

Greenland is not for sale

While the world is getting used to the return of Donald Trump to the Whitehouse, one could be excused for getting lost in the daily hiatus of his reported criticisms, his bright ideas, his projects, his 'going to do's' and not to do's' etc. Patrick O'Neill focuses on one in particular; his wanting to invade, buy or take over Greenland as a necessity for the defence of the USA.

Greenland is an autonomous territory of the Kingdom of Denmark making it also a territory of the European Union. It is also the world's biggest island. At Latitude 83° 39'45"N, it has the most northerly land point in the world.

In 985 the Norwegian born Viking captain 'Erik the Red' arrived in Greenland with 14 surviving ships of the group that left Iceland. Those settlers no doubt joined a number of Inuit settlers in one of the remotest and most inhospitable places on the planet.

So why would the Americans want to invade this vast icy wasteland, home to glaciers, ice caps, seals, walruses, arctic birds, weather stations and 55,000 human souls? It might come as a surprise

to know that America has already invaded Greenland. They came in 1940 and never left!

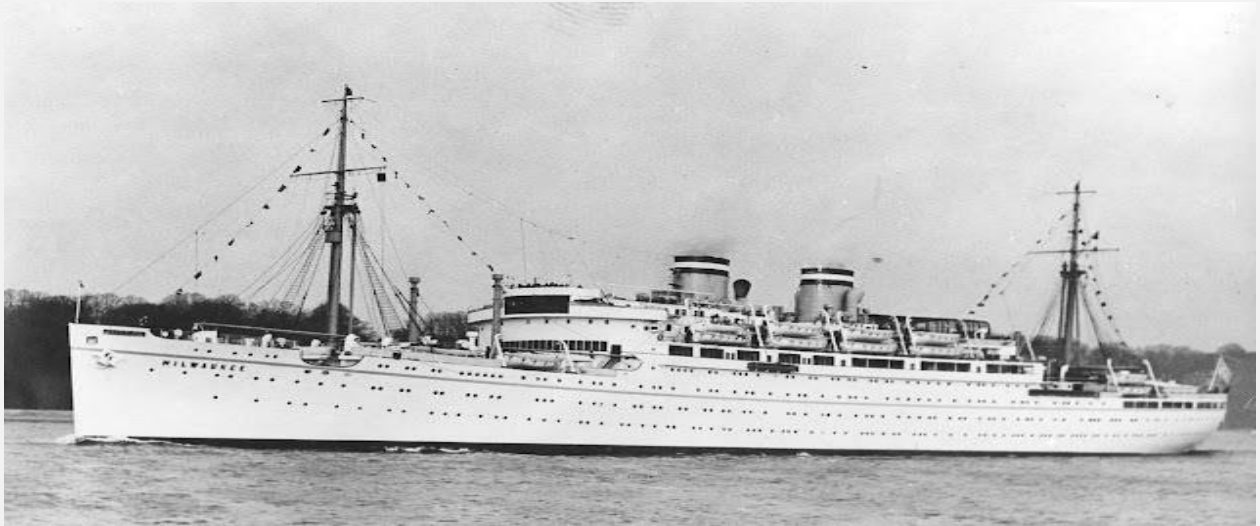
Proposals to increase United States territory in the Arctic go back to 1867 when then President Andrew Johnson approached the Russian Empire with an offer to buy Alaska for \$7.2 million (eqv. Aus \$385 million today). At the same time, then Secretary of State William H. Seward approached the Danish government with a similar proposal to buy Greenland and Iceland. The Russian Tsar Alexander II had recently been catastrophically defeated in the Crimean war, so he viewed a U.S. offer to buy his remote Alaskan territories, as an opportunity to recharge his treasury. Denmark declined to sell any of it's arctic territories to the U.S.



Continued page 7.

Hitler's Mistress visited Iceland seeking the Aryan Race

Four weeks before the outbreak of WW2, a cruise liner *SS Milwaukee* sailed into Reykjavik harbour. On board was Eva Braun, Hitler's long term mistress. This American ship had been chartered by '*Kraft durch Freude*' a Nazi leisure organisation, to take a tour of influential Germans to Iceland, mythical home to what was then thought to be one of the purest populations of the Aryan race. Eva Braun was besotted by Hitler; while Hitler was equally besotted by the claims of his Reichsführer, Heinrich Himmler, who believed that all true Germans were descendants of an Aryan master-race.



Because of its isolation, Iceland was thought to be the most uncontaminated place to find true Aryans. Eva was to meet up with Germany's Consul Dr Werner Gerlach, a so-called expert in the Aryan link (which has long been exposed as a pseudo-science). Gerlach who had previously been thought one of Europe's finest pathologists, had been sent to Iceland to try and persuade these Aryan's that they were indeed linked to a high culture of Norse sagas and all-knowing gods like Thor and Woden. So as 'keepers of the Aryan genes' they should be loyal allies of Hitler.

Eva Braun should have been disappointed. If only she had known that in his private notes, Gerlach had railed against the lazy, uncooperative Jew-loving Icelanders who far from being proud hard-working Aryans, struggled to even get out of bed in the morning. And where were those blue eyes and blond hair? These Icelanders he said, were 'filthy, with grey eyes and auburn hair. Their drunken brawling kept him up at night, and Hitler was mercilessly attacked day after day in Iceland's press'. None of this had he reported back to Reichsführer Himmler who still regarded Iceland with admiration. Maybe tarnishing it's reputation could adversely affect Gerlach's continued funding.



So it's unlikely that he said anything about it to Eva Braun. If his real feelings about these Icelandic Aryan's had been translated into 'pillow talk' in the highest bedroom of the Third Reich, Gerlach's career and possibly his life, would have been over.

Editorial

As with the first administration of President Donald Trump, the world is tightening its saddle and expecting a bumpy ride from a leader who delights in throwing policy hand grenades.

The media has been sent in a spin on various days by announcements about buying Greenland and Panama and news reports highlighting polling that shows an interest in breaking away from Canada among a large percentage of the population of some of the non-coastal Canadian states that border the USA.

Patrick O’Neill, in two articles, looks at the idea of the USA purchasing Greenland, plus discusses whether the reduced “woke” influence in America will end ‘cancel culture’ speculation about not renaming a damaged bridge after Francis Scott Keyo who composed the words of the *Star-Spangled Banner*. The song, in 1931, became the American National Anthem. Moves to rename the

bridge, severely damaged in a shipping accident, are due to him being not just a slave owner, but a legal advocate within the movement to continue slavery in the country.

Adolf Hitler and his mistress Eva Braun are also featured this edition. In the mid-1930s Hitler saw a major gap in the German military – its lack of aircraft carriers. His plan to build an aircraft carrier, the *Graf Zeppelin*, were stalled and the ship never was completed. As a side-bar story to the Greenland article, Patrick O’Neill reports that Ms Braun believed that the Nordic countries were the home of the Aryan super-culture that was at the base of Hitler’s philosophies about creating a master race and so she visited Iceland to research the matter.

We also welcome the announcement of details for the 2025 Gallipoli Art Prize which will again be staged in The Rocks in April.

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Gallipoli Art Prize 2025

The Gallipoli Art Prize Organising Committee annually invites members and any eligible artist to submit a painting for the acquisitive Gallipoli Art Prize, which is run by the Club and controlled by the Gallipoli Art Prize Organizing Committee.

Prize money of \$20,000 is awarded to the artist of the winning entry subject to the conditions on the Art Prize website. The acquisition of the work and its copyright remain property of the Gallipoli Memorial Club Museum Fund.

The Gallipoli Art Prize will be awarded to the artist who best depicts the spirit of the Gallipoli Campaign as expressed in the Club's "Creed".

The Club's Creed is:

We believe that within the community there exists an obligation for all to preserve the special qualities of loyalty, respect, love of country, courage and comradeship which were personified by the heroes of the Gallipoli Campaign and bequeathed to all humanity as a foundation for perpetual peace and universal freedom.

Each competitor must either have been born in Australia, New Zealand or Turkey or hold Australian, New Zealand or Turkish citizenship.

Each competitor may, at their expense, submit one piece of original work produced in either oil, acrylic, water-colour or mixed. The term of reference to be used is the spirit of the Gallipoli Campaign as expressed in the Club's Creed and does **not** need to reflect warfare.

The Application Form and Conditions of Entry are detailed on:

www.gallipoliartprize.org.au

Entries should be marked to "The Gallipoli Art Prize Organizing Committee" and dropped at:

International Convention Centre (ICC) Loading Dock, 14 Darling Drive, Darling Harbour, Sydney 2000, between the hours of 10AM and 4PM on Saturday 8, Sunday 9, Monday 10, Tuesday 11 and Wednesday 12 March 2025. **Entries close 4pm, Wednesday March 12, 2025.**

The Exhibition opening and winner's announcement will be on April 16 again at 6-8 Atherden St, The Rocks NSW (Opposite The Tea Cosy Cafe).



2024 winning artwork "The Pity of War " by Luke Cornish

Previous winners

Winner 2024: "The Pity of War" by Luke Cornish

Winner 2023: "Ray's Room" by Andrew Tomkins

Winner 2022: "Along the ride to Damascus" by Deirdre Bean

Winner 2021: "Forgotten Heroes" by Geoff Harvey

Winner 2020: "Breathe" by Alison Mackay

Winner 2019: "War Pigeon Diaries" by Martin King

Winner 2018: "Mont St Quentin" Steve Lopes

Winner 2017: "The Sphinx, Perpetual Peace" Amanda Penrose Hart

Winner 2016: "Yeah, Mate" Jiawei Shen with his painting

Winner 2015: "Boy Soldiers" by Sally Robinson.

Winner 2014: "Gallipoli evening 2013" by Idris Murphy.

Winner 2013: "Dog in a Gas Mask" by Peter Wegner.

Winner 2012: "Trench Interment" by Geoff Harvey.

Winner 2011: "Sacrifice" by Hadyn Wilson.

Winner 2010: "The dead march here today" by Raymond Arnold.

Winner 2009: "Smoke/PinkLandscape/Shovel" by Euan Macleod.

Winner 2008: "Max Carment, War Veteran (The last portrait)" by Tom Carment.

Winner 2007: "Glorus Fallen" by Lianne Gough.

Winner 2006: "Ataturk's Legacy" by Margaret Hadfield.



Highly Commended 2024 "Witness" by Kate Stevens

Presidents Report Autumn 2025

We have finally received approval from the City of Sydney Council for all of our Development Applications in relation to the Museum Space.

The Museum sub-Committee and Building Committee are now actively working with our architects and various consultants to deliver a world class, state of the art museum for our members, the people of Sydney and the wider community.

The Arts Committee are gearing up for the annual Gallipoli Art Prize. This will be our twentieth Prize.

Early indications are that we may have a very large number of entries.

The Commemoration of the Proclamation of the Republic of Türkiye was celebrated at the home of the Consul General on 29 October. It was extremely well attended and a very enjoyable evening. Our best wishes go to Türkiye and all our Turkish friends.

A commemorative ceremony in memory of the late Consul General of the Republic of Türkiye, Mr. Şark Ariyak and Attaché Engin Sever, who were assassinated outside the Consul's home in Dover Heights on December 17, 1980, was held again in 2024. A number of the Club Board attended.

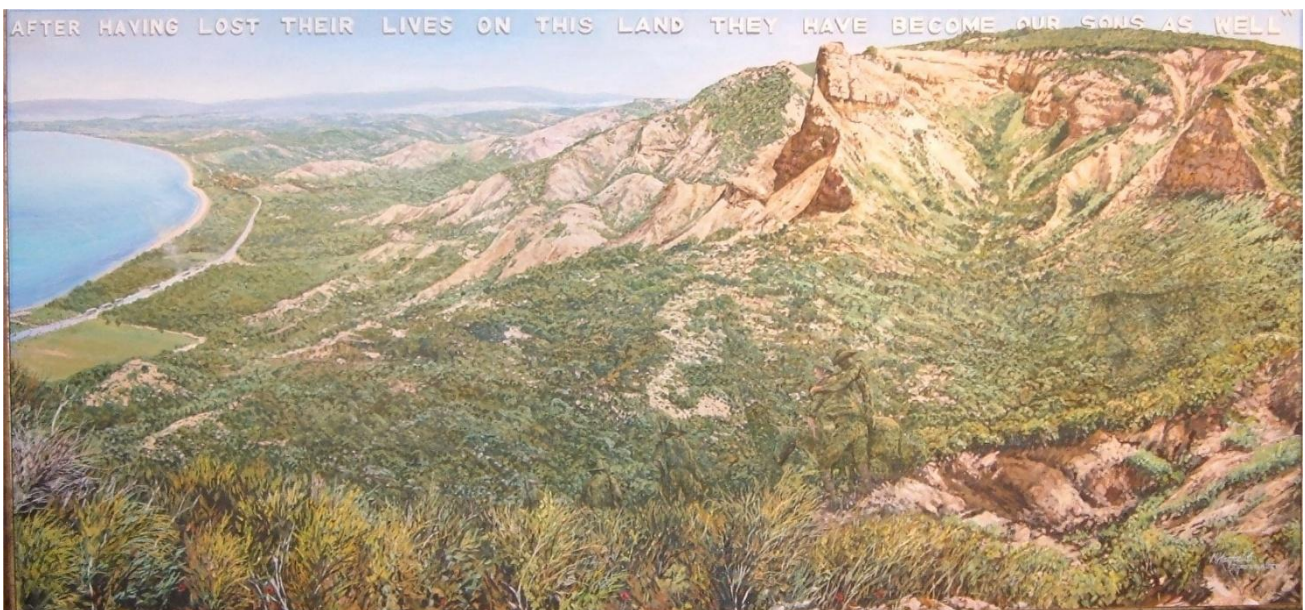
The Board and other Club members also attended the Commemoration of the guns falling silent in the ANZAC sector of Gallipoli at the Anzac Memorial Hyde Park on December 20.

We continue to be active within the Strata Management Committee for the Quay Quarter and the ANZAC Day Dawn Service Trust.

The Board continues to meet regularly via tele-conference and face to face where possible.

Keep safe, keep well and keep smiling.

John Robertson
President



"Ataturk's" Legacy by Margaret Hadfield 2006

Continued from page 1. (Greenland is not for sale)

By 1910 the U.S. was keen to expand its imperial reach. It approached Denmark again to buy Greenland and Iceland. This was just before the outbreak of WW1.

Unsurprisingly no agreement was reached, though by 1917 a now bankrupt Denmark did agree to sell the Danish Virgin Islands to the U.S. for \$25 million. And sensing America's developing obsession with obtaining arctic colonies during the talks, Denmark did extract a pledge. The U.S. agreed that Danish sovereignty over Greenland would be recognised by them. All this happened at a time when the British Empire had requested Denmark to grant the British Empire first right of refusal, if Denmark ever wanted to sell Greenland - something the U.S. found out later! The British aim was to attach Greenland to Canada. So it is hardly surprising that it increased American resolve to possess Greenland.

The issue soon came to a head again when WW2 broke out. In 1940 Nazi Germany invaded Denmark. With the Germans still at a safe distance, this rendered both Greenland and Iceland the unoccupied territories of an occupied nation.

As WW2 developed, North Atlantic shipping faced serious threats from German U-boats. At the time the U.S. was still neutral but Britain and Canada were concerned that Germany could threaten their trans-Atlantic shipping routes by setting up U-boat bases on Greenland and Iceland. This is where things started to get really complicated.

The U.S. State Department had stipulated that under the Monroe Doctrine (designed to keep European powers out of America) no European power must be allowed to occupy Greenland, despite the fact it was a Danish colony. But with Denmark now under the control of Nazi Germany, and her arctic territories still un-occupied, the U.S. was concerned that Canada might be tempted to invade Greenland. For the U.S. this would be hard enough to swallow. But if Britain were to invade Greenland on Canada's behalf, that could be seen as challenging the Monroe Doctrine.

In 1823 President James Monroe in his annual message to Congress issued a warning that European powers must respect the Western Hemisphere as America's sphere of influence and the U.S. "would not tolerate further colonisation or puppet monarchs." So British troops landing in Greenland would be anathema to America because it violated the Monroe Doctrine. But a complex impasse can often be averted through complex solutions. So, under a labyrinthine system of consular representation to an 'exiled Danish embassy', Greenland became a de-facto U.S. protectorate. In April 1941 the U.S. signed a 'Defense of Greenland' agreement, gaining the right to build and access military bases on the island'. The occupation of Greenland by the U.S. had begun. A neutral country temporarily avoided war with Germany, while the Monroe Doctrine had not been violated. But all that changed in December 1941 after Pearl Harbour when the U.S. finally declared war on Germany.

War was good for Greenland. The Americans built several military and naval bases there. They also installed facilities for air and sea traffic, radio beacons, weather stations, ports, depots and artillery posts. The U.S. Coast Guard contributed to resupply communities along the coast, as well as search and rescue facilities. Greenland's 18,500 population was swelled by thousands of American troops who all added to the economy. But, in some ways it was bad; judging from the tons of rusting abandoned U.S. military material, scattered throughout Greenland.

But there were huge economic benefits. Mineral-rich Greenland was an important source of cryolite, a necessity for making aluminium. Of course, there were clandestine attempts by Germany to set up weather stations along the Greenland coast, but most were discovered and destroyed. One small German base at Sabine was attacked; the only fighting on Greenland soil.

Soon British, Canadian and American forces 'invaded' Iceland and the Faroe Islands. By May 1941, most of the German fleet had been bottled up in Norwegian fiords, the *Bismarck* had been



Allied troops marching through Greenland in WW2

sunk, and with the exception of Norway the U-boats were denied supply bases in the Northern mid-Atlantic. Indeed, a defence barrier, known as the GIUK (Greenland, Iceland, UK) line, had been thrown up across the North Atlantic and the many trans-Atlantic supply convoys were mostly getting through unmolested. Greenland and the GIUK had proved themselves to be strategically essential to US security.

After Nazi Germany was defeated, Greenland had changed. The experience of Americans stationed there had brought elements of the modern consumer age to Greenlanders. The U.S. still maintained a presence at Thule Airforce and Naval Base (now renamed Pituffic) and other U.S. bases in Greenland. So, when Denmark's rule was restored, after U.S. occupation, there was now a demand by Greenlanders for more independence and access to the modern consumer age. They had now acquired a 'western standard of living'.

Today, as a semi-autonomous territory of Denmark, Greenland is also a semi-autonomous E.U. member. Because of its relationship with Denmark, it is also a member of NATO. It's residents get similar EU social service benefits that they would expect to get, if they lived in Denmark.

At the end of WW2, the U.S. made further approaches to buy Greenland. In 1946 President Harry Truman offered Denmark US \$100 million for Greenland in gold bullion, but the Greenland and Danish response was. 'We are not for sale'!

Then in 1955, another attempt was made by

Nelson Rockefeller, though his offer was not disclosed.

It would take too long to record the many efforts by US interests to put a value on Greenland with its oil, its mineral wealth and rare earths, suffice to say that a recent GDP value of Greenland was estimated in 2021 at \$3.236 Billion!

Which brings us back to Donald Trump and his wish to absorb Greenland into the USA. Recently he stated it was "vital to US security, and Denmark should give up control of such a strategically important island".

Trump has also refused to rule out military force. When it was pointed out that Greenland was also a member of NATO and it might be unseemly to have a fight between allies. Mr Trump said "I think we are going to have it. The island's 57,000 residents want to be with us".

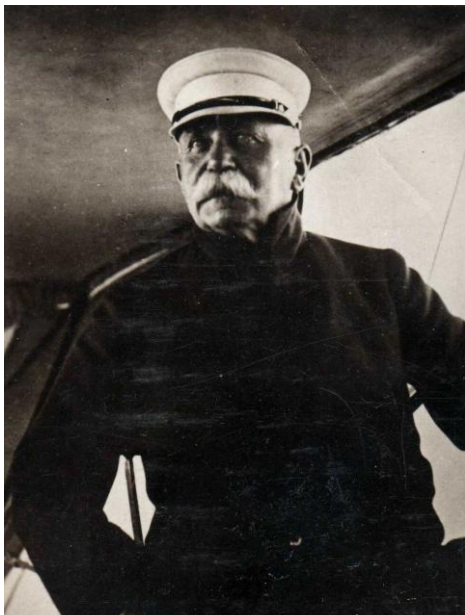
So where is the evidence for that? At the end of January 2025, a survey was conducted by Danish pollster Verian, commissioned by Danish and Greenland Newspapers. Only 6% of Greenlanders were in favour of becoming part of the USA. The poll also found that 45% saw Trump's proposal as a threat, 43% saw it as an opportunity, but only 8% said they would be prepared to take out U.S. citizenship, while 55% wished to remain Danish. Denmark's PM reiterated on January 27 last that Greenland was still 'not for sale'. While it's clear Donald Trump wants Greenland for security reasons, it's still not clear how much he's prepared to pay for it - if anything at all!

Hitler's Only Aircraft carrier

Central to Hitler's plan to build up the German Navy, the *Kriegsmarine*, to match the dominant British Royal Navy was the construction of aircraft carriers.

The German aircraft carrier *Graf Zeppelin* was the first of two planned carriers, but the only one launched by Germany in an attempt to create a well-balanced oceangoing fleet, capable of projecting German naval power far beyond the narrow confines of the Baltic and North Seas.

The keel of the *Graf Zeppelin* was laid down in December 1936 at the Deutsche Werke shipyard in



Ferdinand von Zeppelin

Kiel. She was named in honour of Graf (Count) Ferdinand von Zeppelin, and launched on December 1938 with the christening by Helene von Zeppelin, the daughter of the ship's namesake and an official speech by Herman Göring.

By the outbreak of World War II,

the following September she was 85% complete with an expected completion date of mid-1940, but due to shifting construction priorities necessitated by the war she was never completed or operational.

By September 1939, one carrier-borne wing, Trägergruppe 186, had been formed by the Luftwaffe at Kiel Holtenau, composed of three squadrons equipped with 30 naval-modified *Junkers Ju 87* "Stuka" dive bombers and 12 *Messerschmitt Bf 109* fighters.

She remained in the Baltic for the duration of the war; with Germany's defeat imminent, the ship's custodian crew scuttled her just outside Stettin in March 1945. The Soviet Union raised the ship in March 1946, and she was ultimately sunk in weapons tests north of Poland 17 months later. The wreck was discovered by a Polish survey ship in July 2006.

Graf Zeppelin was 262.5 metres long with a beam of 36.2 meters and a maximum draft of 8.5 metres. At full combat load, she would have displaced 34,090 tonnes.

The ship's propulsion system consisted of four turbines built by the Swiss electrical engineers, Brown Boveri and Cie.



The aircraft carrier *Graf Zeppelin*

The *Graf Zeppelin* would have had a top speed of 62.6 km/h and a cruising radius of 15,000 km at a speed of 35 km/h. She would have had a crew of 1760 officers and enlisted men, plus flight crews.

The ship's primary offensive power would have been its 42 aircraft complement.

Graf Zeppelin was to be fitted with sixteen 15 cm SK C/28 guns for defence against surface warships plus anti-aircraft battery of 62 guns.

The ship's flight deck was protected with up to 45 millimetres of *Wotan Weich* steel armour.^[A] A 60 mm-thick armoured deck was located under the deck to protect the ship's vitals from aerial attacks. *Graf Zeppelin* had a waterline armour belt that was 100 mm thick in the central area of the ship.

Construction and cancellation

The German conquest of Norway in April 1940 undermined completion of the *Graf Zeppelin*. Now responsible for defending Norway's long coastline and numerous port facilities, the *Kriegsmarine* urgently needed large numbers of coastal guns and anti-aircraft batteries. During a naval conference with Hitler in April 1940, Admiral Erich Raeder proposed halting all work on *Graf Zeppelin*, arguing that even if she was commissioned by the end of 1940, final installation of her guns would need another ten months or more as her original fire control system had been sold to the Soviet Union under a trade agreement. Hitler consented to the stop work order. The carrier's heavy flak armament of twelve 10.5 cm guns had previously been diverted elsewhere and Raeder had the *Graf Zeppelin*'s 15 cm guns removed and transferred to Norway.

In July 1940, *Graf Zeppelin* was towed from Kiel to Gotenhafen (Gyndia) and remained there for nearly a year. While there, she was used as a storage depot for Germany's hardwood supply.

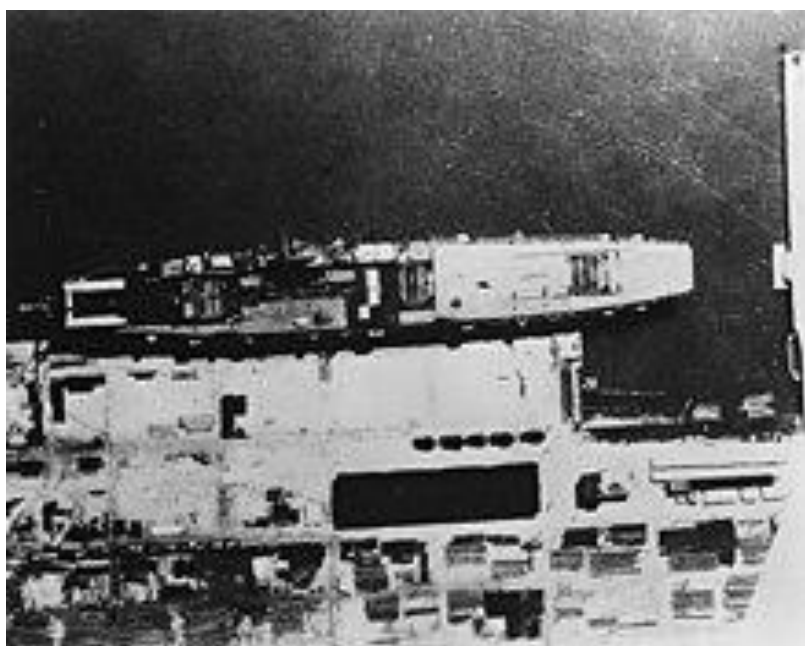
In May 1942 Hitler ordered completion of the carrier after being convinced of the need to have the ship after aircraft carriers played decisive roles in the Japanese attack on Pearl Harbour and in Britain's crippling of the

Italian fleet at Taranto plus critically damaging Germany's battleship, *Bismark*.

Raeder, told Hitler that *Graf Zeppelin* could be finished in about a year, with another six months needed for sea trials and flight training.

However, daunting technical problems remained. Raeder wanted newer planes, specifically designed for carrier use. *Reichsmarschall* Hermann Göring, head of the Luftwaffe, replied that the already overburdened German aircraft industry could not possibly complete the design, testing and mass production of such aircraft before 1946. Instead, he proposed converting existing aircraft (again the Junkers Ju 87 and Messerschmitt Bf 109) as a temporary solution until newer types could be developed. Training of carrier pilots at Travemünde would also resume.

The converted carrier aircraft were heavier versions of their land-based predecessors, and this required a host of changes to *Graf Zeppelin*'s original design: the existing catapults needed modernization; stronger winches were necessary for the arresting gear; the flight deck, elevators and hangar floors also required reinforcement. Changes in naval technology dictated other alterations as well: installation of air search radar sets and antennas; upgraded radio equipment; an armoured fighter-director cabin mounted on the



Aerial view of *Graf Zeppelin* in Gotenhafen, February 6, 1942

main mast (which in turn meant a heavier, sturdier mast to accommodate the cabin's added weight); extra armouring for the bridge and fire control centre; a new curved funnel cap to shield the fighter-director cabin from smoke; replacing the single-mount 20mm anti-aircraft guns with quadruple *Flakvierling* 38 guns (with a corresponding increase in ammunition supply) to improve overall anti-aircraft defence; and additional bulges on either side of the hull to preserve the ship's stability under all this added weight.

The German naval staff hoped all these changes could be accomplished by April 1943, with the carrier's first sea trials taking place in August that year. Towards that end, Chief Engineer Wilhelm Hadelar was reassigned to oversee *Graf Zeppelin*'s completion. Hadelar planned on getting the two inner shafts and their respective propulsion systems operational first, giving the ship an initial speed of 25–26 knots, fast enough for sea trials to commence and for conducting air training exercises. By the winter of 1943–1944 she was expected to be combat-ready.

On the night of August 27–28, 1942, while still moored at Gotenhafen, *Graf Zeppelin* was the target of the only Allied air attack aimed at her during the war.

Three RAF Avro Lancaster heavy bombers were dispatched against the German aircraft carrier, each one carrying a single "Capital Ship" bomb, a 2,540 kg device with a shaped charge warhead intended for armoured targets. One pilot, who was unable to see the carrier due to haze, dropped his bomb instead on the estimated position of the battle-ship *Gneisenau*. Another believed he had scored a direct hit on *Graf Zeppelin*, but there is no known record of the ship suffering any damage from a bomb strike that night.

On December 5, 1942, *Graf Zeppelin* was towed back to Kiel and placed in a floating drydock. It seemed she might well see completion after all, but by late January 1943 Hitler had become so disenchanted with the *Kriegsmarine*, especially with what he perceived as the poor performance of its surface fleet, that he ordered all of its larger ships taken out of service and scrapped. Raeder was relieved of command shortly thereafter and

replaced with the Commander of Submarines, Karl Dönitz. Though Dönitz eventually persuaded Hitler to void most of the order, work on all new surface ships and even those nearing completion, including *Graf Zeppelin*, was halted. On January 30, 1943, all major work on the ship ceased, though some limited, temporary work continued until March.

In April 1943 *Graf Zeppelin* was again towed eastward, first to Gotenhafen, then to a back-water wharf in the Parnitz River, three kilometres from Stettin, where she had been briefly docked in 1941. There she languished for the next two years with only a 40-man custodial crew in attendance. When Red Army forces neared the city in April 1945, the ship's valves were opened, flooding her lower spaces and settling her firmly into the mud in shallow water. A ten-man engineering squad then rigged the vessel's interior with demolition and depth charges in order to hole the hull and destroy vital machinery. At 6pm on April 25, 1945, just as the Soviets entered Stettin, commander Wolfgang Kähler radioed the squad to detonate the explosives. Smoke billowing from the carrier's funnel confirmed the charges had gone off, rendering the ship useless to her new owners for many months to come.

Fate after the war

What happen to the carrier after Germany's surrender was unknown outside the Soviet Union for decades after the war. The Soviets could not repair the ship in the length of time specified by the terms of the Allied Tripartite Commission, so she was designated a "Category C" ship. This classification required that she would be destroyed or sunk in deep water by August 1946. Instead, the Soviets decided to salvage the damaged ship, and it was refloated in March 1946.

A number of speculations from Western historians about the ship's fate arose in the decades after the end of the war. According to German historian Erich Gröner, after the Soviets raised the scuttled ship, they towed her to Leningrad. While en route, she reportedly struck a mine off Finland during a storm.

Gröner claimed that after *Graf Zeppelin* arrived in Leningrad, she was broken up for scrap in 1948–1949.

Naval historians Robert Gardiner and Roger Chesneau state that the ship was towed out of Stettin in September 1947, but she never arrived in Leningrad; they speculated that a mine sank the ship while she was under tow.

According to Soviet records, on March 19, 1947, the Council of Ministers decreed the destruction of former German ships. The first ship to be sunk, *Lutzow*, was sunk off Swinemunde on July 22, 1947. On August 14, *Graf Zeppelin* was towed into Swinemunde harbor, and two days later to its final position. It was subjected to five series of controlled explosions of 180 mm shells and large air-dropped, thin cased, high explosive demolition FAB bombs used by the Soviet airforce.

The first test imitated a FAB-1000 detonation in the exhaust funnel and lesser bombs below the flight deck. The second in the series was a single FAB-1000 explosion above the flight deck. The third, the fourth and the fifth series imitated penetration of FAB-100, FAB-250 and FAB-500 bombs at flight deck, hangar deck and gun battery deck levels.

These bombs were placed in cutouts in their target decks to imitate the effects of dive bombing.

However, *Graf Zeppelin* remained afloat, so Admiral Yury Rall ordered a torpedo strike from a PT boat. This exploded in the anti-torpedo bulge but did not penetrate the 100 mm armour belt. A torpedo fired by the destroyer *Slavny* penetrated the unprotected hull section below the bow elevator and *Graf Zeppelin* sank 25 minutes later.

Discovery in 2006

The exact position of the wreck was unknown for decades. On July 12, 2006, the Polish oil research ship *RV St Barbara* found a 265-meter-long (869 ft) wreck 55 km north of *Władysławowo*, which they thought was most likely *Graf Zeppelin*. The wreck rests at a depth of more than 80 m (260 ft) below the surface. After the wreck was located, the Polish Navy began a two-day survey of the wreckage to confirm its identity. Using remote-controlled underwater robots, they concluded that they were "99% certain" it was *Graf Zeppelin*.



Will a new Baltimore Bridge keep its name?

Every American has sung the patriotic words written by Francis Scott Key and soldiers have died in various wars with the words of this "Star Spangled Banner" on their lips, but Patrick O'Neill questions whether the major bridge named after him will be allowed to carry his name again?

'Oh say can you see, by the dawns early light,
What proudly we hailed at the twilight's last
gleaming...'

So begins the patriotic song, *The Star-Spangled banner*, the US National Anthem.

Francis Scott Key was a lawyer and amateur poet. Key's story of how America's 'Hero flag' survived the British attack on Fort McHenry in 1812 has



Francis Scott Key

always been compelling. The words tell us that when the bombardment starts, the *Star Spangled Banner* is proudly flying. As the bombardment goes on, it is still seen '*gallantly streaming*' through the night, illuminated by the flash of exploding ordnance. At dawn the next day, it is

still flying; a symbol of patriotism and vexillological valour. That's what Key is remembered for. What he has been largely forgotten for, is his support for slavery and reputation as a slave owner's lawyer - more on that later!

Early In the morning of March 26, 2024, a huge container ship the *MV Dali*, lost steering control and barreled into a bridge over Chesapeake Bay near Baltimore, Maryland, effectively demolishing it and causing the death of six workers followed by major traffic delays.

The two kilometer long bridge built in 1977 will probably cost \$2 billion to rebuild but will it keep its name? So, who was this Francis Scott Key? How did he have a major piece of infrastructure named after him? Francis Scott Key was an attorney of some note, but he is best remembered for penning some of the most famous lines in American military history:

Originally called 'The defenders of Fort McHenry'; a fortress not far from the toppled bridge, it was the focus of a major battle during the 1812 war.





The American flag started out as the British East India company flag, well known because *East Indiamen* made frequent visits to American ports.

Also, like America, the East India company had similar tax and trade disputes with Britain. At the outbreak of the revolutionary war, this new flag became the 'Grand Union' Flag or unofficial 'Continental Colours'. As the war progressed, it was modified.



First to go was the Union Jack; replaced by a circle of 13 stars representing 13 states. As legend has it, George Washington once said: *'The stars were taken from the sky,*

the red from the British colors and the white stripes signified our succession from the old country'.

Soon the number of states increased but the circle allowed little room for expansion, so a new format was needed. As there were now 15 states, 15 stars were needed.



This was the flag that came to be known as the *Star Spangled Banner*, after the 1812 Battle of Baltimore.

I have a personal interest in this story. In September 1814 the bombardment of Fort McHenry, was supervised by my five time's great



uncle, Admiral Sir Alexander Cochrane. On September 13, 1814 the Royal Navy opened fire on this fortress, controlling maritime access to Baltimore harbour. Cochrane's aim was to reduce the fort to rubble, then land an infantry force to attack the Baltimore defenders.

Francis Scott Key had been visiting the British fleet as a lawyer, in order to try and negotiate the release of a client held as a prisoner of war. On the night before the battle, Key was brought on board the *HMS Tonnant*, Cochrane's flag ship. The hospitable Admiral invited Key to dine with him. It was clearly a convivial dinner as the Admiral agreed to release Key's client. But lest Key disclose details of British deployment to his American mates, he had to remain a prisoner of the fleet until the battle was over. So Francis Scott Key had a grandstand view, and what he witnessed was one of the most consequential actions of the 1812 war. He later wrote; *'It seemed as though Mother Earth had opened and was vomiting shot and shell in a sheet of fire and brimstone'.*

This was a war initiated by the U.S. and it wasn't just fought over tax or trade. A major American aim was to absorb the British Canadian colonies into the USA.

This war happened during the Napoleonic wars, when Britain was distracted. But things changed in 1814 after the abdication of Napoleon, freeing up more British troops for the North American campaign. In August 1814 the British 'upped the stakes'. Following the Battle of Bladensburg they attacked Washington, burning down the Whitehouse. By September they had reached Baltimore. But much of Francis Scott Key's story has now passed into myth. His next lines continue the story:

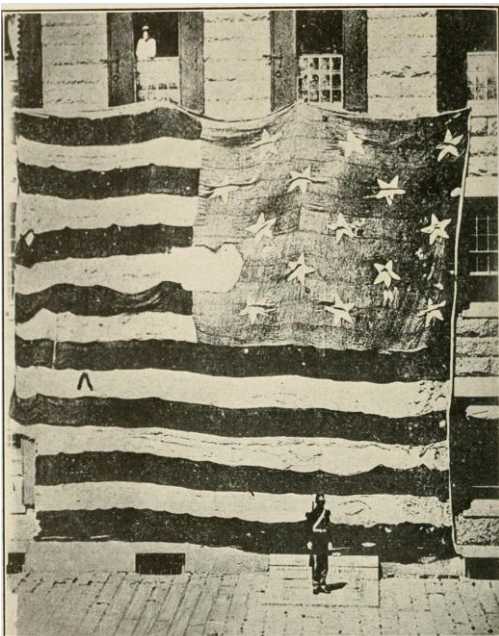
*Whose broad stripes and bright stars
through the perilous fight
O'er the Ramparts
we watched were
so gallantly
streaming.*

The *Star Spangled Banner* was a big flag. *'It is my desire'* said Major Armistead, commander of the Fort McHenry garrison, *'to have a flag so large, that the British*



will have no difficulty seeing it from a distance'. He correctly assumed that his fortress would be in the line of fire if the British wanted to attack the port city of Baltimore.

So, in 1813 he ordered a colossal flag from a local flag-maker Mary Pickersgill, who with her 13-year-old daughter and an army of seamstresses, hand stitched it at a cost of \$405.90 (\$8,000 in today's money). The flag they made - or what's left of it, is still preserved in the National Museum of American History. And there's a star missing! According to legend it was buried with a dead defender. However, each star was 60 cm (2 feet) wide! The whole flag was 9.1 metres wide by 12.8 metres long (note the man standing by it) and it



weighed 23 kilos. Indeed, it was so heavy that if wet, it could easily break a flag pole, in rain, high wind - or war! So Mary Pickersgill also made a smaller storm flag (Cost \$168.54). And there was a lot of rain that night. But the question remains, through the 'fog of war' was Key actually able to see a flag, let alone the fort from near the *HMS Tonnant*? And if so, which flag did he see? Then there is the question of flag etiquette. Two bugle calls are well known to most soldiers; *Reveille* and the *Last Post*. These are sounded at the raising of the flag in the morning and it's lowering at sunset. Flags don't fly at night - even in America! But as there was a war on, it was deemed that a flag was needed through the night to encourage the defenders. So, it was the much smaller 'storm flag' that faced the British bombardment of 1500 shells, cannon balls and Congreve rockets.

Then there was the issue of night vision. It is unlikely Key could have seen much through the smoke and haze. As any soldier knows, glare is the enemy of anyone's night vision. Which makes Key's words somewhat contradictory:

*And the rocket's red glare, the bombs
bursting in air
Gave proof through the night that our flag
was still there.*

Indeed records at Fort McHenry state that the oversized *Star Spangled Banner* was raised on the morning of September 14, to replace the 'storm flag', which during the '*perilous fight*' must have been torn to shreds. So, it is unlikely that any flag could have survived the incredible amount of ordinance the British hurled at Fort McHenry that night. Never-the-less, Key's lyrics conclude:

*Oh say does that star spangled banner yet
wave
O're the land of the free and the home of
the brave.*

There's no doubt that Francis Scott Key was a reasonable poet, but he was a better spin doctor. His story of how a single flag inspired a nation is not quite true. There were two flags. A big one to make a statement and the 'Storm flag', which probably didn't survive the '*perilous fight*.' But let not the facts get in the way of a good story! His





words didn't become the National Anthem until 1931, replacing 'My Country 'tis of thee', sung to the music of *God Save the King*. So where did the music for Francis Scott Key's story come from? Thereby lies another tale.

It was composed by John Stafford Smith in England as a bawdy hymn for the Anacreonatic Society - basically a song club for 'men behaving badly'. Anacreon was a Greek poet who lived around 500BC. But because of his love of drinking, 'wenching' and erotica, he should be remembered more as a pornographer.

Key liked the Anacreonatic Hymn, and it was to this music that he set his words for the *Star Spangled Banner*. Anacreonatic Society members would have been amused to find that in one of their lewd lines, 'The myrtle of Venus and Bacchus's wine' had been replaced by 'The land of the free and the home of the brave!' Besides many think those words should be: *The land of the oppressed!*

Which brings us back to what Francis Scott Key has been largely forgotten for. As an attorney, Key often acted for slave owners wanting to repossess their runaway slaves. While he also represented slaves seeking freedom, by 1801 he owned six slaves himself and was prominent in the anti-

abolitionist movement. He was also a founding member of the American Colonization Society; an organisation dedicated to returning free-born African Americans and emancipated slaves to Africa.

It will take some time for the 'Francis Scott Key' bridge to be rebuilt. But the vultures of 'progressive' name-change and 'cancel-culture' are already circling. In these days, when pusillanimous public servants quake in their shoes in the face of the 'woke' noise-machine, given Key's association with slavery, it seems unlikely that any replacement bridge will ever be called after Francis Scott Key today - but then his name was always a bit of a mouthful anyway!

NEGROES FOR SALE — JOSEPH BRUN, a regular trader in this city for the last twenty-six years, has just arrived with a large lot of Maryland and Virginia NEGROES, such as Mechanics, House Servants, Cooks, Washers and Ironers and Field Hands, and will be receiving a fresh supply during all the season. For sale on reasonable terms for cash or approved city acceptances, at his Old Stand, corner of Esplanade and Chartres streets, Third District. **se20 Tm&W**

FOSTER'S SLAVE DEPOT, No. 76 BARONNE STREET, New Orleans, keeps constantly on hand and for sale, Mechanics, Field Hands, Cooks, Washers, Ironers and General House Servants. Also, buys and sells Slaves on commission. **o23 Gnd&W**

NEGROES FOR SALE — THE UNDERSIGNED has reopened the well-known Slave Depot, No. 47 Esplanade, corner of Chartres street, recently occupied by John B. Smith, with a very likely lot of field hands, house servants, washers and ironers, seamstresses, etc., on sale, all imported from Virginia and South Carolina. Additional supplies will be received from those States during the season. Terms, reasonable for cash, or approved city acceptances. **THOS. E. MATTHEWS.** Office, 47 Esplanade street, cor. Chartres. **se20 Delta and True Delta please copy. n1 6m**

PLEASE CALL AT 58 BARONNE STREET, where Planters and others will at all times find a CAREFULLY SELECTED and WELL ASSORTED LOT OF SLAVES for sale. **o25 tm** **R. H. ELAM.**

SALE OF NEGROES — OVER ONE HUNDRED NEGROES were brought in last night from my farm within eighty miles of the city, and are for sale. A large number of them have been on the place for the past year and longer, and all passed the last summer. Virginia and Maryland negroes, with this advantage of acclimation, and trained to plantation labor, offer inducements to purchasers. **WALTER L. CAMPBELL,** 612 if **54 Baronne, near Common st.**

"Pride In Our Heritage"



'The Landing' 25th April, 1915

THE GALLIPOLI CAMPAIGN THE BEGINNING – "THE LANDING"

Men of the 1st Australian Division A.I.F. (Australian Imperial Force) landing under heavy Turkish fire at ARI BURNU, 4.30am on 25th April, 1915. The beach was later named ANZAC COVE.

The name "ANZAC" originated in Egypt early in 1915 where the Australian and New Zealand Army Corps were training. The Corps Commander, Lieut. Gen. William Birdwood, used the abbreviated title of the Corps, A.N.Z.A.C., as the code word for the Corps in preparation for the Gallipoli Campaign – a word that was to make history and be revered by Australians and New Zealanders for all time. An "ANZAC" was an Australian or New Zealand soldier who served in the Gallipoli Campaign. The term "an Original ANZAC" identified those men who participated in the initial landing on the 25th April, 1915 – the 1st Australian Division, A.I.F.

The Campaign ended on the 18th December, 1915, following the evacuation of all Allied troops from the Peninsula.

In the 8 months period of the Campaign, Australian casualties were:

Killed in action and died of wounds	8,079
Wounded in action and missing	<u>17,924</u>
Total	<u>26,003</u>

Our Club was originally "The Gallipoli Legion Club" until November, 1967 when it became "The Gallipoli Memorial Club" – a memorial where the legend of GALLIPOLI would be firmly entrenched as an inspiration to future generations of Australians.

It was founded and developed by the GALLIPOLI LEGIONS OF ANZACS, those "ANZACS" who survived the Gallipoli Campaign and following that, the Campaigns of France and Belgium until the Armistice on the 11th hour of the 11th day of the 11th month of 1918.