



# Report of the Expedition **GALLIPOLI 2011**



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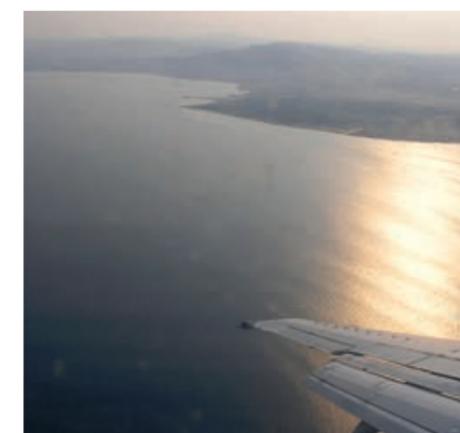
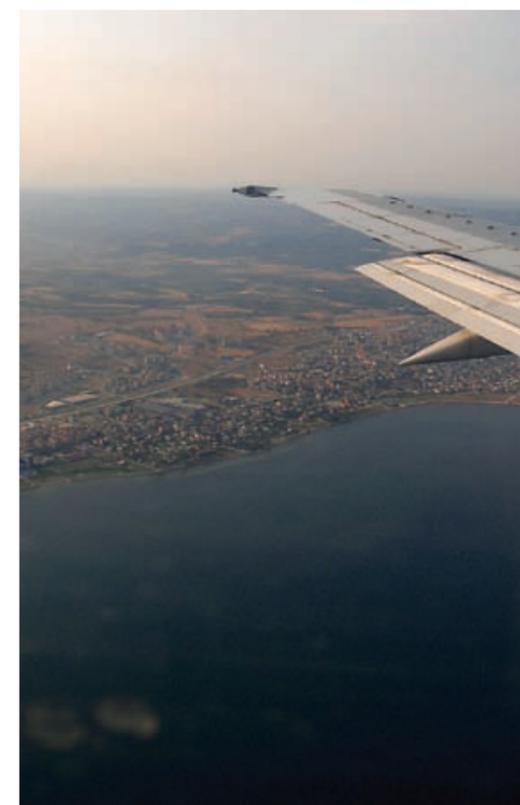
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## INTRODUCTION

The First Polish Diving Expedition Gallipoli 2011 took place between August 31<sup>st</sup> and September 9<sup>th</sup>. 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)*<sup>1</sup>. 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 noticed, and gathered their observations as input to 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 next hour-long flight led mainly 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.

Fot. 1, 2 Overlooking the Dardanelles Strait

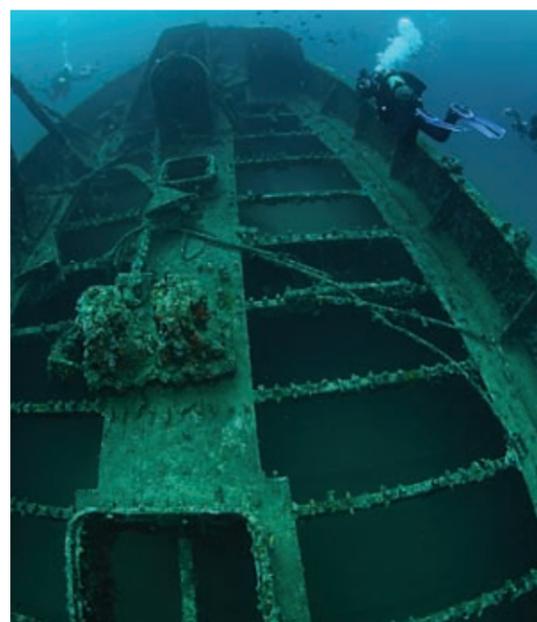
<sup>1</sup> Publisher: Wydawnictwo Arkadiusz Wingert, Kraków – Międzyzdroje 2008.

## WRECK 1 English patrol boat *Lundy*

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 Hull Steam Fishing & Ice Co., Hull (Yard no. 168). Her crew consisted of 12 sailors, and the commander during the Gallipoli campaign was Skipper 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 drafted for the Royal Navy as a patrol boat. She was sunk on Monday, 16 August 1915 in Suvla Bay. According to British sources<sup>2</sup>, the cause of the sinking was a collision with the transport ship *HM Kalyan*. Only one crew member was killed – the mechanic, Hendrick Williamson.

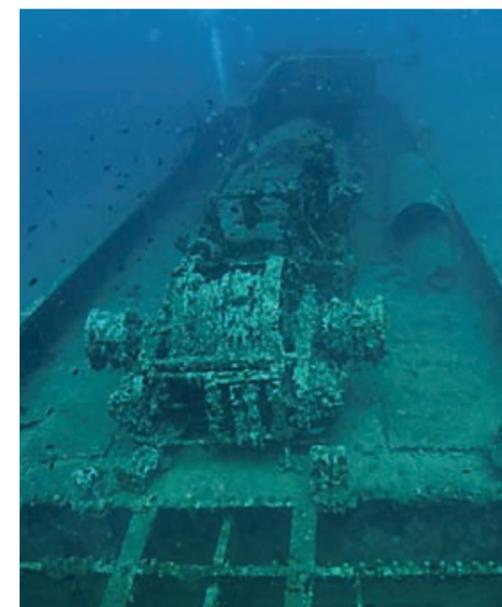


Fot. 3 *Lundy*, archive photo



Fot. 4 *Lundy*, steel supports of the deck

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 meters deep. The team very quickly set about to the tasks assigned to them, as everyone knew exactly what they had to do. The ship lies evenly on her keel on a flat, sandy bottom. For 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.



Fot. 5 *Lundy*, capstan



Fot. 6 *Lundy*, remains of the superstructure and the stern skylight

The bow hold is empty and relatively easy to penetrate because of the lack of deck. The capstan is virtually intact. The superstructure, which was originally constructed largely of wood, is not preserved. Only the heavily corroded metal parts remain, among which a door frame stands out on the portside.



Fot. 7 *Lundy*, superstructure - view from the stern



Fot. 8 *Lundy*, stern, point of collision

The most interesting part of the wreck, however, is undoubtedly the stern. It still bears very clear, recognizable signs of a collision. It can be seen that the deck's support structure is bent upwards; the metal stern plating is crushed and folded in a "harmonica." This shows that *Lundy* either struck, or was hit herself, in the stern, as records say, by the *HM Kalyan*.

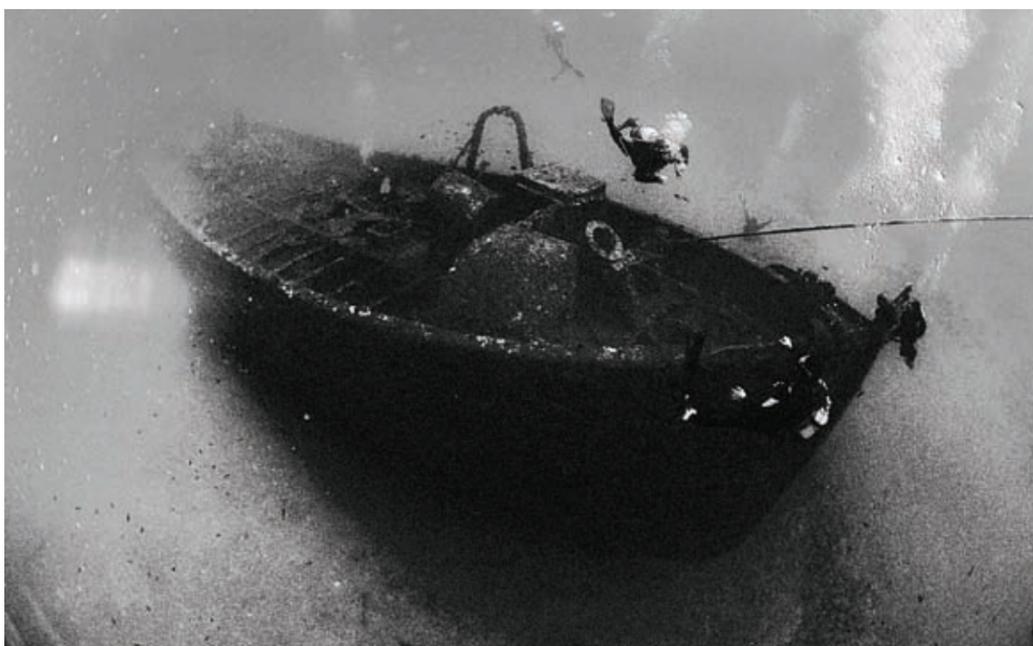
<sup>2</sup> *The National Archives, catalogue number: ADM 137/3135.*



Fot. 9 Lundy, rudder and propeller

The rudder and the propeller are buried in the sand to the half of their height, but do not contain any signs of damage. This would mean that at the time of the collision, the vessels did not have too much speed. However, the damage sustained in the bending and the leaks in *Lundy's* stern proved to be sufficiently large to sink the ship.

The measurements made by our team are as follows: length of the vessel: 33 meters, width: 6.3 meters, height of the sides above the sand: 2.2 meters. Comparing the current appearance of the wreck with the archival material, it is clear that *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.



Fot.10 Lundy, graphics 2011

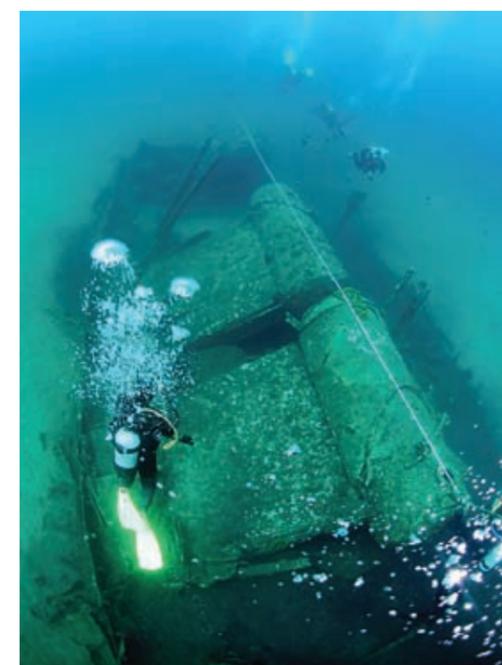
It is also worth mentioning, at this point, that in May-June 2010 the wreck of *Lundy* was explored by scuba divers from the Australian *Beneath Gallipoli* project. The report submitted by the team manager, Tim Smith, shows, however, that their inspection was, by far, sketchier. In contrast to our expedition, the Australians did not even bother to document the damage, which led to the sinking of the vessel<sup>3</sup>.

<sup>3</sup> Compare with: Tim Smith, *Project Beneath Gallipoli [in:] „The Gallipolitan”, No. 126, Autumn 2011, pp. 37-45.*

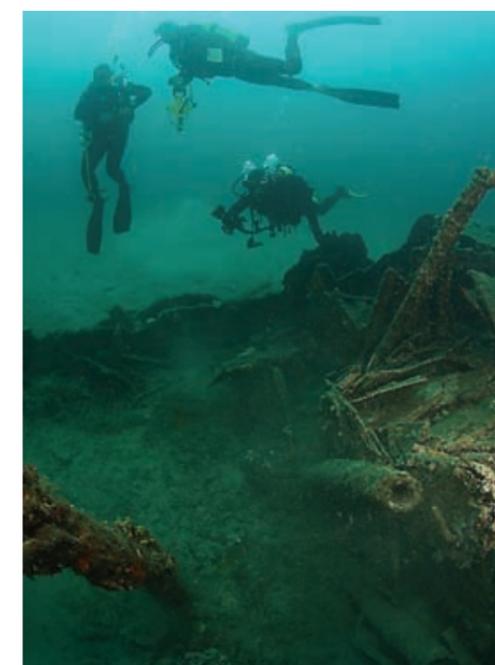
## WRECK 2 HMS Louis

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 a big event because 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.



Fot. 11 Louis, amidship

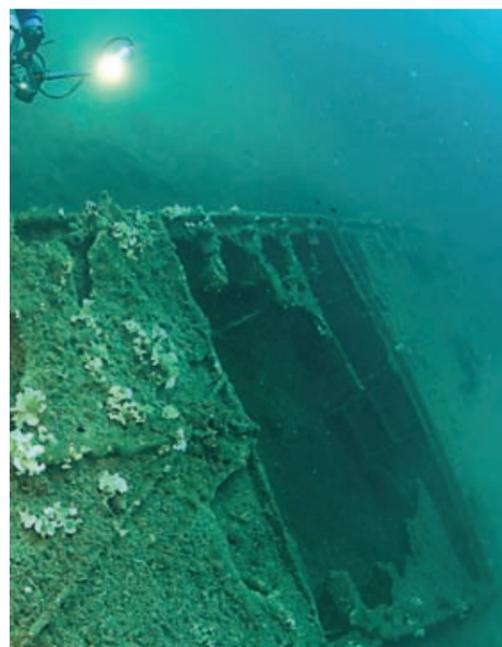


Fot. 12 Louis, remains of starboard

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 meters, on a sandy, flat bottom. It is, unfortunately, in bad condition. Its sides are almost completely destroyed. The visible part is only the bow, which is preserved only to the height of the engine deck. We suppose that the lower part of the hull, all the way to the keel, 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).

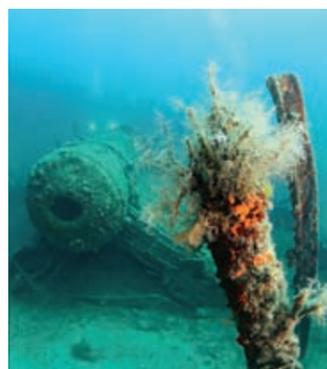


Fot. 13 Louis, bow



Fot. 14 Louis, steel ladder

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 four round containers resembling steam boilers, and considering the overall bad state of the unit, they are in relatively good condition. Although they are heavily overgrown with marine organisms, the details of their design can be easily recognized.



Fot.15, 16, 17 Louis, boilers

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 make an impression as if being out of place. There is no trace of the vessel's stern.

The 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*. The ship had a deep load displacement of 1300 tons and was lost on October 31, 1915. This is contradictory to the desalination ship theory proposed by the local Turkish guides. According to The National Archives<sup>4</sup>, the ship was anchored near the shore of the 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, which partially explains the bad condition of the wreck. Our findings also suggest that we are dealing with the above-mentioned ship.



Fot. 18 Louis, archive photo



Fot. 19 Yarrow boiler

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 be enough evidence to identify the *HMS Louis*. Unfortunately, the results of our work also show that soon the only remains visible will be the steam boilers, and the remainder of the ship will vanish completely. Already, the large degree of destruction of the wreck makes it impossible to precisely state the ultimate cause of the sinking of this interesting ship. We must, therefore, accept the official report of the Royal Navy.

During another expedition, however, it would be tempting to look for the stern of the ship, which can be located at some distance from the part explored by us. We know that as a result of storm waves, and perhaps also, the shelling from the Turkish artillery, the hull of the ship broke into two pieces on November 4, 1915. This is evident in the photograph attached to the Australian report<sup>5</sup>. In time, the bow of the ship drifted down from the shallows and rested at its current location. The remains of the stern of *Louis* can be definitely searched for where, on October 31, 1915, she ran aground. The challenge is certainly worth taking because we now know that the location of the remains is not the actual place of the ship's sinking.

The dimensions of the located part of the wreck of *HMS Louis* are: length: 42 meters, width: 8 meters. Originally, this type of ship was 81.9 meters long and 8.4 meters wide. From our measurements, it turns out that, as of today, a 39.9 meter part of the ship's stern is missing. Her width, however, fits within the measurement error.

<sup>4</sup> Catalogue numbers: ADM 137/191 and ADM 53/47327.

<sup>5</sup> Compare with: Smith, op. cit., p. 43.

## WRECK 3 British cargo ship *Milo*

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



Fot. 20 *Milo*, archive photo



Fot. 21 *Milo*, hull

The status of this ship is, unfortunately, tragic. Storms and scrap collectors have done their part over the years. On the sandy, shallow bottom (at this point, the depth does not exceed 10 meters) lay the remains of *Milo*, which is virtually only the bottom part of the hull. We measured the sides being just 1.8 meters 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 at 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 Allies<sup>6</sup>. Coal was, after all, quite scarce in war conditions and should have been moved to another ship before the sinking of *Milo*.

<sup>6</sup> It should be stressed at this point that the Australian expedition in 2010 did not pay attention to the presence of coal on *Milo*'s wreck. This allows us to assume that the inventory of this ship, made by this team, was very casual.

In this case, we know the accurate military reports, so we do not have to wonder 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,



Fot. 22 *Milo*, measurements



Fot. 23 *Milo*, coal

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



Fot. 24 *Milo*, keel with frames

## WRECK 4 Barge

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).



Fot. 25 Barge, archive photo

The object of our interest lies precisely at 29.2 meters on a flat, sandy bottom. It 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



Fot. 26 Barge, coils of rope



Fot. 27 Barge, stern



Fot. 28 Barge, sheathing, stern

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 can be noticed. Once inside, two holes from the shell that send the unit underneath 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 point is on the portside, approximately five to six meters 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 it was a single hit. The shell penetrated the hull and went out on the other side without exploding. It is also likely because the hull is quite thin. Close to the exit hole on the starboard there is



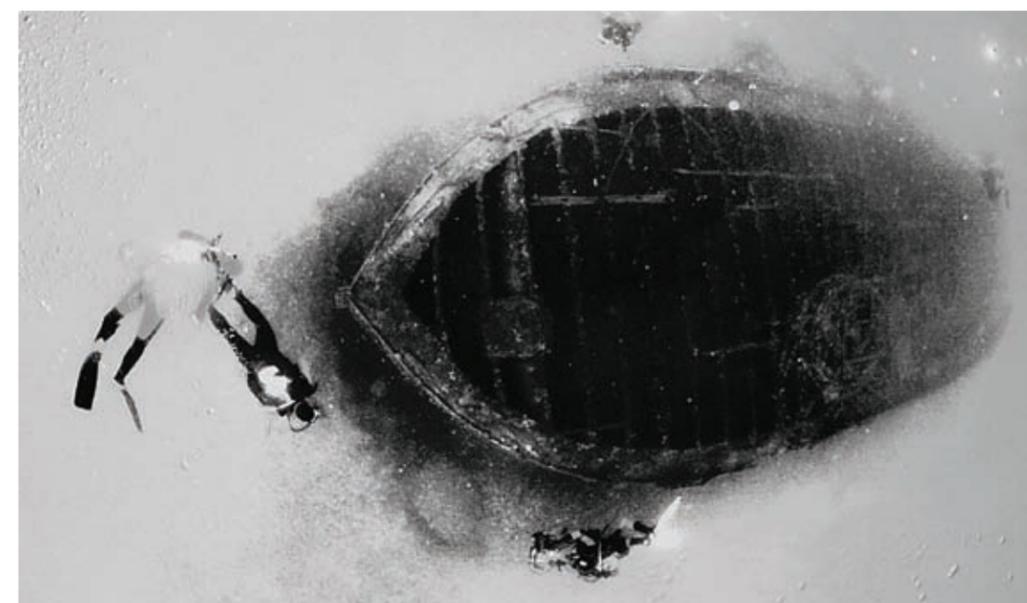
Fot. 29 Barge, gap, starboard



Fot. 30 Barge, hole from the shell, portside

a rupture in the shape of a right triangle. It is exactly nine meters from the stern, its length is 3.1 meters and its height is 0.8 meters. The hull plating is bent outwards. This damage has been, most likely, done either by fishing net or an anchor just after the war, when the metal plating was still elastic and the hull was not corroded. There is no doubt that the cause of the ship's sinking was artillery fire. Unfortunately, it is very difficult to find source materials on lost smaller boats, barges, and landing vessels, as well as the casualties involved with the sinking. 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 mystery.

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 meters, width 6.2 meters height of the sides 2.8 meters, the framing is set in equal 90 cm intervals.



Fot. 31 Barge, graphics 2011

## WRECK 5 Turkish battleship *Mesudiye*

The first wreck that we explored in the Dardanelle Strait was the Turkish battleship, *Mesudiye*, lying on the position of 40°07'287"N 26°23'904"E at a depth of 12 meters in the Sarısığlar Bay, near the Asiatic coast. At the outbreak of World War I, the battleship was already over 40-years-old; it returned to serve in the Ottoman navy in 1903 after a major upgrade, which took place in Italy. Although the "new" *Mesudiye*, at first glance, did not resemble itself before the "lifting", its construction was very outdated already in 1914. To make matters worse, just before the outbreak of World War I, both of her main artillery units (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 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 Sarısığlar 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 12 150 mm L/45 guns (6 on each side). 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) without possessing watertight bulkheads and without 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. The hull still entrapped 15 officers and 28 sailors. After a 36 hour rescue operation, it was managed to rescue only eight of them. Sometime after the sinking, some artillery weapons, ammunition and equipment, which could be used on land, were recovered from the *Mesudiye* wreck<sup>7</sup>. The hull of the battleship protruded from the water until the 60's of the twentieth century, when it was, unfortunately, shared by the fate of others, some parts remaining on the surface of the sea, as well as artillery armament of the Dardanelles forts – the decision of the Turkish government fighting with the crisis at the time was to cut her to scraps.

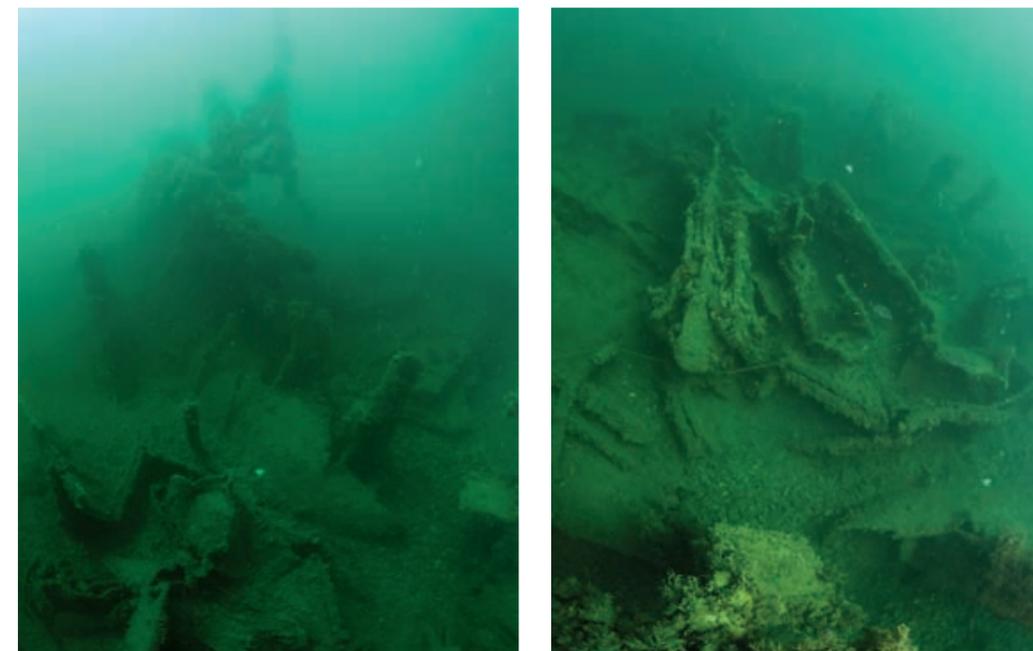


Fot. 32 *Mesudiye*, archive photo

Today the state of the wreck is worse than tragic. Underwater, essentially remain only fragments, which have not been able to be reached or which could not be extracted during a planned devastation of the vessel. During underwater exploration, when more than five meters of visibility was not our ally, we were not even able to determine which part of the ship we could currently find ourselves on. The wreck is virtually one big junkyard, which largely consists of cut pieces of sheet metal burners and elements of the hull structure.

<sup>7</sup> More information on the circumstances of the sinking of *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, p. 121-127.

We are not able to present the reconstruction of the current state of preservation because it is not possible to identify any part or section of the ship. In some places, only larger pieces of bent and twisted metal plating, connected with one another on the rivets, are visible.

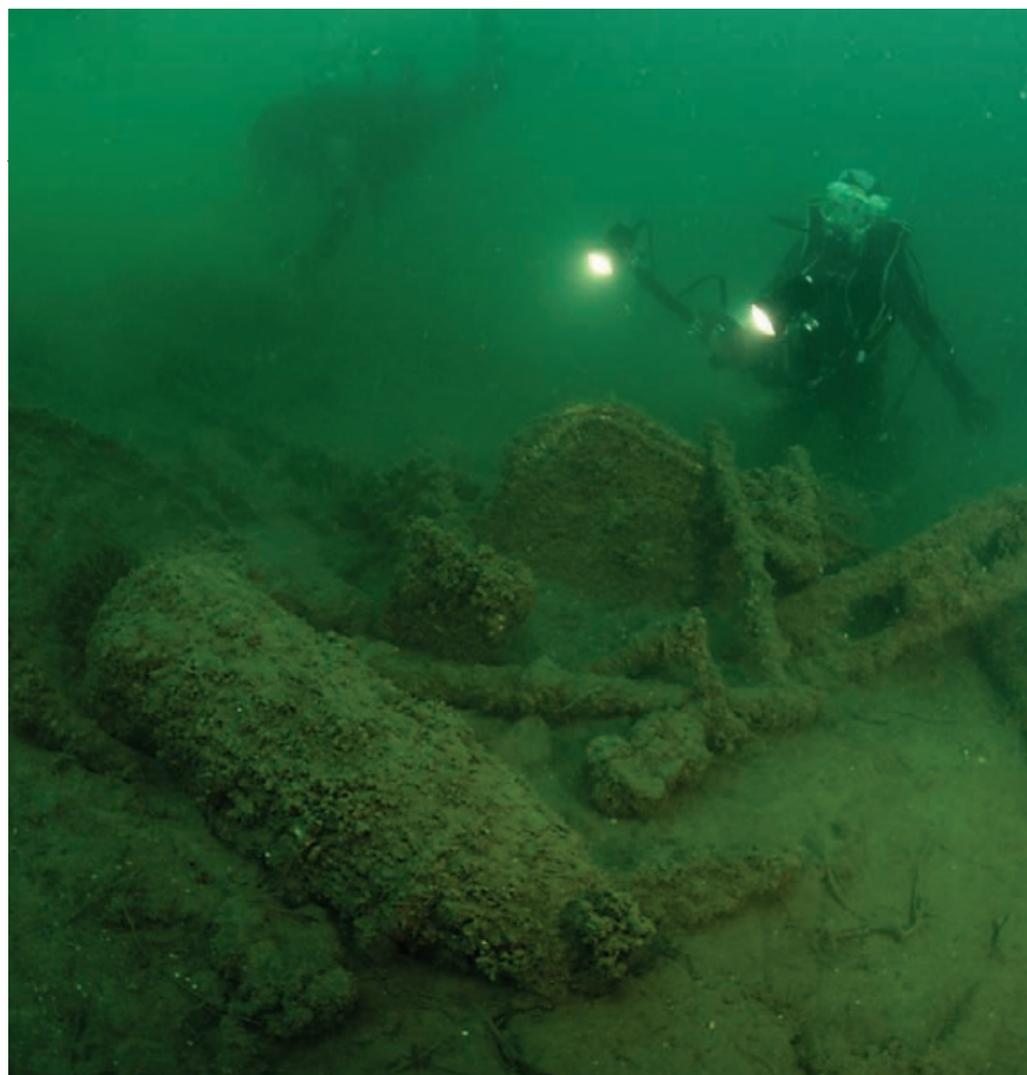


Fot. 33, 34 *Mesudiye*, junkyard



Fot. 35 *Mesudiye*, bent and twisted metal plating

The most interesting discovery that our expedition made on the remains of the *Mesudiye* battleship was finding main artillery shells, which at the time of sinking, in principle, should not have been on onboard because - as mentioned earlier - its 234 mm caliber have been removed before the outbreak of the war. Meanwhile, these shells are still on the ship. In September 1914, 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 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 excusable omission in this case (in the whole Ottoman Empire there were only two 234 mm caliber 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 them there). 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 shells correspond to these sections of the battleship. In addition to the main artillery ammunition, we also came across shells of a 150 mm caliber.



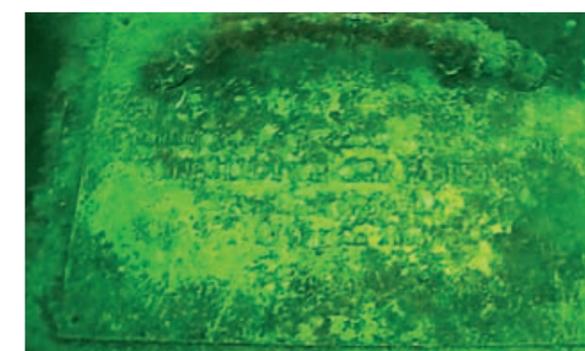
Fot. 36 *Mesudiye*, shell - caliber 234 mm



Fot. 37 *Mesudiye*, shell

We measured all of them exactly. Already very heavily overgrown with marine organisms, the 234 mm caliber shells are currently at approximately 87 cm in circumference and 95 cm in length, while the 150 mm caliber shells average a 57 cm circumference. We were not able, however, to determine exactly how many shells of a given caliber lay on the wreck. There are definitely a few of the bigger ones, and a dozen of the smaller. Therefore, we can confidently conclude that our findings complemented - which already seemed very rich and difficult to expand - the pages of history of the duty of the *Mesudiye* battleship.

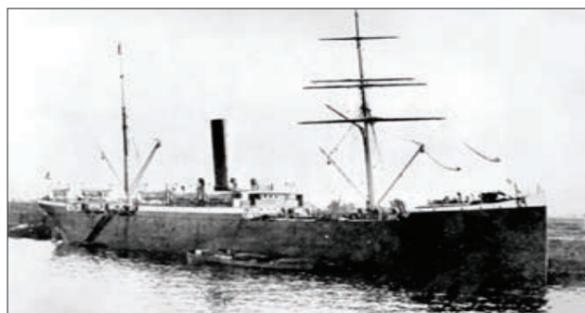
We also managed to find a plaque mounted on the remains of the wreck in 2005 by Turkish Navy divers. It commemorates the victims of this war and the *Mesudiye* battleship. It is extremely regrettable that the proud history of this ship is remembered by a tiny, almost invisible plaque. Man has enormous creative potential, but they also have an enormous opportunity of 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 degradation, 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 in an honorable and extremely long service to the Ottoman Empire. We can also remember that this was once a great ship, acting in an honorable and extremely long service to the Ottoman Empire.



Fot. 38 *Mesudiye*, plaque from 2005

## WRECK 6 *Tenedos*

The last wreck which we investigated during this expedition was to be - as our Turkish guides claimed - "the *Halep* hospital ship." 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 fighting in the Gallipoli Peninsula, she was used to transport troops and ammunition from Istanbul. In her return journey, she often took the injured. Since her whole voyage took place in Turkish internal waters, no one saw the need for marking her with the colors 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 the 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 an makeshift port in the bay, besides several Ottoman ships and vessels, the British submarine *E 11*, commanded by Lieutenant-Commander Eric Martin Nasmith, was also present. 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 steamboat *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 the Akbaş Bay after three hours. 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 are sharing 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 surface<sup>8</sup>. This information, as well as photograph taken shortly after 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 seen<sup>9</sup>, ultimately confirm our belief that the wreck which we dived in the Akbaş Bay is certainly not *Halep*, but *Kios* or *Tenedos*.



Fot. 39 *Tenedos*, archive photo

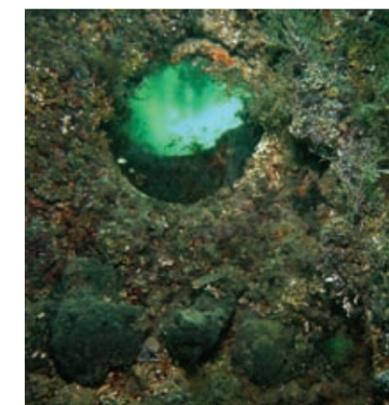
The fact that *Halep* and *Tenedos* were attacked at a short interval, suggests that they were anchored close to one another. The wreck that we explored lies very close to the European shore at the position of 40°13'393 "N 26°25'39E and at a depth of 13.5 meters. Thus, all of the evidence indicates that it is *Tenedos*. For the place where she is located and the cause of her sinking, her condition can be considered relatively good. The stern, the power 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 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.

<sup>8</sup> Compare with: Serkan Ertem, *Çanakkale Denizaltı Harekâtı, Denizler Kitabevi, İstanbul 2011, p. 131. The torpedo's explosion, and water bursting into the ship, killed about 200 wounded soldiers and the ship's crew members.*

<sup>9</sup> Compare with: *ibidem*.



Fot. 40 *Tenedos*, rudder



Fot. 41 *Tenedos*, porthole

Reaching them, however, is not easy, since most of them are covered with marine organisms, profusely growing 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, nothing is preserved any longer. The reasons for this are, of course, storms and people, who robbed the wreck of her precious metal parts protruding above the water's surface after sinking. Exactly on 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



Fot. 42 *Tenedos*, remains of the bow



Fot. 43 *Tenedos*, broken glass of a porthole

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 meters from the bent sides of the amidships, the shape of the hull and the remains of the decks can still be easily recognized. Most portholes have, unfortunately, broken glass. The part of the bow, or rather most of the front part at a length of 56 meters, does not exist. Only 49 meters 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.

According to our information, it appears that only Turks, who limited themselves to a few photographs, 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 it is commonly believed. This conclusion motivates us to return to the Akbaş Bay during the next expedition. It is necessary to find and document the wrecks *Halep* and *Kios*.

## CONCLUSION

With the detailed exploration and inventory of the wreck *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 totaled half a million. Thanks to the incredible knowledge of our "guide," it was a memorable trip in terms of history.



Fot. 44 Western coast of the Dardanelles over the fort Değirmenburnu, fragment of the poem "Dur Yolcu" Necmettin Halil Onan: "Traveller halt! The soil you tread once witnessed the end of an era."



Fot. 45 Fort Orhaniye, a 150/40 gun from battleship Mesudiye



Fot. 46 Fort Rumeli Mecidiye, a 240/35 Krupp gun

The expedition ended in great success. We did a tremendous job, which - we hope - will contribute to a better understanding of the history of the 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.



Fot. 47 Cape Helles, French cemetery on which two Poles, fighting in the French troops, were buried: Andrzej Łubiński and Głodkowski (first name unknown)



Fot. 48 Eceabat, monument in "Park of Respect for History"

Members of the First Polish Diving Expedition Gallipoli 2011:

- Piotr Wytykowski – expedition leader, camera operator
- Roman Zajder – expedition leader, underwater photographer
- Piotr Nykiel, PhD – historian, Turkologist, an expert on the Battle of the Dardanelles Strait
- Tomasz i Anna Stopyra – security of expedition’s equipment
- Aleksander Ostasz – historian, camera operator
- Arkadiusz Kasjański – leader of underwater works, artistic framework of expedition
- Dariusz Pietruszka, MD, PhD – 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



Fot. 49 Members of the expedition, in the background, the faithful replica of the minelayer Nusret



The map of the location of the exploration



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Fot. 50 Minelayer Nusret

