

# THE GALLIPOLI GAZETTE

OFFICIAL ORGAN OF THE GALLIPOLI MEMORIAL CLUB LTD

## Engineers overcame WW2 port shortage

*Last edition we looked at the army's engineering success, the ubiquitous Bailey Bridge. We now turn to an important naval engineering feat.*

The failure of the amphibious Dieppe Raid of August 1942 showed that the Allies could not rely on being able to penetrate German coastal defenses to capture a port on the north French coast necessary for a major troop invasion.

In the Raid, within ten hours, 60-percent of the 6,050 Allied infantry were killed, wounded or captured, the Royal Airforce lost 106 planes and the Royal Navy 33 landing craft and a destroyer.

Among the lessons learned and later used in the D-Day landings in June 1944 were, firstly, the crucial

need for artificial harbours rather than the bloody campaign to capture one of the strongly defended ports and secondly, that tanks needed to be adapted specifically for beach landings.

The problem was that the large ocean-going ships required to transport heavy and bulky cargoes and stores in a major invasion needed deep water and dockside cranes to off-load their cargo and this was only available at the already heavily defended, German held, French harbours.

So the British developed temporary portable ports called

"Mulberry harbours".

The idea had friends in high places as an early proposal for temporary harbours was sketched by Winston Churchill in a 1915 memo to Lloyd George. This memo was for artificial harbours to be created off the German islands of Borkum and Sylt. No further investigation was made, and the memo was filed away.

Between June and August 1942, Welsh civil engineer Hugh Hughes submitted a design concept for artificial harbours to the War Office.



*A Mulberry harbour, in operation for the D-Day Landings*

At a meeting following the Dieppe Raid, Vice-Admiral John Hughes-Hallett, the naval commander for that Raid, declared that if a port could not be captured, then one should be taken across the Channel. He had the support of Churchill. The concept of Mulberry harbours began to take shape when Hughes-Hallett moved to be Naval Chief of Operation Overlord; the invasion of France.

With the planning of Operation Overlord at an advanced stage by the summer of 1943, it was accepted that the proposed artificial harbours would need to be prefabricated in the UK and towed across the English Channel.

The need for two separate

artificial harbours – one American and one British/Canadian – was agreed in August 1943. An Artificial Harbours Sub-Committee was set up under the Chairmanship of the civil engineer Colin R. White, brother of Sir Bruce White, the Director of Ports at the War Office, to advise on the location of any harbours and the form of the breakwater.

At the Sub-Committee's first meeting in August 1943, it was envisaged that bubble breakwaters would be used, then block ships were proposed and finally, due to insufficient block ships being available, a mix of block ships and purpose made concrete caisson units.

Soon after, the Combined

Chiefs of Staff estimated that the artificial ports (which they called *Mulberries*) would need to handle 12,000 tons per day, exclusive of motor transport and in all weathers. The go ahead was given to start work immediately on the harbours.

The *Mulberry* harbours would consist of a floating outer breakwater called *Bombardons*, a static breakwater consisting of *Corncocks* and reinforced concrete caissons (large watertight chambers, open at the bottom, from which the water is kept out by air pressure and in which construction work may be carried out under water) called *Phoenix*, floating piers or roadways code-named *Whales* and *Beetles* and pier heads codenamed *Spuds*.

*Continued page 10*



*Wrecked pontoon causeway of one of the "Mulberry" artificial harbours, following the storm of 19-22 June 1944*

## ***Editorial.....***

In this issue we look at one of the major engineering feats of World War Two, the amazing construction, transportation and assembly off the coast of France of two floating "Mulberry" harbours to overcome the lack of off-loading facilities that would be needed for the D-Day landings. This need was exposed by the failed Dieppe Raid that was the Allies first attempt to retake France from the Germans in 1942.

On the Australian front we read of the largest escape of

prisoners in World War Two, the Cowra Breakout in 1944 which cost over 200 lives. Also, a updated report on the Kokoda Track Memorial at Concord in Sydney and a heart-warming story about an improvised ukulele that helped prisoners in Changi during their desperate years of incarceration.

With the election of Joe Biden as the new President of the United States we read about his uncles' involvement in the Pacific War and the unresolved family loss.

The story of the loss of

*HMAS Woomera* is a reminder to all of the inherent danger faced daily by members of Australia's armed forces.

For members with an artistic streak, it's time to finish of your artworks and deliver them for the annual Gallipoli Art Prize which is being hosted for us by our friends at the Merrylands RSL Club. Details are in this edition.

Also, Club President John Robertson brings us up to date on the redevelopment of the Loftus Street headquarters of the Club.

### **THE GALLIPOLI MEMORIAL CLUB LIMITED**

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## 2021 GALLIPOLI ART PRIZE

The Gallipoli Art Prize Organising Committee invites any eligible artist (see below) to submit a painting for the acquisitive \$20,000 Gallipoli Art Prize. The Prize will be awarded to the artist who best depicts the spirit of the Gallipoli Campaign as expressed in the Club's "Creed": *"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"*.

### CONDITIONS:

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 oil, acrylic, water-colour or mixed media.

### ENTRIES:

The submitted work must be original work and not have previously entered in this or any other competition.

**SIZE:** It is not to exceed in size four square metres and being not smaller in size than 38 cm by 30 cm. It should preferably be produced on canvas or similar material. Wet paintings will not be accepted.

### DELIVERY:

The entry must be delivered at the competitor's expense to:

The Gallipoli Art Prize Organizing Committee, C/- Merrylands RSL, 8 - 12 Miller Street, Merrylands 2160, between the hours of 10AM and 4PM on Sunday 7, Monday 8, Tuesday 9, and Wednesday 10 March 2021. The entry form includes a statutory declaration and should accompany the work submitted together with a non-refundable handling fee of \$20.00 (inclusive of GST). The name and address of a competitor and title of the work must be clearly marked on the entry. Each entry may submit a description or statement of 200 words or less. If selected as a finalist, the statement will accompany the work put on public exhibition and be incorporated as part of the art prize catalogue.



*The 2020 Gallipoli Art Prize winner "Breath" by Alison Mackay*

Each competitor must complete the statutory declaration disclosing their country of birth or citizenship and confirming that the whole of the work submitted was executed within the preceding twelve months and is the original work of the competitor. The Gallipoli Art Prize Organizing Committee will appoint a panel of four judges to consider entries submitted and select the winning work. The

decision of the judges will be final.

**EXHIBITION:**

It is intended that a selection of finalists' works, to a maximum of forty, will participate in a public exhibition at the Merrylands RSL commencing Thursday 15, April and ending on Sunday 2, May 2021 from 10.00 am to 4.00 pm daily.

A selection of finalists will be notified and invited to attend an official presentation to be held at

the Merrylands RSL. The winner's work is acquisitive for the Club.

Artwork does not need to reflect warfare or the Gallipoli conflict.

**Entries close March 10, 2021.**

Entrants must read the full terms and conditions and sign and submit entry papers and a statutory declaration contained in:

<https://www.gallipoliartprize.org.au/>

### **Previous winners**

Winner 2020: "Breathe" Alison Mackay

Winner 2019: "War Pigeon Diaries" 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.

## US President has WW2 connection down under

***Keith Jackson of Noosa Queensland has eaten many lunches with your Editor at the Gallipoli Club over the past 30 years. In his blog on Papua New Guinea "PNG Attitude" he advises of the link between US President Joe Biden and PNG dating back to World War Two.***

United States' President Joe Biden is well acquainted with Papua New Guinea – two of his uncles fought there in World War II and one was killed, his body never found.

"Australia looked to America, and a generation of Americans - including two of my uncles - responded," Biden said during a visit to Australia as US vice president in 2016.

"Both in New Guinea, one killed, and one went home badly injured," he said.

Biden's mother, Jean Finnegan Biden, from Scranton in Pennsylvania, Biden's birthplace, had four brothers, all of whom tried to enrol in the Army the day after the Japanese bombed Pearl Harbour in December 1942.

"Papua New Guinea, that's where my two uncles, ended up, in the Army Air Corps of the United States Army," Biden said.

"My mother's number two brother, Ambrose Finnegan, is still remembered in Scranton as a leader. He was shot down, and his body was never found, in Papua New Guinea.

"And the other came home with malaria and was sick, off and on, for the better part of his life."

In his book, *'Promises to Keep'*, Biden wrote: "I remember as a kid I used to sit up in

the attic where my grandpop had my uncles' medals.

"And I used to sneak out of the house with this Army Air Corps patch in my pocket to [show] to everybody in the neighbourhood I grew up in - an old Irish-Catholic neighbourhood.

"The day after Pearl Harbour my mom's four brothers went down to sign up for war service. Three of them got in.

"My uncle Ambrose Jr was a flier killed in New Guinea. Jack and Gerry did their part. But the army wouldn't take Blewitt."

Given that two of his uncles fought side by side with Australians in PNG in World War II, and that one of them

died there, Biden has a strong personal connection with our region.

"We forged the foundations of our alliance in iron and baptised it in blood", he says. "Our shared home is the Asia-Pacific".

"My mom had an expression from the time I was a kid," he said in a speech made in the US.

"She said, 'Joey, look at me. Look in my eyes'. And I'm not exaggerating my word as a Biden".

"She said, 'Look at me. Remember you are defined by your courage and you're redeemed by your loyalty'. That was her code."



## Hundreds die when Japanese attempt to escape Cowra Gaol

*Bruce McEwan looks at the Cowra break out by Japanese prisoners in 1944*

In August 1944 there were 1,104 Japanese prisoners of war confined in Camp B of No. 12 Prisoner of War Compound near Cowra, in the central west of New South Wales.

Guarding the prisoners were soldiers of the Australian Militia 22<sup>nd</sup> Garrison Battalion.

On Friday, August 4 intelligence was received from a Japanese informer at Cowra that the prisoners were planning a mass outbreak. The following day all Japanese prisoners below the rank of Lance Corporal were told they would soon be transferred to the Hay Prisoner of War Camp in the far south west corner of the State. It was remote and considered much more secure

It was not the first such incident. In 1943 there was a riot by Japanese prisoners of war in the Featherston camp in New Zealand that led to greater security in the Australian camps, including Cowra.

In Cowra, at about 2am the next morning, Saturday 5 August, a prisoner ran around shouting near the camp gates. Soon afterwards, in response to a

bugle call signal, groups of prisoners armed with knives, baseball bats, sharpened wire weapons and fearsome nail-studded improvised clubs shouting "banzai" ran from their huts and began cutting through the surrounding wire fences or throwing blankets over barbed wire before climbing over. The Australian sentries opened fire on the mob but several hundred prisoners got through the fences and escaped into open country. Others remained to set fire to the camp buildings to create a diversion. Subsequently, most of the wooden buildings were destroyed. It was the largest break-out from allied confinement in WWII.

Incidentally, the bugler was Hajime Toyoshima, Australia's first Japanese prisoner of war.

On the night of the breakout three Australia guards were killed and another three were wounded. Privates Benjamin Gower Hardy and R. Jones, were overwhelmed and killed while manning a Vickers machine gun post, and were posthumously awarded George Crosses.



*Private Ralph Jones*



*Private Benjamin Gower Hardy*



Despite being under attack by a hoard of escapees, Private Hardy removed and disposed of the gun's firing pin rendering it useless and unable to be used against the guards by the Japanese.

Officers of the New South Wales Police Force were co-opted to round up escapees—many of these policemen were First World War returned soldiers.

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## Presidents Report Autumn 2021

There is some light at the end of the tunnel, and hopefully it's not another train approaching. Covid inoculations are rolling out and restrictions are being slowly lifted. We are confident of holding a "normal" AGM coincident with the announcement of the Art Competition winner on 14 April at Merrylands RSL. By then we should "own" the Museum Space and have possession once more of the old Club House, although of course neither will be fitted out.

The Building Committee are still unable to meet with the AMP and the Builder face to face, but are negotiating regularly using

the available technology and are able to have site visits. Construction hoardings have been removed and the public art works have been installed. The Development Application for the use of the Museum is with Council. As the wheels of Local Government move slowly, I doubt that we will have a result by April, but you never know.

Due to popularity of the "virtual exhibition" of the Art Competition finalists last year we have decided to do that exercise again this year. This will allow those members who are unable to attend in person to share in the experience and to reach a much wider public audience.

The Gallipoli Scholarship presentation function will be held at Merrylands on April 21. Not as salubrious as Government House, but a much expanded scholarship criteria and therefore more recipients and the ability of more family and sponsors to be in attendance.

I would hope that come April restrictions will be further lifted and we will be able to have some type of community commemorations on Anzac Day although I must say that the private "driveway" ceremonies last year were very special.

Keep safe and keep well. I hope to see as many of you as possible at the AGM.

*John Robertson*  
President



*The Club upgrading is in its final stages (Photo: Allan Humphries)*



## Changi ukulele

A handmade ukulele that was used to serenade Australian prisoners of war as they died in the infamous Changi prison camp has been donated to the North Queensland Army Museum in Townsville.

The instrument was crafted by an Australian soldier from a coconut, fishing line, and part of his rations tin while he was a prisoner of war in the camp.

Like many young Australians, Townsville man Jeff Caddies lied about his age in order to enlist during World War II.

He was serving in the signal corps in February 1942 when Singapore fell to the Japanese, and spent the next two years in captivity.

He was marched into Changi prison camp on his 21st birthday.

Remarkably, Mr Caddies survived near starvation in the camp and harsh conditions working on the Burma Railway.

Around 2,700 Australian POWs died constructing the Japanese supply route in treacherous jungle.

Before the end of the war Mr Caddies was shipped to Japan



*Jeff Caddies (Supplied: Judy Caddies)*

and used as forced labour in a metal factory.

From the prison camp off-shore from Nagasaki, he witnessed the nuclear mushroom cloud when the city was bombed in 1945 — bringing about an end to the war.

Judy Caddies said her father had always been musical and was in the Salvation Army band before he enlisted.

He crafted the makeshift ukulele from found objects and

would play and sing to boost the morale of the troops, as well as to comfort dying mates.

"It had a beautiful sound to it and Dad loved playing it," Ms Caddies said.

Mr Caddies would have been severely punished if the instrument was found, so he carefully hid it in his pack.

"Part of his uniform was cut up to protect the ukulele because they had to hide it every night," Ms Caddies said.



Mr Caddies died in 2008, and his family started thinking of ways to honour his memory.

Despite interest from other museums interstate, the family decided it belonged in his hometown, where Mr Caddies raised a family after the war.

He married, Grace, a girl he met while he was supposed to be patrolling a beach on the Sunshine Coast before deploying overseas — he had been playing cricket on the sand with his mates instead.

Grace, aged 97 said she only found out about the wartime ukulele later in life.

"He kept it in the cupboard and he wouldn't talk about it," she said.



*Jeff Caddies in his 80's*

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### *Mulberry harbours continued from page 2*

However, infighting between the War Office and the Admiralty over responsibility was only resolved in December 1943 by the intervention of the Vice-Chiefs of Staff. The decision was that the Admiralty managed the blockships, Bombardons and assembly of all constituent parts on the south coast of England. Further the Admiralty would undertake all necessary work to survey, site, tow and mark navigation.

The War Office was given the task of constructing the concrete caissons (*Phoenixes*), the roadways (*Whales*) and protection via anti-aircraft installations. Once at the site, the army was responsible for sinking the caissons and assembling all the various other units of the harbours.

For the *Mulberry A* at Omaha Beach, the Naval Corps of Civil Engineers would construct the harbour from the prefabricated parts.

The proposed harbours called for many huge caissons to help build breakwaters and piers and connecting structures to provide the roadways.

The caissons were built at a number of locations, mainly existing ship building facilities or large British beaches. On completion they were towed across the English Channel by tugs to the Normandy coast at only 8.0 kilometres per hour, assembled, operated and maintained by the Royal Engineers. Various elements of the *Whale* piers were designed and constructed by a group of British companies.

Both locations for the temporary harbours required detailed information concerning geology, hydrography and sea conditions. To collect this data a special team of hydrographers was created in October 1943 to collect soundings off the enemy coast. Between November 1943 and January 1944 this team used

a large beach landing craft to survey the Normandy coast.

On New Year's Eve 1943, two members of the Royal Engineers landed on the beach at night and took samples of the sand to help determine if armoured vehicles would be able to operate on the beach or become bogged down.

The Allied Invasion of Normandy occurred on June 6 1944. The Allies successfully held beachheads and that afternoon over 400 towed component parts (weighing approximately 1.5 million tons) set sail to create the two Mulberry harbours. It included all the blockships (codenamed Corncocks) to create the outer breakwater (Gooseberries) and 146 concrete caissons (*Phoenixes*).

The Mulberry harbours were to be used until major French ports could be captured and brought back into use after repair of the inevitable sabotage by German defenders.

*Continued page 13*

## Progressing Kokoda Track Memorial's Future

*Bruce McEwen reviews moves to upgrade the recognition of the Kokoda Track Memorial in Sydney*

The Kokoda Track Memorial Walkway in Concord West has made a powerful step forward in its ultimate goal of attaining recognition as a Military Memorial of National Significance.

In the past decade Australian historians have supported opinions that the Battle for the Kokoda Track was an action that was probably more significant to Australia than the Battle for Gallipoli. This was because of its tactical significance to the Australian mainland and that it involved mostly Australian armed forces who were ultimately victorious against numerically and tactically superior Japanese fighting units.

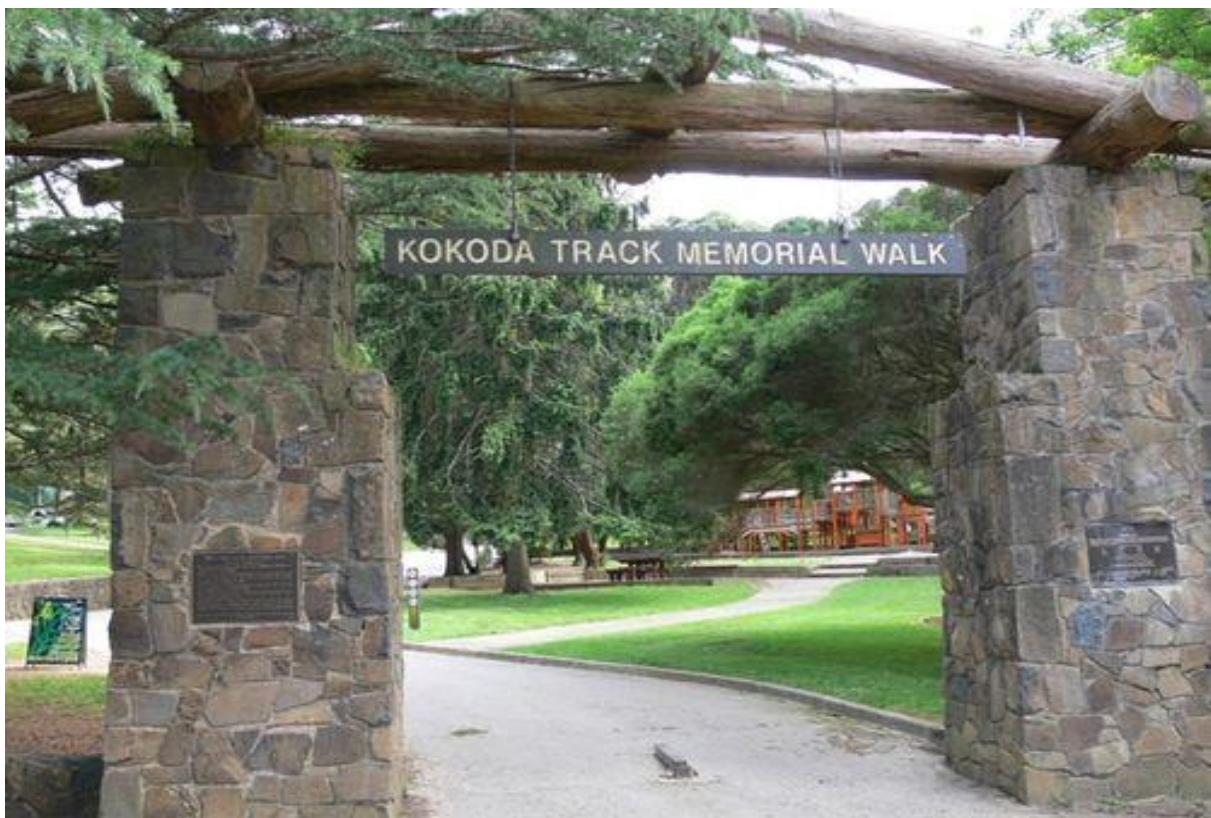
The battle was waged from July 28 to August 10, 1942 in two major engagements between

four platoons of the 39<sup>th</sup> Militia Battalion from Australia plus elements of the Papuan Infantry Battalion against seasoned Japanese troops commanded by Major General Tomitaro Hori's South Seas naval detachment. The Japanese had landed on the northern coast of Papua around Buna and Gona in the middle of July, 1942 with the goal of capturing Port Moresby by forcing their way overland.

In the first brief engagement the Japanese forces were able to take Kokoda village and then encircled attacking Australian troops who escaped. It was then a week before the attackers and defenders met again when the weakened Australian battalion launched an attack from the village of Deniki in an attempt to

retake Kokoda and stop the Japanese reaching the Owen Stanley Ranges that form the spine of the island. Reinforced by troops from the Second Imperial Force (AIF), the Australians occupied Kokoda and the nearby village of Pirivi only briefly before being pushed back to Deniki and then Isurana.

As the fighting wore on the Australians were shoved back towards Port Moresby as far as Imita Ridge by September and October. Then the Australians went on the offensive and forced the Japanese to retreat towards the coast. The Australians re-took Kokoda early in November 1942 and when the Japanese withdrew to their beachheads on the coast, the Australians reached the Kumusi River and the battle was over.





The cost in human terms was high – 624 Australians were dead and 1,023 were wounded. Japanese casualties were in the thousands.

Clearly a Japanese loss. Kokoda was another major embarrassment to the Imperial Japanese Navy which already had lost face in the Battle of Midway where the Americans sank four of its six big aircraft carriers. Another was badly damaged in the Battle of the Coral Sea

Acting NSW Minister for Veterans Geoff Lee said Federal, State and Local Governments are currently collaborating to deliver a business case to guide the future of the site by acknowledging its unique place among military commemoration sites.

“The Kokoda Track campaign is a defining symbol of Australia’s involvement in the Pacific war and holds a special place in the hearts of veterans and the community,” Mr Lee said.

“The Kokoda Track Memorial Walkway simulates the conditions of The Kokoda Track with lush tropical vegetation and anybody who walks it can begin to visualise the kind of conditions soldiers would have faced.

“I’m grateful for the collaboration between our colleagues from all three tiers of government as we prepare the business case to get the recognition it deserves.”

Member for Drummoyne John Sidoti said the site was visited

by thousands of veterans, students, tourists and the local community each year.

“The Kokoda Track Memorial Walkway is a living, evolving memorial and an educational resource which forms a link with the past for future generations,” Mr Sidoti said.

Federal Member for Reid Fiona Martin said the announcement on Kokoda Day coincided with the 75<sup>th</sup> anniversary of the end of the Second World War.

“The Kokoda Track Memorial Walkway is a remarkable commemoration to those who served in Papua New Guinea and the Federal Government is proud to be part of the drive to attain appropriate recognition,” Dr Martin said.

City of Canada Bay Mayor and Kokoda Track Memorial Walkway board member Angelo Tsirekas said the Memorial is a site of natural beauty and importance.

“The Memorial has a special connection to the Concord Repatriation General Hospital which is revered by the military and veteran communities,” Mr Tsirekas said.

Kokoda Track Memorial Walkway Board Chair Jennifer Collins said the memorial was conceived during the Australia Remembers 1945-95 program.

“The Kokoda Track Memorial Walkway is the only national Kokoda Memorial and it must be protected for the benefit of generations to come,” Ms Collins said.

“We are grateful for the Federal, State and Local Governments coming together to progress a business case. This is another positive step in our drive to gain recognition as a Military Memorial of National Significance for our veterans and their families.”

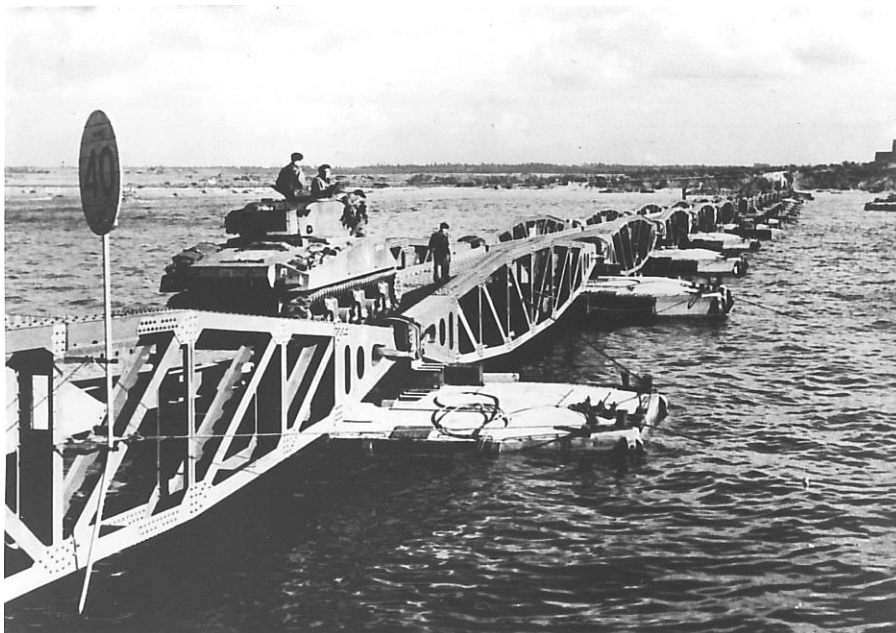
More information at [www.warmemorialsregister.nsw.gov.au/content/kokoda-track-memorial-walkway](http://www.warmemorialsregister.nsw.gov.au/content/kokoda-track-memorial-walkway)





In the following days, the two prefabricated harbours were taken in sections across the English Channel from Britain with the invading army and assembled off Omaha Beach (*Mulberry A*) and Gold Beach (*Mulberry B*) for the rapid offloading of cargo onto beaches. At Gold Beach the first Phoenix were sunk at dawn on 9 June 1944. By 15 June a further 115 had been sunk to create a five-mile-long arc between Tracy-sur-Mer in the west to Asnelles in the east. To protect the new anchorage, the superstructures of the blockships (which remained above sea-level) and the concrete caissons were defended by anti-aircraft guns on them and barrage balloons above.

The *Mulberry B* harbour was used for 10 months after D-Day, and over 2.5 million men, 500,000 vehicles, and 4 million



tons of supplies were landed before it was fully decommissioned.

It came to be known as Port Winston and saw heavy use for eight months, despite being designed to last only three months. Port Winston is commonly upheld as one of the best

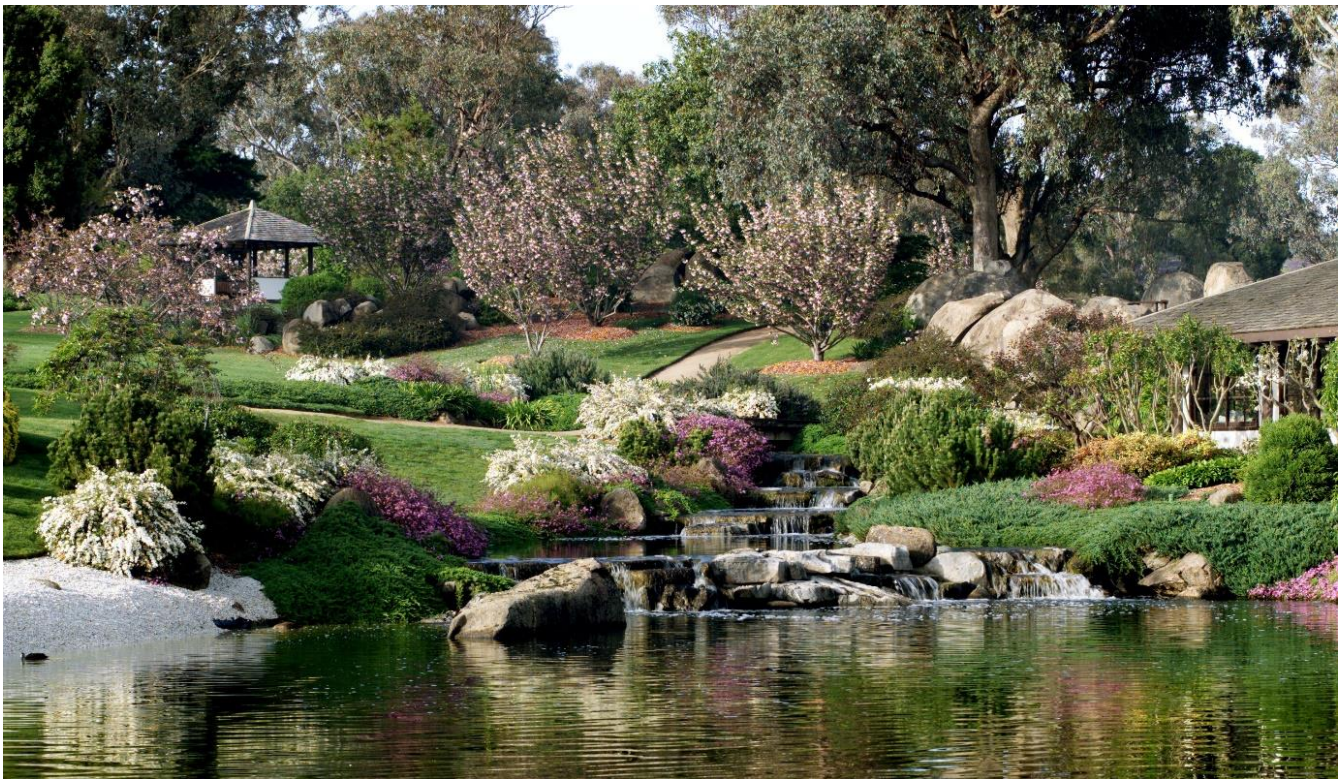
examples of military engineering. Its remains are still visible today from the beaches at Arromanches.

The still only partially completed *Mulberry A* harbour was damaged on June 19 by a violent storm that suddenly arrived from the north-east; the

*Continued page 1*



*The remains of the harbour of Arromanches in 1990*



*The Japanese garden at Cowra*

In the following nine days 334 prisoners were recaptured, 234 Japanese escapees were killed and 108 wounded. Many of the prisoners who died did so at their own hands – *choosing hari kiri* (ritual suicide) rather than surrender. This behaviour was very upsetting to the Australian soldiers and police trying to return them to custody.

The Australian Government undertook an official enquiry into this event and found that conditions at the Cowra facility fully complied with the requirements of the Geneva Convention; no complaints had been made by, or on behalf of, any Japanese before the breakout, which was found to be the result of a concerted and premeditated plan.

Many of the prisoners who died were killed by fellow prisoners and those with wounds had mostly self-inflicted injuries.

It was thought, however, that significant cultural differences between the Japanese prisoners and their guards might have contributed to the breakout.

It should be remembered that reports of cruelty by Japanese captors against allied prisoners of war in Asia and the Pacific region had been widespread since the war started. What's more at that time Australia was in the grip of a serious drought. The Cowra rural area was sparsely populated and had little available groundwater. Stock dams were mostly empty and there was little shelter from the hot days and cold winter nights. Creeks and rivers were not running and there were few bores or large water storages within the region.

Those in captivity, included Koreans, who had served in Japanese forces and Indonesian

civilians imprisoned at the request of the Dutch East Indies government.

During WWII a total more than 40,000 enemy military personnel were held in Australian prison camps and gaols. There were 2,223 Japanese (which included 544 merchant seamen) 14,720 Italians taken prisoner during the North Africa Campaign and 1,585 Germans who were mainly captured naval or merchant seamen.

Australia continued to operate No. 12 Camp until the last Japanese and Italian prisoners were repatriated in 1947.

In 1960 the Japanese Government decided to bring all their war dead from parts of Australia to be re-buried at Cowra. This was the beginning of the friendship between Japan and the town of Cowra.



Cowra maintains a significant Japanese war cemetery, the only such cemetery in Australia, and established the Cowra Japanese Garden and Cultural Centre to recognise and develop

the relationship between the people of Cowra Shire and the people of Japan. The garden was designed by Ken Nakajima in the style of the Edo period and is a popular tourist destination.

A number of garden activities are organised throughout the year including Japanese landscapes, arts, traditions and historical guided tours.



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*Mulberry harbours continued from page 13*

worst summer storm in 40 years.

By June 18 two piers and four pier heads were working. Though this harbour was abandoned in late June, the beach continued to be used for landing vehicles and stores using Landing Ship Tanks. Actually, the Americans were able to unload a higher tonnage of supplies than at *Mulberry B*

before the storm hit. Salvageable parts of the artificial port were sent to repair *Mulberry B*.

After three days the storm finally abated and damage was found to be so severe that the harbour had to be abandoned as 21 of the 28 Phoenix caissons were completely destroyed, the Bombardons were cast adrift, and the roadways and piers smashed.

Some troops from the American "Ghost Army" went to Normandy two weeks after D-Day to simulate a Mulberry harbour. The deception was created in such a way that at night its lights drew German gunfire away from the real Mulberries. The Germans wasted a lot of ammunition and time attacking the phantom facility.



## *"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.