

Report of the Gallipoli Expedition 2011

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The First Polish Diving Expedition Gallipoli 2011 took place between August 31st and September 9th. Its main topic was "the current status of the wrecks of the ships sunk during the Battle of the Dardanelles and the current state of their degradation." The members of the expedition were eleven experienced wreck divers, underwater photographers and videographers, as well as a historian and an assistant professor in the Department of Turkish Studies at the Jagiellonian University in Krakow, Dr. Piotr Nykiel, author of the book *Wyprawa do Złotego Rogu. Działania wojenne w Dardanelach i na Morzu Egejskim (sierpień 1914 – marzec 1915)*².

The diving team's task was to accurately catalogue, photograph, and film each of the wrecks, while Dr. Piotr Nykiel evaluated the collected material as an expert in military history. After each dive, the team discussed what they had noticed, and compiled their observations as input for this report. Dr. Piotr Nykiel then assessed the significance of our discoveries.

Our journey started in Berlin. Our first destination was Istanbul. After transferring to another airport, our subsequent hour-long flight took us chiefly over the Sea of Marmara and the Dardanelles Strait. Our final destination was the city of Çanakkale on the Asian side of Turkey. We spent the day acclimatizing, preparing our equipment, and agreeing upon a detailed diving plan for the expedition with our local diving guide.

WRECK NUMBER 1

The next day, the substantive part of the expedition began. The plan for this day was to dive on the English patrol boat *Lundy*. She was a vessel with a displacement of 188 tons, built in 1908 by the Hull Steam Fishing & Ice Co., Hull (Yard no. 168). Her crew consisted of 12 sailors, and the commander during the Gallipoli campaign was Henry Charles Taylor RNR. *Lundy* was originally designed as a trawler for whaling, but during the war she was armed with a 3 inch gun and commissioned for the Royal Navy as a patrol boat. She was sunk on Monday, 16 August 1915 in Suvla Bay (the western coast of the Gallipoli Peninsula). According to the British sources³, the cause of the

¹ Piotr Wytykowski and Roman Zajder are the founders and co-chairmen of the Shipwreck Expeditions Society (<http://www.wyprawywrakowe.pl>).

² [*Expedition to the Golden Horn. Military Operations in the Dardanelles and on the Aegean Sea (August 1914 – March 1915)*], published by Wydawnictwo Arkadiusz Wingert, Kraków – Międzyzdroje 2008.

³ The National Archives, catalogue number: ADM 137/3135.

sinking was a collision with SS *Kalyan* (displacement: 9000 t) – a former liner converted after the outbreak of WWI to a transport ship. Only one crew member was killed – the mechanic, Hendrick Williamson.

We reached the coordinates of 40 °17'806"N 26°12'970"E, at which the wreck of the vessel lies. After careful preparation of our equipment, we started the dive. We reached the bottom quite quickly because, at this point, the sea is only 28 metres deep. The team very quickly set about to the tasks assigned to them, as everyone knew exactly what they had to do.

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The ship lies evenly on her keel on a flat, sandy bottom. Despite being in a hostile environment for almost a century, she is very well preserved. All of her main parts are easily recognizable. Of course, there is nothing left of the wooden deck, but the steel supports, which it was attached to, show exactly where it was. The bow hold is empty and relatively easy to penetrate because of the lack of the deck. The capstan is virtually intact.

The most interesting part of the wreck is undoubtedly the stern. The rudder and the propeller are buried in the sand to a half of their height, but do not contain any signs of damage. However, we cannot say the same about the part which used to be above the waterline. It still bears the very clear, recognizable signs of a collision. It can be seen that the deck's support structure is bent upwards; the metal stern side plating is crushed and folded. The central section of the stern is torn apart. The damages to this section as well as to the starboard side of the bridge are the silent witnesses of the dramatic events that took place on August 16, 1915. *Lundy* was then moored to SS *Kalyan's* side and was taking over the ammunition from her. In the course of the trans-shipment the place in Suvla Bay where the ships were was shelled from the shore by Turkish field artillery. In order to avoid a hit the *Kalyan's* captain started to move his ship gently backwards, with *Lundy* still moored to her side. However, the hostile fire was becoming more fierce and accurate so *Kalyan* increased her speed and engaged in a slight turn. Unfortunately in the roar of the blasting shells and working ship engines the *Lundy's* crew did not manage to hear the shouts of the sailors from the *Kalyan* warning them that the turn was going to be made, and the patrol boat was pulled under water by the screw of the much bigger vessel⁴.

The measurements made by our team are as follows: length of the vessel: 33 meters, width: 6.3 metres, height of the sides above the sand: 2.2 metres. Comparing the current appearance of the wreck with the archival material, it is clear that the *Lundy's* hull is intact (disregarding the deformation sustained by the collision). The degree of degradation of this wreck, taking into account the hostile environment it is in, is small. It is our opinion that the wreck will retain its condition and form unchanged for many years.

It is also worth mentioning, at this point, that in May-June 2010 the wreck of the *Lundy* was explored by scuba divers from the Australian *Beneath Gallipoli* project. The report submitted by the team manager, Tim Smith, shows, however, that their inspection

⁴ *Ibidem*.

was far sketchier. In contrast to our expedition, the Australians did not even bother to document the damage which had led to the sinking of the vessel⁵.

WRECK NUMBER 2

The next wreck, according to our Turkish guides, was supposed to be a floating refinery, converting sea water to drinking water.

The Allied troops who landed on the Gallipoli Peninsula in 1915 had a huge problem with fresh water. The lack of ground water forced them to bring in water all the way from Egypt. Thanks to a floating refinery, the shortage of water for the troops might be satisfied at least in a small part. Finding and cataloguing this type of vessel would be no mean feat as no Allied archival sources mention the fact that there was ever a seawater desalination device mounted on the ships. All installations of this type known by historians were located on land, on the Gallipoli Peninsula.

We examined the wreck which lies at the position of 40°18'794"N, 26°13'562"E in quite shallow waters at only 14 metres, on a sandy, flat bottom. It is, unfortunately, in a bad condition. Its sides at the length from the engine room deck upwards practically do not exist anymore (only some stumps of frames are visible). The sections we managed to find on the bottom are only the bow and midship. The remaining part of the hull, from the rear funnel to the stern, is missing. We suppose that the lower part of the hull, all the way to the keel, has survived in very good condition, but confirmation of this is not possible, as the wreck is buried deep in the sand. The remains of the portside are already completely covered up. Their vague outlines can be seen. The remains of the starboard are sticking out of the sand to the height of 70 cm. The bow end of the ship looks as if it has been cut off (probably destroyed during the sinking, when it struck the sea bottom). Another visible part is the first bow compartment with a steel ladder leading inside, but it is also almost completely buried under the sand. Other preserved steel hull parts are heavily corroded.

Amidships there are three round containers resembling steam boilers. These devices, due to their appearance, are responsible for the vessel's wrong identification by the Turkish divers. Considering the overall bad state of the wreck, they are in a relatively good condition. Although they are heavily encrusted with marine organisms, the details of their design can be easily recognized. The rows of tubes attached to a cylindrical tank, running on both sides at an angle of 45 degrees and forming a characteristic cross section of an upside-down letter "V," can also be easily seen. Considering the bad condition of the wreck, these devices give the impression of being, as if, out of place.

An analysis of the sources and archives relating to the sunken ships in the area shows that it is more likely that the Australians from the *Beneath Gallipoli* project are correct in respect to this ship, rather than our Turkish guides. The Australians identified this ship as the British "Laforey" class destroyer HMS *Louis*.

⁵ Cf. Tim Smith, *Project Beneath Gallipoli* [in:] "The Gallipolian", No. 126, Autumn 2011, pp. 37-45.

The ship had a deep load displacement of 1300 tons and was lost on October 31, 1915. According to The National Archives⁶, the ship was anchored near the shore of Sulva Bay. During the early hours of the morning a south-west storm-strength wind picked up. The ship pulled on the anchor and ran aground, where it was quickly abandoned by the crew with no loss of life. For several weeks, the vessel was a perfect target for the Turkish field artillery and was methodically shot.

Our source research and underwater findings also suggest that we are dealing with the above-mentioned ship. The cylinders with rows of tubes are the Yarrow type steam boilers, which were used in the navies of many countries of the world during this period. Our visual materials seem to constitute enough evidence to identify it as the HMS *Louis*.

Knowing the fate of other wrecks in the Dardanelles area, which after being sunk still partially remained above sea level, we may assume that also this vessel was cut for scrap. After the major part of the hull was dismantled its bow and midship (reduced to the level of the engine room deck) became light enough to be swept away by a storm tide from the shoal it lay on into a deeper place where it stays until now. The remains of the stern – if they still exist – supposedly are far away from the location we explored and remain at the shoal where the ship broke into two sections during the storm of November 4, 1915⁷. During our next expedition it would be tempting to look for the stern of the ship, because if we find it, we will be able to determine the actual place where the destroyer was lost.

The dimensions of the located part of the wreck of HMS *Louis* are: length: 42 metres, width: 8 metres. Originally, this type of ship was 81.9 metres long and 8.4 metres wide. From our measurements, it turns out that, as of today, a 39.9 metre part of the ship's stern is missing. Regarding her width, we should be aware of the fact that our measurements were taken not on the level of the main deck, but on the level of the engine room.

WRECK NUMBER 3

The next scheduled wreck was a British cargo ship. The vessel named *Milo* lies on the position of 40 °14'286"N, 26°16'450 "E, approximately 70 metres from Cape Ari (Arıburnu). She was built in 1865 by the London & Glasgow Eng. & Iron S.B. Co. Govan (Yard no. 104). The steamer, with a tonnage of 1,057 GRT, was designed to carry goods, and during the campaign, was also used to transport troops. On October 28, 1915, she was sunk to serve as a breakwater, specifically to protect the so-called William's Pier, built at the height of the North Beach in order to facilitate the unloading of supplies to troops fighting on the Gallipoli Peninsula. In the second half of November a huge storm raged in the region, which turned the breakwater ship into a wreck.

⁶ Catalogue numbers: ADM 137/191 and ADM 53/47327.

⁷ The way the destroyer's hull broke was substantiated by a photograph attached to the Australian report (Cf. Smith, *op. cit.*, p. 43). This is also depicted in a picture published in Wikipedia and used in the illustrative material to our report.

This particular ship may not have had a strategic importance during the campaign, but each Allied soldier, every rifle cartridge, every piece of soldiers' bread, and every drop of fresh water had to be delivered to the shores by vessels such as the *Milo*.

The status of this ship is, unfortunately, tragic. Storms and scrap collectors have done their bit over the years. On the sandy, shallow bottom (at this point, the depth does not exceed 10 metres) lie the remains of the *Milo*, which are virtually only the bottom part of the hull. We measured the sides as being just 1.8 metres at the highest outcrop and the average is significantly lower. The bow and the stern no longer exist. The best – if it can even be defined as that – preserved part is the amidships, where the keel with framing is still beautifully visible. Inside the wreck (although in its current state, it is actually also outside) there is a substantial amount of coal, which is quite surprising because it shows that this cargo was wasted by the Allies⁸. Coal was, after all, quite scarce in war conditions and should have been moved to another ship before the sinking of the *Milo*.

In this case, we know the accurate military reports, so we do not have to speculate or inquire under what circumstances the ship went to the bottom of the Aegean Sea. The only thing left for us to determine is the extent of her degradation. Here, the results of our work do not leave doubt: due to the fact that the wreck is located close to the shore and is in shallow waters, it is very exposed to the forces of nature. The storms and the sand will soon complete their slow work of destruction, and besides the tons of coal lying on the seabed, nothing from the ship will remain there much longer.

The current length of the *Milo* is 17.7 metres and the width is 9.3 metres. According to shipyard dimensions, she was once 73.3 metres long, so more than 55 metres of the vessel is missing. The height of the sides was originally 4.8 metres. If we compare this to the small 1.8 metre piece of hull which has been preserved to this day, we can immediately see the huge degree of the vessel's destruction.

WRECK NUMBER 4

The last wreck which we were able to explore on the Aegean Sea was a landing craft, which was used mainly to transport the wounded from the mainland to the hospital ships (confirmed by numerous archival photographs). This vessel was located by sonar in 2010 by the members of the *Beneath Gallipoli* project, but in their report they do not mention documenting her or actually diving on the wreck. Our examination, supported by extensive photographic and film material, as well as this report, is the only existing documentation describing this unit after her demise. The vessel lies at the coordinates of 40 °17'140 "N, 26 °13'286"E, south-west from Cape Küçük Kemikli (also called Nibrunesi Point).

⁸ It should be stressed at this point that the Australian expedition in 2010 did not pay attention to the presence of coal on the *Milo* wreck. This allows us to assume that the inventory for this ship, drawn up by this team, was very casually done.

The object of our interest lies precisely at 29.2 metres on a flat, sandy bottom. She is very well preserved. Naturally, the wooden deck is gone, but its thick metal frame is nearly flawless to this day. On the deck, in the stern and the mid sections, there are coils of thick ropes, probably used to tow the barge by some other vessel (maybe a destroyer). The stern and the rudder are intact. Inside, that is under the deck, the very well preserved hull can be seen and the distinct framing that supports it can be noticed. Once inside, two holes from the shell that sent the unit beneath the Aegean Sea surface can also be seen. The holes are clearly visible because of the contrast between the dark grey hull and the blue background of the sea, which seems to be seeping light into the interior. The entry hole is on the portside, approximately five to six metres from the stern. It has a diameter of about 10 cm. The exit hole of the same size is visible on the starboard in the middle of the ship. Looking at the mutual position of the two holes, we can conclude, with an almost certainty, that this was a single hit. The shell penetrated the hull and went out on the other side without exploding. This is also likely because the hull plating is quite thin. Close to the exit hole on the starboard there is a rupture in the shape of a right triangle. It is exactly nine metres from the stern, its length is 3.1 metres and its height is 0.8 metres. The hull plating is bent outwards. This damage was, most likely, done either by a fishing net or an anchor just after the war, when the metal plating was still elastic and the hull had not yet corroded.

There is no doubt that the cause of the ship's sinking was artillery fire. The barge is aligned with its stern to the shore, so we cannot exclude the scenario where the wounded soldiers that were transported died together with the ship. However, no human remains were found in or around the wreck, so the fate of the passengers will remain a mystery⁹.

The barge we explored as the first expedition is a very interesting and well preserved wreck. It is our opinion that the degradation level is low and that one can count on the wreck to remain in good condition.

The dimensions of the barge are: length 17.5 metres, width 6.2 metres height of the sides 2.8 metres, the framing is set in equal 90 cm intervals.

WRECK NUMBER 5

The first wreck that we explored in the Dardanelles Straits was the Turkish battleship, *Mesudiye*, lying on the position of 40 °07 '287"N 26°23' 904"E at a depth of 12 metres in the Sarısığlar Bay, near the Asiatic coast. At the outbreak of World War I, the battleship was already 40-years-old; it returned to serve in the Ottoman Navy in 1903 after a major upgrade, which took place at the Ansaldo Shipyard in Italy.

Although the "new" *Mesudiye*, at first glance, did not resemble itself before the "facelift", its construction was very outdated already in 1914. To make matters worse, just before the outbreak of World War I, both of her main guns (234 mm L/40) were disassembled and transported to Britain, where they were to be repaired. These guns failed to return to the ship, as the Ottoman Empire and Britain fought on opposite sides

⁹ Unfortunately, it is very difficult to find source materials on smaller boats, barges, and landing vessels that were lost, as well as the casualties involved with the sinkings.

of the front in the Great War. Being so outdated and partially disarmed, the battleship could not have been used in open battle on the high seas. In September 1914, it was decided to send her to the Dardanelles, where as a floating battery, she had to shoot from the Sarıışıklar Bay to the entrance of the Strait by indirect fire over Cape Kepez. She had to use her medium caliber artillery, which was a total of 12 152 mm L/45 guns (6 on each side).

A month before the Dardanelles Operation started to be planned in London, on December 13, 1914, *Mesudiye* fell victim to a torpedo attack by the British submarine *B 11*. After receiving two hits (one to each the bow and the stern) not possessing watertight bulkheads and not being under steam, the battleship sunk very quickly. Shallow bays at the site of anchoring caused that the ship tilted about 120° and rested at the bottom of the sea, so that the starboard and a large part of the hull (almost to the keel) protrude above the surface.

Shortly after the wreck sunk, the majority of the crew (54 officers and 573 sailors) were rescued without major problems. However, the hull still entrapped 15 officers and 28 sailors. After a 36 hour rescue operation, only eight of them managed to be rescued.

Sometime after the sinking, some artillery pieces, ammunition and equipment, which could be used on land, were recovered from the *Mesudiye* wreck¹⁰. The hull of the battleship protruded from the water until the 1960s, when it, unfortunately, shared the fate of the other wrecks of which some parts remained on the surface of the sea, as well as of the artillery armament from the Dardanelles forts – the decision of the Turkish government fighting with the crisis at the time was to cut her for scrap.

Today the state of the wreck is worse than tragic. Underwater, there essentially remain only fragments, which have not been able to be reached or which could not be extracted during the planned devastation of the vessel.

During the underwater exploration, when not more than five metres of visibility was far from our ally, we had extreme difficulties in determining which part of the ship we could currently find ourselves on. The wreck is virtually one huge junkyard, which largely consists of cut pieces of sheet metal burners and elements of the hull structure. We are not able to present the reconstruction of the current state of preservation because we could identify only small parts of the ship which very often were randomly spread on the bottom. In some places, only larger pieces of bent and twisted metal plating, connected with one another by rivets, are visible. Among them we could distinguish some parts of the bridge superstructure's walls and the pillars supporting its wings, gun doors from one of the 152 mm gun casemates, characteristically shaped plating from the midship superstructures and the barrel of a 65 mm gun.

The most interesting discovery that our expedition made on the remains of the *Mesudiye* battleship was finding several main artillery shells, which at the time of sinking, in principle, should not have been on onboard because – as mentioned earlier – her 234 mm calibre guns had been removed before the outbreak of the war. Yet, these

¹⁰ More information on the circumstances of the sinking of the *Mesudiye* in: Piotr Nykiel, *Wyprawa do Złotego Rogu. Działania wojenne w Dardanelach i na Morzu Egejskim (sierpień 1914 – marzec 1915)*, Wydawnictwo Arkadiusz Wingert, Kraków – Międzyzdroje 2008, pp. 121-127.

shells are still on the ship. In September 1914, the Turks, under pressure from the Germans, decided to send *Mesudiye* to the Dardanelles, knowing that the main guns of the battleship would never return to their places. They did have enough time, however, to move useless ammunition onto land. Our expedition has proved that no one on the staff of the Ottoman Navy, however, went to the trouble of giving such an order. Today, we will probably not find out whether this was due to an oversight, or from an omission excusable in this case (in the whole of the Ottoman Empire there were only two 234 mm calibre guns – both on the *Mesudiye* battleship – so moving the ammunition to the land did not serve any purpose because there would also be no use for it there).

The Polish diving team managed to find around a dozen 152 mm shells too. Due to the condition of the wreck, we are not able to authoritatively determine the spot where individual shells are in this "junkyard". Given that the 234 mm gun turrets were at the bow and the stern of the ship, we can, with great probability, assume that the places where we found the shells correspond to these sections of the battleship. We measured each shell exactly. Already very heavily encrusted with marine organisms, the 234 mm calibre shells are currently at approximately 87 cm in circumference and 95 cm in length, while the 152 mm calibre shells average 57 cm in circumference.

We can confidently conclude that our findings complemented – which already appeared very rich and difficult to expand on – the pages of history of the service of the battleship *Mesudiye*.

We also managed to find a plaque mounted on the remains of the wreck in 2005 by Turkish Navy divers. It commemorates the victims of this war and the battleship *Mesudiye*. It is extremely regrettable that the proud history of this ship is remembered only by a tiny, almost invisible plaque. Man has enormous creative potential, but he also has an enormous opportunity for destruction, which in the case *Mesudiye* can be seen particularly painfully. Unfortunately, nothing will restore the original appearance of this ship. The only thing that we can do now is to prevent any further destruction, so that one day, there will be left more than just a rusty stain at the bottom of the Dardanelles. We can also remember that this was once a great ship, acting honourably and for an extremely long time in the service of the Ottoman Empire.

WRECK NUMBER 6

The last wreck which we investigated during this expedition was to be – as our Turkish guides claimed – “the hospital ship *Halep*”. This formulation itself raised concerns, however, as the 3648-ton *Halep*, launched in 1881, never formally had the status of a hospital ship. She was a civilian passenger-cargo steamer, and was seized by the Ottoman Navy at the outbreak of World War I. During the campaign on the Gallipoli Peninsula, she was used to transport troops and ammunition from Istanbul. On her return journeys, she often took wounded soldiers. Since her whole voyage took place in Turkish internal waters, no one saw the need to mark her with the colours of the Red Crescent. This negligence, unfortunately, indirectly led to the tragedy that took place on August 25, 1915.

That very day, *Halep* was to leave Akbaş Bay, located within the Dardanelles on the eastern shore of the Gallipoli Peninsula. More than a hundred wounded officers and soldiers of the Turkish land units fighting on the peninsula were on board. As it turned out, in a makeshift port in the bay, besides several Ottoman ships and vessels, was also the British submarine *E 11*, commanded by Lieutenant-Commander Eric Martin Nasmith. The first object that he decided to attack was the gunboat *Durak Reis*. However, the torpedo fired in her direction missed. The second torpedo Nasmith sent towards the steamer *Kios*, launched in 1893 with a capacity of 3304 GRT. This time the attack was successful – the ship sank. Chased out by a torpedo boat and a gunboat, *E 11* returned to Akbaş Bay three hours later. Another of her victims was *Halep*. Moments later, the liner *Tenedos*, launched in 1889 and with a capacity of 3564 GRT, shared her fate.

While sources are silent on the exact locations of the sinking of *Kios* and *Tenedos*, they share fairly accurate information in the case of *Halep*. Upon receiving a torpedo hit to the bow of the starboard side (hence the ship had to have its stern facing the land), *Halep* sank in shallow waters with almost the entire deck protruding above the water's surface¹¹. This information, as well as a photograph taken shortly after the sinking, which shows the ship's bow immersed in the water and its stern sticking out over the water, so that even the rudder and the propeller can be seen¹², ultimately confirm our belief that the wreck which we dived to in Akbaş Bay is certainly not *Halep*, but *Kios* or *Tenedos*.

The fact that *Halep* and *Tenedos* were attacked within a short interval of each other, suggests that they were anchored close to one another. The wreck that we explored lies very close to the European shore at the position of 40 °13'393"N 26°25'39"E and at a depth of 13.5 metres. Thus, all of the evidence indicates that this is the *Tenedos*.

This ship was built by Armstrong, Mitchell & Co., Walker-on-Tyne shipyard. In 1889 to 1890, bearing the name *Italia*, she sailed between Hamburg and New York for the Hamburg America Line. From 1890 for three subsequent years she sailed (for the same owner) on the route Szczecin – New York and in 1894-98 the route Hamburg-Boston-Baltimore. In 1898 for almost one year she was chartered by the American Line and sailed in her colours between Liverpool and Philadelphia as well as between Hamburg and New York. In 1900 she was bought by the Sloman Line and renamed to *Milano*. Under this name she sailed again between Hamburg and New York. In 1903 the ship was sold to Deutsche Levante Lines and was to receive her final name – *Tenedos*. Until she was transferred to the Ottoman Navy in 1914, she sailed between the Black Sea ports and New York as well as between the Aegean ports.

Given the place where the wreck is located and the cause of its sinking, the condition of *Tenedos* can be considered relatively good. The stern, the screw and the rudder, tilted to the maximum right position, are intact. Most importantly, they are facing in the direction of the strait, which is contrary to the position at which *Halep* sank. Three-fourths of the height of the rudder and the propeller are buried in sand. The

¹¹ Cf. Serkan Ertem, *Çanakkale Denizaltı Harekâtı*, Denizler Kitabevi, İstanbul 2011, p. 131. The torpedo's explosion, and the water bursting into the ship, killed about 200 wounded soldiers and the ship's crew.

¹² Cf. *ibidem*.

hull, from the stern to the amidships, is also in good condition. Many of the portholes, still containing the glass, have been preserved on the sides. Reaching them, however, is not easy, since most of them are covered with marine organisms, growing profusely on the ship's sides. The wooden deck no longer exists, and the interior of the wreck is full of seashells deposited by currents and storms. Above the deck, unfortunately, almost nothing is preserved any longer. The reasons for this are, of course, storms and the people who have robbed the wreck of her precious metal parts that protruded above the water's surface after sinking.

Exactly at amidships, both of the sides of the wreck are very strongly bent. According to our evaluation, the force of the torpedo's explosion lifted the ship causing the characteristic bends in her central part (i.e. the bow, where the hit occurred, was raised above the water's surface, while the heavy stern still remained in the water). Swimming further in the direction of the bow, at a length of about 25 metres from the bent sides of the amidships, the shape of the hull and the remains of the deck can still be easily recognized. However, most of the portholes have, unfortunately, broken glass. The bow section was preserved only at the length between the bow-end and the anchor fairlead. The whole front section of the hull, where the holds were, at a total length of over 40 metres, practically do not exist anymore. Only 49 metres of the length of the wreck have been preserved, which may indicate that, at the time of the torpedo hit, the ship still had a large cargo of ammunition under the deck imported from Istanbul for the soldiers fighting on the Gallipoli Peninsula. Such a strong explosion may also explain the bend of the hull amidships.

According to our information, it appears that only Turks, who limited themselves to a few photographs, had reached the wreck before us. Therefore, we are the first team who undertook its exact inventory and determined that it is actually a different vessel than has been commonly believed. This conclusion motivates us to return to the Akbaş Bay during the next expedition as it is necessary to find and document the wrecks *Halep* and *Kios*.

With the detailed exploration and inventory of the wreck of the *Tenedos*, we completed the substantive part of the First Polish Diving Expedition Gallipoli 2011. Thanks to the courtesy of a member of our expedition, Dr. Nykiel, we could also visit the forts guarding the Dardanelles Strait, as well as the battlefields and cemeteries of the campaign, in which the total losses of killed, wounded and missing totalled half a million. Thanks to the incredible knowledge of our "guide," it was a memorable trip in terms of history.

The expedition ended a great success. We did a tremendous job, which – we hope – will contribute to a better understanding of the history of this front of World War I. This place is a real mine of information and that is the reason why our team has already started preparations for next year's expedition Gallipoli 2012.

Members of the First Polish Diving Expedition Gallipoli 2011:

- **Piotr Wytykowski** – expedition leader, camera operator
- **Roman Zajder** – expedition leader, underwater photographer
- **Dr. Piotr Nykiel** – historian, Turkologist, an expert on the Battle of the Dardanelles Straits
- **Tomasz and Anna Stopyra** – protection of expedition's equipment
- **Aleksander Ostasz** – historian, camera operator
- **Arkadiusz Kasjański** – leader of underwater works, artistic framework of expedition
- **Dr. Dariusz Pietruszka** – medical security, underwater photographer
- **Katarzyna Pietruszka** – camera operator
- **Grzegorz Frass** – English language translator, underwater works
- **Jakub Trębacz** - photographer, underwater works
- **Robert Piąsta** – computer scientist, underwater works

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