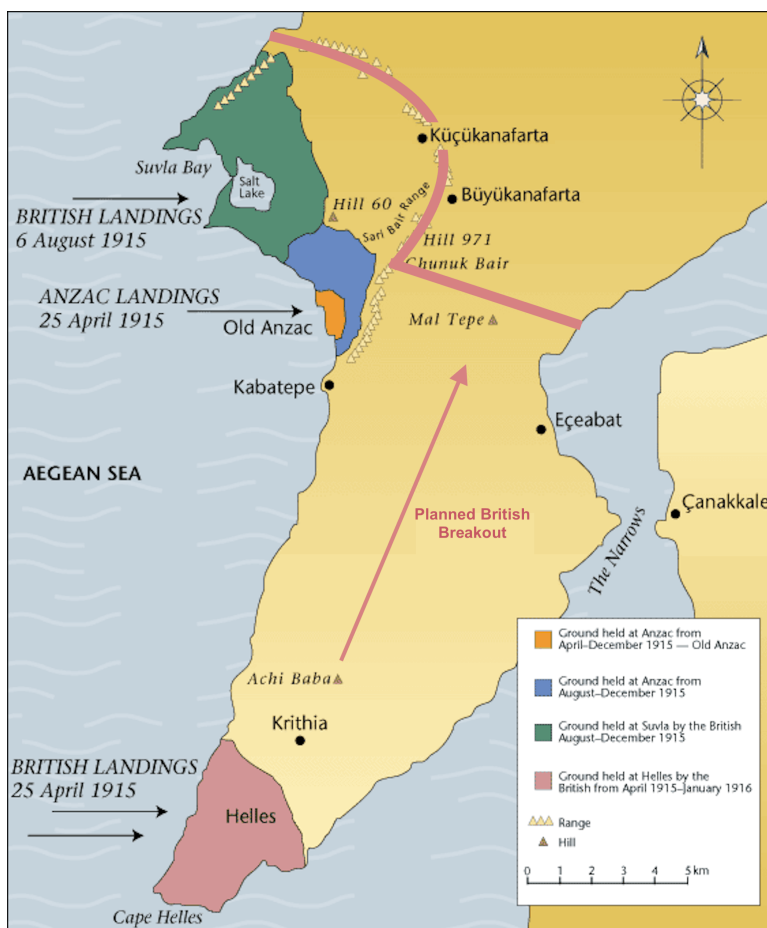
**Richard H L Wilson (1896-98)** enlisted in the Australian Army at the outbreak of hostilities and remained with them until demobbed in 1918. He wrote to The Cadet saying he had been in every ANZAC engagement of note, had been wounded three times and once posted as "missing believed killed". He must have landed at ANZAC Cove but nothing more than that is known.



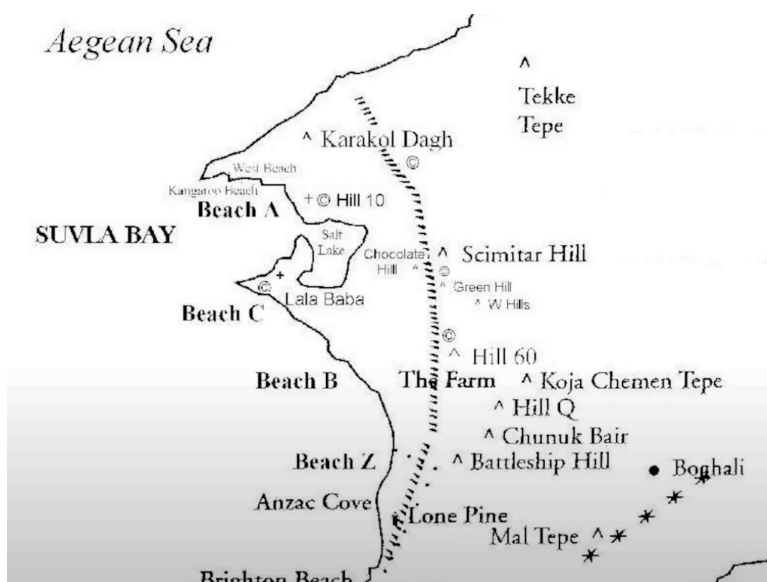
*Above: Australians Bathing on the Beach by Lt Cdr Geoffrey Allfree RNVR (04-06)*

### PHASE 3 - SUVLA BAY LANDINGS & FIGHTING

The landings at Cape Helles and ANZAC Cove had failed; the coastal defences controlling the Dardanelles Strait, indeed almost the whole peninsula, remained in Ottoman hands so the fleet could not advance on Constantinople. Although two small beachheads had been established, (the pink and orange areas on the map), the Ottoman defenders were too well entrenched on the high ground and, despite fierce allied attacks, they could not be dislodged so allied troops could not advance inland. Within a few days a stalemate ensued and the fighting degenerated into trench warfare. In June Kitchener held a crisis meeting in London which concluded the peninsula *had* to be taken and so extra troops would have to be committed. There was no room to land or manoeuvre them on the existing beachheads so a new landing had to be made. They chose the long curving and largely flat Suvla Bay, five miles northwest of ANZAC Cove. The landings would start on 6<sup>th</sup> August 1915 with diversionary attacks from ANZAC Cove to pin down Ottoman troops and prevent them being deployed to Suvla Bay. The new landings would link up with ANZAC troops and both forces would move broadly northeast to take the Sari Bair ridge and the high ground that looped northwest though Küçükanafarta to the sea (the curving pink line on the map). While the two forces did link up, the attacks from Suvla Bay only occupied the green area on the map right, and the ANZAC attacks captured the area marked blue on the map. At the same time there would be a major breakout from Cape Helles which would move north and link up the other two forces. The Helles bridgehead had not been able to breakout previously so the assumption had to be that, with the Suvla Bay landings threatening to cut them off, the Ottoman troops holding Krithia would retreat. For that threat to be manifest the Suvla Bay incursions had to be fast and successful but they weren't, even with 25,000 British troops facing only 1,500 Ottoman defenders. The British commander of the Suvla Bay invasion, Lieutenant General Sir Frederick Stopford, was the worst possible choice; he wasn't a fighting soldier and had no experience of leading large bodies of troops in wartime. He thought the landing plan was "a good plan. I am sure it will succeed", in fact the landings were an immediate shambles that fast became a disaster.



There would be four landing beaches as shown on the right but no artillery support as there were no prepared defensive fortifications. Landings were to be in the dark starting 10pm even though there were many reefs and shoals offshore to impede the armoured self-propelled landing craft known as Beetles. **Unwin (1878 - 80)** was given command of the landing boats. There was virtually no Turkish opposition but once again troops were landed in pitch darkness and in the wrong places resulting in great confusion with units becoming



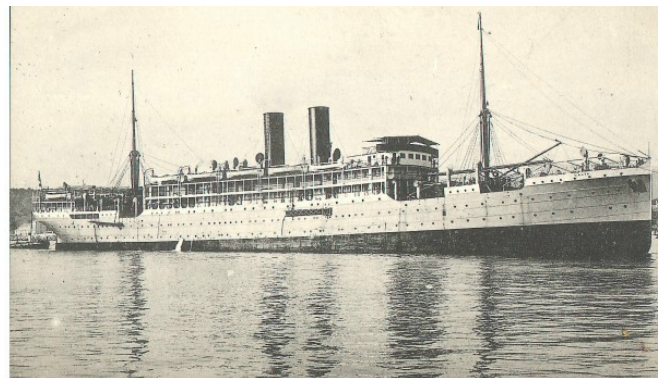


mixed and officers unable to locate their position or their objectives. At 4am **Unwin (1878 - 80)** was the first to report to the corps commander advising against landing further troops inside Suvla Bay due to the reefs and the chaos ashore. Landings resumed in daylight in 7<sup>th</sup> and continued for three more days.

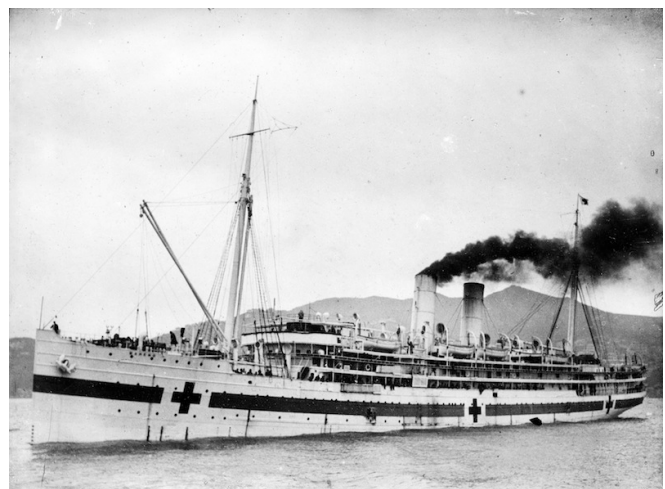
On 19<sup>th</sup> September 1915 **Gildfrid Elliott Brown's (09-11)** wrote to Conway from Silloth to say he was in the UK: *"on seven days sick leave, having been wounded during the severe fighting on the Gallipoli Peninsula at Suvla Bay"*. His unit, the Border Regt, had been loaded into destroyers at 1800 hrs on 7<sup>th</sup> August and landed at Suvla Bay. 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."* Things warmed up very quickly when they moved inland they suffered 1,700 casualties in the first 24 hours They 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 Ottomans 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 13<sup>th</sup> September 1915 he was commissioned into *"the 8<sup>th</sup> Bn Border Regt and went back to Gallipoli"*. There is some confusion here as the 8<sup>th</sup> battalion was then in France and did not fight in Gallipoli. I assume he was transferred to the 1<sup>st</sup> battalion which was at Gallipoli.



**Eric Fairweather (08-10)** The Cadet of August 1916 reported that Eric was serving 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 a wide green stripe interspersed with the insignia of the Red Cross



**Francis Jackson (1897-99)** was Chief Officer of the hospital ship *Maheno* 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.



The Ottomans immediately despatched five divisions commanded by Colonel Mustafa Kemal (Atatürk) to counter the landings. The British captured a couple of small hills overlooking the beaches did not move inland quickly enough. Kemal held them and once again trench warfare ensued. These landings took had failed.

## Other OCs At Gallipoli

The operational HQ was in Mudros Bay where the flagship/depot ship *Europa* was moored with **Allen**, **Cowan** and **Halliday** serving in her.

**Victor Carl Eddy (12-14)** was reported by **Halliday** and **Nicholas** as being on the staff of the PNT0, Salonika. No other details are known.

**John Magnus H Garriock (12-13)** In April 1915 John visited *Conway* 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 1<sup>st</sup> XV, **Owen J Murphy** and **Cowan** were in his team. He was a term-mate of **Nicholls** and **Wade**.



**Willis Bruce Gaudion (11-13)** was 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 2<sup>nd</sup> May 1915. He was Mentioned in Dispatches for his work on transport duties at Gallipoli.

**John Stewart Kirkpatrick (13-15)** was reported by **Nicholas** as being on the staff of the PNT0, Salonika. No other details are known.

### “Murphy”

This could have been **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 1<sup>st</sup> 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 1<sup>st</sup> XV as **Cowan** and **Garriock**.



Left & Centre: William (KGM Candidate) (1<sup>st</sup> XV) Right: Owen (1<sup>st</sup> XV)

## Offshore Support – Transports & Supply Ships

All resupply and reinforcements came from a huge staging area in Mudros Bay using a fleet of commercial troopships and supply ships.

**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 1<sup>st</sup> XV in 1913, **Garriock** and O J **Murphy** were in the same team.



**George Gregory CBE OBE RD RNR (1888-90)** a Commander RNR, was in the Naval Transport Service in the Eastern Mediterranean based at Beirut but was 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.

**G T A Mason (12-14)** while acting 4<sup>th</sup> Officer of the transport *Cardiganshire* he “saw some fighting”, which implies he participated rather than watched. **Dodds** was 3<sup>rd</sup> Officer in the same ship.



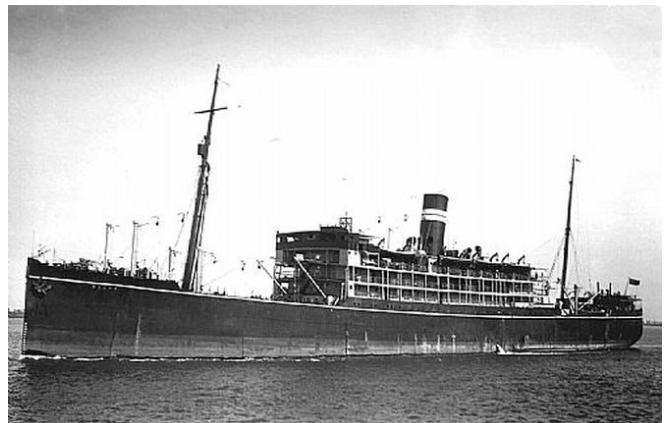
**Frederick Shaw Halliday RNR (10-13)** wrote two somewhat conflicting letters to The Cadet. In the first of these he said: *"Left England in September 1915 for Malta... but on arrival I had orders to proceed to Mudros ... After a few days in Agamemnon I was appointed to Prince Abbas (a commandeered yacht with **Madge** and **Pittis**) ... as 2<sup>nd</sup> Lt and watch keeping officer ... We were used as a (dispatches, troops and stores) ferry from HQ to the peninsula."* She was sunk on 18<sup>th</sup> March 1916 and he was *"sent up to Mudros in Cornwallis and I was appointed to the staff of Europa (shown right) with **Cowan** ... I met several old boys - **Gaudion**, **Ross**, **Eddy**, **Edwards**, **Weblin**, **Trevor**, **Nicholls** and **Allen**."* On 24<sup>th</sup> 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 31<sup>st</sup> 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 2<sup>nd</sup> 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 right)*. 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 20<sup>th</sup> September 1915 in the SS *Caledonia*. The other discrepancies cannot be explained.

**Eric Vernon D Hansen (11-13)** and **Tared Cavendish Horner (10-13)** were reported by **Halliday** as being in the Transport *Malda (shown right)*, circa May - June 1915. Her log confirms she carried Australian troops to Gallipoli, arriving in April 1915.

**John Francis Nicholas (13-14)** 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 reported that he had met **Eddy**, **Gaudion** and **Ross**, both manning tugs, and **Garriock**, **Kirkpatrick** and **Murphy** who were all on the staff of the PNT0.

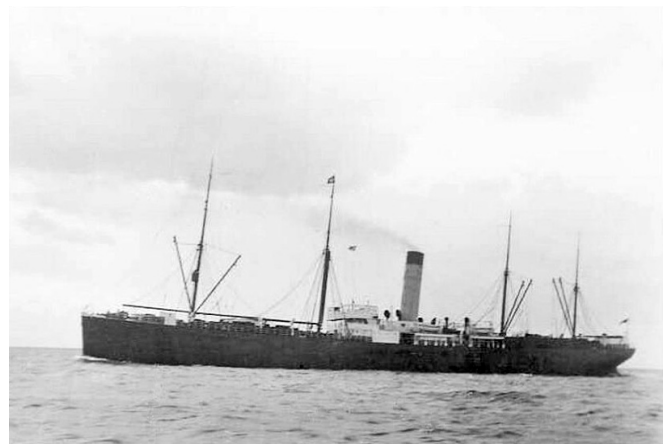


**John Douglas Ross (10-12)** was reported by **Halliday** and **Nicholas** as being on the staff of the PNT0, Salonika. His own long letter to The Cadet in April 1916 reported he was in command of the tug *Nord*, with a crew of 12, attached to *Europa* which he observed as *"very diminutive when alongside **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, [Suvla Bay & ANZAC Cove – Ed] 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"*.

According to **Ross** in The Cadet, he met **Bernard Cyril Dodds (09-11)** on 5<sup>th</sup> January 1916 when Bernard was serving as 3<sup>rd</sup> Officer in the RMSP steamer *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 4<sup>th</sup> Officer in the same ship.

According to **Ross** in The Cadet, **Francis Ovendon Potts (1887-89)** was captain of the tug *Langton* arriving at Gallipoli around November 1915

**Stephen C Southam (08-10)** joined the transport *Oxonian* (right) in August 1914 as her 3<sup>rd</sup> Officer. He transported troops from the UK to Gallipoli until June 1915. He subsequently joined the Inland Water Transport, Royal Engineers as a Corporal and served in France on the Western Front



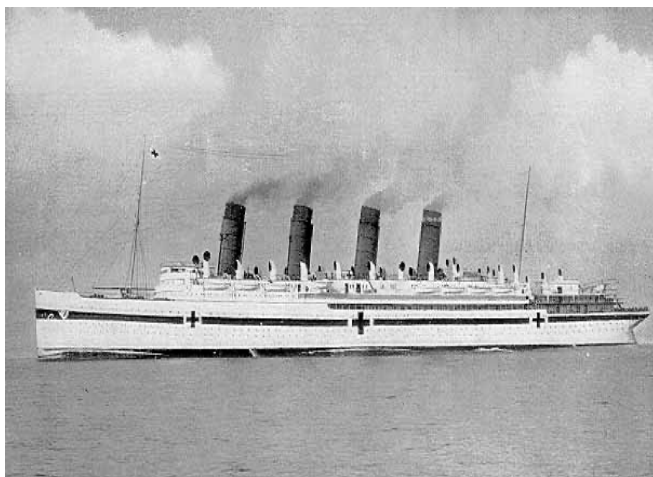
According to **Ross** in The Cadet, **William Roach Pittis (11-14)** had joined PNTD Salonika with him but was appointed to the *Prince Abbas* on the peninsular ferry service where he served with **Halliday** and **Madge**. Later he transferred to the RN and joined *Albion*. He was the King's Gold Medal winner in 1914.

**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 16<sup>th</sup> May Joe was in *Basilisk* with him but that he was then sent to *Heroic*, presumably as soon as arrived at the peninsular from Gibraltar sometime after 5<sup>th</sup> June 1915. During the main landings, 24<sup>th</sup>-25<sup>th</sup> April, she was blockading the Ottoman 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.



## Hospital Ships

Hospital ships followed closely behind all landings and evacuated casualties to Mudros for treatment ashore. Once troops were ashore the hospital ships constantly shuttled between Mudros and the landing beaches bringing casualties back for treatment at Mudros.



In September 1915 at Liverpool **Arthur Henry Rostron KBE RD RNR (1882-84)** 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)** was an RN Chaplain in the hospital ship *Somali* and he wrote from the front on 6<sup>th</sup> 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, she is shown on the right taking on casualties off Cape Helles, where he had watched the shelling although he had not been ashore. 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. On 23<sup>rd</sup> October 1915 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* sunk in the Aegean Sea 36 nautical miles (67 km) south of Salonica, Greece.

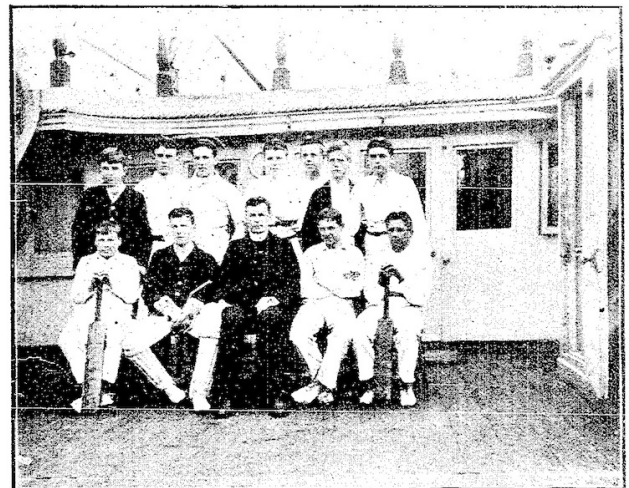


**James Middleton (1894-95)** was reported as being a casualty in the hospital ship *Somali* by **Sealy** on 6<sup>th</sup> November 1915. Middleton was a 2<sup>nd</sup> Lt in the Royal Engineers.

### Other OCs At Gallipoli

**William Henry Richardson (07-08)** 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 in action on 1<sup>st</sup> 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 Richardson; he was the only W Richardson in the ship at the time.



Second Eleven Cricket Team.

Photo. by Cadet W. R. Richardson.

The Cadet reported that **Raymond Kerr Rogerson (09-12)** *"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.

**Tudor Trevor (10-12)** In The Cadet magazine **Halliday** reported meeting him sometime between October 1915 and May 1916. No other information is known. He was a term-mate of **Guinness, Ross** and **Weblin** in the Osborne Class.

**Major Miles Beevor DSO (1895-97)** was a Battalion Commander of the West Kent Regiment on the Western Front but a man of the same rank and name is listed as serving with the Australians at Gallipoli. It may have been the same man.

## PHASE 3 – EVACUATION

The stalemate of trench warfare continued on all three fronts from June 1915 and it became clear that the allies were not going to take the peninsula and that the new supply route to Russia would not be opened. The situation ashore was dire. Every unit was below strength and the men's health remained poor. The onset of winter did not help, frostbite and hypothermia became rife as cold rain, icy wind and snow lashed the peninsula. A huge storm at the end of November flooded trenches and caused many deaths among the exposed troops. Kitchener had never been in favour of the venture and in October 1915, with Bulgaria entering the war on the side of the Central Powers, attention shifted away from Gallipoli. The deteriorating conditions, and the Ottoman's growing strength, finally convinced the British to order the evacuation of Suvla and Anzac on 22<sup>nd</sup> November. Planning moved quickly and, in contrast to the shambolic landings of April, efficiently. The evacuations began on 15<sup>th</sup> December, and 36,000 troops were shipped out over four nights. Support troops and reserves went first, then the fighting units were thinned out until only 10,000 remained on 19<sup>th</sup> December. They moved out that night in a coordinated withdrawal from the front-line trenches. At 4.10 a.m. on the 20<sup>th</sup>, the last men left ANZAC Cove. Suvla Bay was evacuated the same night, but British and French forces remained at Cape Helles until 8-9<sup>th</sup> January 1916.

### The Suvla Bay & ANZAC Cove Evacuations

During the evacuations of ANZAC Cove in December **Howard Brewer (08-11)**, **Joseph William Greenhill (1896-98)** and **Rupert De H Burton (08-10)** helped to demolish stores and trenches ashore. Brewer was slightly injured on 3<sup>rd</sup> January.

**Commodore Edward Unwin VC CB CMG (1878 - 80)** 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 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"*.

**Charles George Gordon Gray's (06-08)** regiment left Gallipoli for Mudros on 18<sup>th</sup> December 1915. Charles was discharged in Britain on 15<sup>th</sup> June 1916.

**Gordon Stanley Horsburgh OBE RD RNR (1894-96)** 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)** participated in the withdrawal in the hospital ship *Maheno* and then transferred her to France.

**Thomas Horsham Potter (09-11)** and his regiment were evacuated on 20<sup>th</sup> December 1915. The photo on the right shows him as Captain of the 1<sup>st</sup> XV Easter 1911.



**John Francis Nicholas (13-14)** wrote in *The April 1916 The Cadet* (page 119) that *"I took an active part in the evacuations of Anzac and Helles though I was not on my lighter then"*.

On 22<sup>nd</sup> December 1915 **Halliday**, **Madge** and **Pittis** were in *Prince Abbas* as she evacuated the Australian 6<sup>th</sup> Brigade from Lemnos and carried them to Mudros Bay

**Geoffrey Nicholson CBE MC (07-09)** remained in Gallipoli until 8<sup>th</sup> 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 Hampshire Regiment (Duke of Connaught's Own). He was awarded the MC in 1916 and achieved three Mentions in Dispatches. After the war he became Chief Constable of Surrey - see right.





## The Last Day – Cape Helles

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

**John Douglas Ross (10-12)** supported the Suvla and ANZAC evacuations and was there on the last day of occupation. *“Oddly enough I went ashore at both these places for the first time on that our last day. I had been to both places many times but had never been ashore once.”* He then supported the final withdrawals over W Beach (Lancaster Landing/Kephala) towing a picket boat and three cutters in very rough conditions. He also went to Gully Beach north of W Beach to embark the King's Own Scottish Borderers. That had been set up in case the main embarkation point on W Beach became untenable. He was Mentioned in Dispatches for his work on transport duties at Gallipoli. He was a term-mate of **Guinness, Trevor** and **Weblin**.

**Howard Brewer (08-11), Joseph William Greenhill (1896-98)** and **Rupert De H Burton (08-10)** were in *Grafton* for the final bombardments of Cape Helles. The painting right shows her on 9<sup>th</sup> January 1916 off Cape Helles.



The painting below 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. Five tons of those munitions had been delivered from Mudros by **Ross** on the previous day.



Two OCs, **Commodore Edward Unwin VC CB CMG (1878 - 80)** and **Henry Douglas King RNVR PC, CB, CBE, DSO, VD, MP (1891-93)** were at Gallipoli on the first day of landings, 25<sup>th</sup> April 1915, both in the *River Clyde*, and on the very last day of the evacuation of the peninsular, 9<sup>th</sup> January 1916.

As well as those mentioned above, at least the following OCs were also at Gallipoli on the very last day:

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

**Eric Fairweather (08-10)** was also off Cape Helles in the Hospital Ship *Salta* until noon on the last day of the evacuation taking off the last group of injured troops

## OLD CONWAY's ROLL OF HONOUR

The following list is unavoidably incomplete. Many of those listed above may also 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)

### Mentioned in Despatches

John Magnus H Garriock (12-13)

Willis Bruce Gaudion (11-13)

George Gregory CBE OBE RD RNR (1888-90)

Arthur Montague Hardiman (10-13)

Gordon Stanley Horsburgh OBE RD RNR (1894-96)

Henry Douglas King RNVR PC, CB, CBE, VD, MP (1891-93). 3 MiDs

John Douglas Ross (10-12)

Arthur Henry Rostron KBE RD RNR (1882-84)

Dudley Hethorn Standring (1898-00)

## OLD CONWAY's IN MEMORIAM

**Charles Sydney Ellis Bartlett (11-14)** Midshipman RN in *Goliath* fresh from *Conway*. He was 15 years old when killed in action in the early hours of 13<sup>th</sup> May 1915. His body was never recovered.

**James Henry Bookless (1899-00)** Sub Lieutenant RNVR in the Nelson battalion of the 2nd Brigade of the 63<sup>rd</sup> (Royal Naval) Division. He was injured on 2<sup>nd</sup> May and died of his wounds on 5<sup>th</sup> 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*".

**Wellington T Dale (04-06)** Sub LT RNR While on duty on Helles Beach he was taken ill with acute appendicitis and was evacuated to No 17 Hospital, Alexandria, where he died on 11<sup>th</sup> May 1915.

**George Montford Drew (06-08)** Lt RNR in HMS/M *E14* killed by a shell while under attack. Her Captain was awarded the Victoria Cross, George's remains were never found. He was aged 25. His mother donated a cup, The Drew Cup (for swimming) was awarded by his family in his memory.

**Arthur Montague Hardiman (10-13)** Midshipman RN in *Cornwallis* was one of 15 crew members killed during the main landings on 25<sup>th</sup> April 1915 at S beach (Morto Bay). The exact circumstances of Arthur's death are not known but the ship's other 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 Standring (1898-00)** a Captain in the 8<sup>th</sup> Ardwick Bn, Manchester Regiment, he was killed in action on 30<sup>th</sup> May and is buried in the Redoubt Cemetery in Helles.

**Richard Ruthven Wade (12-13)** Midshipman RN killed in *Irresistible*.

**Leslie Herbert Charles Markham Young (11-13)** Able Seaman RNVR killed in Hawke Battalion of the 1<sup>st</sup> Brigade of the Royal Naval Division.



## OLD CONWAY's ROLL CALL

Mid Reginald **Allen** DSC RD RNR (11-13)  
 Sub Lt Geoffrey Stephen **Allfree** RNVR (04-06)  
 Captain John Smith **Annesley** DSC RN (1885-87)  
 Mid Charles Sydney Ellis **Bartlett** RN (11-14)  
 Major Miles **Beevor** DSO West Kent Regt (1895-97)  
 Sub Lt James Henry **Bookless** RNVR (1899-00)  
 Howard **Brewer** (08-11)  
 Cdr R J **Brooke-Booth** DSC RN (00-01)  
 Gildfrid Elliott **Brown** (09-11)  
 Sub Lt Rupert De H **Burton** RN (08-10)  
 Admiral Sir Sackville Hamilton **Carden** KCMG RN (1868-70)  
 John **Chesney** AEF (07-10)  
 Thomas Walter **Corkhill** AEF (1890-92)  
 Richard Hamilton **Cowan** (13-14)  
 Lt Bernard Thomas **Cox** RNR (1898-00)  
 Trooper Graham **Crozier** Australian Light Horse (1890-91)  
 Sub Lt Wellington T **Dale** RN (04-06)  
 Mid Eric Oloff **de Wett** DSC RN (12-14)  
 3rd Officer Bernard Cyril **Dodds** (09-11)  
 Edgar Claude M **Donovan** RNVR (1899-1901)  
 Cpl Thomas B **Douglas** RNVR (07-11)  
 Lt George Montford **Drew** RNR (06-08)  
 Victor Carl **Eddy** (12-14)  
 Mid Murray Gordon **Edwards** RN (10-12)  
 Eric **Fairweather** (08-10)  
 Willis Bruce **Gaudion** (11-13)  
 John Magnus H **Garriock** (12-13)  
 Sub Lt Herbert Joseph **Giles** (1897-99)  
 Seaman Instructor **Gough**  
 Lt-Cdr Joseph William **Greenhill** (1896-98)  
 Cdr George **Gregory** CBE OBE RD RNR (1888-90)  
 Trooper Charles George Gordon **Gray** Queensland Light Horse (06-08)  
 AB Arthur **Guinness** RNVR (10-12)  
 Mid Edward Mount **Haes** RN (11-13)  
 Frederick Shaw **Halliday** RNR (10-13)  
 Eric Vernon D **Hansen** (11-13)  
 Mid Arthur Montague **Hardiman** RN (10-13)  
 Francis C **Harding** (08-10)  
 Sgt Henry **Hopwood** Ceylon Planters Rifle Corps (00-01)

Tared Cavendish **Horner** (10-13)  
 Capt Gordon Stanley **Horsburgh** OBE RD RNR (1894-96)  
 Chief Officer Francis **Jackson** (1897-99)  
 Beach Master Harold **Johnson** (02-04)  
 Com Henry Douglas **King** RNVR PC, CB, CBE, DSO, VD, MP (1891-93)  
 John Stewart **Kirkpatrick** (13-15)  
 Lt Ernest Edward **Madge** DSC RNR (98-00)  
 4<sup>th</sup> Officer G T A **Mason** (12-14)  
 2<sup>nd</sup> Lt James **Middleton** RE (1894-95)  
 Evelyn **Mulock** (07-10)  
 William **Murphy** (11-13) or Owen James Murphy (13-15)  
 Chief Officer Herbert S C **Neal** (1883-85)  
 John Francis **Nicholas** (13-14)  
 Francis Jeffrey **Nicholls** (12-13)  
 Lt Geoffrey **Nicholson** CBE MC (07-09)  
 Charles Bertram A **Peyton** AEF (03-05)  
 William Roach **Pittis** (11-14)  
 Lt Thomas Horsham **Potter** AEF (09-11)  
 Capt Francis Ovendon **Potts** (1887-89)  
 William Henry **Richardson** RNR (07-08)  
 Francis B Chantris **Riddell** RNR (07-09)  
 Raymond Kerr **Rogerson** (09-12)  
 John Douglas **Ross** (10-12)  
 Capt Arthur Henry **Rostron** KBE RD RNR (1882-84)  
 Chaplain Francis Leofrie W. **Sealy** RN (02-04)  
 3<sup>rd</sup> Officer Stephen C **Southam** (08-10)  
 Capt Dudley Hethorn **Standring** Manchester Regt (1898-0)  
 Capt Peter Paul Elliott **Thomas** (1895-97)  
 Capt William Arthur **Thompson** RFA (09-11)  
 Tudor **Trevor** RN (10-12)  
 Commodore Edward **Unwin** VC CB CMG (1878 - 80)  
 Mid Richard Ruthven **Wade** RN (12-13)  
 Mid Basil Russell **Webb** RNR (12-13)  
 Howard Ernest E **Weblin** (10-12)  
 Joe Henry Claude **Willoughby** (07-08)  
 Pte Richard H L **Wilson** AEF (1896-98)  
 AB Leslie Herbert Charles Markham **Young** RNVR (11-13)