

Fredrick Leopold Terrell



Figure 1. An image of Fredrick Leopold Terrell. Source: Virtual War Memorial Australia.

Anzac Spirit - The Engineer

Part A (1489 words):

The glory that descends upon those who fought in war is usually awarded to those who risked their lives on the front lines, charged recklessly into no man's land to serve their country, or fought valiantly in the heavens above, purging the winged devils that rained fire. Rarely is glory given to support troops such as engineers, who fought in the background, providing crucial aid and essential services. Engineers provided insight that no other man could, the ability to conceptualize and execute thoughts in a practical manner. The stories they hold, the knowledge they give, the mindset that yearns to grow, the thoughts they provide, the strategies they execute, and the courage they used to power through mud, explosives, and gas are the very core attributes that create a true ANZAC.

Born on the 27 December 1889, Frederick Leopold Terrell grew up under the guidance of his Protestant mother, Elizabeth Bails, and father, Frederick John Terrell, in Queenstown, South Australia. At the age of 24 in 1914, Frederick found himself moving around South Australia, pursuing his trade profession as an Iron Moulder. As demonstrated in Terrell (1914) Diary 1, he was drawn to keeping track of values such as money, time, schedules, and temperature.

Frederick worked for J & R Forgan in Port Pirie. During his time away, he occupied himself by going to the "moving pictures" and sending letters to his family. Frederick took a keen interest in the news and politics around him. Pictures that highlighted certain themes about society and injustice were of interest to Frederick. This provides insight into Frederick's motivations to join the war effort to fight for equality and freedom.

On the 13 February 1914, Frederick travelled to Broken Hill, where he learned about the beginning of World War One through the newspaper on the 27 July. After receiving a notice of unemployment, Fredrick returned to Adelaide on the 19 September 1914 and decided to join the Australian Imperial Forces. According to the National Archives of Australia and Terrell (1915) Diary 2, he enlisted at the Keswick Military Barracks and began his service on the 9 February 1915, enlisting as a private in the Australian Naval & Military Expeditionary Force's C Company.

After being transferred to B Company's 2nd platoon, Frederick was selected for the Royal Australian Naval Brigading Train and was transferred to Melbourne on the 28 March 1915. According to Perryman and Swinden (n.d.) of the Royal Australian Navy, The Royal

Anzac Spirit - The Engineer

Australian Naval Bridging Train was a unique unit of the Royal Australian Navy and was responsible for building and maintaining wharves and piers, unloading stores from lighters, controlling the supply of freshwater, stock-piling equipment, constructing railway for stores movement, and conducting repairs. As part of the Naval Brigading Train, Frederick left Melbourne on the 3 June 1915, en route to Port Said in Egypt. After a short layover, Frederick and the Naval Brigading Train began preparations for landing at Suvla Bay and the beginning of the Gallipoli Campaign by mooring at Imbros, a Greek island off the coast of the Dardanelles.

On the 7 August 1915, Frederick departed from the island of Imbros and landed at Suvla Bay. While there, it became apparent why Frederick was selected for the Royal Naval Brigading Train, as his knowledge and experience as an engineer allowed him to assist with front-line operations by constructing "mud maps" of Suvla Bay, graphically displaying the locations of allied resources like boats and piers (see appendices 2 and 3).

Frederick also used his diary to sketch out ideas and plans. Using mathematical methods such as similar triangles, Frederick was able to calculate the most effective method of crossing a river (see appendices 4 and 5), which helped him develop strategies to assist in the deployment of his fellow soldiers or ideas on how they could effectively construct structures. Additionally, Frederick used his practical skills to dig trenches and build piers for ships during the campaign (see appendix 6). He was further assisted by his analytical prowess. In his Diary, whenever recounting events, Frederick would provide meticulous details like measurements, numbers, and times. For example, Terrell (1915) Diary 2 stated that after "A very strenuous day had job salvaging a lighter and finished it successfully. In afternoon handled some 40ft lengths of 12 x 8 timber which had to be rafted for peiring purposes 3 miles away. knocked off at 4.30 P.M Received news that one of our mails boats had been sunk namely the Orange Prince with Aus. mail on board". Overall, Frederick's ability to express his understanding of mathematics, his experience in engineering, and his analytical ability, which he displayed in writing, assisted him in the Gallipoli campaign.

After two and a half months, Frederick was transferred to the 4th Division's 12th Artillery Brigade and spent time in northern Egypt training to operate artillery guns. Frederick and his Brigade were transferred to the Western Front, departing from Egypt on the Caledonian on the 2 June 1916. According to the National Archives of Australia and Terrell (1916) Diary 3, on the Western Front and in his artillery brigade, he was assigned as a sapper, the equivalent

Anzac Spirit - The Engineer

of a private rank in the Royal Australian Engineers. Somewhat like his role in Gallipoli, Frederick would lay communication lines in what was known as the "wagon lines." The wagon lines, while not as dangerous as the front lines that hosted many battles, were the area in a battery's position where most of its artillery vehicles were deployed when not in use. This area was just as important as the front lines, as without these "reinforcement" vehicles, the front lines would suffer heavily from a lack of artillery to overwhelm the enemy.

Frederick's time as a sapper pushed his courage and strength to their absolute limits. In his third and fourth diaries, Frederick detailed that working to lay cables in the wagon lines was hard work. He would usually be found working late at night, in mud or snow, to keep communication lines running. Even at some points, Frederick would be under fire or threatened by looming gas. For example, during the late afternoon, he "received a warning up with gas shells as a result of Fritz's reconnoitring [German army] the previous day" and was fired at with a highly explosive artillery gun "while out mending lines" (Terrell, F. 1916). The fact that the German army was attempting to sabotage communication lines proves their strategic importance, as well as Frederick's courage and strength for enduring this plight despite the likely chance of death.

According to the National Archives of Australia and Terrell (1917) Diary 4, he was verbally discharged from the First Australian Imperial Force on the 3 August 1918 (receiving his official notice of discharge on the 26 August) at Keswick Barracks, which marked the end of his journey as an engineer on the battlefields of Gallipoli and the Western Front. Frederick would be issued a Victory Medal in 1919 to commemorate the victory of the Allied forces over the Central Powers (see appendix 1).

After the three long years he spent at war, Frederick's life returned to normality, although the exact details of his post-service life are minor. According to *The Locked Journal* (n.d.) He married Clara Jane Lewis and had three children: Vermon, Robert, and Russell Terrell. In 1941 Frederick enlisted once again and served locally as a Military Guard in South Australia, demonstrating Frederick's commitment to his country and the protection of his home.

From Melbourne to Suvla Bay, where he spent his time during the Gallipoli campaign, Frederick played a crucial role in the Naval Bridging Train. Notably, he assisted in the construction of piers and bridges used for the transport of goods and soldiers from Suvla Bay, reinforcing the backbone provided by support units. He also aided the wounded medics on

Anzac Spirit - The Engineer

the beaches of Gallipoli, dedicating himself to his fellow soldiers by carrying them to the boats scattered along the bay.

On the Western Front Fredrick played a crucial role in his brigade. Working under pressure, he knew that without the support he provided, communication would falter. I believe the mind of an engineer is a 'temple of practicality'. The ability to conceptualize and then execute one's thoughts under wartime pressure is truly a skill one should carry with pride. Throughout his contribution in Gallipoli and the Western Front, Frederick's ability to conceptualize and practically execute his thoughts and ideas under pressure which contributed significantly to the wartime effort encapsulates his true ANZAC spirit. The fact that Fredrick survived reflects his courage and perseverance as "...almost 60,000 Australians (nearly all men) died after sustaining injuries or illness. 46,000 of these deaths were on the Western Front" (Anzac Centenary , n.d.).

From pen to paper, to paper to prayer, let us never forget the battle that Frederick, his Brigade, and all ANZAC forces that courageously fought. Their battle against the scourge of Europe shall never be forgotten.

Anzac Spirit - The Engineer

Part B (496 words):

Beginning on 16 March, I had 71-days to find an individual to research, analyse, and write about an individual using the guidelines prescribed by the Premier's Anzac Spirit School Prize. During the March holidays, I searched for resources that could assist me in finding an individual. After visiting the South Australian State Library, I was referred to two useful websites: The National Archives of Australia (which was used to source official documentation) and the South Australian State Library's Military Resources page (which was used to source diaries and letters). To access the resources provided by the State Library, I used a digital program to view artifacts such as the mud maps and dairies.

Finding an individual was the most frustrating part of this competition. Everyone I investigated had already been documented by previous competition participants or there was not enough information to complete a 1500-word summary of their experiences. After a significant amount of research, I came across the diaries of Frederick Leopold Terrell, just waiting to be explored. I used Google to check how much information had been documented about Frederick. I then cross-checked the Virtual War Memorial's Premier's Anzac Spirit School Prize to ascertain whether he had already been covered. After not finding anything documented about Frederick, I selected him based on the rich details available documenting his unique experiences during World War One.

I started by constructing a timeline of events from Frederick diaries. This timeline assisted in tracking where Frederick went, what units he was in, and his roles on the battlefields. I also created a basic information table that displayed his age, physical attributes, family history and military information. The timeline was perhaps the most time-consuming section, as I had to read through 177 pages of his diaries and his military records, which were documented in cursive writing, making it quite hard to read. After weeks of reading, documenting, and formulating, I finally finished the timeline.

When I began to write out Part A, the sources I used were mainly the four diaries of Frederick Leopold Terrell's transcribed by Lyndall Fredericks (State Library Volunteer), as well as his military records which provided details of his official roles within the War. Beyond these resources, Frederick was not highly documented, and it was challenging to source images or third-party accounts of Frederick's time in the war. I also used sources to

Anzac Spirit - The Engineer

find definitions for certain terminology used in Frederick's diary, as well as images collected from the digital collections of the South Australia State Library.

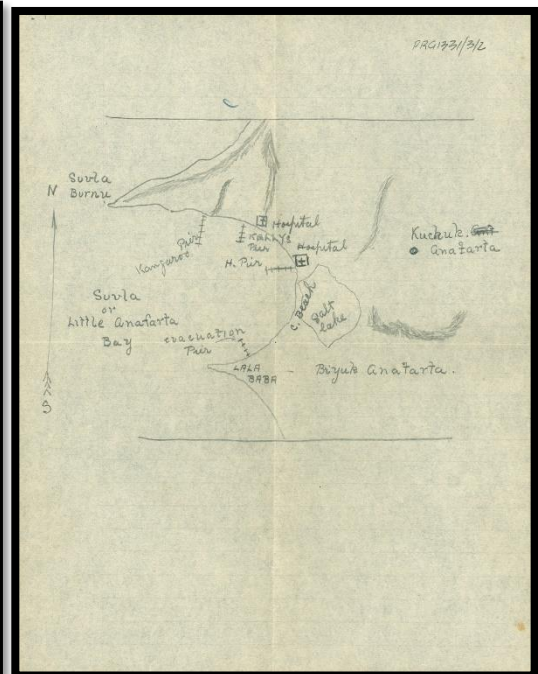
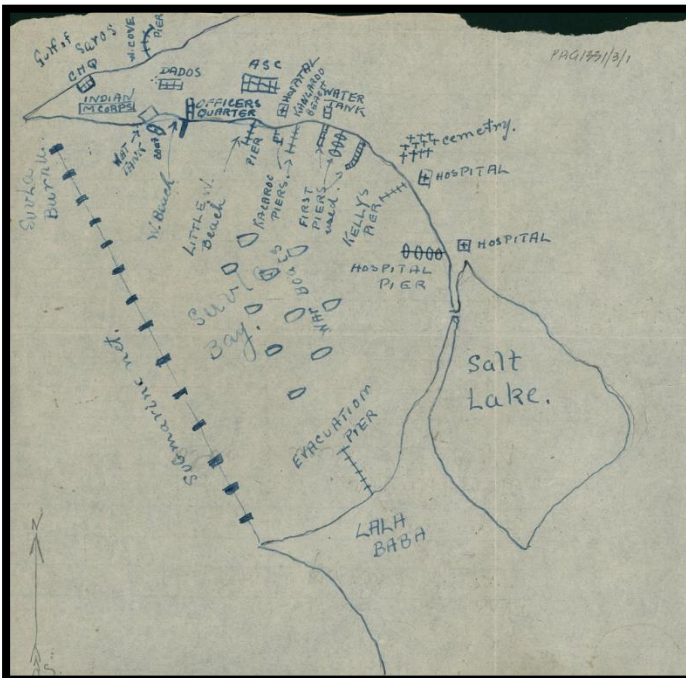
After constructing both parts, I needed to document them in a formal graphical report. This was surprisingly quite challenging, as I needed to use my writing and formatting skills to my absolute best. Even coming up with a title for my work was challenging. Eventually, I selected "The Engineer" as it describes who Frederick Leopold Terrell was in a simple form so that anyone could read this and understand what he experienced serving in World War One.

Anzac Spirit - The Engineer

Appendices:



Appendix 1: 1914-1915 Star, Great War for Civilisation 1914-1919, and two World War Two medals (left from right) mounted on a bar for wearing. Digital Collections of the State Library of South Australia, ca. 1915.



Appendices 2 & 3. Two hand drawn maps of Suvla Bay by Fredrick Leopold Terrell. The first map displays war boats and beach piers, as well as allied positions on the Gallipoli peninsula. Source: Digital Collections of the State Library of South Australia, ca. 1915.

Anzac Spirit - The Engineer

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Anzac Spirit - The Engineer

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