

# THE GALLIPOLI GAZETTE

OFFICIAL ORGAN OF THE GALLIPOLI MEMORIAL CLUB LTD

## The Lone Pine Commemoration

*The 2025 Gallipoli Club Lone Pine Night commemoration was held in a brilliant new venue with former Governor-General and head of the Australian Defence Forces, Sir Peter Cosgrove, as the Guest Speaker.*

More than 100 people, along with a Guard of Honour by members of the Waverley College cadet unit, welcomed the former Governor-General and head of the Australian Defence Forces, Sir Peter Cosgrove accompanied by Lady Lynne Cosgrove to The Mint in Macquarie Street, Sydney on August 5.

The evening began with host, Committeeman Scott Heathwood, introducing Club President John Robertson to officially welcome attendees followed by an Oratory of Teddy Sheean VC by Jackson Phillips of Russell Lea, a screen writer, who has written a play about the efforts of the former Director of the Australian War Memorial and friend of the Gallipoli Club, Dr Brendan Nelson, in

securing the Victoria Cross for Teddy Sheean in 2020.

Then St Joseph's student Oliver Goold of Hunters Hill, who includes drama in his courses at St Joseph's College, read to the audience with thespian flair the last letter that Teddy Sheean wrote to his mother days before he died while firing a gun at Japanese aircraft as they attacked *HMAS Armidale* in June 1942 causing it to sink in the Timor Sea.

Dr Brendan Nelson then addressed the room and assured all that he was merely part of a team that campaigned to have a Victoria Cross awarded to Sheean.



Committee Member Scott Heathwood welcomed more than 100 guests to the Lone Pine Night event at The Mint on Macquarie Street, Sydney.



Sir Peter Cosgrove addressing the gathering

He said previous attempts to have the VC awarded has been unsuccessful.

"Generally speaking, I am against retrospective awarding".

Dr Nelson said that, despite this, when he was asked to re-look at the matter he agreed to do so provided he was not paid.

Dr Nelson said the new committee, in addition to having access to Australian documents, gained access to highly detailed Japanese war records in Tokyo. They found that Teddy Sheean was not wounded when he opted not to get into a lifeboat after the crew was ordered to abandon *HMAS Armidale* as it was sinking.

He made his way to the aft and its Swiss made Oerlikon Contraves gun. He began to fire on the Japanese aircraft to protect those in the water although the ammunition he used was only good for shooting at people.

"Teddy died in the sinking *Armidale*. He was one of a million who stepped up to fight in WW2. We

are free because of what these enlisted people did," Dr Nelson reminded the audience.

Gerard Henderson of the *Sydney Institute* was the next speaker, with the task of introducing Sir Peter Cosgrove.

Dr Henderson disavowed the myth that Australia went into World War One to fight Britain's war. He reminded all that Australia had a border with the German Territories of New Guinea and of the proximity of German territories in the Pacific such as Nauru, Samoa and Micronesia.

He reflected on Sir Peter's distinguished military career as Commander of the International Forces in East Timor and then as Chief of Australia's Defence Forces.

"The Cosgrove Governor-General-ship was one of the most successful in Australian history."

Sir Peter Cosgrove pre-empted his talk by adding to the discussion on awarding the Victoria Cross to Teddy Sheean.



*Dr Brendan Nelson, the former Director of the Australian War Museum, addressing the room and detailing the heroism of Teddy Sheean VC. Dr Nelson was a leader of the campaign to have a Victoria Cross awarded to Sheean.*



*Gerard Henderson of the Sydney Institute, who introduced Sir Peter, with Xavier Shea.*





*Oliver Goold of Hunters Hill, a student at St Joseph's College, reading to the Lone Pine audience the last letter that Teddy Sheean VC wrote to his mother days before he died while firing a gun at Japanese aircraft as they attacked HMAS Armidale in June 1942 causing it to sink in the Timor Sea.*



*Omer Incekara of the Gallipoli Scholarship Committee with Denis Moore, of the Friends of Gallipoli and Club President, John Robertson.*





*Two Gallipoli Scholarship winners, Mitchell Agnew and Ashleigh Witenden of Toowoomba, who both attend Australian National University, Canberra addressed the Lone Pine gathering to thank the Club for the scholarships. Mitchell's great-great-grandfather died at Gallipoli while Ashleigh is the daughter of two former members of the Australian military who served in Rwanda and the Middle East. To be eligible for a scholarship an applicant must be under 25, a direct descendant of an Australian Veteran who has served in any conflict of peacekeeping operation from the First World War to the present day, be entering your first year of University or TAFE study which will result in a Degree, Diploma or Advanced Diploma at an Australian tertiary institution and be able to prove necessitous circumstances, such as financial, physical, familial, emotional, medical or environmental hardship.*



*Lone Pine Night Guest Speaker, former Governor-General and Head of the Australian Defence Forces, Sir Peter Cosgrove and Lady Cosgrove met with the Interior Architecture students from the University of NSW who took part in a university project to design the Gallipoli Club Museum as an industrial design as part of their degree course. They are talking with Lecturer, Dr Demet Dincer and students Rojin Ozel and Isabelle Rogue Talato.*

“This was a story of many decades of unrequited recognition of enormous gallantry by an everyday Australian who was in every way a selfless hero,” he said before concentrating on his speech.

“We have coined the term as a global community of ‘industrialised war’. This refers to when advances in industrial means and science have changed our ways and means of killing each other both on land and sea and then remarkably in the air, and this has revolutionised warfare. Signs of it emerged in the second half of the nineteenth century but it superimposed itself on the world in the Great War. Warships chased each other around at high speed and over vast oceans exchanging huge shells at distant horizons. Troop convoys could travel halfway around the world in weeks rather than months. Military balloons and soon fixed wing aircraft were commonly seen on battlefields and soon enough over seascapes. Cavalry became old-fashioned oddities. Machine guns and massed artillery, barbed wire and trenches saw to that. As one might expect, military science indeed military experience was concentrated in the various major powers of the old and new world and were generally not part of the considerations or capabilities of the outliers of

Empire: colonies and newly independent entities such as Australia,” Sir Peter said.

“It was reasonable and indeed inevitable that the new Commonwealth of Australia was in this latter basket. We had vestigial military forces – basically the leavings of colonial militia, cadets and only small naval forces which were well short of open ocean capabilities. What we had though was a somewhat naïve but instinctively energetic sense of obligation and expectation that we would ‘do our bit’ if the mother country called for help. So indeed, when the guns of August brought war in 1914, the cry went out, ‘Australia will be there!’. As Governor-General I had the good fortune to go to Albany in 2014 for the hundredth anniversary of the sailing from Australian waters of that first major troop convoy. You know the one, it was heading off to Europe wasn’t it but it was instead diverted to the Middle East when it was plain that Churchill’s notion of forcing the Dardanelles by an Allied fleet to knock Turkey out of the war had failed. As a result, the next course of action to capture the Gallipoli Peninsula was conceived of and put in train. So back in 2014, it was a poignant moment to stand in Albany and contemplate the nature of that group and perhaps some of the thoughts running through their minds.”

*Continued page 13.*

## **THE GALLIPOLI MEMORIAL CLUB LIMITED**

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## Editorial

In this edition we focus on the speech delivered at our Lone Pine commemoration evening by the former Governor-General and head of the Australian Defence Forces, Sir Peter Cosgrove. In a most entertaining evening we were read the last letter Teddy Sheahan VC wrote to his mother before he died while firing at attacking Japanese aircraft as his ship *HMAS Armidale* was sinking in the Timor Sea. This was followed by speeches by the former Opposition Leader and Director of the Australian War Memorial, Dr Brendan Nelson and Sir Peter. I commend the article containing the speeches to you to read.

Patrick O'Neill reflects on operation 'Midnight Hammer' in June this year when seven B-2 'stealth' bombers accompanied by other support aircraft, flew for 37 hours, half way round the world, to destroy Iran's nuclear weapons bunkers 80-90 metres underground. He compares that with the plan by Adolf Hitler in the lead up to World War Two to produce a long-range bomber that could attack United States cities.

We also commemorate the 80<sup>th</sup> anniversary of the end of World War Two and rely on the words of the Australian Prime Minister, Anthony Albanese in leading the commemoration.

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## Presidents Report Spring 2025

The commemoration of the 110<sup>th</sup> Anniversary of the Battle of Lone Pine was held on 5<sup>th</sup> August at the Historic Mint Building in Macquarie St Sydney. The evening is amply covered elsewhere in this edition of the Gazette. I was especially impressed by the participation of the youth in the various aspects of the ceremonies. The Honour Guard of Cadet Under Officers from Waverly College were spectacular in their sword drill.

The Board is in the final stages of arranging a lease of number 14 Loftus Street which will ensure the long term financial viability of the club.

The Board convened a full day meeting on 12<sup>th</sup> August to refine the plans and programs that will guide the development of the Gallipoli Club

Museum including the operation of the members bar in 12 Loftus Street.

I represented the Club at the 2025 Battle for Australia 83rd Anniversary Commemorative Service on 3 September 2025 at the Cenotaph.

We continue to be active within the Strata Management Committee for the Quay Quarter and the Gallipoli Scholarship Fund.

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

## Prime Minister marks anniversary of WW2 ending

*Across Australia commemorations were held on Friday, August 15 to mark 80 years since the ending of World War Two with the unconditional surrender of Japan.*

In his speech that day, Australian Prime Minister Anthony Albanese spoke for all Australians.

He began “Eighty years ago, Prime Minister Ben Chifley began his address to the nation with a sentence of perfect simplicity – and infinite power: *Fellow citizens, the war is over.*”

Mr Albanese noted that the signing of the surrender was some weeks off, but the darkness that had engulfed the world – and made its last stand in the Pacific – was at last lifted.

Across Australia in 1945, crowds poured into the main street of cities and towns to sing and dance with joy.

Chifley, who had seen his friend and predecessor John Curtin worn down by the gravity of war leadership, turned his words to all who had fought the darkness – but not lived to see the light.

*"Let us remember those whose lives were given that we may enjoy this glorious moment and may look forward to a peace which they have won for us.*

*Let us remember those whose thoughts, with proud sorrow, turn towards gallant, loved ones who will not come back. ... Nothing can fully repay the debt we owe them nor can history record in adequate terms their deeds".*

Chifley spoke, too, of the home front, the men and women who had “*performed miracles of production ... so that the battle of supply could be won*”.

Mr Albanese continued: “The Allied victory over tyranny has, in retrospect, taken on a feel of inevitability. Part of the debt we owe to all who served our nation is to remind ourselves how close history came to taking a different path. And to remember and honour every Australian – and every friend and every ally – who gave everything to ensure it did not. Across Europe and North Africa. Across Asia and the Pacific, and even across our own shores.”

“We think of all the stories of courage. Of resilience and exhaustion, of fear and elation, and an endless longing for the home that so many never saw again. These are not stories rendered in bronze or marble, but written in flesh and blood. Stories of ordinary people facing the extraordinary. Facing loss, securing victory. Stories of mateship tempered in the fire of combat. We think of all we owe to every Australian who served in our name,” Mr Albanese said.

Every Australian who fell, and every Australian who came home but could never leave the battle. Every family that felt the pride and weight of a loved one who put on the uniform. Every family that knew the grief that had no ending, only a beginning.”

“As we stand here today, think of everyone who gathered 80 years ago. Think of the noise of their elation. And, hanging in the air just beyond the sound of their happiness, the silence of those who never came home. A silence that touched every corner of our continent, from the biggest city to the smallest country town. As we do, we return to another sentence whose simplicity is matched only by its power: Lest we forget,” Mr Albanese concluded.





## Epic *Midnight Hammer* flight revives WW2 memory

*With the US Airforce's long-range bombing operation 'Midnight Hammer' against Iranian nuclear facilities still fresh in our minds, Patrick O'Neill looks at an earlier long range bombing strategy that was terminated in the 1930s*

Operation 'Midnight Hammer' started on June 23, 2025 when seven B-2 'stealth' bombers accompanied by other support aircraft, flew for 37 hours, half way round the world, to destroy Iran's nuclear weapons bunkers 80-90 metres underground and then returned to the USA. The size of the ordinance was impressive, as was the length of the mission.

The statistics tell the story. Some of these laser-guided GBU-57 Bunker-buster bombs weighed in at 30,000 pounds that's nearly 13.6 tonnes! Each of these 'stealth' bombers can carry two of these MOP's, or 'Massive Ordinance Penetrator' bombs.

Altogether 14 MOP's were dropped while several tomahawk missiles were launched to attack the facilities by nearby submarines. More than 125 aircraft were used across the world for this mission.

Also, a number of decoys were deployed in case the Iranians were watching or listening. The strike fleet had to meet fighters and other support craft

including multiple mid-air refueling aircraft, each rendezvous having to be co-ordinated with minimum communication, in order to preserve secrecy.

'Midnight Hammer' caught the Iranians by surprise. It delivered nearly 205 tonnes of ordinance and took over two months in the planning. We may never hear the details of what seems to have been a well-executed air raid, but it was carried out without the loss of any American lives. Reports say some 600 Iranians died, with many injured - nothing compared with the death toll if Iran launched a nuclear strike.

While the limited numbers of aircraft and the tonnages delivered seem extraordinary today, it is interesting to compare these events with the bomber sorties carried out during WW2. In 1945 one Lancaster bomber could take about 7 hours to fly a 3,200 km round trip from UK to Germany and drop its bombs. Each Lancaster carried up to nine tonnes of bombs, each with a crew of seven.



The Messerschmitt Me 264 was the company's entry in the German Air Ministry's *Amerikabomber* (America Bomber) programme, for a strategic bomber capable of attacking New York from France or the Azores. Three were built but production was abandoned to allow Messerschmitt to concentrate on fighter production and the Junkers 390 was selected in its place. Development continued as a maritime reconnaissance aircraft instead.



During 'Midnight Hammer', one 'stealth' bomber carried three times the load of one Lancaster, over a range of 22,000 kms with a crew of only two! Back then, no Lancaster could refuel in-flight. When we compare missions, to take a best-case scenario; on February 13, 1945, Bomber Command dropped 2700 tons of bombs over Dresden in one night, but it took 790 aircraft to deliver them. During that raid only six RAF Lancaster bombers and one USAF Flying Fortress were lost, with 50 air-crew casualties. No crew members were lost during 'Midnight Hammer'.

During WW2, more than 8000 allied aircraft were lost over Germany during bombing campaigns. The most costly raid was in October 1943 when the USAF lost 60 Flying Fortress bombers and 500 crew. Of course, millions of victims below died as a result of WW2's air raids. But that's war!

Also, during WW2, the allies dropped over 100,000 tonnes of ordinance on Berlin. By comparison it is estimated the Luftwaffe dropped only about 20,000 bombs on London, each bomb weighing on average 250 Kgs. This was 'chicken feed' compared with what the allies dropped on Germany.

Indeed, one of Hitler's most beloved of aircraft, the Heinkel He111 (see box page 11) medium bomber, could only carry two tonnes of ordinance in its bomb bay! This reveals a major weakness in Hitler's strategic thinking and the Luftwaffe's air warfare planning.

Between 1939 and 1945, there were major developments in aviation capability on the allied side. Their Bombers grew bigger and faster and could fly a lot further. Their pay loads increased and their weapons became more potent - something that was not happening in Hitler's Germany. So despite all the emphasis on



Another design was the Focke Wulf Fw 200 C 'Kondor' which eventually saw Luftwaffe service as a long-distance maritime patrol aircraft.

'Blitzkrieg' and the mighty Luftwaffe, one of Germany's main failures was not to develop a strategic bomber force. But it didn't start out like that. In 1931 Germany's air ministry acquired a visionary leader, General Walther Weaver. Weaver became Chief of Staff of the Luftwaffe in



General Walther Weaver

1933 and was determined to create a German long range bomber force. So, he encouraged German aviation companies to design bigger aircraft that could threaten bigger and more distant strategic targets.

Britain had big, long ranged bombers. Across the Atlantic in the US, Boeing was already developing even bigger long-distance bombers like the 'B-17' Flying Fortress. It was in this 'reality' that Weaver's *Amerikabomber* project was born.

Until then the Luftwaffe only had tactical bombers, medium size aircraft that supported the Wehrmacht on the ground. Long range strategic bombers that could attack industrial or infrastructure over long missions, were not part of the plan.

Soon designs for larger aircraft started to appear. These were the forgotten aircraft of German military aviation. Messerschmitt is remembered for its WW2 fighters, but has been largely forgotten for its Me 264 or *Amerikabomber*. This was the prototype of a long range strategic bomber; in appearance not unlike the future Boeing B-29 'Super-fortress'. Only three German *Amerika-bombers* were ever built by Messerschmidt.

Another *Amerikabomber* design was the Focke Wulf Fw 200 C 'Kondor' (left). This large aircraft did see Luftwaffe service as a long distance maritime patrol aircraft.

Then there was the Junker Ju 390, a six engine colossus, that would become one of the bigger candidates for Weaver's *Americabomber* project. So there was no shortage of big aircraft designs or prototypes in pre-war Germany, all of which greatly alarmed Great Britain and the USA. Although it was still not clear if any of these aircraft could actually reach America.

But then in 1935, disaster struck. General Walther Weaver was killed in an aircraft accident. In a flash Germany had lost its strategic bomber program architect and its greatest champion. Even so, one is tempted to ask how these highly advanced German aviation designs and prototypes could be allowed to just wither on the vine? In short, Hitler wasn't interested!

Hitler's plan was to go east. Not west - or not yet anyway. Hitler planned to seek 'Lebensraum' for the Aryan race and his Third Reich. From his perspective, the Wehrmacht's job was to conquer the Slavic lands and Russia. His strategy was 'Blitzkrieg', or a 'lightening' war, that was to be fought on land. His medium size bombers were ideal for supporting his troops and tanks.

Neither was there much support for the *Amerikabomber* project among those close to Der Führer, not even from Hitler's friend and former flying ace, Herman Goering. Goering had earned his 'wings' during WW1 in small planes, which flew short distances and attacked small targets. None of those close to Hitler could see that this future war would soon be about 'big planes, big industrial sites and big strategic targets'.

Some of those big strategic targets were well beyond the range of his medium bombers, but

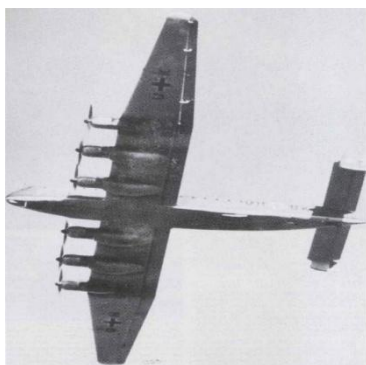
Hitler was never a man for detail. He also made sure he was surrounded by people who would tell him what he wanted to hear, and he always rewarded those who agreed with him. After Weaver's death, no one dared to forcefully argue with Hitler a case for long range bombers.

Besides right from the outset, Hitler never thought Britain or France would try and stop him. When Hitler invaded the Sudetenland, the Czechs had a defence treaty with France should they be attacked. Hitler watched as France reneged on that treaty. He also watched as the British sat on their hands. Any-way, Britain had an ill-conceived policy of appeasement, which Hitler un-wisely thought that they would stick to. So, when Hitler invaded Poland he assumed that France and Britain would just sit back and let him do it.

No one was more surprised than Hitler, when both Britain and France declared war on Germany. Hitler was soon to learn that by not developing a strategic bomber force and the aircraft to deliver them, he would be making a big mistake. But by then it was too late.



Goering, Hitler, Weaver



### Junkers Ju 390

Two prototype Junkers Ju 390 long-range aircraft were created by attaching an extra pair of inner-wing segments to the wings of Ju 290 airframes and adding sections to elongate the fuselage.

The maiden flight of the first prototype, V1 - GH+UK was on October 20, 1943. It performed so well that it was selected by the German Airforce and six more prototypes were ordered, but none were built before the project was cancelled in mid-1944. A prototype had taken part in tests of aerial refuelling. In the last days of the war, the Germans destroyed the aircraft.



The Heinkel He 111, a German airliner and medium bomber designed in 1934 is the best-recognised German bomber of WW2 due to the distinctive, extensively glazed 'greenhouse' nose of the later versions. Through development, it was described as a wolf in sheep's clothing. Due to restrictions placed on Germany after WW1 prohibiting bombers, it was presented solely as a civil airliner, although from conception the design was intended to provide the nascent Luftwaffe with a heavy bomber.

It fared well until its defensive armament was found to be inadequate when it met serious fighter opposition in the Battle of Britain.

It was used in a wide variety of roles on every front in European campaigns, including as a torpedo bomber in the Atlantic and Arctic.

Despite the He 111 being constantly upgraded and modified it was obsolete by the latter part of WW2.



*Stealth bomber releasing a bunker buster bomb*



## When the Luftwaffe bombed Dublin

*During World War Two, the Irish Free State (Eire) remained neutral, although Belfast's shipyards were frequently attacked because Northern Ireland was part of the United Kingdom.*

Despite Eire's neutrality, its defence forces, which stood at under 20,000 on the outbreak of war, soon grew to over 40,000. This increase was driven by a 'perceived need to defend the Eire Free State against an attack from either side'.

Unsurprisingly Eire assumed that such an attack would come mainly from those it saw as 'traditional enemies', the British. In fact, it came from the Germans. The first Luftwaffe bombs falling on the Eire Free State in August 1940.

On January 2 and 3, 1941, the Luftwaffe bombed Dublin. The following May they mounted their most fatal attack on North Strand in Dublin (below), killing 28 people. Even the Eire's President's Mansion 'Áras an Uachtaráin' was damaged. On that occasion their defence force,

such as it was, actually opened fire on the German aircraft which they observed to be, 'flying in a meandering and uncoordinated manner', probably because they were lost!

A month later, the Luftwaffe was back off Ireland's west coast when they strafed Black Rock Island in County Mayo.

Most of these attacks were put down to German aircrews losing their way or needing to unload ordinance, in order to save fuel for the return journey. Or maybe, with so many Irishmen joining the British forces to fight Germany, despite Eire's Free State encouragement not to do so, they just wanted to remind the Irish the realities of the war, firsthand.



Continued from page 5. (*The Lone Pine Commemoration*)

“There is no doubt that amongst those thousands of Australians and New Zealanders who were part of that convoy there must’ve been quite a number who’d served in earlier conflicts – the Sudan, the two Boer Wars, and if they were ex-British Army may be a few other conflicts as well. But the vast majority of them, diggers, junior NCOs and junior officers would have been ingenues. Off to see the elephant! Off to kick the Hun out of poor little Belgium! Home within a few short months! It is sadly whimsical to contemplate how many of the junior ranks of the fighting troops in that convoy came home unscathed in body and mind when the guns fell silent in 1918. It seems to me that when the vast majority of the convoy was diverted to the Middle East that by and large, apart from confusion for a few days, these debutantes in warfare would have said ‘oh well, instead of the Hun, we’ll take on Johnny Turk!

“One can bang on *ad infinitum* about the details of the landings, about how they were conducted, what were the planning shortcomings, the crucial errors, the confusion, the pervasive gallantry in the face of fierce resistance and occasional opportunities grasped and opportunities missed. Fascinating and important stuff - but less relevant to me now. On my numerous visits and with you here tonight, it is the human element, the fundamentals of human behaviour that those

incredible months on that desperate Peninsula drew from our Australian forebears and their allies and our Turkish foes defending their homeland,” Sir Peter noted.

“Standing on the beach, looking up at the heights, imagining that I was just stepping out of one of those boats in the face of the intense fire of small arms from the defenders amid the artillery barrage of their guns, it would have been extremely daunting. I’ve commented on other occasions that experienced troops would have recoiled from the prospect of clambering up those deep gullies and numerous rocky ridgelines, covered with low, tough scrub against a resolute, courageous enemy. Experienced troops might’ve balked! Subsequent waves of Australians would have been wading through drifting bodies, bullet riddled boats, pitiable wounded able to receive scant attention on the beach and then on the lower slopes. In amongst the deafening cacophony of small arms fire and artillery and naval gunfire explosions, you might be able to hear Australian voices calling out to their mates, NCOs and officers encouraging the diggers onwards. Lyrically, these ancestors of ours on that beach at that time have been described as “Gladiators with the eyes of children”. Debutantes no longer but many fewer.



Ken and Jo Chamberlain of Glenmore Park

"In 2005, wandering around those ridgelines up from the beach on the day before Anzac Day, I was in my army uniform, slouch hat and all and in my wanderings there were Australian tourists all over the place calling out to one another as they conducted their individual journey of discovery. Those arid Australian accents repossessed that part of the peninsular for those hours. They were good-humoured but sombre, although it was striking to reflect that this visit of reverence then and before and ever since has allowed Gallipoli to remain firmly in the Australian national narrative.

"A while ago, I reflected on the advent of industrialised warfare. There were abundant expressions of the nature of this on Gallipoli. Machine guns and the like, all participated in the conduct and carnage of military operations ashore and at sea. Yet the very nature of the terrain played its own part in the intention to defeat the Turks and control the peninsular. The most advanced gains made by the Allied forces on April 25 were contained and sometimes repelled by the determined Turkish forces (prominent among whom was Colonel Mustapha Kemal, later known as Kemal Atatürk).

### **Stalemate**

Sir Peter said that unsurprisingly, stalemate was reached quite quickly even though attacks continued from the general Anzac area over the ensuing months.

"The key objective was to control the high ground of that part of the peninsular. If a successful lodgement on the high ground could be made, the generals felt that another push forward would allow seizure of the eastern side of the peninsular, to unlock the straits of the Dardanelles. While combat and its associated casualties continued, illness increasingly became a major threat. By August, some three months after the landing, in the Anzac sector, a major push was planned to crack the Turkish line at a place subsequently called 'Lonesome Pine' – now shortened to Lone Pine. In the Turkish history of Gallipoli in World War I, that same battle is known as 'the Battle of Bloody Ridge'. It may be that the Turkish name is more accurately descriptive but I'm in no way suggesting that we change our name for the battle. Quite simply, for intensity in such a small area there is nothing else in our military history

that comes within a 'bull's roar' of 'Lone Pine' Without going into a technical description of how it was all arranged, let me just mention that it was an incredibly intense, vicious, deadly several days of attack and counter-attack, on August 6-10 1915."

"By this stage, the gladiators I described earlier no longer had the eyes of children. They were by now exhausted, filthy, lice-ridden, frequently harbouring intestinal disease and respiratory ailments. They were undernourished and traumatised. Equally though, they were extraordinary cohesive and resilient and even to some degree ebullient, all of these latter descriptors which have become part of the Anzac legend, the Anzac attributes. By now they understood that their Turkish foe was equally challenged but equally determined. They understood that the Turk was a ferocious and determined enemy."

### **The Lone Pine plan**

"What the generals planned on the Anzac side was a very strong but very narrow fronted attack on the Turkish line only a short distance from the existing Australian trenches. The Aussies would be in great strength in several waves in an attempt to swamp the Turkish defences with overwhelming fire support and the large number of Australian troops, outnumbering the Turks at that point of the defences to a great degree. Australian reinforcements would be flooded into the captured Turkish trenches ready to both consolidate the captured Turkish positions and to move on to exploit the captured area and to move further east. The area in question to put it into perspective was only a small amount bigger than the centre court area of Rod Laver Arena in Melbourne."

### **The Attacks**

"Those of you here who have visited the Gallipoli Peninsula, will have noted the area of graves and the memorial wall at the Australian Monument at Lone Pine. It is such a sadly beautiful place, quiet, peaceful, beautifully maintained – real place of prideful Australian memory in a far-off land. It's hard to conceive that it was a crucial battleground part of that offensive by the Allies in early August 1915. Perhaps not for the whole of the Gallipoli



of the Gallipoli campaign a 'last throw of the dice' but in Churchillian terms, 'the beginning of the end' of the campaign. In association with the marvellous action to capture a portion of the high ground near the hilltop named 'Chunuk Bair' by the New Zealand 'Wellington' Battalion in the same timeframe as the Lone Pine battle, the Anzac campaign at Gallipoli had reached what we military technicians call the 'culminating point'. Our men at great cost did the job, they eventually captured the trench system and killed thousands of Turks, captured or ejected the survivors. They engaged in combat of great intensity and duration.

"Seven Australians were awarded the Victoria Cross for their actions over the several days. The bodies of the dead could not be gathered for burial for days; in some places they were stacked one upon another and another. Hand grenades (then known as bombs) were thrown in volleys between trench lines is only a few metres apart. The gallant Turkish enemy conducted repeated counter-attacks to regain their trenches and were repelled each time with huge losses (reports of Turkish casualties were imprecise but some say that at least 7000 Turkish men were killed). No wonder the Turkish name for the place is 'Bloody Ridge'! I've had the privilege of attending the Turkish ceremony at their War Cemetery adjacent

to Lone Pine and my audience tonight won't be surprised that the Turkish reverence at their own service mirrors ours for its deep emotion."

"As you might imagine, over time I have had an extraordinary opportunity to participate in and reflect upon aspects of our Australian character – those foundational and inherent, those arising from the great and unending Australian journey, those in more stable times and those when the nation is troubled or excited and celebratory. It's mostly extraordinarily fascinating and occasionally frustrating: fascinating because you can feel smug and knowledgeable if you think you have it down pat; frustrating, because just when you think you have it pretty right, we as a society seem to do or think something weird! But this I can say, we have a platform for our national character, something that our self-belief rests upon. We believe that we can and do frequently invoke the notion of 'service before self', that we will band together to help others when they are in trouble.

Of course, notions of this nature are not uniquely, peculiarly Australian. But they are profoundly, essentially part of the Australian character.

After all, they characterised those quintessential Australians – the Anzacs. Perhaps rather than celebrating the Anzacs from 1915, we should simply venerate them, Sir Peter concluded.



*Cathy Rayner of Gwandalan, Margaret Morgan of Hornsby and Rowena Whittle of Sydney.*

*"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.