

ROBERT SCOTT CHURCHILL REPORT

My Churchill Fellowship started in September 2007 when I visited Russia and Ukraine and then the second part was to South Africa in October 2007.

My fellowship was to look at surviving Great War tanks that were located in the above countries, to make contact with the Museums and personnel looking after these rare machines with the intention of making the people aware that these machines were built in the UK and would like to do an exhibition telling the story of how these tanks came to be here in Russia and Ukraine.

BACKGROUND INFORMATION ON THE MARK V TANK

The World's first fighting tank was made and developed in Lincoln in 1916, the Great War started in August 14th 1914 and soon got bogged down into a trench warfare, to try and overcome this "stalemate" on the Western Front in France and Belgium, and also the ever increasing casualty rates suffered by the Allied Army, the idea was to develop a machine capable of traversing the trenches and thus enabling the Allied Army to gain territorial advantages and thus win the War. A "Landship Committee" was set up under the First Sea Lord Winston Churchill in 1915 and several firms were encouraged to tender designs for this new "wonder weapon", the firm that won the contract were Foster's of Lincoln a small engineering firm that made agricultural machinery under the leadership of William Tritton, after winning the contract William Tritton and Henry Wilson set about designing the machine and a rumbold shape with tracks and 2 "sponsons" or side attachments which housed the weaponry the tanks were also male and female, the male having a 6 pounder guns and machine guns the female having all machine guns. The Mark 1 tank made its first appearance at the battle of Fleurs on the Somme in France on September 15th 1916. Subsequently tanks were introduced in ever increasing numbers until the Armistice in November 1918.

The mark V tank was first introduced on the Western Front in 1918 it was similar to its predecessors in appearance with a 8 man crew, but Major Wilson's hand braked epicyclic gears on each end of the cross shaft revolutionised the final drive. Their constant mesh removed the need for clutched secondary gears and permitted one-man control for the first time, as well as bringing much improved manoeuvrability. The Commander was no longer the brakeman, and the two secondary gearsman were released to become tank gunners. Engine power was increased with Harry Ricardo's purpose –built 150hp tank engine, the rear door was fitted with a much needed machine-gun mounting, the rear turret was enlarged, and there were lesser improvements covering mud clearance from tracks, the means of escape, observation and storage. Ventilation in the V series was notoriously poor. Whereas earlier tanks drew air for the radiator through the open crew space. In Mark v it was ducted all the way down from a grill intake in the rear to the radiator and thence to a vent. The exhaust manifolds only inches from

the men glowed red-hot and temperatures of 120 Fahrenheit were recorded. Crews were considered unfit for duty for 36 hours after being closed up for action for 8 or 9 hours at a time. Some improvement following the fitting of a cowling through which air was fan-driven to vent through the roof. However the Mark V was an outstanding successful fighting machine.

All 400 tanks were made at the Metropolitan Carriage, Wagon & Finance Co. Ltd at Oldbury Birmingham. The tanks that were sent out to Russia in 1919 were "Composite" tanks which means one sponson had the 6 pounder gun and the other sponson had machine guns, this meant the tank had greater mobility than being male and female tanks. But it must also be remembered the tanks that were sent out to Russia had been "idle" since the Armistice, so they were not in the best fighting condition.

In all 84 tanks were sent to Russia, 66 Mark V, 18 Medium A "Whippet" and 1 Mark B tank, to 3 destinations, 2 Tanks a Mark V and a Medium B tank was sent the North Russia at Arkangelisk, 6 Mark V's were sent the Estonian port of Reval (Tallin) to support General N.N. Yudenich North-Western Army and the remaining and largest number to South Russia for the Army of General Denekin later General Wrenge. Unlike the North the South Russian steppes were ideal tank country. The "Red Army" captured most of the tanks during the Civil War and were incorporated in the Red Army and the captured British tanks formed the first tank regiments. These machines were used until the 1930's when it was agreed to retire the tanks to be given to City's throughout the Soviet Union and 2 tanks were sent as "trophy Tanks" to the following City's Leningrad (St Petersburg), Kiev, Archangel, Rostov-on-Don, Smolensk, Kiev, Kharkiv and Voroshilovgrad (Lugansk) the tanks that have survived all Mark V's are one tank at Archangel, Kubinka near Moscow, Kharkiv and 2 tanks at Lugansk, and it was to these destinations that my fellowship took me.

September 3rd

With great anticipation of what lies ahead I reach my local airport Humberside Airport at 7.30 a.m. to catch the 9.45 KLM City Hopper to Amsterdam for my connection to Moscow. After a flight of 3 hours I land at Moscow's Sheremettevo Airport. It takes me 2 hours to get past passport control, for the simple reason most countries have passport control for their own citizens and another for the rest, but here all passports go through the same control, hence very long cues as each visa and passport is scrutinised very carefully. When it comes to paperwork the Russians still have the old Soviet mentality.

The representative from the Russian tour company meets me at the airport, a nice man who speaks no English and I get my first taste of Russian traffic and driving, 2 hours it takes us to reach the Hotel, 2 hours of hair-raising driving, no lane discipline, just driving at break neck speed. The Hotel Ismalovo Vega is a concrete monolithic building built in a complex for the 1980 Olympic

village but the rooms are comfortable if functional. After dinner I retire to bed to await the 7.30a.m. Pickup for the train to Archangelisk

September 4th

Collected from the hotel by guide the same man as last night and taken to the Moscow Yaroslavsky railway station one of 9 main line stations in Moscow. I was left at the Station to fend for myself. If it were not for my travelling on trains so frequently, it would have been quite a frightening experience. It is quite surprising how many Russian people do not speak English. After finding out the layout of the station and asking people by gestures and halting Russian, I find the platform on which the train the 016 to Archangelisk, the trains are very long, you see the number of the carriage which corresponds with the number of the ticket and you wait at the carriage door for the attendant to open the door, there is one attendant to each carriage. The train is very comfortable if a little slow. The train sets off on time at 9.05 am and the expected time in Archangelisk is 6.25. Am the next day.

September 5th

Arrived at Archangelisk at 6.23 am was met by the rep who spoke good English and taken by taxi to the Hotel Devina (named after the River Devina which flows through Archangelisk) by base for 3 days. The weather here is a lot colder than Moscow being so far North but it does not feel so damp as Moscow. Archangel is a City with a population of 1 million, it looks quite prosperous but possibly suffering from the New Russian era saw a typical soviet statue to the Russian Civil War the heroic Sailors and Army in a typical pose. Tomorrow hopefully will be the day when I visit the Zvezdocha nuclear submarine factory in Severodvinsk about 50kkm from Archangelisk where the tank is being re-furbished

September 6th

Picked up at the hotel at 10 PM. By Alexy Buglak the curator at the Folklore museum at Archangelisk and our interpreter Tatiana, we proceeded to the Nuclear Submarine factory at Severodvinsk, after many checks at various points we were admitted into the section where the tank is being re-furbished, they really have done a splendid job all the cracks and surface rust has been stripped away the inside has been repainted and the engine of the tank has been overhauled So the tank should last for many years. The surprising thing about the "Archangelisk Tank" no 9309 it was a female tank were with all the historical lists available the tanks sent to Russia in 1919 were all composite tanks. The tank that was left when the Bolsheviks retook Archangel was No 9085, so 9309 would be sent from Moscow in the 1930's as a "trophy tank" to be displayed in the city. Unfortunately I could not take any photographs because of the high security of the factory, but Alexy will send me some photos later. We went back to Archangelisk to see first the docks and the spot where the tanks were landed in 1919, nearby is a monument to the 1919 "intervention war" this was erected by the Bolsheviks in the 1930's, then we

went onto the cemetery in Archangelisk to see the allied cemetery there which is maintained by the Commonwealth Graves.

The first thing you notice is the huge gaps between the graves, this is because in the 1990's the American and French soldiers which were buried with the British were removed and taken back to their respective countries leaving the remaining British soldiers, there is also a plaque on the wall with all the soldiers named who died and a cross also.

I returned to the museum with Alexy and the interpreter to discuss plans. The tank 9303 was showing severe metal fatigue brought on by the harsh winters so it was taken to the factory at Severodvinsk the work has been done for nothing and should be ready for 2008, the tank shall be encased in glass with information boards in Russian and English, they have invited to do the history and help with the information boards and will be invited back to Archangel for the unveiling of the tank. I thanked Tatiana for her sterling efforts in translating everything and I returned back to the hotel.

September 7th

Last day in Archangelisk, took walk around the City called in the museum to say goodbye to Alexy, unfortunately it rained all day. Was picked up at the Hotel and taken to the railway station for the 18.55 train to Moscow. When I come too Archangelisk again it will be definitely by plane, it is a long train journey back to Moscow

September 8th

Arrived in Moscow at 16.28 meet at station and driven back to the Hotel Ismailov by some budding "racing driver" the standard of driving particuely in Moscow is low with erratic and sometimes dangerous driving. The room is ok but the staff is not friendly unlike Archangelisk. Rang both Igor Gostev and Maxim Kolomiets who are both historians and specialise on the Civil War and we agreed to meet up in Moscow.

September 9th

Rainy day in Moscow and not very warm either, you do need to speak Russian and at least understand the Cyrillic alphabet to get around Moscow comfortably. The hotel is in a complex of 4 buildings way out on the East Side of Moscow, the metro is the cheapest way to get around Moscow but all the station signs are in Cyrillic. So today because of the weather have been confined to the hotel complex, but at least it is warmer than Archangelisk.

September 10th

Was up at 8 p.m. To have breakfast and down to the lobby to meet Sletvana my interpreter, we went on the Metro, so much easier if you are with a person who speaks the language, to meet Igor Gusset and Maxim Collimates at the Red Army Archives in Lubyanka street, the buildings were part of the KGB

set-up a huge building built in the Stalin era, to get in to the building you had to go through several back searches and also show passport and pass, this is because of the Chetchin threat to Moscow. Though Sletvana I was able to ask Igor and Maxim many questions about their interests in the Civil War in fact Maxim had written a book on the British tanks in the Civil War and he presented me with a copy, the book is written in Russian but there are many photographs some of which I have never seen. He believed the two trophy tanks in Moscow, one was at Red square and the other was not far from this building outside the Foreign Ministry building, he did not know when the tanks were taken away but he promised to find out for me, but he believed the tank at Kublinka was never used as a "trophy tank". Saw some documents relating to the tanks, managed to photocopy and when I return to the UK will get them all translated. I thanked Sletvana for her efforts in translating and said goodbye to Igor and Maxim and returned by metro to the hotel.

September 11th

A restful day at the hotel complex I readiness for my day at the Kublinka tank Museum.

September 12th

Was picked up at the hotel at 10 Am. by Alexis a Russian with a very strong American accent the car ride to Kublinka takes about 90 minutes depending on the Moscow traffic, we drive past the Kremlin and the Red Square and we reach the museum about 11.45 Am. Were I get to see the mark V "composite tank" the 4 digit number of the tank is 9118 and like all the surviving tanks left in Russia and Ukraine it was part of Wrengels tank force in the Crimea. The tank looked in good condition although it had been painted several times the inside was intact with engine although it looked as if the engine had not been used for several years which was confirmed later by the museum staff. The six pounder guns were there but all the hotchkiss machine guns were missing. I asked the staff what the plans for the tank were and they wanted to repaint the tank in its original colours from England and could I do some research on the colours and I said "yes". At least the tank is under cover away from the harsh Russian Winters. Also on show is a Renault FT 17 light tank, an Austin Armoured Car and a Civil War Armoured train. The museum is vast with quite a display of tanks from all eras. We drove back to Moscow and my guide suggested did I want to see the Kremlin and Red Square but unfortunately the square was shut for a parade that day so looked inside St Basil's Cathedral marvelled at the splendid icon's and also looked at GUM arcade a shopping centre built for the Tsar's time. Finished all that about 18.00 time so arrived at the Kiev Station ready for my train to Kiev which leaves at 23.23 arriving at Kiev at 08.00 next day

The train sets of on time at 23.23 it takes about 8 hours to reach Kiev and we get to the border about 4a.m Russian time as Ukraine is an hour behind Russia. With this did not sleep properly and so we reach the border first the

Russian custom officials stamp your passport and about half an hour later the Ukrainian Custom officials do the same.

September 13th

Arrive at the Railway Station and met and taken to my Hotel by another budding racing driver. The Hotel Tourist is on the outskirts of Kiev across the River Dnipro that runs through the City and with only two bridges that connect the two banks; you can see why they have traffic problems. This hotel is properly the worst of the three hotels I have stayed in, and Ukraine is definitely poorer than Russia.

September 14th

After breakfast I meet up with my guide Maxim, showed him the picture of the tank I had in Kiev and we drove to the spot where the tank was situated, which was outside the State Museum of Ukrainian Art near the Dynamo Stadium, the other tank site was at Red square (Contract square) apparently both tanks were there until 1951 outlasting the German occupation of Kiev. In 1951 Stalin decreed that all anti Soviet propaganda be destroyed and unfortunately the tanks were deemed such. I managed to obtain a photograph of the tank in Red Square. From this we went on a tour of Kiev, like Rome, Kiev has 7 hills; the buildings are very different from Moscow with several Orthodox churches with their golden towers gleaming in the sunlight. I thanked Maxim for his help and returned to the Hotel, as I would have to be up for 5a.m for the 6.33 train to Kharkiv.

September 15th

Set my alarm via the mobile phone to go off at 4.15 am, guess what the clock on the phone was still on Russian time so went off at 3.15 am. Driver was waiting in the lobby of the hotel did not speak English, arrived at the station which was already very busy. Found the platform had to pay extra 30huv for my suitcase. Express train to Kharkiv but in reality not very fast, included in my travelling companions were a man and wife from New York who were Ukrainians but had not visited here for 30 years. They were talking about the vast change to the Ukraine from the Soviet times. We arrived 1 hour late in Kharkiv, which was unusual, as trains here are so punctual. Meet at the station and drove to the hotel, Kharkiv looks a nice place and the Hotel Kharkiv is very comfortable, will go to the Museum tomorrow as the Museum is closed on Monday.

September 16th

After breakfast at the hotel set off for the museum which is about 20 minutes away from the museum, as a matter of interest Kharkiv has the biggest square in Europe, in fact it is the world's second largest square, only Tennermin square in Beijing China is larger, also Kharkiv retains most of their soviet monuments, arrived at the Museum and guess what? No body spoke English the museum was open but the main staff being Sunday were not

there, this is one of the dilemmas in that English is spoken so little, yes the younger generation know English, in Museums it is all the older generation. Left my Fellowship card and wrote down Monday's date at 10 a.m. anyway the mark V tank was next door in the park next to a soviet 2nd World war tank properly a T34 and two field guns. It was a composite tank with all its guns intact the tank looked Quite immaculate it looked as if it had been repainted several times, some graffiti was on the tank and children climb all over the tank Anyway if I can make myself understood tomorrow, I would like to see inside the tank to determine the 4 digit number to identify the tank from my listings.

September 17th

After breakfast went along to the Museum again for my appointment at 10 a.m. The only person who spoke halting English was Dimitry Badlev, but good news he was in charge of the tank and had my past correspondence with the museum. He told me the tank was in a very bad way internally and had looked inside the tank in 2006 at my request, the engine and fittings had rusted away with years of harsh winters and even the 4 digit was missing. He believed the tank was part of Denikin's army captured at Novorossask in 1920, the tank was taken to Kharkiv and stood in Sergeerski Square now called Lopansk square In 1940 the tank was taken to the Bishops palace were the tank stayed until 1998 when it was transferred to its present position Constitution Gardens. I was showed a film of its arrival in 1998 and positioning of the tank in its present condition. Dimitry said if I came back tomorrow morning at 10a.m he would show me the film of the internal inspection of the tank. I finished up going to Lopansk Square and taking some present day photographs.

September 18th

Meet Dimitry again at the museum, we looked at the video of the inside if the tank taken in 2006 at the instigation of my letter. The tank is in very bad condition inside, the engine has collapsed into a heap of rust and water had filled inside the tank, to restore it would take an enormous amount of money to restore the tank to its original condition .The 4 digit number was missing but I have pinpointed the tank down to one of four tanks that were in karkiv at the time under captured Red Army tanks 9336,9066,9113 and 9028. I agree with Dimitry that this tank was never a front line tank. Also have photogapths of the tank which was in Sergeerski Square and this is not the same tank as the one that ended up in Constitution Square. I guess I tank was destroyed either by the Germans or Stalin. More investigations to follow.

September 19th

Spent a nice day looking around Kharkiv, visiting the Zoo and had a last look at the tank.

Going on the 2.20a.m train to Lugansk.

September 20th

Arrived in Lugansk at 9.55a.m to be meet by a delegation from the museum headed by Mr. A.L. Kulishov after checking in at my Hotel Lugansk. My translators Yuri and Elana meet me at the hotel and I proceeded down to the Museum of Local Lore were the two tanks are. The two tanks are based outside the museum side by side abort from them being painted a not very nice green like the Kharkiv tank externally they look ok, one of the tanks number is 9344. I am told there is an Polish Ukrainian exhibition and would I like to officially open the event which I agree to so after given my speech I look around the exhibition with the delegation, I then give an interview to the local TV station in my interest of the two tanks in Lugansk my Churchill Fellowship and my aims in renovating the tanks and fostering relationships between the UK and the Ukraine. Went out I the evening for a meal with Olga bashkirtseva and through Lena we discussed ideas in refurbishing the tanks and also having a exhibition on the “British tanks role in the Russian Civil War” this would explain the involvement of the machines in Russia.

September 21st

After breakfast and grappling with the archaic lift system, I went to the museum for 10. Am. was to my surprise I was told we were to visit two museums in the region. So we went by Car to the first museum which was the museum of the Cossack Don, the Cossacks are an important part of Russian history rather like the Samurai warriors of Japan they have their own history and customs. They were fiercely loyal to the Tsar and fought on the side of the “White Army” during the Civil War, this meant they were “purged” during the Soviet era. But there has been a reinesance and people now want to know about the Cossacks. I was shown around the museum, which was very interesting. The second museum was an aircraft museum set on a Army base, this held many planes and helicopters from the Soviet period and it was fascinating to see planes which 20 years ago as a Westerner you would not have seen. The two interpreters Bridgett and Sletvana did really well translating and answering my questions. When we returned to the Museum a small party was laid on for me, as today was my birthday.

September 22nd

At 12p.m. I talked to the Anglo American Society in Lugansk library they are students who use the Internet look at western papers and get help from the American legation, so I talked about the Churchill Fellowship, my project and our plans for renovating the tanks at the museum. The talk went well and the students asked me many questions. Went in the afternoon with Yuri and Elana to a local football match.

September 23rd

Lena came to the hotel at 11 a.m. and we set off to look at the old part of Lugansk, first off all we went to the Soviet War Memorial and I took some photographs of the park opposite for this was where the two tanks stood before they were moved to their present position by the museum. The tanks came to Lugansk in 1939 and were moved to the museum in the 1964 when the museum was built. Then we dined at an American restaurant and looked around the old town that still retains its original buildings.

September 24th

After breakfast at the hotel, went to the Museum for 10 a.m. Then with the staff at the museum we went to see the city Council to talk about future co-operation in renovating the tank. I put my case in that the tank's story of how it was involved in the Russian Civil war and how Lugansk came to have two British tanks in the City. The council was impressed with my passion and commitment to this case. The two sides will draw up a document of how best to preserve and renovate the tank. I think this is very exciting news and thanks to having the Churchill Fellowship it has given me the opportunity to help and preserve a Great War British tank.

Caught the 16.35 train back to Kiev.

September 25th

Arrived in Kiev at 8 Am. and spent the last day looking around the City.

September 26th

Flew from Kiev airport at 5.30 local time and arrived back in Humberside airport via Amsterdam at 11.30 the plane arrived late from Amsterdam due to a technical problem.

CONCLUSION

Russia and Ukraine have surprised me, there is certainly no problem with security and the old idea of a "police state" is quite unfounded. On the positive side Archangelisk and Lugansk want to save the tank for future generations to enjoy and they want me to be involved. The tank at Archangel is being fully refurbished and when finished will be in a glass cage with text on the British tank's role in North Russia. Likewise Lugansk are going to fully refurbish one of the tanks, inside and out possibly enclose the tank in a glass case with government funding with myself involved in the process collating the history surrounding the tank. The tank at Kharkiv unfortunately has severe rust problems inside the tank. The Kublinka tank the entire museum wants to do is repaint the exterior. The only downside was access to the archives at Moscow this was difficult and I could not see all the documents. But this part of the fellowship was a success.

BACKGROUND INFORMATION ON THE WHIPPET TANK

The Medium A tank or Whippet tank was the world's first medium tank to go into production all 200 tanks were made in Lincoln at the Foster's Works in the City it was a light tank its weight of 14 tons being half of the early tanks of the Mark 1 class and its successors The new tank's main asset was its top speed of 9 m.p.h. and the ability to do an 80 mile round trip without refuelling The greater range of the Whippet meant that the Allied forces could maintain an advance, after the initial breakthrough, for a much greater length of time.

The new tank was more versatile; it could chase after the enemy and generally create confusion amongst the German rear positions. The armament was less powerful than the heavy tanks but the four machine guns situated one on each side of the turret provided an all-round field of fire.

The first action of the Whippets on the Western Front was to demonstrate their versatility and prove their speed of response in late March 1918 the Germans had launched a major offensive over 43 miles of front. By the 26th, the Allies line had been pushed back and a four-mile gap created in it at Serre.

12 Whippet tanks were sent into this breach where they dispersed the two leading German battalions. The Whippets then followed this up by chasing them back, thus gaining time for a contingent of New Zealanders to fill the gap.

By the start of the battle of Amiens in August 1918 some 600 British tanks were in use, mostly consisting of Mark V's and Whippets August 8th was to be called "the black day of the German Army" by General Ludendorff, because of the Allies' widespread advance. The Whippets played a key role in this offensive, although their hoped-for collaboration with the cavalry did not come about, owing to the different speeds of these two sections.

As with the heavy tanks, the Whippets worked well with the infantry, and the new tank's free-ranging qualities meant that it could outflank the German lines for "mopping-up operations"

One of the 200 Whippet Medium A tanks made 5 survive in the world and the one in South Africa happens to be the best preserved.

With this tank being made in Lincoln, I want to establish contact with the South African Military Museum and the Staff College in Pretoria where the tank is held so we can foster relations and co-operate for future plans.

October 9th

Taxi waiting for me at 5 a.m. to take me to Humberside Airport for the shuttle service to Amsterdam. Left Humberside at 6.15 a.m. arrived at Amsterdam 7.45a.m. For the 9.45 a.m. flight to Johannesburg. The flight was fine, talked to 2 Dutch people going on holiday to South Africa. Arrived at 8.45-p.m. local time at Oliver Tambo Airport, after clearing customs this is where the fun started. After waiting at least half an hour at the baggage check out an announcement came over the tannoy that they could not get the luggage door to the plane open, so after another hour they announced that the luggage door could not be open, and they decided to send the luggage back to Amsterdam on the plane and it would be sorted out tomorrow 10th October. After a certain amount of time at the KLM desk sorting out where the luggage was to be delivered to My host Richard Henry and Susanne Blinhof were waiting for me at the airport and I was taken to his house in Blairgowrie a pleasant suburb of Johannesburg.

October 10th

My first day in South Africa, the weather is quite cool, unseasonable cool for early spring. Went with Richard at 7.30a.m. To the museum. The car journey takes about 20 minutes. The museum is next to the zoo and in front of the museum is an archway a little like the "Gateway to India" in Bombay its dedicated to all the South African troops who fell in the Wars. The museum is quite wonderful a superb collection of exhibits tanks, guns and aircraft. Was made very welcome by the staff as Richard showed me around the museum. And end a perfect day in the evening my luggage arrived from the airport.

October 11th

Spent another day at the museum, the weather again was quite cool more like an English spring or autumn day. One of the fascinating displays is the Messerschmitt 262 jet engine fighter plane this is the only one in its existence, they also have a detailed exhibition of the Anglo Boer war of 1898-1903 and Richard also showed me the vast collection of arms the museum have as well.

October 12th

Made an appointment to see the Commander of the Army Staff Collage in Pretoria, which houses the Whippet tank. The Whippet tank was given as a gift to South Africa in 1919 and was used to raise money for the South African soldier's fund. Tank no 387 "HMLS Union " arrived at Simonstown and toured around various South African Cities raising money, its only use in action was in 1922 when it helped to quell the miners strike in Johannesburg, it laid in a depot until the Second World War from there it was given to the Staff Collage.

October 13th

Went with Richard and Suzanne who has arranged me to see the battlefields of the Zulu and Boar War's set of from Johannesburg via Volksberg to Majuba Hill sight of the British defeat in the First Anglo Boar War walked up the hill to the battle site, then to O'Neils cottage where the treaty was signed to end the first Boar war in 1881. From there we went to Ladysmith and Newcastle passing the Spion Kop and Colenso battle fields on to the site of Winston Churchill capture by the Boars at Frere where the train was derailed and his subsequent capture by the Boars. Stayed the night on a farm on the Moor River.

October 14th

Went from Moor River to visit a lady near Pietzmaritsberg who wanted to donate her Fathers artefacts to the museum. Her father was German who came to South Africa at the turn of the last century and was interned by the British in 1914 and sent to Fort Napier near Durban. He had made several interesting pieces of furniture during his captivity. In Pietzmaritsberg went to see the "Weeping Cross" a garden dedicated to the men who fell in the Great War the cross was taken from Delville Woods on the Somme and at a certain time of year the wood seems to weep. Then on to Durban where the weather was hot and humid visited the Military Museum run by the Moths Association the South African equivalent of the Royal British Legion. A very interesting museum with a considerable collection of uniforms and medals.

We stayed the night at Richards Bay at the home of Suzanne's brother.

October 15th

Left Richards Bay and set off into Zululand the countryside reminded me so much of Scotland but of course a lot warmer, we saw Shaka's monument in Ulundi this is a new design set on top of a mountain where you survey the whole of the old Zulu kingdom from the monument. From there we went to the grave of Piet Retief and Dingane kraal Piet Ritief was a Boar pioneer who befriended Dingane who then killed the Boar Leader and his party, in revenge the Boar's defeated the Zulu's at the battle of Blood River, still a day of remembrance in South Africa Stayed the night on the Town of Dundee.

October 16th

From Dundee visited the Talana Museum a superb museum showing various aspects of Afrikaans life and also the sight of the battle of Talana of the Boar War. We then went onto the sights of the battles of Isanlwana and Rorke's Drift famous battlesites of the Anglo Zulu War. Isanlwana is a vast area covered with memorials of the fallen and you can see how the Zulu's overwhelmed the British Force. Rorke's drift on the other hand was a small place easy to defend because the small garrison there held the high ground even against a bigger force. From here we drove the long journey back to Johannesburg a most memorable four days.

October 17th

Went with Richard to the museum for 8p.m. today we are visiting the Whippet tank at the Army Collage Pretoria. We went in the Museum pick up to Pretoria you look on the map and you see Pretoria and Johannesburg next to each other, in fact they are over 50 klms apart. Richard had to go to a meeting at the Natural History Museum so this gave me a chance to look around the museum, it's an Old-fashioned museum but still interesting. When he had finished the meeting, we then went on to the Army Collage for the meeting with Colonel Mahotski acting Chief of the Collage, after presenting my cards and credentials the meeting lasted for all of 5 minutes, the man could not be bothered to see me. We went on to see the Whippet tank its in front of the Collage flanked by two Second World War field guns, we took photographs both inside and outside of the tank, apart from the awful silver colour its in pristine condition, by far the best example left of this tank in existence. The worrying thing is because of the indifference shown by the Colonel this tank could be lost to a Private collector. It needs to be in the hands of the Military Museum there it would be looked after and maintained by a dedicated staff and not lost to the nation. From there Richard took me to the Voortreeker Monument and Museum constructed in 1939 with the museum inside. I have been impressed by the standard of all the museum s in South Africa.

October 18th

Had a meeting in the Museum comprising of Richard, Suzanne and Sandi Mackenzie, Sandi works in a senior capacity at the museum but she is the granddaughter of Col Mackenzie who brought over the Whippet tank "HLMS Union" to South Africa in 1919 and toured with the tank around South Africa so she has a vested interest in the tank. We discussed plans first of all in celebrating the centenary of the tank in 2019 having an exhibition etc. Richard has found old documents relating that when the museum was opened in 1946 it was planned that the tank would come to the Museum there, of course this never happened, I talked of the concerns that the tank could fall into the hands of a private collector and then the tank would be lost to us all. With my Churchill Fellowship the profile of getting the tank to the museum should be highlighted, and when I return to the UK would try to raise interest and also write to President Mbeke again raising the importance of the tank. The highlights of the meeting was a, to try to bring the tank to the museum were it could be renovated and brought back to operational performance b, to have some celebrations and an exhibition for the centenary in 2019.

October 19th

Went with Richard for the last time to the Museum, bought some cakes for the staff to say "thank you " everybody was very kind to me. Another tremendous thunderstorm in the Afternoon went to the headquarters of the Scottish Transvaal Regiment, the house belonged to a gold magnet, and many famous

guests stayed there including KING EDWARD V111 the king who abdicated the throne in 1937. The house had many artefacts from the regiment.

October 21st, 22nd

My last day in Johannesburg said my goodbye to Richard and his mother and the two dogs they had really made my stay truly memorable.

Before taking me to the station, Richard showed me the likely route the whippet tank would have taken to quell the miners strike in 1922, the only time the whippet saw action. This part of Johannesburg is quite rundown and would be quite dangerous walking around alone. Said goodbye at the station and caught the 15.00 "Shsaholoza Express" arriving at Cape Town 16.150the next day. You had all your meals on the train, which was excellent. The train stopped 5 times on its journey, the scenery changed from high velt to the very arid Karroo and then gets more greener as you head foe the Cape going through the Vineyards of the Western Cape then the Mountains until you get into Cape Town unfortunately the weather was very misty so you could not see much. I was met at the station by my friend and taken to Table View a pleasant suburb to the north of Cape Town were I will stay for the duration.

October 23rd to Nov 4th

This stage of the fellowship was to investigate the Commander of F4 Mark 1V Female tank "Flirt" which was involved in the battle of Cambrai November 1917, Flirt is now housed in the Museum of Lincolnshire Life in Lincoln, Previous research had pinpointed the commander of the tank was 2nd Lieutenant R.G.W Whealley was born in Cape Town. Going to the record off ice and birth, deaths and marriages in City Hall Cape Town, found that R.G Whealley was born 18th September 1890 in Cape Town his parents had emigrated out to South Africa from Durham in the 1870's. When the Great War started in August 1914, as a lot of people from the Dominions did they went bank to the UK and joined the Regiment of his father's birthplace, he joined the Durham light Infantry as a private in 1915 and in 1917 he switched to the newly formed Tank Corps and because of has previous knowledge of motor cycles he was made up to 2nd Lieutenant, he commanded F4 "Flirt" at the Battle of Cambrai and he was eventually killed in action at the battle of Amiens in 1918. He is buried in France.

RECOMMENDATIONS

This fellowship really has been a "chance of a lifetime" going to the 3 countries and seeing the surviving Great War Tanks has given me a purpose and goal in seeing that these machines will be remembered for us and future generations to enjoy. The Archangelisk tank has been fully refurbished and with my help there now will be text in English and Russian depicting the story of this tank in North Russia, the 2 tanks in Lugansk in the Ukraine one is to be fully restored and maintained with an exhibition and text on the British tank's involvement in the Civil War, I am going back to Lugansk in April 2008 to see progress and possibly appear on local Television again, I hope my Churchill Fellowship will really kick-start more funding.

The South African leg saw the most complete Whippet tank in existence but it could be sold of to a private collector. This tanks is unique in that very little money is required to restore, and we have people at the National Museum of Military History dedicated to restore the tank to its original condition. Since returning to the United Kingdom I have written to President Mbeki and he passed this on to the Minister of Defence and the Minister of Arts and Culture.

I would like if possible through the good offices of the Churchill Trust to maybe raise awareness of these tanks and also possibly point me in the direction of maybe sponsorship of my involvement in the projects I am going to undertake.

This Fellowship for me has been something special and I thank you for giving me the opportunity to achieve some goals.