

THE GALLIPOLI GAZETTE

OFFICIAL ORGAN OF THE GALLIPOLI MEMORIAL CLUB LTD

Amazing NZ Museum Gallipoli Exhibition

Using super-life size models, the Gallipoli exhibition in Wellington has become a major tourist attraction.

Using a combination of the creative artistry of Wētā Workshop which produced characters for the *Lord of the Rings* film trilogy and expert historical research, *Gallipoli: The Scale of Our War* exhibition has for nine years been one of the country's most popular visitor experiences. The ground-breaking national exhibition opened at *The Museum of New Zealand Te Papa Tongarewa* a week before the centenary of the 1915 Gallipoli landing.

In total, 2,779 New Zealanders lost their lives on Gallipoli.

The Museum's Chief Executive Rick Ellis said the exhibit combines the world of museums with the world-class creative artistry that Weta Workshop is renowned for. The display immerses visitors in the sounds, sights and emotions of the war.

The exhibition cost eight million dollars to develop and deliver and was planned to run for four years, but it is still in place as a 'must see' for local and international tourists after two time extensions.

Eight New Zealanders and their stories are brought



The model of Nurse Charlotte (Lottie) Le Gallais, who joined the Army Nursing Service hoping to meet up with her brother Lennie. The model shows Lottie on a hospital ship off Gallipoli crying after her letter to Lennie was returned unopened as he had been killed several weeks before she arrived.

to life on a monumental scale. The figures of seven soldiers and a nurse are frozen in a moment in time, at 2.4 times human scale.

Exhibition Creative Director and Founder of Weta Workshop, Richard Taylor, said he and his team were determined to create something unique to commemorate Gallipoli through their collaboration with the museum.

Mr Taylor said that, in collaboration with a large number of amazing Wellington companies, Weta Workshop worked together with the museum staff to commemorate the people involved in World War One. The display was designed to create a heightened awareness and leave a lasting and impactful memory of this most important of events in New Zealand's history. Weta Workshop spent more than 24,000 hours creating all eight figures, along with the associated exhibition elements of their lives and stories, including countless hours researching their rich histories.

The Museum's Lead Curator Kirstie Ross said at the

time of the opening that the exhibition challenges certain myths around the eight-month Gallipoli campaign.

"Our job as historians and curators is to uncover the human stories, and not shy away from the tough realities".

Exhibition Historical Director, Dr Christopher Pugsley, said the exhibition was designed to help shape people's views on the Gallipoli campaign and determine how New Zealanders remember the Gallipoli campaign for the 21st century.

Turkish Ambassador to New Zealand, Ahmet Ergin, said the exhibition had provided an opportunity to recognise the close ties that had grown between the countries since the tragedy of Gallipoli.

In addition to the monumental figures, cutting edge technology was used to create other visitor experiences including 3-D maps and projections, miniatures, models, dioramas, and a range of interactive experiences.



Model of Lieutenant Spencer Westmacott

For more information about the exhibition including behind-the-scenes videos showing the creation of the exhibition at gallipoli.tepapa.govt.nz

Editorial

Commemoration of the Gallipoli Campaign is as significant in New Zealand as it is in Australia. The New Zealand Museum in Wellington instigated a centenary exhibition that opened in April 2015 and was planned to be on show for the next four years. Nine years later it is still drawing crowds after two-time extensions. Central to the chambers of the exhibition are eight figures of service personnel that are 2.4 times life size which were made by the team that produced characters and scenery for the *Lord of the Rings* movie trilogy.

The Edition also notes the 2024 Gallipoli Art Prize with works to go on show for a month from April 17. All Club members are invited to attend the opening and visit the exhibition. Please see the President's report (Page 4) for more details.

That Report also brings us up to date on the progress of the Club house redevelopment and associate Gallipoli Museum.

One of the most audacious acts by a beaten military force was committed by the German Navy in the Scottish islands in 1919. Patrick O'Neill takes us to the Orkney Islands for the full story of the actions of vengeful naval leaders while politicians talked and dithered at the Treaty of Versailles negotiations.

We also highlight one of the relatively unknown battle fronts of World War Two, the Himalayan campaign and the logistical effort required to arm and reinforce our Chinese allies in their battle against the Japanese forces, and the incredible toll that campaign took on lives and equipment.

THE GALLIPOLI MEMORIAL CLUB LIMITED

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President's Report Autumn 2024

I am very pleased to inform members that we finally settled with AMP Capital on December 15, 2023 and now officially own the Museum Space (12 Loftus St) along with the lease from the Sydney City Council on an area under Loftus Lane that was transferred to Gallipoli Memorial Club. All we need now is to get the Development Application approved and we will be on our way to an outstanding Museum.

As we go to press, stonemasons are finalising the internal stonework and the front steps to number 14, which was not completed as part of the conservation works.

Among recent activities, the Club was represented late last year at a ceremony to commemorate the memory of the late Consul General of the Republic of Türkiye, Mr. Şarık Arıyak and Attaché Engin Sever, who were assassinated outside the Consul's home in Dover Heights on December 17, 1980.

Also, the Senior Vice-President, my son and I attended the Commemoration of the guns falling silent in the ANZAC sector of Gallipoli at the Anzac Memorial Hyde Park on December 20, last. It was a very moving ceremony.

The winner of the Gallipoli Art Competition will be announced on April 17 with the exhibition continuing until May 12. It will be at 6-8 Atherden St, The Rocks. I would like to thank Property NSW and all the staff of the International Convention Centre, Sydney, who have assisted and supported us.

The Club's Annual General Meeting will be held on April 18 at the Commercial Travellers Club (CTC). I hope as many of you as possible can attend. I would like to thank CTC President David Herlihy, and staff at the NSW Commercial Travellers Association for their assistance, hospitality and use of their facilities.

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



A Model from New Zealand exhibition

Gallipoli Art Prize 2024: Call for Entries

The Gallipoli Art Prize Organising Committee annually invites any eligible artist to submit a painting for the Gallipoli Art Prize, which will be administered by the Gallipoli Memorial Club Limited (the "Club") and under the control of the Gallipoli Art Prize Organizing Committee.

Prize money of \$20,000 is awarded to the artist of the winning entry subject to the conditions below. The acquisition of the work and its copyright will remain the 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 Turkiye 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.

To read the conditions and download the Application Form please visit:

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

Entries close 4pm, Wednesday, March 13, 2024.



2023 Winning artwork "Ray's Room" by Andrew Tomkins

Previous winners

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.



2023 Highly Commended entry "24 days, Simpson and his Donkey" by Richard Crossland

Exhibition will open, and winners announced on April 17, 12 Noon at 6-8 Atherden St, The Rocks, Sydney (Opposite The Tea Cosy Cafe).

The Scapa Flow scuttling – the German revenge

Patrick O'Neill looks at the last action by German forces against the allied victors of World War 1

The Orkney Islands lie just to the northeast of Scotland. In its midst lies one of the world's largest anchorages. With an average depth of 60 metres, its 300 square kms of sheltered waters make it a massive natural harbour, shielded from the worst weather the North Atlantic can throw at it.

It's called Scapa Flow from the Viking name: *Skalpaflói*. It was from there in the 8th century that the Vikings conducted their raids on Scotland, Ireland and the British Isles. After the discovery of the Americas, Scapa Flow became a refuge for trans-Atlantic shipping. In 1588 remnants of the Spanish Armada fled there following their defeat by the British navy; a navy that would go on to command the world's oceans. But from then, it would seem that the world's then, greatest maritime power, forgot about Scapa Flow.



As the British trade routes spread to the farthest corners of the globe, protected of course by its formidable navy, this huge anchorage was in the wrong place. Then Britain's competitors were the Dutch, French, Portuguese and the Spanish, all to the south and southeast as were

Britain's trade routes. Britain needed ports along her south coast, best to protect trade routes to India, the Mediterranean, Caribbean and America. So, for 300 years, Scapa Flow would be irrelevant.



It was not until the turn of the 20th century that British naval power would be challenged, by navies from the north. That happened in 1907 when the Royal Navy found itself challenged and out-built by the *Kaiserliche Marine*, or Imperial German Navy. The Russian Navy had also posed a challenge, but that had been sent to the ocean bottom by the Japanese, at the Battle of Tsushima in 1905.

Now the Royal Navy desperately needed a northern base from which to project power to the North and Baltic seas. During WW1 Scapa Flow would become the principle anchorage for the Royal Navy's Grand Fleet – that was on the surface. But another fleet would soon take up residence at that anchorage, this time on the sea floor. The *Hochseeflotte* or German High Seas Fleet.

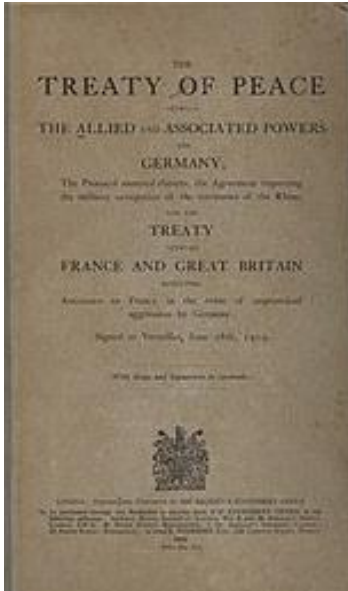
How Imperial Germany's High Seas Fleet came to lie at the bottom of Scapa Flow is an intriguing story that takes us back to the *Dreadnought* age, the arms race, great power rivalry and the defeat of the Kaiser's navy.

It was from Scapa Flow, that the Royal Navy had steamed out to confront the German High Seas fleet at the Battle of Jutland, the world's last all-battleship, or Capital ship engagement. While Britain's Grand Fleet suffered the greater losses at Jutland, it proved to be a pyrrhic victory for Germany.

Despite the battle, British naval power still remained supreme. The German Navy was still largely blockaded in the Baltic or in North Sea harbours, until the end of WW1, and by then Germany was on the verge of collapse.

On November 3, 1918, a few days before the armistice was signed, sailors from the German High Seas fleet had staged what came to be known as the 'Kiel mutiny' - defying orders to sail into another battle, which quickly triggered a Socialist revolution in Germany.

So by November 11, with the war effectively over, the allies wanted to get the ships of the German fleet well away from Germany and disarmed as quickly as possible; a job handed over to the Royal Navy. Moving the fleet to Scapa Flow was a logical decision.



The Treaty of Versailles

As to the future of the ships of the German High Seas fleet, that would be determined by the victorious powers at the Treaty of Versailles at a future date.

Britain was in no hurry to see the German fleet divided amongst the victorious allies. Many allies were only too keen to grab a German *Dreadnought* or two for their own navies. Besides, for how long would they remain

allies? The Japanese and Italians did not remain allies! also the USA and France had long been British rivals.



The German Fleet entering Scapa Flow

While the Royal Navy still remained the most powerful navy in the world, France still had a sizeable fleet, as did the USA and Italy. Japan - then another ally - also had a sizeable navy. German additions to all of these navies while keenly sought, would be a challenge to British naval supremacy. Both France and Italy had made it known that they each wanted to seize a quarter of the German High Seas fleet. But all that had to wait until it was approved in the Versailles treaty.

So, it was in this climate that it fell to the Royal Navy to disarm the German High Seas fleet and escort it to Scapa Flow where it would remain under guard until the Treaty determined its fate. The Germans created trouble from the start. Germany's naval chief Admiral Hipper refused to hand over his fleet to the Royal Navy, deputing that unenviable job to his junior, Rear Admiral Ludwig Von Reuter. **(see page 10)**

In November 1918 under Von Reuter's command, some 70 disarmed German naval ships were sailed under escort to Scapa Flow where they were anchored, under the (not-so) watchful eye of the Royal Navy. While elsewhere prisoners of war were being released - not so these German sailors. While the British wanted to ensure that a 'rogue' navy didn't escape and try and make a dash for German ports from under their noses, the allies were concerned that the British might unilaterally try and seize the German ships, making the Royal Navy the most powerful fleet in world history!

Worse; a German interim government might reject the terms of the Versailles Treaty and resume the war.



With the Kiel mutiny, a major revolt, still fresh in everyone's minds, the British naval guards were worried that all discipline was about to break down on the German ships. With poor food, total demoralisation and slow postal services, conditions for German sailors imprisoned on board were appalling. German sailor could often be seen fishing over the side of their ships to supplement meagre rations.



German sailors fishing off their ships in Scapa Flow to supplement meagre rations.

With a socialist revolution underway in Germany, Admiral Madden in charge of the Germans wrote: *"All proposed orders are considered and counter-signed by the men's committee before they are executed and then they are carried out as convenient"*.

As stated earlier, the British had always been uneasy about any redistribution of the German ships to other navies, and would prefer that the whole German High Seas fleet were destroyed. By May 1919, Admiral Von Reuter was aware of the proposed fate of the ships under his command, being voiced at Versailles.

By now the British had intelligence that the Germans were secretly discussing plans to 'scuttle', or sink, the fleet (i.e. destroy their own ships) which under the terms of the Treaty they were not permitted to do. So, it was in this context that Admiral Madden made contingency plans to seize the ships if he thought the Germans would try and 'scuttle' them. His instincts proved to be correct. By June 19, 1919, Admiral Von Reuter sent a heavily hinted message to all his interned ship-commanders:

It is my intention to sink the ships only if the enemy should attempt to obtain possession of them without the assent of our government. Should our government agree in the peace terms to the surrender of the ships, then the ships will be handed over, to the lasting disgrace of those who have placed us in this position."

June 21, 1919 was the deadline for the terms of the Versailles treaty to be announced. Admiral Madden planned to inspect the interned ships to check for signs of scuttling preparations. He would formally seize them at midnight on 21st/22nd of June. Admiral Von Reuter was informed of this. But at the last minute the deadline for signing the treaty was extended to June 23. No one 'officially' told Von Reuter this. So, at 10.00am June 21, the German Admiral issued a coded signal to all interned ships:

"To all Commanding Officers and the Leader of the Torpedo Boats. 'Paragraph Eleven' of to-day's date. Acknowledge. Chief of the Interned Squadron."

With that signal sent out by semaphore, the Germans started scuttling their ships. Sea-cocks and flood valves were released. Water-tight doors and portholes opened. But nothing happened quickly. It wasn't until mid-day that the British noticed anything amiss. The Royal Navy had been caught napping. At the time, many 'guard ships' were away on exercise. Frantic signals were sent, but by the time they got back, most of the German fleet was sitting at the bottom of Scapa Flow.



While the British had totally failed to do their job guarding the fleet, quietly they were happy. Thanks to a German Admiral, the Royal Navy was still the most powerful navy in the world. The French, who had wanted to grab many of the scuttled ships were furious. So were the Italians.

Altogether 15 German Battleships, five Cruisers and 32 destroyers were sunk. Few mourned nine dead German sailors shot as they tried to escape their sinking ships. They proved to be last casualties of World War 1.



Striking German sailors in the Kiel Mutiny



Hans Hermann Ludwig von Reuter (1869 –1943) was born into a Prussian military family. His father, a colonel in the army, died in the Franco-Prussian war. In 1885, he became a cadet in the German navy at the instigation of his mother. By 1910, he was, commanding the armoured cruiser *SMS Yorck*. Two months after the outbreak of World War I, he was a battlecruiser captain.

In September 1915, he became the commander of the Fourth Scouting Group, leading the group during the Battle of Jutland. Promoted to Admiral in November 1916, he commanded the Second Reconnaissance Group, a fleet of six light cruisers. He was appointed commander, Reconnaissance Forces and 1 Scouting Group in August 1918.

After the Scapa Flow scuttling, Reuter was vilified in Britain and made a Prisoner of War, along with the other 1,773 officers and men of the fleet's remaining rump crews. In Germany, he was celebrated as a hero who had protected the honour of the navy. While most of the imprisoned Germans were soon returned to Germany, Reuter was among several who remained imprisoned in Britain. He was eventually released and returned to Germany in late January 1920.

Five months after his return from Britain, Reuter was requested by the Navy to hand in his resignation. The Treaty of Versailles forced Germany to drastically reduce its navy leaving Reuter without a suitable command, given his rank and age. Moving to Potsdam, he eventually became a state councillor. He also wrote a book on the scuttling *Scapa Flow: Grave of the German Fleet*. On August 29, 1939, he was made a full Admiral. Reuter died in Potsdam of a heart attack on December 18, 1943.



2023 entry "Northern Watch" by Penelope Oates

The WW2 Himalayan campaign

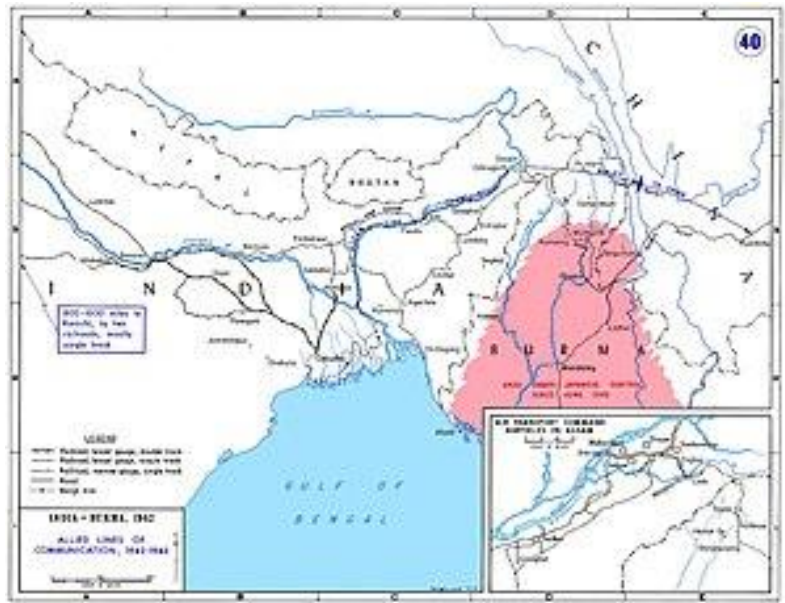
Awakening the world to a deadly, forgotten front in World War Two that claimed hundreds of lives as the Allies helped the Chinese battle the Japanese.

A newly opened museum in Pasighat, in Arunachal Pradesh, that is nestled in the foothills of the Himalayas, houses the remains of American planes that crashed in World War Two in a massive logistical undertaking that involved transporting supplies and soldiers over the mountain range. The flights were to support and resupply the Chinese war effort of President Chiang Kai-shek and the units of the United States Army Air Forces (USAAF) based in China in their fight with the Japanese. The personnel in the campaign were augmented by British, British-Indian Army, Commonwealth forces, Burmese labour gangs and an air transport section of the Chinese National Aviation Corporation (CNAC).

The operation began in April 1942, after Japanese forces blocked the Burmah Road, the link into south-west China and was fraught with danger, as pilots faced extreme weather conditions and high altitudes.

Creating an airlift presented the USAAF a considerable challenge in 1942: it had no units trained or equipped for moving

cargo, and there were no airfields in the China-Burmah - India theatre of war for basing the large number of transport aircraft that would be needed. Flying over the Himalayas was extremely dangerous and made more difficult by a lack of reliable charts, an absence of radio navigation aids, and a dearth of information about the weather.



A US Air Force plane flying over the Himalayas in The Hump campaign.

The task was initially given to the USAAF's Tenth Air Force, and then to its Air Transport Command (ATC). Because the USAAF had no previous airlift experience as a basis for planning, it assigned commanders who had been key figures in founding the ATC in 1941–1942 to build and direct the operation, which included former civilians with extensive executive experience operating civil air carriers.

Originally referred to as the "India–China Ferry", the successive organizations responsible for carrying out the airlift were the *Assam–Burma–China Command* (April–July 1942) and the *India–China Ferry Command* (July–December 1942) of the Tenth Air Force; and the Air Transport Command's India-China Wing (December 1942 – June 1944) and *India-China Division* (July 1944 – November 1945).

Since 2009, Indian and American teams have scoured the mountains in India's north-eastern state of Arunachal Pradesh, looking for the wreckage and remains of lost crews of hundreds of planes that crashed here over 80 years ago.

It is believed that about 600 American transport planes crashed in the remote Himalayan region, killing at least 1,500 airmen and passengers during a remarkable and often-forgotten three-year air campaign in India sparked by the Japanese advance to India's borders, which virtually closed the land route to China via Burma (now Myanmar). Most of the dead were American and Chinese pilots, radio operators and soldiers.

The operation sustained a vital air transport route from the Indian states of Assam and Bengal to support Chinese forces in Kunming in Chungking (now Chongqing).

The war between Germany, Italy, Japan and the Allied Forces of France, Great Britain, the US, the Soviet Union and China had reached the north-eastern part of British-ruled India. The air corridor, initiated in April 1942, moved 650,000 tonnes of war supplies to bolster the western front of the battle with Japan which stretched Japanese resources and helped ensure the Allied victory. This dangerous route through high mountainous terrain of Arunachal Pradesh was christened "The Hump", a nod to the treacherous heights of the eastern Himalayas.

Since about 2005 Indian and American teams comprising mountaineers, volunteers, medical staff, forensic archaeologists and rescue experts have traversed mountains, alluvial table-top plains and dense tropical jungles on the Myanmar-China border in months-long treks, with support from the Missing-in-Action Accounting Agency of the US Defence Forces, which estimates 400 airmen are still unaccounted for.

An unseasonal snowstorm stranded one search group in the mountains for nearly a month.

Local tribespeople have guided the teams to crash sites where they have located more than



Recovered machine guns from downed aircraft are part of the display

20 plane wrecks and the remains of several missing-in-action airmen, giving some closure to the families of the deceased.

The new Museum displays such recovered items as pieces of fuselage, oxygen tanks and machine guns. Photographs, documents and several other exhibits that tell the story of the Hump Operation are included in the Museum displays. DNA taken from bone, coupled with wrist watches and shoes have helped identify the victims.

Major Gen William H Tunner, a US Air Force pilot, has provided details of his involvement in the operation to the Museum as he navigated his C-46 cargo plane over villages on steep slopes, broad valleys, deep gorges, narrow streams and rivers to the region.

He said the flights were often navigated by young and freshly trained pilots. The weather on The Hump, changed "from minute to minute, from mile to mile" ranging from the low, steamy jungles of India to the mile-high plateaux of western China and heavily laden transport planes could be caught in a downdraft, and quickly descend 5,000ft, then swiftly rise at a similar speed. Tunner wrote of one plane flipping onto its back after hitting a downdraft at 25,000ft.

Tunner said the spring thunderstorms, with howling winds, sleet, and hail, posed the major challenge for controlling planes with the rudimentary navigation tools of the 1940s.

Journalist Theodore White of *Life* magazine,

who flew the route five times, recorded that the pilot of one plane carrying Chinese soldiers with no parachutes decided to crash-land after his plane was iced up. The co-pilot and the radio operator bailed out and landed on a "great tropical tree and wandered for 15 days before friendly natives found them". Local communities in remote villages often rescued and nursed back to health wounded survivors of the crashes. That iced up plane landed safely and no lives were lost.

Tunner said the planes were blown so far off course they crashed into mountains pilots did not even know were within 50 miles of them. He remembered one storm crashed nine planes, killing 27 crew and passengers. "In these clouds, over the entire route, turbulence would build up of a severity greater than I have seen anywhere in the world, before or since," he wrote.

There has been no closure for so many families for 80 years so the MIUS teams are helping the advised aging relatives of what happened to their loved ones who never returned from the missions.

The final Hump operations were flown in November 1945 to return personnel from China



Arunachal Pradesh Chief Minister Pema Khandu and US Ambassador to India Eric Garcetti inaugurating 'The Hump WWII Museum'.

Ireland's (Vickers) Helmets

It is just over 100 years since the end of the Irish Civil war, a fratricidal struggle which resulted in victory for the Irish Free State over the Irish Republican forces. It also saw the creation of an Irish defence force.

So did the Germans ever invade Ireland? Looking at a photo of these troops (left) marching through the peaceful Irish countryside, you might indeed wonder. No - this was that new Irish defence force, photographed during an army exercise somewhere in Ireland between the late 1920's and 1930s. And you may have noticed something strange about their head-gear.



In 1923 following the defeat of republican factions the new Free State (*Saorstát Éireann*) was keen to organise it's own defence force, to be known initially in gaelic as *Óglaigh na hÉireann* (lit: Irish volunteers). Unsurprisingly this new Irish militia had inherited all of it's weaponry, most of its personnel, insignia and uniforms from the British Army. So, to appease the many republicans in it midst, the new *Saorstát Éireann* was keen to differentiate itself from the British Army. So how best to do this? Better still how best to really annoy the Brits?



So, in 1926 the Free State Government approached the German Consulate in Dublin seeking to buy 5,000 German WW1 army helmets, or *Stahlhelms*, with which to equip their new army. Of course the

very concept of dressing their soldiers in the hated enemy 'coal-scuttle' helmets, made the *Óglaigh na hÉireann* the butt of many an anti-Irish joke.



But it got worse! On December 30, 1926 the German Weimar Republic's Foreign Office informed Dublin that under the terms of the Versailles treaty, Germany was forbidden to export military equipment to any other nation, and that included *Stahlhelms*.

Not to be thwarted the *Saorstát Éireann* looked elsewhere to have these helmets manufactured. So they approached the British Armaments manufacturer, Vickers & Co. in Sheffield, to manufacture them (right). But they had to be made to the same shape and specifications as the WW1 German *Stahlhelm*. Amazingly Vickers agreed to make them. Delivery date: August 1927! And so, the new Irish Vickers helmets M1927 *Stahlhelm* look-alikes, had arrived. They were just in time for Ireland's autumn manoeuvres.

The new *Óglaigh na hÉireann* helmets were not quite the same as the German *Stahlhelms*. The sides were more gently sloped. There were clips to add a cap-badge (left) should they be needed for parades. And they were a darker green with interior fittings made in Dublin.





In 1934 as republican sentiment grew, there was an Irish defence force, or *Óglaigh na hÉireann* recruiting campaign; the poster (left) revealing distinctly German style webbing on a field-grey uniform. However despite these Nazi look-alike posters, the German-style uniform was never adopted, although the helmet would remain for another six years and it proved to be very unsatisfactory head-gear too.

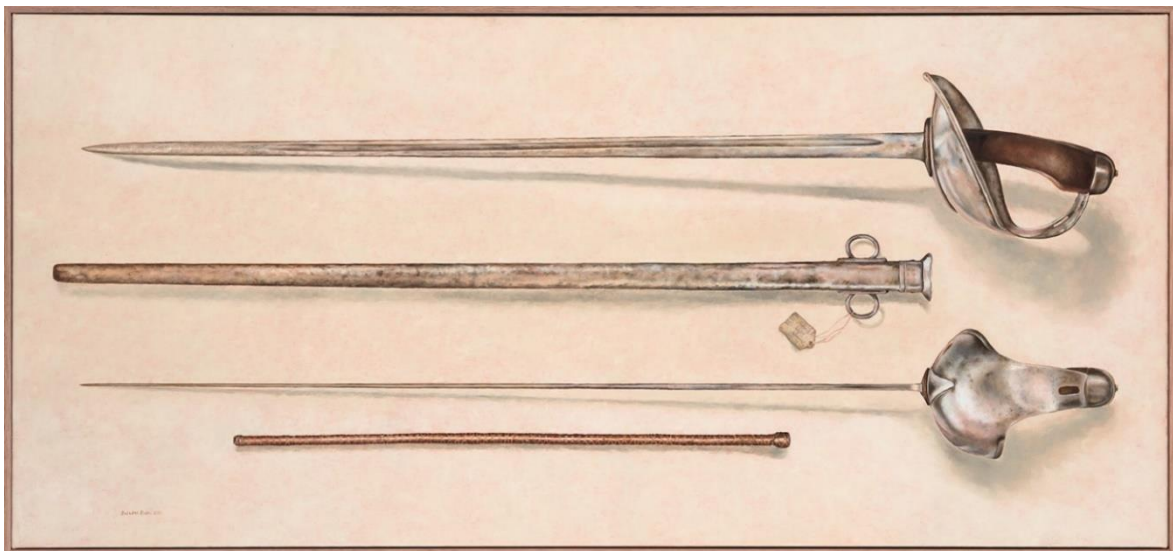
The M1927 Irish Vickers helmets fortunately, never saw action. If they had, some distinct structural weaknesses would have been exposed, rendering

them useless on the battlefield. So, in 1939 they were finally withdrawn from military service.

While Ireland may have remained neutral during WW2, this head gear had also become an embarrassment - too many opportunities for mistaken identity!

So, by 1940 the wheel had turned the full circle. The Vickers helmet was replaced by the British Mark II steel helmet (as worn in the picture below), many of the Irish *Stahlhelms* being given to emergency services, the Fire brigade or for use even as landfill!

They are now collector's items, some valued at nearly \$1500 each!



2022 Winning artwork "Along the ride to Damascus" by Deirdre Bean

"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.