



Australian War Memorial

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NOTE

The reading of histories will have convinced the reader that there is no stylised form of introduction, each is individualistic as is the introduction of Sir Winston Churchill to his "History of the Great War" - "A milestone in Armageddon" seems most appropriate, Winston says that "if the reader is to understand the tale, and the point of view from which the tale is told, the reader must follow the Author's mind."

EXCERPTS  
FROM HISTORY LECTURES DELIVERED AT  
TRINITY COLLEGE, CAMBRIDGE

by

The Hon. Sir John W. Fortescue  
Died Oct. 1933

LIBRARIAN AT WINDSOR CASTLE 1903 - 26

"This is a thing that we should all do well to remember from time to time.

Exaggerated esteem for our Parliamentary Institutions has led us to attach too much importance to speeches. Their original purpose was to persuade men to a common course of action; but they have never been very efficacious, and in this country have long been superseded by political organisation or, in plain English, wire-pulling. People have a strange notion that without much chatter, there can be no liberty. But liberty (whatever liberty maybe) is a small thing to a nation compared to with discipline; and in fact liberty of any kind is impossible without discipline.

If I am to judge of a nation, it is useless to tell me of its political institutions, for the best of them will work badly, and the worst of them well according to the honesty of the men whose business it is to apply them. Let me know what is the state of its discipline, parental, social, national and with what spirit that discipline is borne. Let me know what are its military institutions and how far they are supported or ignored; whether the citizens come forward with cheerfulness to fulfil a national duty, or whether they are reckless, self-indulgent, shirkers who try to impose on a few the service that is common to all, and so take refuge, to disguise their cowardice. Then I will tell you without reading a single speech whether the nation is sound at heart or rotten. If the text of all the speeches ever delivered in Parliament were destroyed tomorrow, the world would lose remarkably little. Great men are best studied in their letters and their actions, whether they were great speakers or not; and by no means the worst way of approaching the actions of very many of them, both civilians and soldiers, is to read history. "

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There can be no greater error than to expect or calculate upon  
real favours from Nation to Nation.

General George Washington U.S.A.

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The highest law governing the relation of one State to another is its own welfare, all Nations are amoral, they act only in their own interest, or what they consider their own interest, altruism or good faith can not be expected of any government when it conflicts with that Nation's self interest.

Hegel

## THE SIGNALING

Lt. Col. S.H. WATSON, CBE., DSO, MC, RD.

The first questions to arise in the mind of the reader, are where and how does the Signal Service relate to the Army Organisation, and how vital is it to the Army's well being, particularly in time of war. The relative essentiality of the Signal Corps to other arms of the Service, and known as Corps Precedence, is, and has been of great interest and contention; Signalls attach much importance to these Corps relationships, as these have considerable influence on troops morale.

The Signaller soldier accepts the fact that the "Brains" or brains who plan and direct operations have a considerable claim to first place. He also accepts the fact the infantry digger "[Guts]" who carried out the tough assignments and generally does the dirty work beyond all human reason, as directed by "Brains", should take at least second place. But he is definitely of the opinion that Signalls "Nerves", who without whom both "Brains" and "Guts" cannot function, is entitled at least to consideration of third place.

If a lingering doubt still survives, let the reader consider what life would be today with its complicated social and industrial implications if we were without any means of communication, i.e., no telephones, telegrams, radio, television, letter service, messenger service or press service; it is impossible to contemplate Communications are the services supplied by the Signal Corps to the Army. Like most discussions, this discussion could go on endlessly but every war experienced signal soldier readily gives pride of place to the fighting digger infantryman.

The first Infanter, primitive man with his stone axe and club in his tribal battles, relied on his "Signal Service" for aid or other purpose. Primitive the first means of communication may have been, not so slow but effective - "The drum" and the "Smoke Signal", transmitted "codes" of a sort, and got the "message through". It must be appreciated that the Army Signal Service grew or evolved out of the ever widening scope of the Military Engineers due to the discovery and the invention of more modern and scientific communication equipment. The industrial development of the eighteenth and nineteenth centuries in England, Europe and America forced the discovery and development of communications, and these discoveries were then adapted to military use. It seems desirable therefore to commence our tale in the origins of the "Engineers" of the British Army and from the earliest times of which we have reliable information from records.

It is a very long step from the aboriginal "Smoke Signal" and "Drum" or "Banner" with a "notched stick" to the modern "Walkie Talkie" equipment. The radio, telephone and telegraph, the Field telephone and telegraph. According to circumstances, we still find use for the despatch rider, push bike, motor bike, horse or camel and also according to circumstances, use for the Carrier Pigeon, the Semaphore flag, the Morse flag, the Heliograph and the Morse lamp. These have been and many of them still are, the principal means of army communication. To begin our tale at the beginning, it is necessary to search our records as far back as records go in the history of the Defense Forces of England, and also back to the Foundation of the Colony of South Australia. The British Sappers and Miners played a big part, and a very vital part in the Colony's beginning, both in its first development and its defense.

The Corps of Royal Engineers are a scientific Corps pertaining to the whole system of military engineering and communications with all the sciences and arts and everything both useful and practical.

The "Sapper" is the man of all work of the army, the navy and the public. The Authorities transform him as required, into any of the various characters, as astronomer, surveyor, geologist, draughtsman, architect, artist, signaller, communication engineer, traveller, explorer, commissioner, inspector, mechanic, diver, soldier, sailor or in short he is a "sapper"; from the french "Saper" one who saps i.e., officer or private of the Royal Engineers.

The capture of Gibraltar took place in 1704 and over the succeeding 70 years, very great works indeed were put in hand to develop

this great fortress, that controlled the Mediterranean coast and the sea approaches to England. The work progressed year by year, but slowly, and never satisfactorily, due to the use of civil labour. About 1770 such heavier works were contemplated owing to troubles with the Dutch and the French, and with a view to the more efficient and rapid development of the work, Lt. Col. William Green the Chief Engineer of the Fortress, suggested the formation of a Company of Military artificers as the only satisfactory expedient. The plan was recommended to the Secretary of State and Royal consent was given to the proposal in a warrant under the "Sign Manual" dated 6th March, 1772.

Thus originated the Corps whose history embraces not only the story of the Sapper but Signaller also of both the British and Colonial Defense Forces.

The Warrant authorised the raising and forming of one company of artificers to consist of :-

- 1. Sergeant and Adjutant
- 3 Sergeants
- 3 Corporals
- 60 Privates
- 1 Drummer
- 63 total

Three Officers of the Corps of Engineers were appointed to command this new body to which the name was given of "The Soldier Artificer Company". The Officers of the Engineers who were first attached to the Company were :-

- Lt. Col. William Green (Captain) or
- Capt. John Phillips.
- Capt. - Lieut. and Captain
- Lieut. John Eveleigh.

The first non commissioned officers of the Company were -

- Sgt. Major Thomas Budge
- Sgt. David Young
- Sgt. Henry Ince
- Sgt. Edward McDonald
- Corporal Robert Blair
- Corporal Robert Brand

On the 10th October, 1787 the Sovereign's authority for "establishing a Corps of Royal Military Artificers" was conveyed in Warrant to consist of six companies of 100 men each. 1 Sergeant-Major, 3 Sergeants, 4 Corporals, 2 Drummers and 90 other ranks. Officers of the Royal Engineers were appointed to command the Corps, and when directed to parade with the other Regiments, the Corps was directed to take post next to the left of the Royal Artillery.



the officers to fall in with the Corps,  
In 1812 the "Soldier Artificer Company, as it was first known, and later as "Military Artificers" became the "Royal Military Artificers" or "Sappers and Miners". In 1813 the first part of their title was discontinued and they were then termed the "Royal Sappers & Miners". The Officer Corps had existed since 1683 as a separate body, twelve in number and known as the Kings Engineers or Royal Engineers and were permanently appointed by the King. In 1698 Train Engineer formations were established within the Ordnance Train of the Army for the duration of Campaigns only. Officers for these engineer groups were temporarily attached from Royal Engineers (Corps of Officers) and it was not until 1716-17 that the Royal Engineers were made part of the Military Branch of the Ordnance Office. The Officers of the Corps at that time numbered fifty. In 1757 they were given Royal Commission direct from the Crown. In 1759 the strength of the Officer Corps was increased to sixty-one. The Senior Officer of the Corps termed the Chief Engineer, received £1.7.6. per day and the subordinates less by graduation, down to the lowest officer grade, the lowest sixteen in number being termed "Practitioners" receiving 3/8 per day. In 1878 the Practitioners of the Corps were recruited by the introduction of "Military Artificers" by Royal Warrant from the soldier Artificer Companies which had been established in 1772.

In 1832 a Royal Crest with two latin mottoes were granted the Corps by William the IV. "Ubique" meaning "Everywhere" and "Quo fas ex-floria disant" below. In 1868 the gun was dropped from the crest The Royal Arms were encircled by the Garter with its motto "Honi Soit Malv Pense" translated "Evil be to him whom evil thinketh" Below "Dieu et Mon Droit" translated "God and my right" The grenades worn by R.E. Officers differ from the R.A. in having nine flames.

Up until October 1856 the Military Arm presented the anomaly that the officers comprised one Regiment and the rank and file with non-commissioned officers another. The former being known as the "Royal Engineers" and the latter (first known as the "Soldier Artificer Company" then as the "Military Artificers" and in 1812 the "Royal Military Artificers" or "Sappers & Miners") "Royal Sappers & Miners"

The first use of field telegraph was during the Crimean War 1856. The performance of the Sappers and Miners in its use in field communications was so effectively carried out that Her Majesty Queen Victoria directed "that the Corps of Sappers and Miners should be henceforth denominated the Corps of Royal Engineers and form one body with the existing Corps of Royal Engineers".

The Composition of the Corps from 1856 the date of its establishment was of troops, companies and battalions. The troops were three in number, Pontooners, Field Park and Depot. These were at that time established eight field companies, one depot company, fourteen garrison Companies the latter with seven depot companies, two railway companies and four survey companies.

The battalions comprised, the submarine mining battalion of nine companies, with one depot company. In addition there was formed an Eastern Submarine Mining Battalion consisting of four companies. The Coast Battalion consisted of two divisions.

THE ROYAL ENGINEERS

It will be observed from the record that the Royal Engineers and the Royal Sappers and Miners played a great part in the development of the British Empire. In India, Canada, Australia, New Zealand, many parts of Africa during the early 1800s to the end of the century, these arms of the British Army surveyed the new lands in process of being civilized. Built roads, dams of huge size, railways, bridges and harbours, canals and all the essential great and small works in the developing of backward countries. Australia is much indebted to the Mother Country and the British Regular Army Sapper and Miner and Engineer for the rapid and wonderful development of this country.

To bring our tale nearer home to us, it has been necessary to search all records from the foundation of the Colony of South Australia in 1837 with view to ascertaining to what extent the Defence Services took part in its development.

Early in 1838 the survey of land within the Colony for sale to settlers, immigrants and investors, came to a stop, due to maladministration, causing a shortage of survey staff, transport, material and equipment.

This situation, for which he was not responsible, combined with his illhealth, caused Col. W. Light to resign his appointment as Surveyor General of the Colony on June 22nd 1838 and his death on October 6th, 1839.

The position was that more than 5,000 settlers were stranded in the primitive city of Adelaide, and living on their credit with no prospect apparent to them of having land made available for a livelihood. The privation of the people, including the women and children, was considerable.

In the meantime, and early after the departure of HMS Buffalo and her marines, the Local Defence of the Colony was confined to a handful of police. Later, some small detachment of British Regiments of the line, including the 90th, 11th, 99th, 12th, 40th, 14th, 50th and 16th foot were stationed in Adelaide until the last of them were withdrawn in 1870. As earlier stated, the condition of affairs in the Colony of South Australia in 1838 was far from satisfactory. A critical situation had arisen when development was at a complete standstill, due to the non-availability of land, which in turn was due to the failure of the land survey.

Settlers were continuing to arrive, although the South Australian Commissioners in London refused considerably the number of departures from the British Isles. Drestic conditions require urgent remedies and the Governor of the Colony lost no time in bringing the state of affairs under the notice of the Commissioners for the Colony. This resulted in them promptly replacing Col. Light with another Surveyor General in the person of Lieut. Edward Charles Frome

of the Royal Engineers, and sending him out to South Australia with a detachment of Sappers and Miners. Frome arrived at Port Adelaide on the 19th September, 1839 with Mrs. Frome and family.

An appreciation of the sort of man Frome was, seems essential, in view of the very important part he played in the history of the Colony during the next 9½ years. Frome was born at Gibraltar on 7th Jan., 1802 and went to England for his education at a private school. He formed a schoolboy friend with one Benjamin Disraeli, who subsequently became a Prime Minister of England. In 1817 Frome entered the Royal Military Academy at Woolwich, where he did exceedingly well and passed out head of his final year. There were no vacancies for Commissions in the Royal Engineers at the time, and it was not until 1825 that he got his commission in the Royal Engineers Corp. He was posted to Canada, where he did all the surveys and much of the canal construction then being carried out in that country.

In 1833 Frome returned to England and was appointed Instructor to the Corps of Royal Engineers in surveying and astronomy. Frome, with the approval of the Governor, was empowered to increase the surveying staff should he find it necessary.

History records, previously stressed, that the future of South Australia depended to a very large extent upon the success of the surveys, and that 1840 was the critical year. The measures of the Governor, carried out by Frome and Sturt, his assistant Commissioner, however, were so ably given effect to that by the end of the year, 491,984 acres had been surveyed and the peak of the trouble was over. Frome had also utilised the services of four contracting surveyors for a period of several months.

Governor Geikie was recalled to England at the end of 1840 and Capt. George Grey was appointed his successor, taking office on the 15th May, 1841. Although the peak of trouble affecting the Colony were over, the country was still in a critical condition, and time was required for adjustment.

Grey, although possessed of considerable fiscal knowledge and ability, was almost totally lacking in those attributes so essential at this time in an administrator, he had little patience or tolerance and was without tact, his dictatorial and parsimonious approach to all problems caused very considerable discontent. The record states that he very quickly made himself the most hated man in the Colony, and that this had to do with one of the works carried out by the Sappers and Miners under Frome. This was to construct a small fort on North Terrace with embrasures and cannonades mounted and pointed to the city so that if the citizens of Adelaide became rebellious they could have been slaughtered with ease if they had chosen to place themselves within range.

The detachment of Sappers and Miners ("Surveyors") and draughtsmen etc.) which had arrived under Capt. Fross, and which had done such exceptionally fine work, was to be reduced by Governor Grey's orders; but the record states scarcely had steps been taken to that effect when Grey was replaced by Governor Col. Robe. Robe took a different view of the services of this detachment of soldier servants of the colony and recommended instead that the detachment of Sappers and Miners be completed to its authorized establishment.

It was regarded in England that the continuance of the work of surveying the lands of the colony was of the greatest importance, and that the work must not be permitted to fall into arrears, and under an authority dated 22nd October, 1846, a party of seven more Sappers and who were also surveyors and draughtsmen sailed for Port Adelaide in February and arrived there on June 30th of that year. Grey conducted his vendetta against the "Corps" to such a degree that it has been possible through his action to trace the name of one member of the Corps. Grey issued personal orders for the dismissal of one Corporal William Forrest. But Governor Robe so the record shows, on taking office, cancelled Grey's order, and placed on record his entire approbation of the Corporal's conduct, both as a soldier and a surveyor. He supported Capt. Fross R.E. who attributed the rapid progress in the field surveys and the general correctness of the work to Corporal Forrest's steady zeal and talent. At first he superintended four and then five survey parties and laid out and corrected their work, but when a sufficient quantity of land had been divided into sections, Corporal Forrest was transferred to the triangulation of the known portions of the colony and connected all the detailed surveys with the trigonometrical stations. This service he conducted in a most satisfactory manner. One other sapper soldier has been traced in the detachment carrying out work under Capt. Fross, a Corporal John Cole. Cole was a most remarkable man, and the story of his exploits can be read "Grey's Travels" In 1837, an expedition was planned in England for the exploration of the interior of the southern parts of Western Australia i.e., New Holland as it was then known. That portion from Hanover Bay and Eastwards. Under orders from Lord Glenelg the Secretary of State, Corporal John Cole and Richard Anger were in particular attached to the expedition under the command of a Captain Grey R.E. Grey's party of sappers was quite a large one, well equipped and supplied with horses and livestock. The object of the expedition was to explore the interior inland and east of Hanover Bay to gain information as to the real state of the interior and its resources. The party sailed from Plymouth England on July 5th 1837 in the brig "Beagle" and on arrival at the Cape of Good Hope, transferred to the Schooner "Lyubar", arriving in Western Australia on the 2nd December at Hanover Bay.

Corporal Cole Sapper, was appointed Chief Subordinate of the party which numbered a score of men with dogs, horses and livestock, pack saddles and such equipment. A few weeks were spent in making a base depot, while at the same time comparatively short journeys of exploration were effected. On February 6th the main party under Capt. Grey set out on their journey. They suffered such hardship and privation, from thirst and food deficiencies, reaching Kemover Bay on their return on April 5th. Subsequently Capt. Grey was under orders to effect a second expedition into the interior. He arrived on the coast of Western Australia for the second time on September, 18th, 1838. This party again comprised a detachment of Sappers and Miners and was well equipped. Corporal Coles again being the Senior non commissioned Officer. This time the party was twelve months away from its base, not arriving at what is now known as Perth, until April 21st, 1839.

Coles and Anger again stood out as heroes and men of great capacity to suffer the extremes of hardship for long periods, and retain and uphold the moral of the party. It was several months before the health of the men was restored. When Coles and Anger recovered in February 1840, they proceeded to Adelaide and Corporal Coles joined up with the detachment of Sappers and Miners under Capt. Frome.

Governor Robt succeeded Grey; the latter, leaving Adelaide in 1845 on October 25th. The achievements of the Sappers and Miners appeared to Governor Robt so satisfactory and valuable during the crisis, the Colony had passed through, that he recommended to the Secretary of State in London that the duties of the Surveyor General and Civil Engineer with the direction of Roads and Bridges in South Australia, should be made to permanently devolve on the Corps of Royal Engineers with a permanent strength of one Captain, one Subaltern and from 25 to 30 non commissioned officers and men, leaving the Commanding Officer to employ the men either on surveys or on other Public Works as circumstances might require. Actually the volume of Public Works on which Frome was engaged was very considerable, although only a few remain today. Frome left Adelaide on the Brig "Harplay" on the 20th February, 1849 for England, due to ill health; Frome back in England returned to his Corps duties, when his health recovered. In 1856 he was promoted to the rank of Major and appointed Surveyor General of Mauritius. He was then further promoted Commanding Royal Engineer of Scotland, and in 1859 transferred as Commanding Royal Engineer to Gibraltar. In 1868 he was promoted to the rank of Major General, so succeeding Sir John Burgoyne as Inspector General of Fortifications Director of Works and Inspector General of Royal Engineers. In 1869 he was appointed Lieut. Governor of Guernsey and whilst in Guernsey he became one of the Colonels Commandant, the highest rank in the Corps. In 1874 he attained the Army rank of General, a long and a most honourable road. A man of exceptional merit and sterling character.

Colonel Fross was succeeded by Capt. A.H. Freeling R.E. who was appointed Surveyor General and Colonial Engineer in January 1849. In September of that year he was appointed also as one of five paid Commissioners charged with the management of the affairs of the city of Adelaide. He was about this time in addition, appointed a member of the Central Roads Board for the Colony. He sailed for Port Adelaide on the 5th March and arrived at that place on June 21st 1849 with a party of five Sappers and Miners (Surveyors and Draughtsmen) etc. to augment those already engaged on the Colony surveys.

In October 1851 His Excellency The Governor was pleased to appoint Capt. A.H. Freeling R.E. Surveyor General and as Colonial Engineer for the purpose of seeing that the provisions of the Railway Clauses Consolidation Act and the Special Act styled The Adelaide City and Port Railway were correctly executed.

In January 1855 His Excellency The Governor appointed Capt. A.H. Freeling R.E. and Charles Bonney and Charles Simeon Hart to be Commissioners for carrying into effect the provisions of an Act authorising the formation of the Adelaide and Geelong Town Railway and to provide for the raising of money required for that purpose Capt. Freeling R.E. to be Chairman of Commissioners.

In 1855 Capt. A.H. Freeling R.E. became an official member of the Government of the Colony under the original Constitution. In October 1856 His Excellency The Governor was pleased to appoint the Honorable Arthur Henry Freeling to be Commissioner of Public Works for the Colony of South Australia.

The first Parliament under the new self governing Constitution was inaugurated in 1857 and Sir A.H. Freeling was chosen as a member of the Legislative Council.

In March of 1857 Freeling resigned his Commissionership of the City of Adelaide and in 1859 also retired from the Legislative Council. Capt. Freeling during his Colonial service, had under his Command a section of Sappers and Miners mostly engaged on survey and public works as had Col. Fross before him, he was also Capt. of the local Volunteer Militia of the time.

In 1861 he resigned his position as Surveyor General and all other Offices and returned to England.

Freeling was born in 1830 and at the age of 17 he entered the Corps of Royal Engineers reaching the rank of Capt. by the time he was appointed to succeed Fross. In 1871 he became the fifth baronet to succeed to the title and estates of "Ford and Hastings" in Sussex. He retired from the Corps of the Royal Engineers after 40 years service in 1877 as Lt. Col. but with the honorary rank of Major General.

He was of an amiable disposition and much respected not only for his kindness and affability, but also for his great capacity for Administration.

It was not until 1854 that any active steps were taken by the Government of the Colony for its defence. In that year, an Act of Parliament was passed for a military organisation. This, the first Statute for defence, took the form of a Military Act authorising the Government to call out a force of 2000 men. The power under this Act was never exercised however. In 1859-60 Acts were passed to provide for the establishment of a volunteer force, but in 1865 all previous Acts were repealed and a new enactment was passed authorising the calling up of not fewer than 540 and not more than 1000 men; this Act was not given effect until 1877 when a thousand men were raised due to a Russian War scare at that time. A Military Road was planned and constructed on the eastern side of the coastal sand dunes between Glenside and the Semaphore as a defence measure. The work was carried out under Government Contract.

In 1870 an Act was passed authorising the "Enlistment", "Regulation", and "Discipline" of a "Permanent Military Force", to be called "The South Australian Military Force" and to consist of 1 Major, 3 Lieutenants and 150 Rank and File either Artillery or Infantry (no mention to date of Engineers). A few Imperial officers and a number of drill instructors were obtained from England.

Col. Downs Royal Artillery was appointed Corps Commander, subsequently Major General Downs, C.M.G.

At this time the military road eastward of and parallel to the coast was still being constructed, but no other defences had been authorised; many proposals and submissions for defence work had been submitted to the Government, but it would appear from persons it was considered not sufficiently qualified.

In 1878 we find appearing in the history of the Colony another outstanding authority in Sir Peter Scratchley, Royal Engineer Officer. Sir Peter Henry Scratchley, C.M.G., M.M.O., born in Paris August 1835 and educated in that City by tutor. He entered the Royal Military Academy at Woolwich in 1850 and passed four years later at the top of the list, obtaining a Commission as Second Lieut. in the Royal Engineers; First Lieut. 1854, Captain 1859, Major 1864, Lt. Colonel 1874 and Major General 1882. He saw active service in the Crimea 1855-6 and in the Indian Mutiny 1857-9. In 1860 he was selected to supervise the defence works of Victoria. He devised the Defence Scheme for Hobsons Bay and also trained a local Voluntary Engineer Force and planned the Defence Scheme of the whole of Port Phillip Bay.

He returned to England in 1863, but in March 1877 he again left England with Sir William Jervois, having been selected by the Colonial Office to assist him in planning a general scheme of defence for Australia (See "The Defence of Australia and New Guinea" by C. Kinlock Cooke, from the papers of Sir Peter Scratchley).



In October 1877 Jervois was appointed Governor to the Colony of South Australia, and Scratchley was made Commissioner of Defence for all the Australian Colonies, excluding Western Australia. His recommendations for Coastal Gun and Fortress Defences of South Australia were put into effect, as also was his recommendation for the provision of a gun-boat. This was met by the purchase of the gun-boat HMS "Protector".

General Scratchley's salary was contributed to by the Colonies on the population ratio basis, the overall salary being £2000 per annum.

In 1878, because of the Russian War scare, Volunteer Rifle Corps were formed, and in 1881-2 Acts of Legislation were passed which authorised the payment of Volunteers to a maximum of 1,500, and also authorised a Reserve without limit of numbers. In 1882 this force numbered 1,680 men. Infantry 1,680 and Artillery 000 (still no Engineers). In 1886 further legislation altered the designation of the paid Volunteers to "Militia" and the "Rifle Corps" to the "Volunteer Forces". Provision was also made for a "Militia Reserve". At the end of 1889 the strength of the "Permanent Militia" and "Volunteer Force" was 2,720 of all ranks. Some minor alterations were made in 1890 and 1895.

The strength on 31st December 1900 was, Officers of active and reserve forces 135, other ranks 2,797 made up as shown in table hereinafter -

South Australia  
Establishment and Strength of  
Military Force, 31st Dec. 1900

	Establishment		Strength	
	Officers	Other Ranks	Officers	Other Ranks
South Australia	141	2,647	135	2,797

South Australia  
Strength of Various Arms  
31st Dec., 1900

Arms	Officers	Other Ranks	
<u>Permanent Staff</u>	14	5	* Including Army Medical Army Service Ordnance Veterinary Intelligence and Others
Field Garrison Artillery	1	23	
Eng. and other Units	0	0	
<u>Militia and Volunteers</u>			
Cavalry and Mtd. Rifles	33	621	
Field Artillery	4	101	
Garrison Artillery	9	165	
Infantry	58	1786	
Eng. and other Units *	16	95	

It will be observed that the Acts of 1881-2 with the amendments of 1890 and 1895 showed the establishment for Engineer and other units as 16 Officers and 96 other ranks. Other units being, Army Medical, Army Service, Army Ordnance, Intelligence, Veterinary and other bds, odds and ends.

Although a most careful search of South Australian Military records prior to 1900 has been made, no appointment of any officer non-commissioned or otherwise, or any establishment, can be traced of an Engineer detachment or personnel.

The establishment as at 1900 saw no change since 1895, but in 1900 with the Federation of the Colonies, into a Commonwealth of States, the new Federal Government took over from the States full responsibility for the defence of Australia. The first action of the Commonwealth Government of the day in so far as defence was concerned, was to formulate a new Commonwealth Defence Act. This was done in a somewhat leisurely fashion. The new Act and Regulations came into effect in 1906. The new administration renamed the local Military District, and provision was made for a Company of Signallers.

Prior to this New Establishment, a most interesting Order was issued in 1903 by the D.A.G. and C.S.O., Col. T.C. Hood. It reads :-

\* It was recorded that it had been brought to the notice of the G.O.C., that in some cases the importance of thorough instruction in Field Signalling has not received the recognition which this most valuable Military duty deserves. The duties of protection of an Army in the field cannot be issued without a rapid and effective manner of conveying orders and intelligence.

Signalling forms the most visible and economical system of carrying out these important duties and services, and must be learnt and practised during peace training. The G.O.C., desires that the Regimental Signallers when they have already been organised, should be permitted as soon as they have been through the Annual Field Training to carry out their instructions and practices apart from Regimental or Company Parades. Regimental Officers and Drill Instructors in each State should arrange to have Field Days for Signalling Exercises in suitable localities, such as in the vicinity of the Metropolis of each State and within convenient distance of H.Q. of the various Regiments. In the Militia Regiments whole and half days rates of pay should be given on these occasions according to the number of hours devoted each week. It is hoped that at an early date arrangements may be made to have a body of Signallers organised as a portion of the establishment of each Regiment of Light Horse and of Infantry.

By Order

F.C. Hood, Col.  
D.A.G. & C.S.O.

ROYAL CORPS

RIFLES & SIGNALS

RIFLES & MOTOORS.

At this time 1903, the insignia or badge and the motto of the Corps which had been adopted, took the form of the six pointed star. This had a raised boss in the centre on which was embossed an exploding grenade with flame. The boss circumference was surrounded with a circular band, on which was engraved the Corps designation, CORPS OF ENGINEERS AUSTRALIA. At the top of the band is the Royal Crown. The whole is supported by a band, bearing the Corps Motto FRANCUS ET FRANGENS, translated "We make and we break".

This badge and motto remained the insignia of the Australian Engineers and Corps of Signals until by Royal Authority in 1935 the Corps of Signals was designated the "Royal Corps of Signals". The new insignia of the Corps took the form of the figure of the Roman God Mercury, Son of Zeus and Messenger of the Gods. The God Mercury, is identified with the Greek God Hermes, also son of Zeus. He is represented by a youth with a winged rod in his left hand with two serpents coiled about it (which is the Caduceus) and a trimmed hat (which is the Petasus) and with winged shoes (which are Talaria). The right arm is raised, the hand and forefinger pointing heavenward. The significance of Mercury as the emblem is that he was the "Messenger of the Gods" also the God of Science and Skill. He is depicted in the Corps Badge with the Royal Crown a little above, but not joined to the figure. The figure itself is poised on the left foot of the globe of the world. This in turn is on a background of laurel leaves. These in turn again rest on an inverted Australian Boomerang on which is inscribed the word AUSTRALIA on the two short bands, one on each side of the globe there is inscribed on the left CERTA and on the right CITA, translated "Quick and certain".

The caduceus is an ancient Greek or Roman heraldic wand particularly that of Mercury, represented with two serpents entwined and is borne by Mercury as the "Messenger of the Gods".

During 1903, authority was given for the Corps of Australian Engineers to be divided into Field Companies, Submarine Mining Coys., and Field Telegraph Coys., each Branch to be numbered consecutively :-

No. 1 Field Company	Corps of Engineers
No. 1 Electric Coy	" "
No. 1 Submarine Mining Coy.	" "
No. 1 Section Telegraph Coy.	" "

In 1905, His Excellency the Governor General, acting with the advice of the Federal Executive Council was pleased to approve that the following shall be the Peace Establishment of a Company of the Australian Corps of Signals.

- 1 Captain
- 1 Lieutenant
- 1 C.S.M.
- 2 Sergeants
- 2 Corporals
- 11 Privates
- 11 Riding Horses, and
- 10 Draught Horses

The Establishment authorized for South Australia, the 4th Military District, was 3 sections, but was not implemented.

Early in 1906 approval was given for the formation of the No. 7 Signal Company, with Capt. W.J.R. Hutchison to command and the appointment of Lieut. W.S. Dean second in command. Also in 1906 the formation of the "Australian Corps of Signals" was authorized.

Towards the end of 1908, further authorization was given for the formation in each Squadron, Battery or Infantry Company of 1 N.C.C. Signaller and 2 other rank Signallers. In 1910, Lieut Charles Beth and Lieut S. Hall were appointed to No. 7 Signal Company, replacing Capt. Hutchison and Lieut. Dean.

In 1912 "Australian Corps of Signallers" was changed to "Australian Engineers (Signal Corps)".

Universal Training was introduced in Australia in 1912. All physically fit youths, 12 to 16 years to serve in the Junior Cadets, all between 16 and 18 to serve in the Senior Cadets, and all 18 to 20 to serve in the Citizen Forces; men over 20 years of age could continue serving voluntarily. At the same time the Citizen Forces (18 and over) were organized on the basis of Army Divisions.

The new Establishment provided that in the Signal Service there should be in the 4th Military District, certain details of the Headquarters of a composite Divisional Signal Company (components from all States), i.e., the 28. Divl. Sig. Coy., The details were:-

- 1 Lieutenant N.C. Section
- 2 Cable Wagon Detachment, and
- Captain N.C. Visual Signallers, Operators & Mechanics.

Lieut. S.H. Watson, (later Major, commanding 2nd Divl. Sig. Coy.,



1911  
 Cavalry Detachment, 1st Cavalry Division, 1st Cavalry Division, 1st Cavalry Division.



1911  
 Cavalry Detachment, 1st Cavalry Division, 1st Cavalry Division, 1st Cavalry Division.



1911  
 Cavalry Detachment, 1st Cavalry Division, 1st Cavalry Division, 1st Cavalry Division.

1st A.I.F., was appointed from No. 6 Field Troop of Engineers to command these details. Two well remembered Sappers of No. 6 Field Troop were Sgt. Major Couch and Trumpeter T.E. Dean. Dean was subsequently Sgt. Major to 1st Divl. Sig. Coy., 1st A.I.F., succeeding Sgt. Major T. Farrow who was wounded during the construction of Watson Pier at ANZAC. Later Dean was promoted to the rank of Lieut. in France and won the Military Cross.

With the introduction of Universal Training, the appointment of Specialist Army Directors of Training came into being. These Directors came from the Regular British Army and trained all services. Major Mackworth, R.E., D.S.O., being appointed to train the new Army Signal Service.

Major Mackworth was, as were all the British Regular Officer Directors, a brilliant and forceful instructor commanding respect and popularity. He had a most salutary and stimulating effect on the troops and the training. The interest displayed astonished men who had been in the forces since a few years previously. The training and equipment, for the first time now involved the use of telephone, telegraph and wireless in addition to the older forms of signalling - Helio, Lamp, Flag, Semaphore and Morse. Night drills were frequent with parades on all Saturday afternoons. Week-end bivouacs and night manoeuvres of all description and conditions were carried out. The work of training had now been made so interesting, that to many, it became their hobby and main pastime. Combined operations being carried out with the other services, together with inter-Corps and unit sporting competitions. Maj. Mackworth, whose H.Q. were in Melbourne, paid regular and frequent visits to all States, stimulating training and supervising many weekend signal manoeuvres. This training went on until the outbreak of War in August, 1914.

On the 3rd August, 1914, one day before the declaration of war on August 4th 1914, the Prime Minister, Joseph Cook, offered Britain an Australian Divisional Expeditionary Force, complete, approximating 25,000 men, which would be fully equipped. This offer was accepted.

On August 6th, four days after the declaration of war, i.e., 12th August, 1914, instructions were received by O.C. Sig. Details, 28 Sig. Coy., to enlist one Officer Lieutenant and 29 other ranks, equip them, and report as early as possible to Broadmeadows Training Camp in Victoria. This was done, and the small detachment departed Adelaide on 22nd August by the Melbourne Express. This detachment of Signallers was the first detail enlisted and despatched from the State of South Australia. The Governor, Sir Henry Galway, speeded the departing troops with appropriate words from the Railway Station Platform, which words



1st DEV. REG. COY. 1st A.I.F.  
 S.I. Detachment - 1 OFFR. 29 Other Bands - visited Apr 22/14.  
 Trained for Bandmaster Victoria on Aug 21/14.

Carey, Standard, Tuball, W.A. Parker, L.A. Watson, Sgt. Wm. Colerbertson, Willie  
 Collins, Moore, Tubill, Douglas, Eichen, Nash, Beattie-Young, Hester,  
 ... .. Hennessey, De Vries, Sand, Martin-Scott, ... .. Nash.  
 ... .. S. Burgess, Tenbrook, Bell, Vallance, T. ... ..

were received by the troops and the crowd with lusty cheers, but from relatives and friends, tears and sadness.

The main body of the Expeditionary Force was being assembled at Broadmeadows, Victoria; and on the arrival of the 8th. Aust. contingent of signallers on the 23rd August they were most conspicuous in that they were the only personnel in uniform, with the exception of a few Staff and Regimental Officers. Large numbers of troops were also assembled at other Training Centres. Two being established in 8th. Aust. at Morphettville Racecourse and on the present site of the suburb of Colonel Light Gardens.

The Divisional Troops were concentrated at Broadmeadows, and their training and equipping was effected at high pressure. This continued until 20th October, 1914 when the troops were embarked for overseas.

The 1st Div. Sig. Company was commanded by Major Mackworth MC DSO. Headquarters Section, Lieut. S.H. Watson, Sgt. Major T. Farrow (subsequently Lt. Col. Farrow MC)

1 Section Headquarters .....	Capt. Gordon
1 Bn. Signal Section .....	Lieut. R. Hamilton
2 Bn. Signal Section .....	Lieut. H. Gould
3 Bn. Signal Section .....	Lieut. J. Grant

The transport allotted the 1st Divl. Sig. Coy., was the S.S. Karoo of approximately 7000 tons with a maximum speed of 10½ knots.

In addition to the full complement of the Company, there were also on board 56 Reservists of the British Regular Army being returned to England to join up with their old Regiments. Loaded on board were 406 horses, mounts for the Company with a few for replacements. The quarters for the men were in the holds which had been divided in two horizontally, to make two tiers with hammocks slung at two ft. intervals. The horse decks were also the freighter's holds, but at the lower levels. These were subdivided into stalls, one horse per stall. All horses had to be slung down by the aid of the ship's derricks and gear; a slow and trying process, particularly with half and unbroken colts.

The troop ship "Karoo" with the 1st Div. Sig. Coy. aboard departed Melbourne on October 20th 1914 at 5.15 p.m. arriving at Albany Western Australia on Sunday 25th October 1914, in which harbour the whole convey of the Australian and New Zealand Expeditionary Force assembled. The convey sailed from Albany three days later. The horses had started dying at the rate of between two and three a day when crossing the Bight, and this death rate continued across the Indian Ocean. The discomfort of the men packed in the holds through the tropics was most acute, and was particularly so as there was no refrigeration. The Karoo was a 10,000 ton tramp steamer, and old at that, her best speed showed only 10 knots and this kept the whole convey at that rate for the voyage.



Intensive training was carried out on the ship, both by day and by night and with very little spare time for recreation. The Commanding Officer's wisdom in this regard soon became apparent, that such a programme was necessary, as it kept the men from having time to grouse at the discomfort and prevented "Satan from finding mischief for Idle Hands" There was no grumbling only from the 300 reservists going back to England to join their Regiments. They had far from sufficient to occupy them and they became a source of trouble and annoyance to themselves and all on the ship. The Convoy arrived at Pt. Said on December 4th 1914, thence on to Alexandria. The disembarkation of the troops 25,000 with horses equipment and transport was effected most expeditiously and by December 12th, the whole Expeditionary Force had commenced hard training in the desert. The huge encampment of more than 2000 men was located at Mena adjacent to the Great Pyramids of Ancient Egypt, one of the oldest nations and civilisations of the world in closest contact with the youngest. Cairo City was only eight miles away and in the brief "leave" granted during training was the horse of the troops. The continuous and strenuous training went on day after day, week after week; three months went by and as a result the men and officers were soon tough and hard, and of a very high standard of fighting discipline and efficiency, as well as being fully skilled in each specialist soldiers task.

Our reader should have some understanding of the operation about to be undertaken and the composition of the Force to be used and landed at ANIAC. Lord Kitchener had appointed Major General Sir W.E. Birdwood to command the Australian and New Zealand Forces which were to form the Army Corps. In 1914 an Army Corps usually comprised two divisions with ancillary and Corps Troops. The first Aus. Division was to form one division of the corps and the other was a mixed formation comprising one New Zealand Infantry Brigade, the fourth Aus. Inf. Brigade, the 1st Aust. Light Horse Brigade and the New Zealand Mounted Rifles Brigade. The first Aust. Div. was commanded by Major General Sir William T. Bridges, and the second composite Division by Lt. General Sir A.J. Godley, who had commanded the New Zealand Expeditionary Force. The first division had its own artillery, but the second division had only New Zealand artillery as so was exceedingly short of 18 pounder guns.

The Divisional Staffs of the two divisions were Australian and New Zealand respectively, but the Corps staff under General Birdwood was from the British and Indian armies.

Ancillary and Corps troops were marked by their absence, Engineers, Artillery and Field Hospitals, excepting Signals of which a small element were despatched from England. Originally, these consisted of a Corps Headquarters, Signal Section, an airline section, and two cable sections. In March, 1915, there only arrived in Egypt one Corps Headquarters Signal Section, two cable sections, designated SX and WV. The transport bringing the remainder of the Corps Signal Coy. failed to arrive.

To provide Signal communication Div. to Corps and ancillary to Navy, Major L.C. Evans with the Coy Headquarters Section and WV Cable section, accompanied the force landing at Cape Helles at the toe of the Gallipoli peninsula. The Corps Signal Coy. Cable SX under Capt. P.H. Keeling was attached to the 1st Div. Sig. Coy. under Major M. Mackworth DSO. Four days after the landing at Anzac Major Evans and the Headquarters section arrived at ANIAC but was so severely wounded within an hour of landing that he had to be evacuated. He was replaced by Capt. W.T. Dodd. The SX cable section was divided into two and manned two signal stations dealing with supporting artillery control and directed from the Navy. The stations were called WJ and WS. Capt. P.H. Keeling of the Corps Sig. Company commanded both Stations.

The first action taken by General Birdwood was to arrange a joint examination of the coast on which the landing was to take place, with Admiral Threlby.

SKETCH No 1  
28<sup>th</sup> June 1915

BEACH LANDING - GALLIOLI

Proposed structure (blackboard lecture) - General Brehmood,  
Area Code Commander

Communications - Major H.E. Markworth RE DSO Commanding Officer  
1st Div Signal Company

Legend

AO Artillery OPs

BN Landing Bunkers

W Wireless Stations

HQ First HQ

DHQ To be Div HQ

DS Cable \_\_\_\_\_

Try to establish \_\_\_\_\_

W & V Wireless or Visual Signal

Re-sketches from originals are note book of Corp. H. B. ...

June 1915

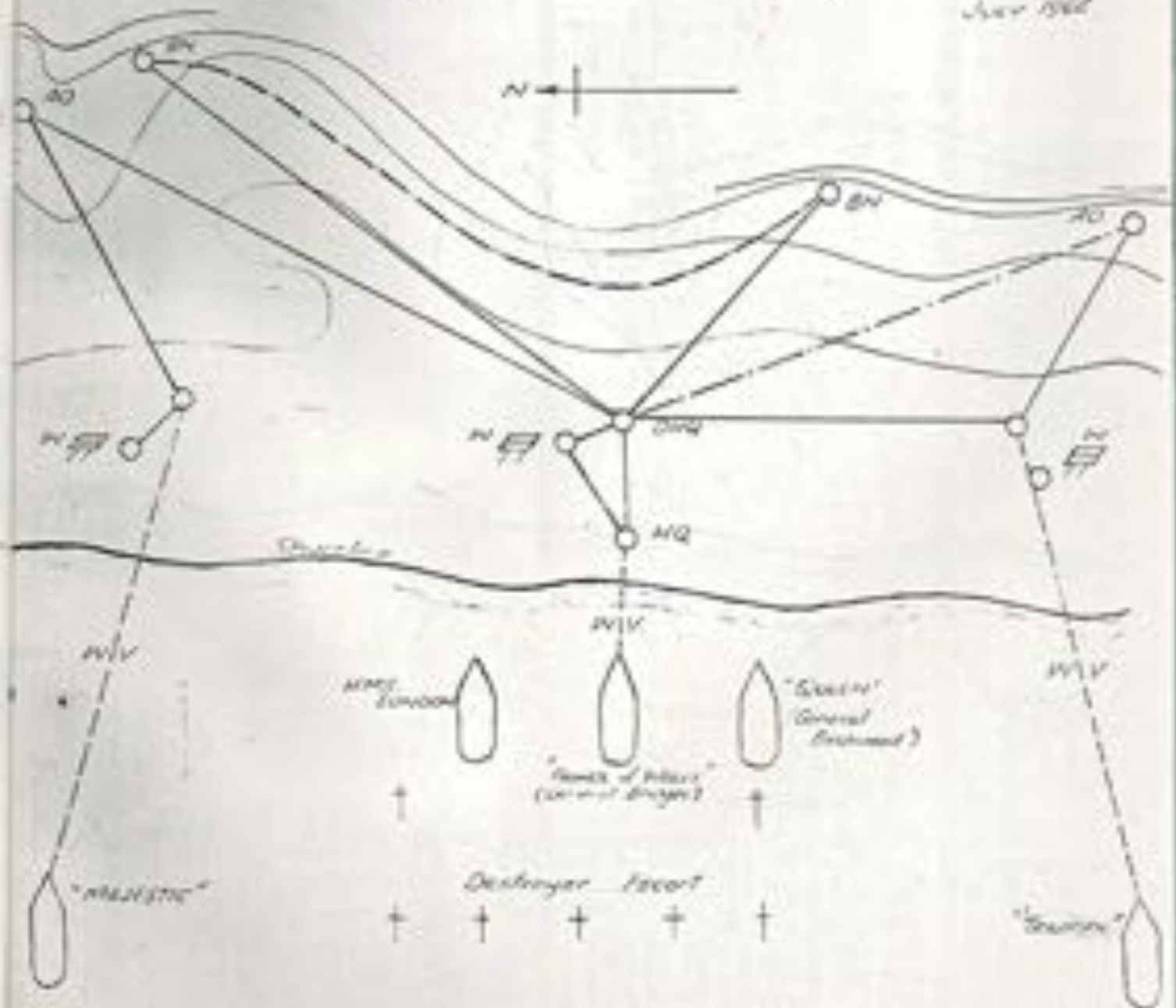
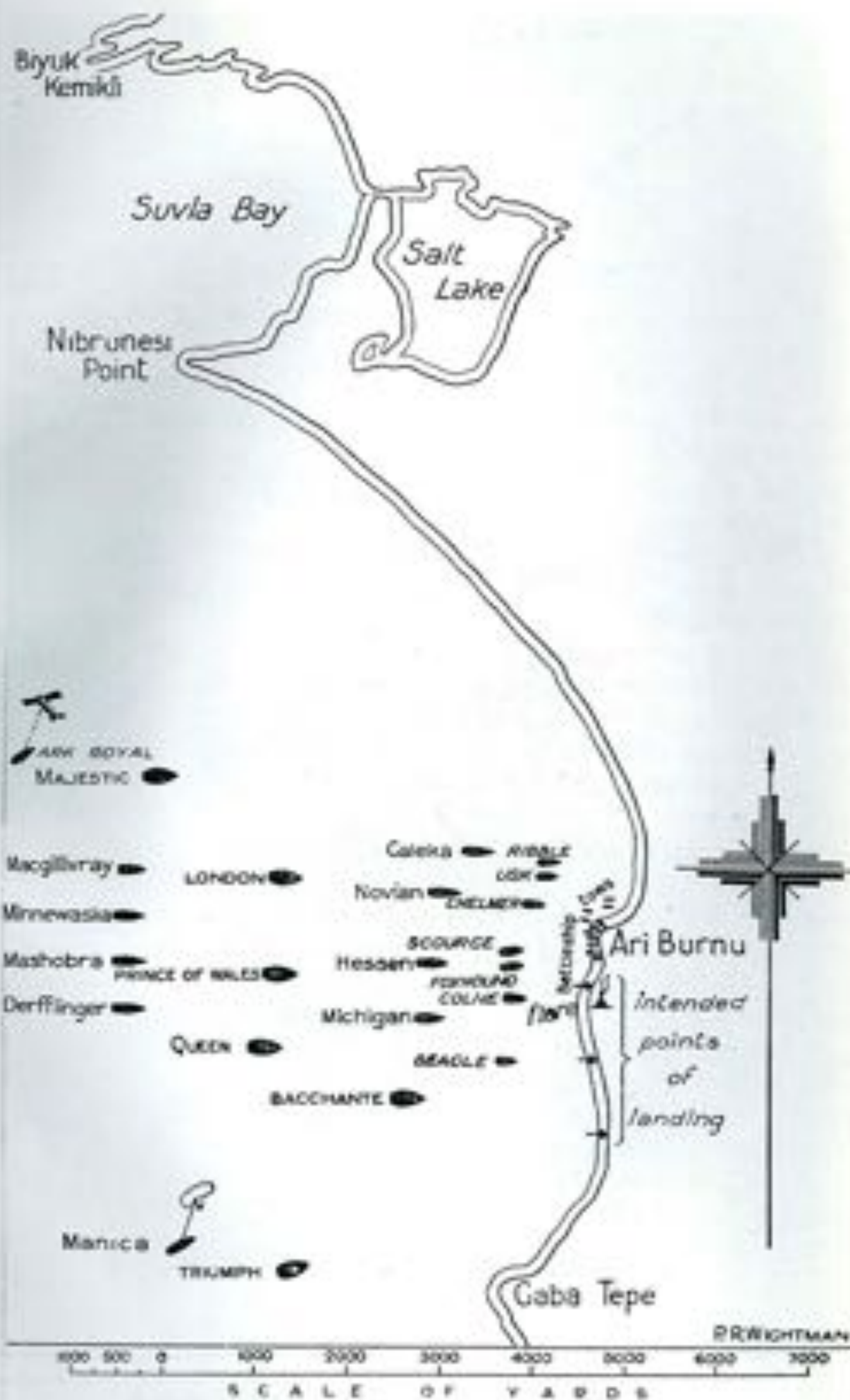


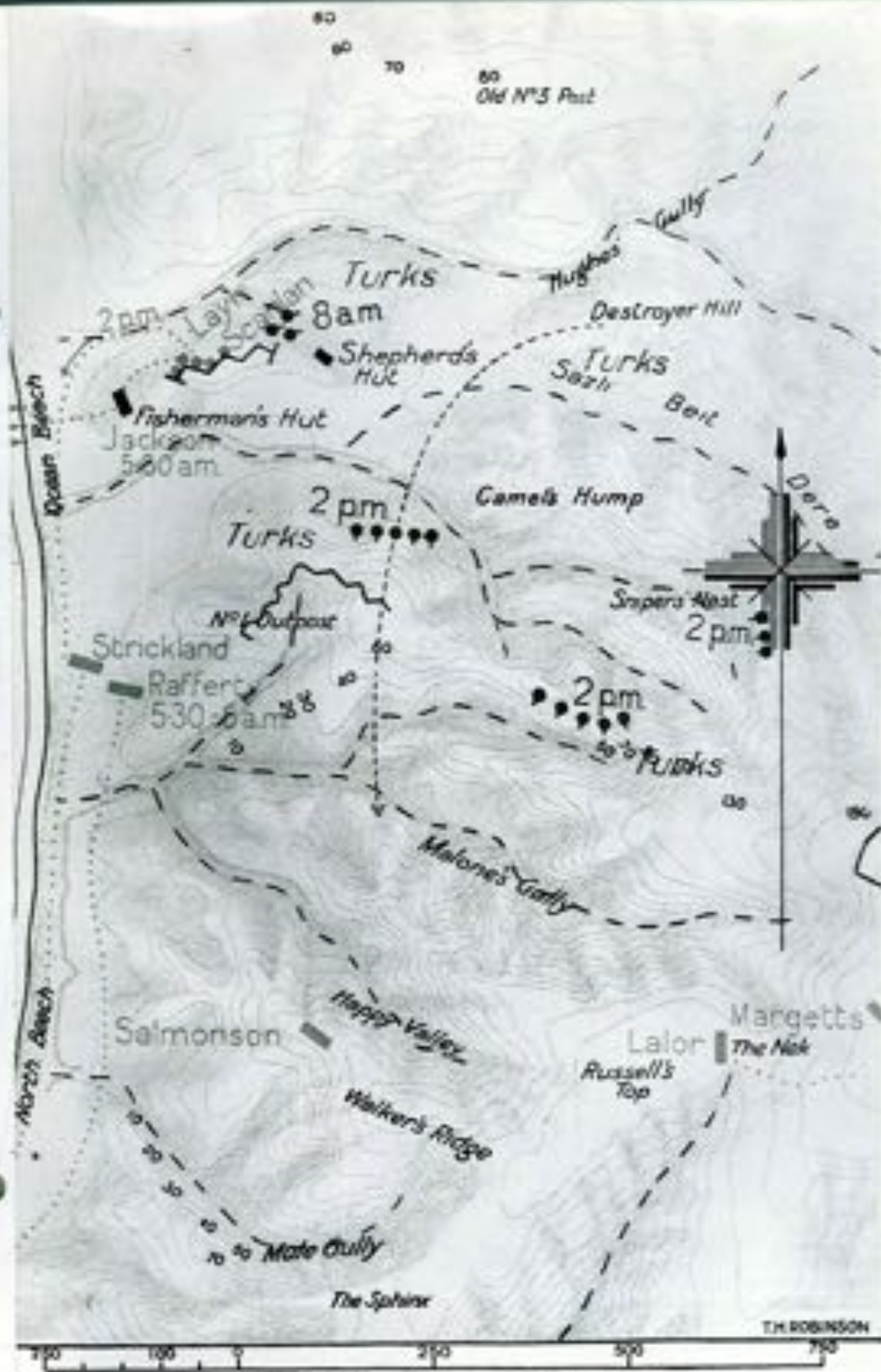




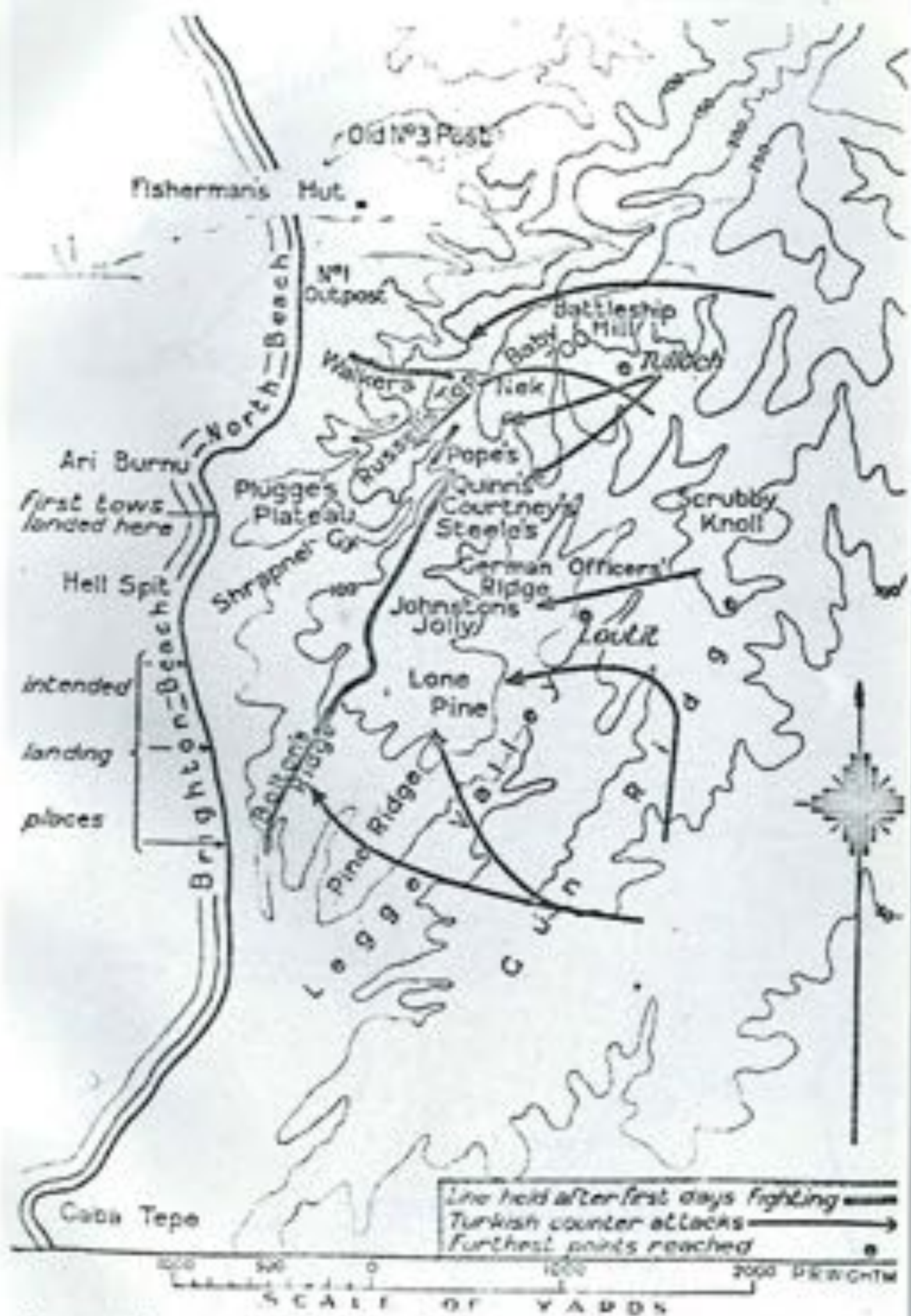
DIAGRAM SHOWING THE INTENDED DISPOSITION OF THE WARSHIPS AND TRANSPORTS OF THE 1st AUSTRALIAN DIVISION APPROACHING GABA TEPE



SHIPS OFF ARI BURNU AT THE TIME OF LANDING OF THE 1ST AUSTRALIA DIVISION, 4.30 A.M., 25TH APRIL, 1915



THE FIGHTING AT FISHERMAN'S HUT, 25TH APRIL, 1915  
 British works and troops, red; Turkish, blue. Height contours, 10 metres.



Map of Anzac, showing the positions occupied from April 25 to August 6, 1915, and the line eventually held after the landing and Turkish counter-attacks on April 25.





Shaded portion represents terrain. The indicated dotted line the ground dotted in the August operations.

Nihunesi Point.

Seyla Bay.

Salt Lake.



1: Fisherman's Hut.

2: No. 2 Post.

1: No. 1 Post.

NIHUNESI POINT FROM WALKER'S RIDGE, SHOWING NO. 1 OUTPOST AND THE FISHERMAN'S HUT

The story of Anzac has been told and retold, it is a familiar story to Australians and should be for their future generations. It is doubtful if in the past long story of British Military History, Campaign had been more brilliantly conceived, but less adequately planned by those entrusted with that great responsibility. This inadequacy of top planning combined with the inexcusable blunder of Navy in landing the expedition on the wrong strip of coastline fore doomed the campaign to failure. The initial failure in top planning arrangements would probably have been overcome by Staff planning at Corps and Division level. The failure of Navy to adequately plan and arrange their part of the operation and put the troops ashore at the location selected, was the primary cause of the failure of the campaign.

The mistake of "Navy" in landing the force on a narrow beach backed by cliffs with a hinterland of ravines, gullies and precipices, made the operation planned by "Army" impracticable.

The preliminary training and practices of the troops for the type of enterprise to be undertaken could not have been improved upon. The Corps and Divisional Staff planning as well as that at all lower levels of command, was as near perfect as constant repetition in training could make it.

Troops were never more fit or eager for battle, the burning thought in each mind was that Australia must not be let down and each man must endeavour to equal in his task, that of his comrades of the 29th British Regular Division with whom they were to be associated. The 29th Regulars were one of England's crack Divisions. Regiments of English, Irish and Scotch composition and of great tradition.

The planning and training of the Aust. Exped. Force and New Zealanders for a landing on the Gallipoli Coast had been based on the plot that they be put ashore at a certain locality, one where the inland was a somewhat flat but slightly rising plain; Country which permitted some degree of manoeuvre, and deployment, both for infantry and their own supporting artillery. The planning and the training was totally unsuited to that required for a landing on a narrow beach backed by cliffs with a rugged interior.

No maps of the country were available, and while this was not a material matter for the proposed scope of the operation, it was a most serious matter in the difficult country where the troops found themselves. It was impossible for Officers and N.C.Os of our attacking groups to tell where gullies led, and where ridges ran out and became abrupt slopes, or precipices, so causing our troops to lose formation and contact, and rendering communication almost impossible.

Each group became an exploring, scouting, fighting party without cohesion, and with rapidly lessening supplies of ammunition.

Just north of Gaba Tepe was to be the place of landing. Behind it the land lay low and gave an apparently easy passage across the Peninsular. On the return of the flagship to Lemnos Island the staffs of Admiral Threlley and General Birdwood and General Bridges and Godley worked out the plans for the landing and subsequent operation. Long conferences were held and diagrams of the operation were made. White discs representing the four berths at which ships would anchor were hung on four pegs, these representing the four berths at which ships would anchor opposite the beach. As each fresh batch of four ships was planned to come up their discs took the place of the four previous ones, the toes of them being hung on pegs nine deep. Positions of ships carrying guns, horses, horse boats and piers were arranged. The exact toes of small steamboats with strings of rowing boats behind them were worked out as were the arrangements between the Ships guns and the Officer who was to observe for them ashore.

Major Mackworth DSO, MC with the Headquarters of the 1st Div. Sig. Coy. went ashore in ships boats from the Transport Minnievaska, in the second wave or echelon; just as the sun put his rim of light above the hills of "Ari Burne"

The promise of a beautiful day. A sheltered spot in the lee and shoreward side of a steep slope was selected for Div. Headquarters and the Signal Office Centre. The position was reasonably free of rifle and shell fire, and only a few yards from the shore line. Headquarters Officer Lt. S.H. Watson supervised the establishment of the communication centre and Lt. G. Gordon, second in command proceeded immediately laying cable telephone wires to the Infantry Brigade Headquarters also other essential points. Casualties were heavy.

All the plans which had been prepared, and the training for the operations by the troops was now of little or no value. Corps Plans Divisional Plans, and plans of all levels were useless, it was up to "Guts" the infantry, the digger to see it through.

Casualties became frightening, the Top Brass had failed, so from this morass of calamity the Corps and Div. Staff of Anzac attempted to extricate the operation.

Immediately the ANZAC Corps Staff assessed the situation now facing them as one of stalemate, a situation so totally different than that for which planning had been made, they were aware of an ocean of problems and difficulties, almost insurmountable. Each of their later attempts to resolve the situation and its failure was through no fault of theirs or the troops under their command, but was due to the well known story of too little and too late.



MYSTICAL CAMP SITE FOR SPECIAL FORCE - 1942.



Left to Right: Mr. Jackson, T. J., Mr. S. S. Jackson, Mr. Jackson, Sgt. Jackson

It was not until the evacuation of the Peninsula eight months later that the ANZAC Corps Staff had an opportunity of planning a major operation (to very little extent dependent on Top Brass planning,) which operation was so brilliantly planned and executed that it established a feat without parallel in Military history. A Major of Royal Marines, one who had been with some of his marines involved in a hazardous enterprise ashore on Anzac, in an expletive remark at a time of excusable irritation, epitomised the Gallipoli operation in the following words :-

" It could have been a great Campaign. It was conceived by a genius, but was left to bloody fools to carry out. "

The Prime Minister of Australia, the Hon. William Morris Hughes, one of the greatest, if not the greatest of Australia's few Statesmen, and Australia's representative at the Peace Conference, said these words. "The 25th of April 1915, will be for Australia, her Greatest Day for all time, for on that day the Australian Nation was born."

The Headquarters of the First Aust. Div. Sig. Coy. under Major H.L. Mackworth RE, DCO embarked from Alexandria on the transport Minnewaska. This vessel also accommodated the Corps Commander General Birdwood, and his staff. The First Aust. Div. Commander General Bridges and staff embarked on the Prince of Wales.

The honour of being the first troops to land, and so provide cover for the assault, was given to Col. MacLagan, commanding the Third Aust. Inf. Bde. The infantry of the Brigade comprised the 9th, 10th, 11th, and 12th Battalions. Lieut. John Grant the Third Brigade Signals Officer of the First Signal Company, went ashore with his Signal Section in the boats of the first wave or echelon accompanying the Brigade Staff.

(An incident in battle)

The South Australian 10th Battalion was selected as the first element of the covering force commanded by Lt. Col. Price Wier. They were towed ashore in ships boats between 4 and 4.30 a.m. on April the 25th 1915. As the covering force approached the beach in the palest light of dawn, Lieut. Talbot Smith of the Battalion Scouts jumped from the leading boat and waded ashore followed by his Scouts, who in turn were followed by Lieut. Sid Hall and his Battalion Sigs. The men from this boat were the first to place their feet on Gallipoli soil. The party raced across the narrow strip of beach, bullets sending sparks from the shingle. Racing up the slope Talbot Smith called "Come on boys, they can't hurt you; Scouts are you ready?" He led them straight up the heights to a small plateau followed by both Scouts and Sigs. (The plateau subsequently became known as Plugge.)

Many of the Officers and men at this early stage of the fighting were wounded, and many were killed; included in the latter were Talbot Smith and Sidney Hall, both killed by shell bursts; Lieut Hall with a large morse flag in his hands signalling back to the troop ship "Ionia". So died the first Australian Signal Officer of the 1914-18 War, many more were to follow, but none more gallantly.

Hall was loved by his men, highly regarded by his brother Officers for his high standards of discipline and efficiency. The morse flag was brought back to Australia by one of Hall's Battalion Signallers, Private Searle Carter, and now lies in the Canberra War Museum. Hall with many comrades, rests at ANZAC till the last day, when the Angel Gabriel sounds the last rally.

Our Field Artillery support, so essential for the operation, was lacking. Such conditions gave the Turk all the fighting advantage, and our men all its disadvantages. These were such that the supplies of water, ammunition and food became one of immediate necessity, and such supplies were a long way short of what was required, particularly water and ammunition. Men were of necessity, taken from the firing line to carry ammunition and water up the heights to sustain their fighting comrades.

When darkness fell on the evening of the 25th April, 1915, it appeared that Churchhill's original conception of the enterprise had bogged down badly through grave fault in execution, and that the situation was so critical that the Corps Staff considered the only reasonable course was to withdraw from the whole operation. Obviously, such action would result in a tremendous effort having to be made by Navy, both as regards planning and action, for which there was insufficient time, and which would unavoidably result in very heavy loss of life. The loss of prestige would in turn affect the whole course of the war. Withdrawal by Navy was considered impossible. Support from our own guns, 18 pounder artillery was, during the first day, non-existent, and it was not possible to land guns and horses from the transports.

Similarly, supply columns, horses and men and wagons, and ambulances could not be put ashore; and had to be returned to Egypt with the exception of a few ambulance organisations hurriedly established on Lemno Island, and some 18 pounder guns landed days later and man-handled into position.

The Top Brass planning for hospitalisation, as well as the arrangements for the evacuation of the wounded was totally inadequate and the congestion of the wounded and dying men on the narrow beach, and on the transports made the task of discharging stores and supplies one of difficulty, confusion and delay.

The lack of 18 pounder artillery, made necessary the use of naval guns from battle ships, cruisers and destroyers, the total effectiveness of which was negligible, due to a naval gun's low trajectory and the rugged country, also to the inability to train such guns sufficiently quickly on changing and suddenly appearing targets.

In those early hours and first days, some most useful artillery support but far from sufficient, was from two very dedicated Indian Mountain Batteries.

As the days wore by, some of our 18 pounders were put ashore and man-handled up the steep slopes and gullies into position, but too late, the moment of opportunity had passed, the gun's support had been necessary from almost the earliest hours. So the whole operation bogged down, short of men, short of food, short of water, short of ammunition, but not short of courage and the will to fight, and to fight on.



quoted from the diary of Major E.F. Deavor 10th Battalion.  
April 24/25 1915.

\* "Foxhound" at the time appointed with other destroyers, set course for Gallipoli. I was up on the bridge with the Commander as we approached the coast; when the yeoman of Signals came up at the double with a message, which had just been received from the Flagship, to alter course to N.E. Course was altered but all destroyers did not change course simultaneously and the line became irregular. Shortly another signal came to alter course to S.E. Again the destroyers did not change course together so that while all were heading in the same direction they were in no particular order, or the same order as at first before the first change of course. The landing place for the covering force 10th Bn. 3rd Bde and the whole force was to be on the open beach immediately North of Gaba Tepe but as approach to the shore was made the high ground Ari Burnu appeared in the faint dawn light. The navy evidently mistook Ari Burnu for Gaba Tepe and as the latter should have been on our right when approaching the shore, course was altered to bring Ari Burnu on our right. As the shore was neared, this error was discovered and course was altered to S.E. to rectify the error. It was soon discovered that the shore had been so closely approached that the alteration of course would not bring the force to the right beach so course was changed once again.

The Commander of "Foxhound" was very much concerned by the change and after studying the shore through his night glasses handed them to me saying in a most disturbed voice "Major, we are going to land you at the wrong place" I said "Yes, I see you are" The idea was that as the shore was approached the men would slip over side into the ships boats which were being towed and at which we had had plenty of practice in Mudros Harbour Lemnos Island. As the speed was reduced some of my men under orders had accordingly commenced to load into the boats. The destroyer then received orders to increase speed, with the result that the deep loaded boats that had men in them were towed under and swamped, and the men flung into the sea. When the situation was reported to the Commander, he said "Major, it is hateful but I cannot stop to pick them up" I replied "You are in command of the ship, and must do what you think right."

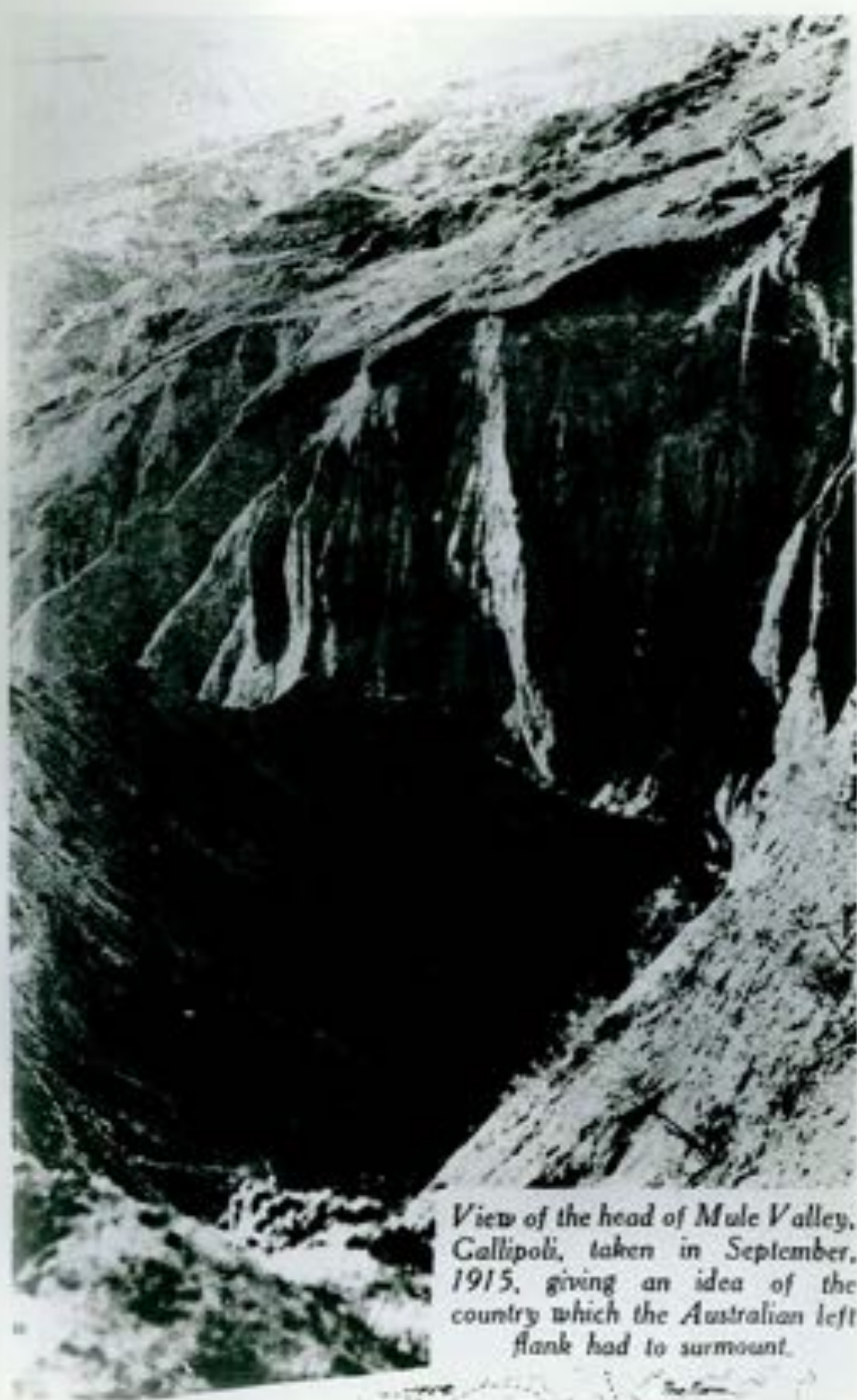
The following destroyer observed the predicament and cast loose one of its towing boats and some sailors who picked up every man. As Foxhound slowed to stop the Commander offered me the use of his dinghy and a sailor to row me ashore and as it would be an advantage to land quickly ahead of the boats if possible, I gladly availed myself of his offer. As we neared the beach bullets were spluttering around in plenty.

I hopped over the stern and found strands of barbed wire planted under the water. I found that both my watches had stopped at twenty-two minutes past four when I submerged from the dinghy. I was the first ashore from "Foxhound" on this particular patch of beach. When we were well ashore, I tried to see what I could make of things, and shortly observed figures in the dawn light making their way along the beach from the south. When they were within a few yards I saw to my surprise that they were Col. MacLagan, Major Brand and Capt. Ross The Bde Commander and his staff.

The orders of the Brigade had been very carefully prepared to give last detail for each Battalion Company and Platoon and even Sections in many cases, and in accordance with our training practice. Landing on a very different type of terrain made these orders useless.

The Brigadier, when he found how things were, was very disturbed at the situation and that all the staff planning was now useless. He grabbed me by the arm and said "Beavor, they have landed us at the wrong place" I said I know that Sir, I saw it from the ship, will you tell me what you want us to do"

He instructed me to "extend my Company and move straight up the heights in front clearing the turks as we went, and when we reached the top to swing the left flank round and move to some defensive position facing inland and dig in."



*View of the head of Mule Valley,  
Gallipoli, taken in September,  
1915, giving an idea of the  
country which the Australian left  
flank had to surmount.*



NATHAN'S FIFTY-FOUR OBSTRUCTION MAY 30/1915.

There is a very extensive history of the Corps of Royal Engineers covering the history of the Corps from its inception until 1939 and in seven volumes.

The first two volumes were written by Major General W. Porter and covered the story from early times until 1886. Colonel Sir Charles Watson then continued the story of the Corps until 1912. Brigadier General W. Baker Brown wrote Vol. 4 which took the story up to the eve of the 1st World War.

In January 1937 Institute of Royal Engineers appointed an editor to arrange for the continuation of the history of the Corps of Royal Engineers from the outbreak of the first war in August, 1914 to the end of 1936 when the preparations for the 2nd World War were beginning. Many Officers of the Corps assisted the editor in the production of these volumes - (V, VI, and VII). In September, 1939 due to the breaking out of the 2nd World War the editing of the History was discontinued until 1943, when it was again recommended.

Volume VI of the Corps History of the Royal Engineers devotes the first twelve chapters to the Gallipoli Campaign, and the exploits of the Engineers at Anzac, Suvla and Helles. Chapter 2 refers to the pier construction at Anzac. It states eight piers were constructed on the beaches of the Anzac area, (see sketch map.) North Beach was not included in the Anzac area until after the August offensive. The Australian Engineers began to build piers immediately they landed. The first of more serviceable capacity was 210 feet long, and named after the Australian Signals Officer, Lieut. S.H. Watson. It comprised 19 bays on piles with a depth of water 12 to 13 feet. It was under enemy artillery observations from Cape Tege and its neighbours were the most heavily shelled piers in the history of the war. Except for Quinn's Post, there was no more dangerous spot in the Anzac area.

The men working on them, whether for loading or repair could, after the first shell burst, take cover under high traverses of biscuit boxes erected along the centre of the pier.

From the pile driving an 8" unexploded Turkish shell was captured and used as a drop hammer. Work proceeded continuously until all the five piers shown on the map had been completed and by the end of July great use was being made of them for disembarking the strong reinforcements the Anzac Corps received during late July and August. Watson's pier was provided with an L end 54 feet long.

Dr. C.E.W. Bean, in his history of Anzac comments that the Chief facility at the base of Anzac was a pier constructed by a party of the 2 Field Company under Lieut. S.H. Watson



An evening "View" - Many buildings on the beach, but no illumination during shooting. Looking down on the Warren's pier (R. - V. by Capt. Warren, Headmaster, Signalers, Small Landing at Army Camp) (Headmaster, right over Terminal, Redwood's depot, and the pumping station. - Cable, 7. - Landing station on the left.)

of the First Divisional Signal Company, and that on June the 19th when the pier was completed, the first vessel to come alongside was a destroyer, but that whilst she was tying up a salvo of shells forced her hastily to withdraw. From a War Diary of the time it has been observed, that it was, or had become the custom daily for a number of what is now termed the "Brass" to have "elevenses" or "coffee house" in General Foott's dug-out. On June 18th, 1915, Major Macworth DSO, RM. Div. Sig. Commander, intimated to the gathering that the pier had been completed that day. General Foott called attention to it being the anniversary of Waterloo and suggested that a Waterloo dinner be held in his dug-out that evening to celebrate both events. This was done and a Menu to suit the occasion was drawn up and designated by Sapper Beach of the Signal Coy. with the aid of General Foott. Copies of the menu were passed around in the usual way, and each was signed by the other as a souvenir of a memorable event. At the celebration in the evening, Major Macworth proposed that the pier be named Watson Pier after the builder and produced a small board notice painted to that effect.

The suggestion was supported by General Foott and agreed to by all present. This group of Anzac on 18th June, 1915 celebrated two events, primarily the 100th Anniversary of the Battle of Waterloo which turned the tide of English history and saved Britain and her Colonies from a European dictatorship, and secondly the completion of the first pier of serviceable capacity at Anzac. The completion of the construction of this pier was followed by the construction of others.







**Menu**

Vino list to elaborate

Hors d'oeuvre  
 Cassoulet d'Autriche 00  
 Saumon Merveilleux (a)

Huitres au Naturel (b)  
 ("the sea holds its pearls")

Poisson

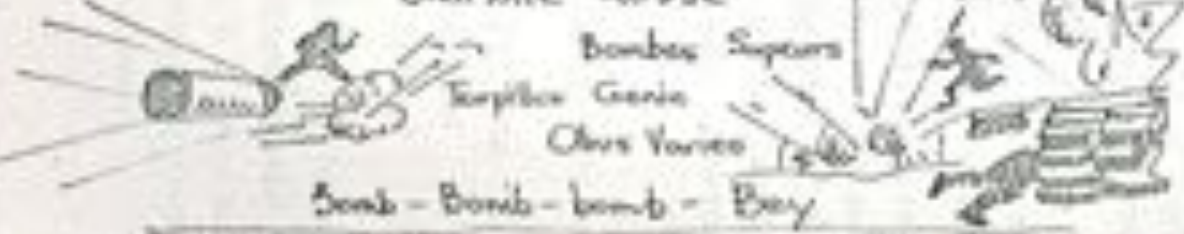


Salmon en far Blanc  
 Merveilles d'Amal (25)  
 ("He ate one" soup the Supper")

Pièce de Resistance Fort  
 Dinde (tres Rotti)  
 Beef Gêlé d'Autriche (c)

Porch Rowaine  
 à la Souverain  
 ("All the excitement of war and only 15 percent  
 of its danger")

**Charlotte Russe**



Bombes Supers  
 Explosifs Genie  
 Obscuros

Bomb - Bomb - bomb - Boy

- (a) More in it than ever  
 (b) Very much on the shell  
 (c) Demain, demain toujours demain



**Wine List**

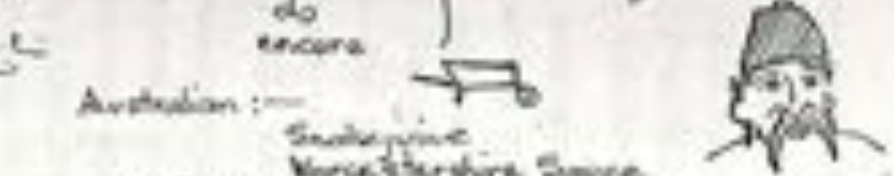


Ungareash - In well Kerd  
 Tocky (Clute Vineyards)  
 Hordand Tocky (Not ribbed in' could)  
 ("We're no fail")

Irlandaise - The Cruter (not wine)  
 ("We cut it lenovate in Ballyhooley")

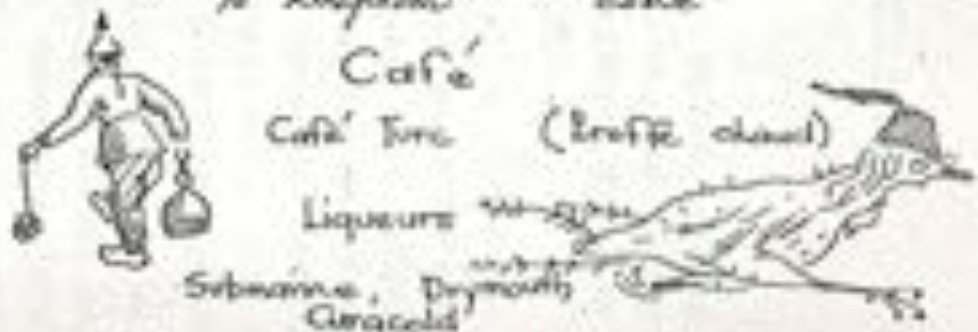
Anglais -  
 Boss' Beer  
 Beer  
 Beer  
 do  
 encore

"Don't be afraid of a  
 drink if you're made of it  
 Cheers glorious"



Australian:  
 Sandalwood  
 Worcestershire Sauce  
 by the (Law des Rites Goldsmen  
 sequence) Rinkiller  
 "Also the boys beat the drums  
 Appared, and out the cow  
 To Kingdom come"

**Cafe**

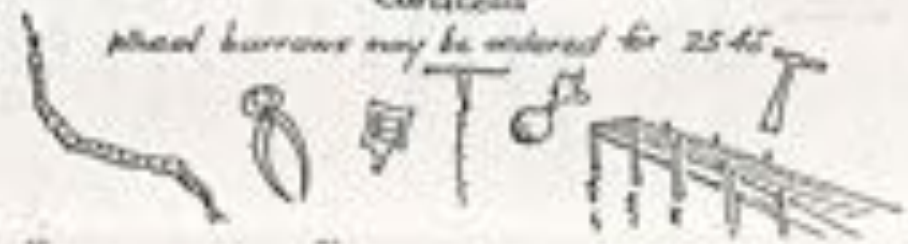


Cafe' Eric (Lette claud)

Liqueurs

Schmanna, Drymouth  
 Clerical

Meal burrows may be ordered for 25.45



2ND AUSTR. DIVL. SIGNAL COMPANY A.I.F.

\*\*\*\*\*

Three months almost to the day subsequent to the landing at ANZAC; that is, on the 28th July, 1915, a nucleus of the 2nd Aust. Divisional Signal Company was transferred from the 1st Company A.I.F. and left Gallipoli for Egypt.

It had been decided to complete the formation of the 2nd Company from reinforcements arriving in Egypt from Australia and also to select specialists, such as telegraphists from Infantrymen of the 5th, 6th and 7th Brigades, and equip the Signal Company Headquarters; give them and the Brigade Signal Sections some hard training; and be back at Anzac by Sept. 28th, just two months since departure, this called for intensive training.

Enlistments for reinforcement in Australia on receipt of the news of the heavy casualties at the landing at Anzac, had been so considerable, that before July, 1915, three more Infantry Brigades had arrived in Egypt with all Brigade and ancillary troops, but no Divisional Units. General Hamilton and General Birdwood decided that Divl. Troops, such as Signallers, Engineers Artillery etc., should be formed by taking a nucleus of Officers, R.C.Os and a few men from the 1st Division; sending them to Egypt, equipping and training them with the freshly arrived reinforcements and returning them to Anzac.

The new Infantry Brigades with the 2nd Division were the 5th, 6th and 7th and each had complete Signal Brigade Sections.

The Officers transferred from the 1st Signal Coy., were Major M. Gould, C.O.; Capt. S.H. Watson, second in command and O.C. Cable Section; Lieut G. Lush, Headquarters Section of the Company. In addition, three No. 1 Sergeants from the Cable Section of No. 1 Company to No. 1 Section of the No. 2 Company. These were Sgt. Both, Sgt. J. Don and Sgt. J. Martin.

The Brigade Signal Officers were fresh from Australia -

5th Brigade	.....	Lieut. Josephs
6th Brigade	.....	Lieut. Arvans
7th Brigade	.....	Lieut. Dodson

The newly formed 2nd Coy. arrived back at Anzac on the night of Sept. 29th, just two months since the departure of the nucleus of the Coy. Landing was made at night with a 1/2 moon at Watson's Pier from lighters which the troops transferred to from the Transport about a mile and a half from the shore.

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An enemy night plane was flying over and dropped three or four bombs in an attempt to hit the lighters, but all were misses.

The 2nd Div. and Signal Coy. was allotted the sector of the front immediately embracing Anzac Cove, and the hinterland, to Russell's Top on the left flank, and Courtenays Post in the right.

The 2nd Company was most fortunate in its N.C.O.s of No. 1 Sections, the three Cable detachments; who were responsible for laying and maintenance of lines. The three Sergeants were Howard Both, James Don and James Martin; no more capable and gallant NCOs could be found in the Corps of Signals. During the time of the 2nd Signals Company on Anzac, these Non Com Officers never failed in their duty; on numberless occasions they were responsible that communications remained "through" and never lost touch.

On Dec 11th 1915, Col. B. White, Chief of Staff to General Birdwood intimated at a "secret" conference that the Peninsula was to be evacuated, and that the Sigs of the 2nd Company would be responsible for the communications of a gradually contracting zone.

Col. Newcombe, DCO, SE., afterwards with Col. F.K. Lawrence in Arabia, was to select the "posts" and "strongpoints" to be held temporarily during the withdrawal on the ever contracting perimeter. The 2nd Coy Sigs. throughout the period of the evacuation to be responsible for laying the new lines, and their maintenance. Col. White stressed that on no account must the communications fail and that at "all times" the rearguard Commander must be able to get "through".

The final stages of the evacuation were to be spread over the 18th and 19th December and the early morning of the 20th. All embarking to take place at night. The work of running these lines of communications, was allotted to and became the responsibility of Sigs. Both and Don. The work was so well done by laddering, duplication and triplication, and by close attention to maintenance, that communication by the rearguard Commander, General Paton and Major Widdow, his Sigs Major was never lost; They were at all times able to speak to each post and strongpoint throughout the withdrawal, and so give the essential progressive withdrawal orders to each post commander.

The story is well told by quoting from Sergeant Both's diary which he maintained throughout the operations; each evening, recording the events and action of the day as opportunity offered.

Sergeant Howard Both of the 2nd Div. Sig. Coy. was a

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quietly spoken, tenacious and scrupulous regarding his duties, Sgt. Both inspired those under his immediate control, to go just that one better than was expected of him. He never sent a man where he would not go himself, and often delegated his helpers to a safer spot whilst "looking after" a piece of terrain receiving particular attention from the enemy.

There were other Sergeants who received their instructions for the pre-evacuation move, but their stories unfortunately are not available.

Sgt. Both's notes have been taken from his diary, entered after each day's work in the field; all being simple factual record and straightforward thoughts. Sgt. Both was commissioned in France.

THE EVACUATION OF GALLIPOLI

by

Light. Howard Both

SUNDAY 12th Dec., 1915. Usual Sunday Holiday - had a big washing day; Nothing unusual; Abdul quiet with a few 9.2's on Russell Top. 7.30 P.M. Finished tea and Capt. Watson gave us exactly what was going. (Refer Sheet "A"). Received instructions for laying line so as to make absolutely sure of communications at the critical time, which was to be about Saturday.

MONDAY, 13th Dec., 1915. Started work 0830 with drums; ran 3 three; very stiff work. Heavy steep climbs, but managed majority of way by dismounting. The first party with Lieut. Lash went last night; destination unknown. 2.00 P.M. Out to work again; managed to get three lines through to S.E. in Shrapnel Gully, near Plugge's Plateau. Machine Gun Officer (Capt. Sabliffe) out getting positions for last lines. Capt. says that I am to join his lines also. Burning ten candles, for tea tonight; had an enormous tea. Capt. Watson up explaining scheme of evacuation etc. So much will depend upon communications. Handed to Capt. Watson my day's report. It reads :-

For Capt. WATSON, HQ, 2nd Div, Signals

* DAILY REPORT	....	LINE WORK
Gallipoli	....	13th Dec., 1915
L/Cpl/ McGregor & self	...	Morning work.

Straightening up after yesterday's bombardment.

All wires up Gully from L.E. badly chopped and cut from Gully entrance to Broadway. Also at McMaster's Corner.

All cross arms, pegs, etc., riddled and cut with shrapnel and shell fragments. Cut out slack in wires, taped up joints etc. Repaired several artillery wires, but could not raise offices in most cases, (to test). 1130 hours

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Went, with Sgts. Don and Kelymack to Russell's Top, near McMaster's Corner. Found pole broken by large shell. All wires down for 30 yards back, side and down esp; one broken, repaired. 75 shells had all afternoon. Big shells close and clearing over into reserve and main gullies.

1700 hours

Sent runner out of S.E. Badly out with shell near McMaster's Corner. Repaired and reported O.K.

1720 hours

(Signed) H. Both, Sgt.  
No. 3 Detach.

H.B. This report was made after the first day's work upon commencement of the evacuation line work ordered

H.B. July, 1964

Bed 9 p.m. Dead tired after a heavy days work.

(Note by chronicler --- Could this somnolence not have been brought on by the heavy meal?)

WEDNESDAY, 14th Dec., 1915. (Refer Sheet "B") Ran three duplicate lines over Straguel Gully and Plugge's Plateau to E.K. by dinner-time; S.2's playing hell with Russell's Top this morning - our lines have been out to blast them last two or three weeks, and have had some hot work repairing them. (Refer Sheet "B") Afternoon: Ran three ladders (two sets) connecting my duplicates, thus making a big certainty of communications. Will have to get M.O. lines run tomorrow. Heavy sleep; hard work; lads working well.

THURSDAY, 15th Dec., 1915. Went with Capt. Redcliff to M.G. Posts. There are 8 guns in wonderful positions commanding everywhere, around Plateau. "Jacky" pretty quiet all day, except for "Beachy"; (This refers to a Turk's gun trained on Anzac Cove and Watson's Pier, which caused many casualties) and nearly 'got us' several times. By dinner time had two lines run. (Refer sheet "C") 2 p.m. Went out and got another line run. Am connecting two guns to one line to new Y Battery, Anzac. Went out to make certain of two positions with Capt. Redcliff, and had several narrow escapes from Beachy Bill. Decided Linsman Thomson and Petty to go, and "Robbie" remain with us to the last. He is a good lad - also Opl. McGregor of course.

FRIDAY, 16th Dec., 1915. Ran more M.O. lines. Have only Linsman Robbie left now, and will have to work some. He got line Y B A, Y A - Y B run this morning while I was with Capt. Watson. Beachy gave us blast. Goodness knows how we weren't hit - Capt. Watson very cool. Traced out Y B A and Y A to make sure of T's, but found O.K. Faults traced to Y B A Office. Finished our Gun Lines and have rest tomorrow. Had our last tea in "El Bolt, K.I. Shaversham" (Dugout in Rest Gully for 3 Sergeants) also our last sleep - packed up kite etc. Bed early after usual conference with Capt. Watson. He seems to rely on us a lot.

Sgt. Jimmy Don - on our right - has a lot of work on hand, but his has neared completion. Bed 9.30; dead tired; heavy day.

FRIDAY, 17th Dec., 1915. Packed kits and went in marching order to I E. Took L/Cpl. Metcalfe and Bryant as operators and McGregor as linesman. Robbie is to be at Y B. Mac and I got a double-bunk dugout near office. Had dinner. Plenty of "Meekonohies" (tins of meat and vegetables) here. At 2 p.m. Robbie and I completed 7 and 8 Gun Lines: Installed phones - working O K. Took other phone out and finished by moonlight. L/Cpl. McGregor had a good hot tea ready - turned in early very tired. Large bodies embarking tonight - feet padded. Light mist. No noise or bustle.

SATURDAY, 18th Dec., 1915. Have had some soup I set to boil early in the evening. The lines have held and communications have been perfect up until now, for which was most thankful. Large parties have been going all night and what would be left in the morning will all have gone by tomorrow night.

SUNDAY, 19th Dec., 1915. Was busy at 7 a.m. getting everything finally squared up. All lines seem perfected and I thought it was impossible to get out of communication, until "Jacky" started with 75's on what used to be a gun pit, but the gun had been removed days ago. He succeeded however, in blowing out a machine gun line and very nearly myself and offside as well. While waiting in the head of the gully above the Signal Station Y B A, Col. Paton and his staff came walking down the Gully about 4 p.m. He said cheerfully to my party, "Having your last seal, my lads?" I said without thinking, "By Christ I hope not!" It was however, my last on the Peninsula.

The "A" Party, the first of the last, came off about 10 p.m. with padded feet. They were the most fortunate I thought. We still had to stay until the "C" Party had gone and chance what "Jacky" Turk would do when he found the trenches empty. Everybody however, seemed light hearted trying to keep the real truth of the situation away from themselves.

From midnight the trenches were almost empty, save for a few machine gunners and men in the line. "Jacky" would have had no trouble in getting through if he had only known. A message came in shortly after midnight saying in effect :-

"Forward line patrol reported to Battalion H Q Lone Pine "Turks appear putting extra barbed wire and sand bags apparently anticipating attack Repeat to YA and YB for information."

MONDAY 20th Dec., 1915 - LENOX, after disembarking. A little later the last parties were withdrawn from the trenches and there was nothing between us and the Turks except the eight machine guns and their crews under Capt. Radcliff on Plugge Plateau.

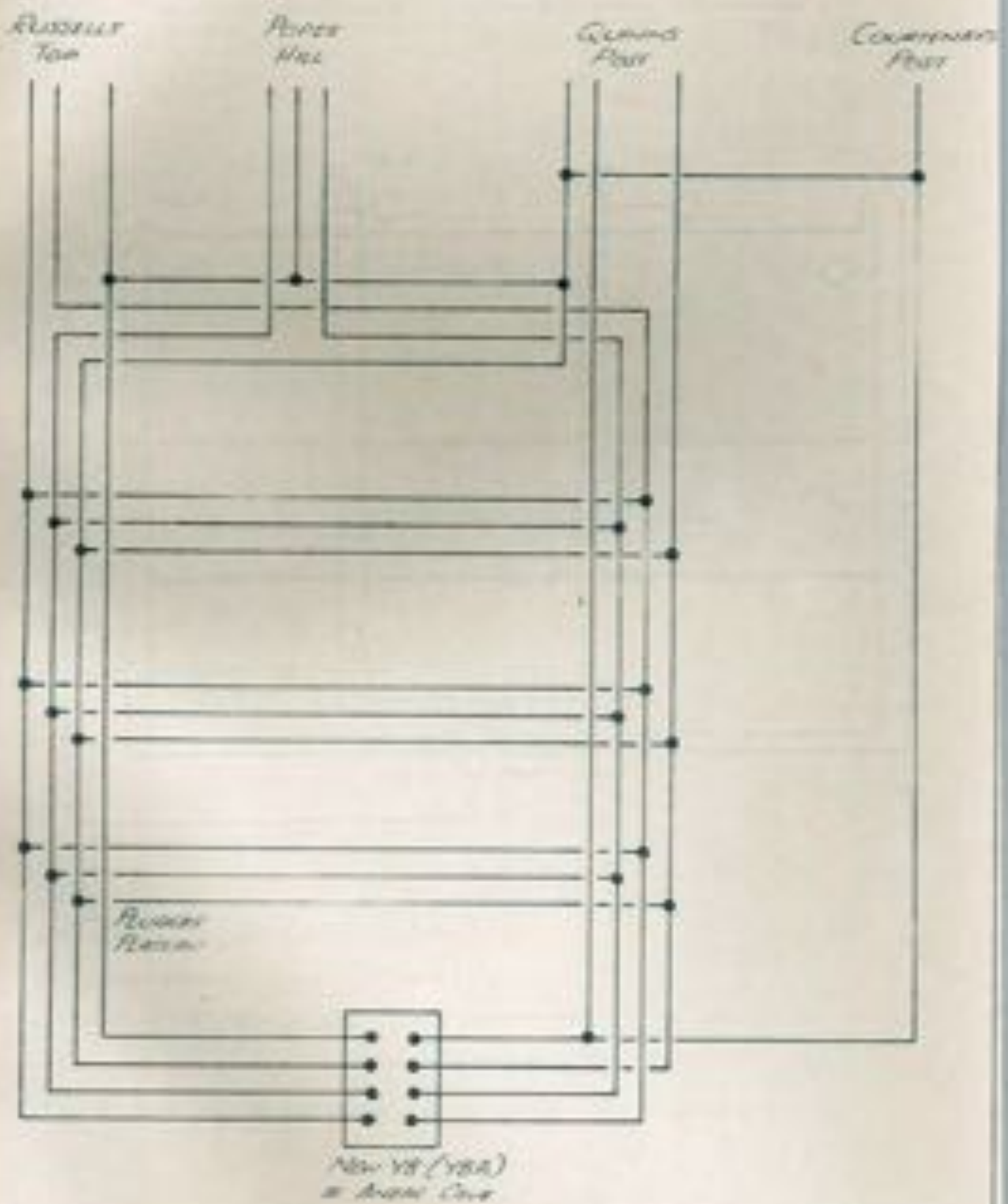
### EVACUATION OF ANOSC

Communications - diagrammatically - for left Hand of 2<sup>nd</sup> Awt

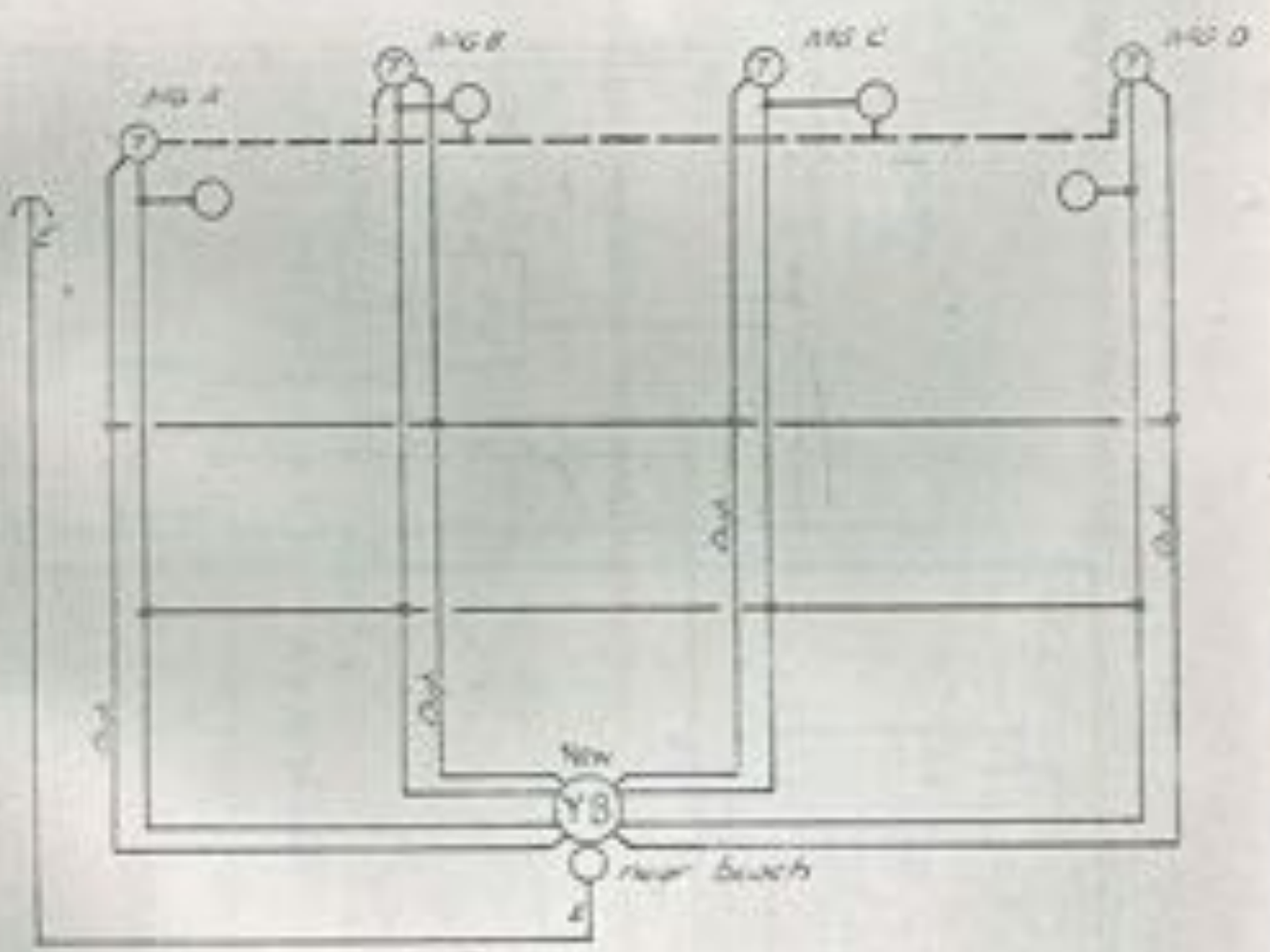
Dr for final brass (CS) on right of 19<sup>th</sup>, 20<sup>th</sup> & 21<sup>st</sup>

All lines of OS Case

Taken from original sketches in notebook of Sgt. H. BATH

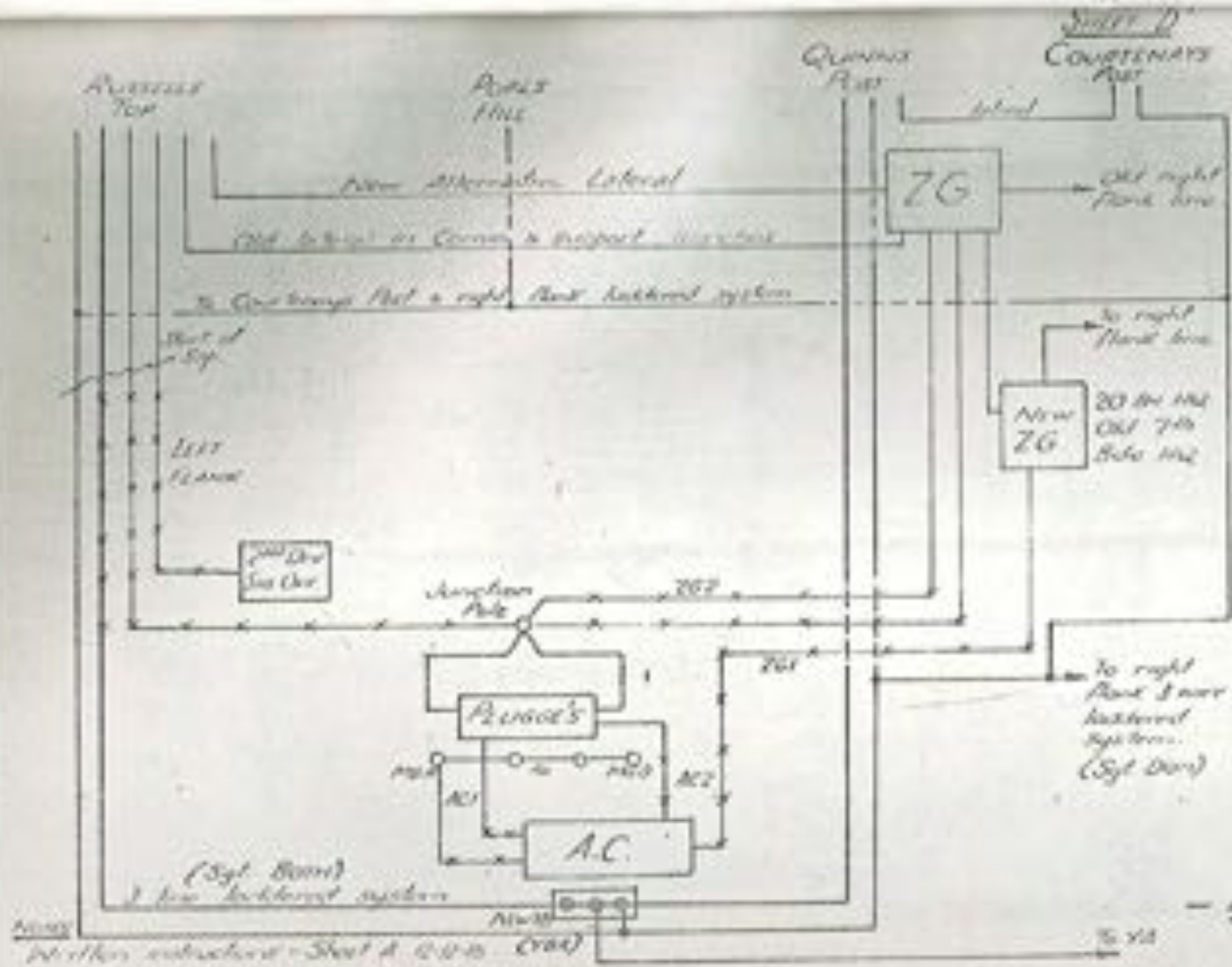


COMMUNICATIONS - DIAGRAMS - EVACUATION OF ANTRAC  
MACHINE GEAR POSITIONING - PULSING ROUTING  
Final Plans - night of Dec 12<sup>th</sup> / 13<sup>th</sup> 1915



D5 Cable Single Earth Return  
 E Emergency Line (Open)  
 Lateral Emergency D3 Lines ----- (Open)  
 Two per positions to one Telephone Post 0  
 Light MC positions involved by AG Officer 10-12-15





30 Sylek (old) with given  
 Lateral System - Sheet B  
 A.C. System to - in YB - Sheet C

1	2	3	4
5	6	7	8

- 1 - 2F - YB
- 2 1st Bly - 2F
- 3 T10
- 4 1F - 2F

Always carry from  
 YB to first Sgt. Dave (new Eng)

1	2	3	4	5	6
7	8	9			

- 1 2F - 2F
- 2 2F - YB
- 3 1st Bly - 2F
- 4 T10
- 5 1F - 2F
- 6 3rd Bly - KO
- 9 2F - 2F (Duff)

Post Sgt. Dave to  
 complete this

Diagram of Lines  
 for  
 - Evacuation of Amenities -  
 12<sup>th</sup> & 13<sup>th</sup> Dec 1915

2<sup>nd</sup> DIV SIGNAL COY.

16/12/15.

All men shown on list of Personnel ~~moving~~ will take up their positions as shown on Distribution schedule at 11 AM Friday, 17/12/15.

Signal Clerk at new YB - Sgt Kelypack  
 1/2 Operators at new YB - 2<sup>nd</sup> Cpl Lee  
 1/2 Operators & Lines at new ZE - Sgt Both  
 " " " " ZF - Sgt Day

*Distribution*

All to be in full marching order, with 2 days rations and unopened portion of days rations, and with full water bottle.

At midday, Friday, the new lines and work will come up, test & use. Linemen will continually patrol these lines and all are asked to pay every attention to their work.

The call of new 5<sup>th</sup> Bde Position will be ZEA  
 " " " " " " " " " " ZFA  
 " " " " " " " " " " YBA  
 " " " " " " " " " " 2<sup>nd</sup> Div HQ

Disposition of personnel 2<sup>nd</sup> DIV. SIG. COY

16/12/15.

Major Gould }  
 Capt. Watson } at new YB.  
 Sgt. Kelypack }

*Distribution*

Operators -

2<sup>nd</sup> Cpl Lee }  
 1<sup>st</sup> Cpl Threlby } at new YB  
 Cpl McShane }  
 " O'Brien }  
 " Westhead }  
 " Wade }

Lt Cpl Melcalfe } at new 5<sup>th</sup> Bde ZE  
 Sgt Bryant }

Lt Col Sladdy } at new 6<sup>th</sup> Bde ZF  
 Sgt Ritchie }

Linemen -

Sgt Day at new ZF Sgt Both at new ZE  
 YB-ZF } At new (at YB) YB-ZE } Robbie  
 ZF-YB } " " " " ZE-YB }

2<sup>nd</sup> Cpl Clarke } ZE-PQ } Lt Cpl M. Grogan  
 YB-Lin. P. } (at new ZE) ZE-PR }  
 Sgt Dip } at new ZE-PS }  
 ZE-PT } YB )  
 Sgt [unclear]  
 [unclear]

Then the orders to withdraw this last line, that is the Machine Guns on the Platons were sent. As the last parties got out of touch we broke up the telephones at Y B A as they had done their work. "Jacky" seemed quiet and normal as ever. We got orders to leave and proceeded to the pier and put on packs and a small party of 20 leave to join the white trail that leads to the last place we will set foot on again, the Gallipoli Peninsula. We got about a hundred yards on the trail when there was a tremendous explosion and a mine had gone up. Immediately "Jacky" started a very heavy rifle fire, the over-shoot of which scattered the beach around us. As we got near the pier we saw some stragglers going over the rough to the pier and could distinguish the blue and white arm bands of signs from another party similar to our own. The only words spoken was the "Beach Master's" "Officers this way" We went along the pier to the lighter. There was a sentry at the gangway saying "Close up lads, they all have to get on. This is the last boat" Shortly after Capt. Watson came down the gangway followed by the Beach Master (A Capt. Little) After a few minutes wait I heard "Shove clear" and we moved away. In about half an hour we boarded a small steamer, and then a destroyer came along and gave us orders to steam ahead for Lemnos. I stood on the "Boat Deck" and silently watched the big dark hills outlined against the dawn sky. Then a bright fire at Suvla and several smaller ones burning. Worn out and exhausted by the strenuous week's work, we just lay down on the deck to sleep

Dr. C.K.W. Dean, in his Official History of the Great War 1914-18 Vol. II relates, that at 3.30 a.m. General Paton (the rear guard Commander) now gave the remaining Signal Station at North Beach, the word to telephone the Naval Wireless operators, who were at South Beach, prepared to send a prepared form of message to General Godley, "Evacuation completed no casualties left ashore one sent on board. Captain Watson however, found that the telephone wire was 'dead'. He therefore ran across Ari Burnes to South Beach and ordered the Naval Wireless operators, Herbert and Jones, to send a shortened message. "Embarkation completed" and then ran back to North Beach with them arriving to find the troops all on the last lighter and Capt. Little (the beach Commander) standing by at the pier.

From Capt. S.H. Watson's Diary

Dec. 11th, 1915. "Col. White sent for me this morning. He had with him Col. Newcombe and Maj. Blamey. He informed me that the 2nd Div. Sig. Coy. would be responsible for the laying maintaining and operating the lines and communications, during the final stages of the evacuation of Anzac, which was thought would take place on the nights of 17-18 and 19-20 December. That I was to accompany Col. Newcombe, who would select all the posts and strongpoints of resistance covering the withdrawal.



STUSSON & DONEY - SHARPEL GULCH.

The troops would be those residues remaining after the major numbers had been withdrawn. That is would be a gradual process, effecting the gradually contracting sector. *Edwin* White stressed the fact that the Peninsula was to be evacuated must be kept with absolute secrecy, and no steps taken which would be likely to give an indication of the intention to withdraw. Finally, he put his hand on my shoulder and looking me straight in the face, said, "Watson, the communications must not fail. MUST NOT FAIL!! MUST NOT FAIL!!" repeating it three times.

Dec. 12th Had a hell of a day  
Dec. 13th Had a heavy worrying day.  
Dec. 15th Only 3 days more suspense.  
Dec. 22nd LIMBOS ISLAND.

Well, the evacuation is over, and the staff all seem to think it was a wonderful operation! Time will tell!

I do wish we had not had to use the "Keep" as a H.Q. Sig. Office for the job. It was used as a shelter previously for some of the Gypo labour, when shelling was a bit hot, and they had left a lot of their lice there which have now transferred to us. This Signal Office, or H.Q. for the Evacuation Operation was in this tunnel, and also food and water were provided for the use of those remnants which, it was thought, could not be taken off. As far as I could ascertain from Orders, these were the men of 8 machine gun posts on Plugge's Plateau under Capt. Radcliff - the final covering party, also a number of ambulance details under Capt. Soddas, and we Signals. It looked as if we were 'for it'. About sundown on the 19th., talking with Bean, it first became apparent to me that the Sigs. in the "Keep" were a suicide group; and I asked Bean whether he thought that on the following day did he think we would be no more, or in Constantinople. Bean said he thought we would most likely be prisoners in that city.

The last Sig. party covering the final operation from the "Keep" comprised a total of 21 Sigs. altogether. We had excellent telephone communication to the beach opposite the pier end from which the final embarkation took place about a mile distant, and from the "Keep" excellent communication by telephone to all posts and strong points. This satisfactory condition of affairs was due to the wonderful work performed by the lineamen of the cable section under Sgts. Both and Don. Lines were laddered, duplicated and some triplicated. Too much credit could not be accorded these men, and although shelling had damaged lines, repairs went on continuously and communication was never lost. Had it been, the consequences could have been disastrous.

Major Wisdon, the Brigade Major, to the Rearguard Commander issued all orders over the lines to the posts for the withdrawal. He was located at a telephone shelter on the beach opposite the

Pier Head and requested by telephones to "Sign Keep" to switch him through to such position or post as he required. Finally there only remained the machine-gunners under Capt. Redcliff on Plugge's. Major Wisdom called me and said, after the machine gunners were withdrawn, and their evacuation was completed, for me to have the prepared formal messages sent by the Navy Wireless Station at South Beach to "Heliotrope", (code name for H.Q., I understood). After waiting for what seemed more than a reasonable time, I tried to get through to North Beach Pier to Major Wisdom, but the line was 'dead'.

I then ordered the Sigs. to double for the North Beach Pier and with Sgt. Kelynaek, I raced to the Navy Wireless at South Beach, and had the message sent in abbreviated form, not being able to fill in the casualties or times, simply saying "Evacuation completed".

We then, the four of us, ran along the beach to the North Beach Pier - hastened by "Beachy Bill" who sent a half dozen shells along to speed us onwards.

On arrival at the Pier, Capt. Littler (Beach Master) hastened us to get on the "beetle" barge, which he said was the last. He told me the machine-gunners from Plugge's had gone, and that they had dismantled the Beach Pier telephone. (No wonder we lost touch - it was the only failure in the communications of the whole operation.)

Littler had joined us on the barge and very shortly afterwards we were in the lounge of the transport "Abbasiah" having a few drinks and talking over with Littler the riddle of the removal of the phone.

We landed here at Lemnos and after an 8 mile straggle to the Camp round the Bay, arrived at our allotted lines at midnight. All was in darkness, except one tent, which I approached and found Col. White and Major Blasey in their greatcoats. The tent contained two collapsible stretchers, 1 collapsible table and two chairs also collapsible; the light was one candle. They called me in and gave me a couple of stiff brandies, and asked for details of the final stages of the evacuation. This I gave them and then to the blankets after a hot wash.

I have just finished my report to the Major, and so ends this phase of the war.

In three days' time it will be Christmas Day. \*

(Excerpt from the Diary of Sgt. H. Beth after arrival at Lemnos)

As the morning of 20th December, 1915 broke over the ship on which the "C 3 Parties" had climbed from the lighter that brought them from North Beach Pier at Anzac, we all rose stiffly and wearily from the deck on which we had slept for a few hours.

We knew that Anzac and all it meant was behind us now. We knew also that our lines and emergency routes had not failed, and as far as we knew, no troops had been left behind for lack of communications. In fact Capt. Watson's slogan "(I depend and rely on you)" had augmented all the organisation with good effect.

Practically all of the line work was completed by the morning of December 18th. Final extras - checking over the maintenance was all that remained, and the few breaks from shell splinters and fragments were quickly located and repaired. We all felt a comforting sense of satisfaction of a job well and successfully done, and now, it was all over.

On the ship which had been ordered by a destroyer to head for South Pier, Hudson Bay, we recalled and went over all the minor details of the action as affecting the Sigs.

The remainder of our emergency rations, plus that "mythical un-expended portion of the day's ration" was eaten together with a grateful mug of thick hot cocoa from the Ship's galley. The day passed with little wish and without enthusiasm. At dusk we tied up along South Pier, and a guide from the advance party met us. Headed by the C.O. we got together, and straggled rather than marched through cold and wind and mud on our semi-circular route of 8 miles around the bay to North Camp.

A muttered "Only the bloody army knows why we disembarked at the South Pier for the North Camp" summed up the thoughts of all of us.

I was awakened next morning by the C.O.'s shouts for his batman, and as my tent was near went to see what was up. "Scrap Iron", Capt. Watson's nickname for his batman, turned up and Capt. Watson said, "You've had a spell, you came with the advance party. I'm tired, hungry thirsty, dirty and low; can't you scrounge me some hot water?" Miraculously "Scrap" returned shortly with a bucketful. Feeling very good about this Capt. Watson said "Here's a 'tenner, go and get me a complete outfit of kit, uniform, underclothes, socks and the lot from Ordnance". I'll throw the dirty ones outside the tent and you can burn them". He sat, enjoying the feeling of cleanliness - the first for weeks wrapped in blankets like a lugubrious aborigine, and waited, and waited, and waited.

Later his shouts brought everyone, from the Orderly Corporal to the Sergeant Major and enquired "What has become of "Scrap Iron?" The S.M. finally located "Scrap" in the Camp 'clink'. He had been arrested by the camp M.P.'s. On the way to the Ordnance Store he had set a few pals with some flagons of Greek Wine, and from there it was a short step to the Coy's two-up school, and his Captain's tenner had provided the means. The road from the wet canteen to the clink was a short one when assisted by the M.P.'s.

Next morning the Orderly Room scene was anything but cheerful, few questions; even fewer replies. "Scrap" explained his dilemma in his typically philosophical way; truthful, sorrowful and repentant.

Later in France it was the same "Scrap-iron" who was awarded the D C M for gallantry under shell fire, on the recommendation of the same, and always considerate Officer.

Lieut. H. Loth

#### After the Anzac Evacuation

December the 31st 1915 saw the 2nd Division Signal Coy., get into marching orders at 11 p.m. on that day. The advance party under Capt. Watson received his orders to be at Serpi Pier, 8 miles distant round Mudros Harbour at 9 a.m. Departed the Camp lines. The small detail comprised of only 7 men and 2 N.C.Co. It arrived in due course at the pier after a most miserable march through mud, rain and a gale of wind, no joke with full packs and rifles, and with mud between ankle and knee deep for the whole journey. All were wet, cold and miserable, on arrival no one knew of us including the "Pier Masters" who had received no orders. After a wait of 3 hours in the driving rain a "Landing Officer" appeared and advised we were for a transport, the S.S. Manitou. This vessel had reached Mudros Harbour that morning from Salonika, after transporting some French Transport details with their horses and mules, and was in a most foul condition. She had been an Atlantic Cattle boat in peace time and had plied between the Argentina and England.

The Captain of the Manitou requested that the Sigs. might help the crew in cleaning the ship with a promise of a reward, and it was well worth it for the meals turned on for the troops would have qualified for a first class passenger liner. After the spell of months on Gallipoli and the tins of Mudros of Bully beef and biscuits we felt one all that the Captain was a great fellow. On Jan. 2nd a destroyer came alongside and transferred to the Manitou 27 German civilian prisoners allegedly spies with orders to keep them closely confined and under constant guard, 4 of the prisoners were women. The women were put in one four berth cabin and the men distributed in a number of cabins of the same capacity. The doors were kept locked with a sentry over each door. The inmates when desirous of visiting the toilet were to knock on the cabin door for the guard's attention and escort.



The leading figure of the group of prisoners was a German Count of the German diplomatic service and before long he requested of his cabin guard an interview with Co. Ship. This was arranged and it was then ascertained that the 3 other women locked with his wife in one cabin were Salonike prostitutes and to this he took exception and asked that he and his wife might be put in a separate cabin together. He was told that nothing could be done and was returned to his cabin protesting most volubly. Late the next afternoon a destroyer again came alongside with orders to take off the prisoners which they did, some one had again blundered, they had been put on the wrong vessel. Very late that night a launch came alongside with orders to take and put us on a very large transport, the "Empress of Britain". The Empress had 6,000 troops on board and left Lemnos the following day for Alexandria, Egypt. General Cheval being O.C. Ship.

The Signal Coy. 2nd Division Advance Party had orders to proceed to Tel-el-kebir and with other advance details establish camp. Tel-el-kebir was the site of an old battle field of 1880, but the trench lines in the heavy sand were still apparent, also a litter of old scabbards and cartridge cases etc.

On the seventh of Feb. after a complete refitting and filling up with reinforcements the Coy. moved to the Suez Canal Zone at Ismailia, with Coy. H.Q. at that place. The location of the Australian troops in the Canal Zone at that time was due to it being thought that the Turks would try to attack Egypt. To prevent this a defense line was taken up on the Asiatic Side of the canal well out into the desert. The work and tasks of this operation were a pleasant holiday after the experiences of Gallipoli. The usual communications were established, but in addition we now found ourselves supplied with dozens of camels for the despatchriders instead of horses, which of course were of little use for this purpose in this heavy desert sand.

On March the 12th 1916, orders were received to embark for France and on March 17th, St. Patrick's Day "bless the saints" the first detail of the 2nd Coy. sailed from Egypt in the Transport S.S. Crispin. This party comprised of 25 men of the Coy. under Capt. Watson with 4 M.C.O's and 95 horses; other detail were Captain N. Harris 2nd Field Coy., 97 horses, and the 3rd Field Ambulance with 90 horses, nearly 300 horses altogether. The weather became exceedingly rough and the horses were in a bad way and took much looking after. The ship called at Malta for orders for Convoy but to the troops disappointment, no shore leave was granted. The "Crispin" arrived at Marseille on March the 25th and within 24 hours the whole of the troops and horses of the Crispin were entrained and on their way to Northern France, a four day journey by troop train, and troops with no money but on bully beef and biscuits and water, for food and drink.

FORGOTTEN HEROES

An episode in battle

May the 3rd 1917 saw the 6th Aust. Inf. Bde. attacking the Hindenberg Line at Bullecourt, a line of a staked barb wire 60 feet in depth 6 to 8 ft. high with a gap of 60 to 80 ft and another belt of wire of similar width and height and still a third, the lines sited to suit the configuration of the ground, with angled projections and re-entrants. All the inner angles of the barbed wall of wire being emplacements for machine guns. The main attack by our troops had died down after heavy casualties, but the battle operation required the attack to be pressed, and if at all possible, the Hindenberg line penetrated.

General Gellibrand the Sixth Brigade Commander had his Headquarters not far from the line, dug into a Railway embankment. The success of the plan of general attack had been jeopardised by the hold up of our troops, many of them falling back behind the Railway embankment for shelter from the heavy fire, the casualties of officers and N.C.Os had been extremely heavy. General Gellibrand seeing that the operation was not progressing, but on the contrary was held up, set about re-organising the now almost officerless troops himself. He had at his Headquarters, two attached young officers Capt. Gilchrist of the 6 Field Coy of Engineers and Lieut. Bentoul of the 2nd Div. Sig. Coy. his Brigade Signals Officer, and with these two Officers urgently commenced collecting the scattered and splintering diggers, and led them again in attack against the Hindenberg wire barricade. They collected a few more than a hundred men, launched their attack about 5.28 p.m. Gilchrist and Bentoul leading the attack. The 100 with now some further supporting troops from the 18th Bn. advanced at a steady pace, walking with rifles at the trail through the German artillery shelling and machine gun fire. When near the barb wire defenses of the line entanglement more German machines hidden in the re-entrants of the wire in concealed emplacements opened up. The stream of bullets caused a dust cloud. Some of the troops were now passing shell holes crowded with their mates who had been sheltering therein since the first attack, and again joined them in an attack for the second time. Our Officers and N.C.Os had been systematically picked off by German Snipers, and the lead bodies were hit again and again. Lt. Bentoul had been wounded earlier in the attempt but persisted on in spite of his wounds. He with a few others penetrated the wire a small way, but were all killed. This officer was thought very highly of by his General and his Company Commander. He was esteemed by his men as an understanding and highly efficient Commander.

FORGOTTEN HEROES

An Incident in Battle

The battle of Passchendaele and the Broodseinde Ridge were, Historians tell us, the bloodiest of the whole 1914-18 Campaign. The weather during the whole of the long battle operation was extremely cold with incessant rain; making the ground one vast quagmire, which was continuously churned into a soup by the continuous shellfire. In this mud men sank to their thighs, and when loaded up with gear and equipment and overcome by fatigue became almost hopelessly bogged, and could only be extricated by their comrades with great difficulty. In such conditions were the battles for Broodseinde fought, raging on week after week from the second week of October 1917 until the middle of November. The Australians alone during this period suffered 35,000 casualties.

The fact that most of the fighting was in mud with the cold and rain, was remembered by all who took part with more detestation than any other action of the War.

It was during the latter end of these series of actions or battles that an unrecorded incident of gallantry on the part of a Signaller came under notice. Many other such deeds were performed by Signallers but also likewise not recorded or seen, not only on this front but throughout almost any Battle in which our troops took part. This particular incident was observed but unfortunately not recorded, otherwise it may have gone forgotten and unsung as countless others have been.

November 5th saw almost the end of the worst of the Passchendaele battles. On that morning, one Lt. L.C. Lucas of 5 Brigade Signals (subsequently Brig. Lucas D.S.O., O.B.E., M.C., E.D.) was in the process of handing over his sector to his corresponding number of the West Kents. There were both rear and forward Brigade HQ, and naturally the Signallers were at the forward position and located in a concrete "pillbox" of what shortly before had been a German Strongpoint. This "pillbox" was about half way between the extinguished village of Broodseinde and an almost extinguished railway embankment approximately 300 to 400 yards from what was termed the "Front Line" but which was mostly a series of shell holes linked here and there with a shallow trench of sap.

There was located a similar distance to the rear about 400 yards a small First Aid or Field Dressing Station in a shallow Dugout shelter.

Lt. Lucas with his corresponding English Brigade Sig. Officer had almost completed the handing over details after their tour of the posts, when one of the enemy irregularly frequent and intermittent 'hates' came down more severely than for sometime.

A shell splinter from an exploding shell sliced off a part of one of the heels of Lt. Lucas. He was assisted to the shelter of the "pillbox" and his Section Sergeant immediately organized a four-man stretcher party to carry Lucas through the mud to the Dressing Station. A few moments after the party had left down came another barrage of greater intensity than the last - one shell of which blew up Lucas and his stretcher-bearers. Lucas was severely wounded and the stretcher bearers were blown to pieces. The Sgt. of the Brigade Section observing what had occurred, raced to the shambles through the mud - found Lucas alive and carried him to the Dressing Station through the barrage of shell fire. The Sgt. on his way back to his post to take the command of the Section in place of his Officer was wounded by a close shell burst, he returned to the Dressing Station for attention to his wound, and although the wound was not severe in some strange way, almost every item of clothing on his body was tattered almost to rags; then for the second time he attempted to return to his post. On this attempt he succeeded without further injury. This N.C.O., carried on in charge of the Signal Section of the Brigade until the Brigade was relieved four or five days later.

Lt. Lucas for his part in the fighting which had gone on for weeks prior to his wounding, and because of having shown on numerous occasions great courage and resource, was awarded the M.C. The Sgt. whose responsibility it was to assume control after his CO became 'hors de combat' which he did courageously and who was prepared to give his life in an attempt to save his comrade and Officer, has remained for fifty years one of the unsung heroes, one of the gallant sappers of the Signals Service who saw the 'message through'.

The name of the Signal Sgt. was "Sgt. Tom Ryan". In the absence of Ryan's Officer, there was apparently no one at the time to bring this incident under notice and he himself was too modest a man to draw attention to himself in such an episode.

AUSTRALIAN IMPERIAL FORCE

1st. Divisional Signal Company

Embarked at Melbourne Viet., on Transport A.10 "Kareco" 20th Oct '14

Name	Rank	Name	Rank	Name	Rank
Mackworth H.L.	Major	xRabbitt M.	Sapper	Riches E.W.	Sapper
Goold R.H.	Lieut.	Scott H.L.	"	xMcNicol R.H.	"
Gordon G.O.S.	"	Morgan H.E.	Driver	Young E.S.	"
Hamilton R.G.	"	Morgan L.T.	"	McConchie A.R.	"
Watson S.H.	"	Catlin W.C.	Lie Cpl	Yelland K.E.	"
Grant J.H.	2nd Lt	Dierckx A.	Driver	Paterson G.O.	"
		Holland J.J.	Sapper	McCorry T.K.S.	"
Farrow T.J.	C S M	Hellman A.L.	Driver	Thiele C.A.	"
Campbell D.C.	C Q M S	Peachey H.C.	Sapper	Mayhew E.G.	Driver
McCutchan W.C.	Sgt.	McIntyre J.A.	"	Wade A O	Sapper
Cairnduff J.W.	"	James F.C.	Lie Cpl	Stewart E.D.	"
Dean T.	"	Couper T.A.	Sapper	xLilley W.H.	"
Don J.L.	Cpl. X	Joyner A.R.H.	"	xBurton E.W.	"
Leggo G.E.	"	Davidson W J P	"	McMillan A.B.	"
Williams W.A.	Sgt.	Butler A.E.C.	"	Chalmers J.D.	"
Tuckett L.	"	Boyd J.	"	Townsend A.J.	"
Ashe E.B.	Cpl.	Byrt W.J.	"	xLawrence C.	"
Beth S.	"	O'Brien D.J.	"	Bartlett G.S.	"
Johnson S.	"	Jordan L.J.	"	Marsh E.E.	"
Baker W.J.	Sgt.	Davis W.C.	"	Brinkwater A.	"
xStephens L.R.	Cpl.	Woollett P.L.	Lie Cpl	Johns S.	Sh'g Sath
xReid R.J.	"	Brindley G.W.	Sapper	Barnard E.H.C.	Sapper
Kelmsack C.J.	"	Carter C.	"	Benson D.M.	"
xWalker A.	2nd Cpl	Climpson J.	"	Carter G.J.	"
Thorpe P.	Sgt.	Hickman E.A.	"	Campbell J.W.	"
Beasley W.	Cpl.	Vause C.J.	"	Denton J.A.	"
Hunter R.	"	Cowan R.J.C.	"	xDenny J.	"
xKnight A.J.	"	Young G.W.	"	Dean G.C.	Driver
Catlin S.H.	2nd Cpl	Wallace E.	Driver	Edwards E.A.	Sapper
Martin J.H.	"	Sandy S.L.	Sapper	Owythet E.H.	Lie Cpl
Bucknell M.R.H.	Sapper	xBird E.E.	"	Hewkley P.P.	Sapper
Breck J.	"	xFerguson H.J.S.	"	xHines W.T.C.	"
McDonald J.	"	Fowles J.E.C.	"	King E.E.	"
Batchelor C.M.	"	Fogarty M.	"	Lathan W.L.St.C	"
Moore P.	"	Proves L.	"	McKisley J.	"
Larkins S.H.	Lie Cpl	Moroney E.	"	Nagel S.	Driver
Daniel G.P.	Sapper	Lewis L.J.	"	Solly E.W.H.	Sapper
Houghton M.A.	Driver	James J.	"	Sharp G.H.	"
Hill L.W.	"	Buderna G.C.	"	Taylor L.G.	Driver
Ellis H.J.R.	"	Peel E.J. &N.	"	Wilkinson AQA	Sapper
Nicholls J.T.	"	Powell A.J.	"	Cibson W.L.	"
Murns A.G.	Mal Sapper	Gorman W.J.	Driver	Cunningham M.J.	"
Bright H.	Driver	King P.P.	Sapper	McBain W.L.	"
Gunning P.	Lie Cpl	Marshall H.H.	"	Hanson S.S.	Driver
xVincent S.	Sapper	Jones A.J.	Driver	Kelsey W.J.	Sh'g Sath
Kann G.P.	Driver	Bohn P.J.	"	Martin G.B.	Sapper
Roberts J.	Sapper	xLongwill H.S.	Troopr	Young M.	"
Neal M.P.E.	"	Pattinson A.C.	Sapper	Watson R.	"
Holley T.	Driver	Harry A.J.	Driver	Shields J.	"
xLovett W.O.	"	Hall P.S.	Sapper	Schraeder G.C.	"
Andrews E.H.	"	Russell W.J.	Driver	Visick C.B.	"
Morgan T.S.	"	xClarke C.O.	"	Pearce L.T.	Pvt AMC
Dreece S.O.	Sapper	Lash W.G.	"	Laughlin A.	"
Hennessey M.H.	"	Russell J.H.	"		
Yateman J.D.	"	Nash P.O.	Sapper	Menke E.W.	Sapper
Douglas K.M.	"	Boach G.T.H.	"	Shepherd L.P.	"
Banball P.E.	"	Noel S.R.	"		

Segmental numbers in order of names, commencing Coy. - Sgt. - Maj. Far row No. 1 (Menke and Shepherd follow Noel S.R. and precede Riches E.W.) x Killed in action, died of wounds, or died since cessation of hostilities.



