

the troops commenced at 4.30 a.m., and was completed at 5.15 a.m.

A heavy fire was opened on the cliffs on both sides. The "Implacable" approached the beach, and the troops were ordered to land, fire being continued until the boats were close into the beach. The troops on board the "Implacable" were all landed by 7 a.m. without any casualties. The nature of the beach was very favourable for the covering fire from ships, but the manner in which this landing was carried out might well serve as a model.

*Landing at "W" Beach.*—The 1st Battalion Lancashire Fusiliers embarked in "Euryalus" and "Implacable" on the 24th, who proceeded to positions off the landing-place, where the troops embarked in the boats at about 4 a.m. Shortly after 5 a.m. "Euryalus" approached "W" beach and "Implacable" "X" beach. At 5 a.m. the covering ships opened a heavy fire on the beach, which was continued up to the last moment before landing. Unfortunately this fire did not have the effect on the extensive wire entanglements and trenches that had been hoped for, and the troops, on landing at 6 a.m., were met with a very heavy fire from rifles, machine guns, and pom-poms, and found the obstructions on the beach undamaged. The formation of this beach lends itself admirably to the defence, the landing-place being commanded by sloping cliffs offering ideal positions for trenches and giving a perfect field of fire. The only weakness in the enemy's position was on the flanks, where it was just possible to land on the rocks and thus enfilade the more important defences. This landing on the rocks was effected with great skill, and some maxims, cleverly concealed in the cliffs and which completely enfiladed the main beach, were rushed with the bayonet. This assisted to a great extent in the success of the landing, the troops, though losing very heavily, were not to be denied and the beach and the approaches to it were soon in our possession.

The importance of this success cannot be overestimated; "W" and "V" beaches were the only two of any size in this area, on which troops, other than infantry, could be disembarked, and failure to capture this one might have had serious consequences as the landing at "V" was held up. The beach was being continuously sniped, and a fierce infantry battle was carried on round it throughout the entire day and the following night. It is impossible to exalt too highly the service rendered by the 1st Battalion Lancashire Fusiliers in the storming of the beach; the dash and gallantry displayed were superb. Not one whit behind in devotion to duty was the work of the beach personnel, who worked untiringly throughout the day and night, landing troops and stores under continual sniping. The losses due to rifle and machine-gun fire sustained by the boats' crews, to which they had not the satisfaction of being able to reply, bear testimony to the arduous nature of the service.

During the night of the 25th-26th enemy attacked continuously, and it was not till 1 p.m. on the 26th, when "V" beach was captured, that our position might be said to be secure.

The work of landing troops, guns, and stores continued throughout this period and the conduct of all concerned left nothing to be desired.

*Landing at "V" Beach.*—This beach, it was anticipated, would be the most difficult to capture; it possessed all the advantages for defence which "W" beach had, and in addition the flanks were strongly guarded by the old castle and village of Seddul Bahr on the east and perpendicular cliffs on the west; the whole foreshore was covered with barbed wire entanglements which extended in places under the sea. The position formed a natural amphitheatre with the beach as stage.

The first landing here, as at all other places, was made in boats, but the experiment was tried of landing the remainder of the covering force by means of a collier, the "River Clyde." This steamer had been specially prepared for the occasion under the directions of Commander Edward Unwin; large ports had been cut in her sides and gangways built whereby the troops could reach the lighters which were to form a bridge on to the beach.

"V" beach was subjected to a heavy bombardment similarly to "W" beach, with the same result, *i.e.*, when the first trip attempted to land they were met with a murderous fire from rifle, pom-pom and machine gun, which was not opened till the boats had cast off from the steamboats.

A landing on the flanks here was impossible and practically all the first trip were either killed or wounded, a few managing to find some slight shelter under a bank on the beach; in several boats all were either killed or wounded; one boat entirely disappeared, and in another there were only two survivors. Immediately after the boats had reached the beach the "River Clyde" was run ashore under a heavy fire rather towards the eastern end of the beach, where she could form a convenient breakwater during future landing of stores, &c.

As the "River Clyde" grounded, the lighters which were to form the bridge to the shore were run out ahead of the collier, but unfortunately they failed to reach their proper stations and a gap was left between two lighters over which it was impossible for men to cross; some attempted to land by jumping from the lighter which was in position into the sea and wading ashore; this method proved too costly, the lighter being soon heaped with dead and the disembarkation was ordered to cease.

The troops in the "River Clyde" were protected from rifle and machine-gun fire and were in comparative safety.

Commander Unwin, seeing how things were going, left the "River Clyde" and, standing up to his waist in water under a very heavy fire, got the lighters into position; he was assisted in this work by Midshipman G. L. Drewry, R.N.R., of H.M.S. "Hussar"; Midshipman W. St. A. Malleon, R.N., of H.M.S. "Cornwallis"; Able Seaman W. C. Williams, O.N. 186774 (R.F.R. B.3766), and Seaman R.N.R. George McKenzie Samson, O.N. 2408A, both of H.M.S. "Hussar."

The bridge to the shore, though now passable, could not be used by the troops, anyone appearing on it being instantly shot down, and the men in "River Clyde" remained in her till nightfall.

At 9.50 a.m. "Albion" sent in launch and pinnace manned by volunteer crews to assist in completing bridge, which did not quite reach beach; these boats, however, could not be got into position until dark owing to heavy fire.