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Cover illustration: The battleship Barbaros Hayreddin in Salonik (Salonica) harbour, 1911. The photograph is one of a series taken between 25 May and 12 June in celebration of a visit by the Sultan and the ‘Young Turks’ Committee.

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The Ottoman Steam Navy
The
Ottoman Steam Navy
1828 – 1923

Bernd Langensiepen & Ahmet Güleryüz

Edited & Translated by James Cooper
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The Ottoman Navy, 1828–1870

In the sixteenth century Ottoman shipbuilders had enjoyed a fine reputation, but the navy like the Empire had failed to keep up with the latest technology. Towards the end of the eighteenth century, foreign engineers and constructors began to take over the management of the Istanbul yards, and some improvement was soon apparent. Among these foreign technicians were the Swede Klensburg and the Frenchmen le Brun and Benois, who designed modern ships of the line which were then constructed in large numbers.

In 1805 work began on a major new dockyard on the Haliç in the Aynalikavak district; earlier, in 1792, Klensburg had constructed a drydock further up the Haliç, near the present Ataturk Bridge. A second drydock, large enough for the navy’s biggest ships, was built in 1825, and in the succeeding years the space between these facilities and Aynalikavak was filled with new buildings for the navy’s bureaucracy and the Divanhanı, the Ottoman naval ministry.

The head of the navy was the Derya Kaptan, a position which combined the role of navy minister and fleet commander. Senior positions in the Ottoman state at this time were rarely secured by merit, bribery and personal contacts being more effective. Thus the Derya Kaptan at the time, Popuccu Ahmet Paşa, was a former shoemaker, who made little or no attempt to pretend he was carrying out his duties competently. He had as an adviser a British naval officer, Adolphus Slade, who managed to hold down the position for forty years, so he evidently came to terms with the limitations of Ottoman administration.

Traditionally, the best seamen had been drawn from the subject Greeks, but the War of Independence cut off this source of supply. The 1820s were thus a period of decline and contraction in the Ottoman navy, the officer corps being subject to the same corrupt methods of appointment as the administrators, while the conscript crews were treated with almost medieval brutality and given very little sea training. The intervention of the Great Powers in the Greek struggle ended for the Ottomans in the disastrous Battle of Navarino in 1827, when nearly all the major operational warships were lost.

Mahmut II ordered a new construction programme to rebuild the navy, and between 1827 and 1834 warships were laid down at Gemlik, İzmit and Sinop, as well as Istanbul. Skilled workmen were in short supply and foreigners had to be employed in senior positions in the new yards, while the workforce was made up of Albanians, Greeks and even ex-galley slaves. Of the imported specialists, a trio of Americans was to exert the greatest influence in the 1830s. The famous New York shipbuilder Henry Eckford came to Istanbul in 1831 to try to recoup his fortune after a financial débâcle at home. He brought one of his new 1,000-ton corvette-type ships, the United States, which he successfully sold to the Turkish navy as the Mesir-i Ferah. On the invitation of the Ottoman authorities, he then built a dispatch schooner, and began a 74-gun ship and a frigate for the navy before an illness caused his untimely death in November 1832. At the same time a second American, Charles Ross, was running the Aynalikavak yards, but the most influential of the three was Forster Rhodes.

Rhodes arrived in Istanbul in 1831 and quickly impressed the Derya Kaptan, who appointed him chief of construction at the navy yards, and under his direction a number of excellent warships were completed. He installed the first steam engines in the Ottoman Empire, at Aynalikavak in 1835, and as a next step planned to build steam-powered ships for the navy. However, this needed the express permission of the Sultan, and although Rhodes was supported by the Derya Kaptan, when he was approached about the scheme on 26 May 1836 at the launch of Rhodes’s frigate Nusretiye, Mahmut II made it clear that he regarded steamships as little more than amusing toys. This was to change in the following year, with an unexpected turn of events. The Sultan was returning to Istanbul on the new frigate Fevziye, having been to İzmit to witness the launch, when the ship ran into a violent storm and would have been driven ashore if a British and an Austrian steamer had not been on hand to take the frigate in tow. With such potent firsthand evidence of the efficacy of steam, the Sultan was quick to give permission for a series of naval steamships. It is reasonable to assume that the design of these ships was attributable to Rhodes and Ross, although the latter is rarely mentioned in Ottoman records. Engines and boilers for these ships had to be imported from Great Britain, beginning a long commercial association between that country and the Ottoman navy.

The first steamship built within the Ottoman Empire was the Eser-i Hayir, launched at Aynalikavak on 24 November 1837. It was followed by Mesir-i Bahri and Tahir-i Bahri, which entered service in 1838–1839. The latter two were both listed officially as yachts for the new Sultan, Abdul Mecid, but although they were fitted with a saloon for the exclusive use of the Sultan, they were more commonly employed by senior government officials. Like so many early steamers, Mesir-i Bahri’s boilers had a short life and by 1841 the ship was laid up, and seldom went to sea thereafter.

The next step was to construct genuine warships powered by steam, and in 1846–1847 two pairs of steam frigates were laid down...
the Empire’s external trade in the hands of other nationalities. The coastal trade in Ottoman sailing craft survived, but the coming of the steamship, with the larger capital investment that these vessels implied, strengthened the position of foreign companies. There were no domestic shipping companies to call on, even for essential state requirements like troop transportation, and warships had to fill the role.

This task grew with the increasing logistical support required by modern armies and it occurred to some in authority that naval steamers might carry civilian passengers as well as military stores. In 1839 the Sûrat, Sagir, Peyk-i Şevket, Tahir-i Bahri and Mesir-i Bahri were turned over to a new state concern called Tersane-i Amire, but since the ships were still officially warships, they only went to sea on the orders of the Derya Kaptaian. As a result most voyages were on official business for senior government officials. Attempts were made to bring in commercial expertise, such as the franchise granted to the British sea captain John Count to run a service from Istanbul to İzmir using the Peyk-i Şevket, but prejudice ran high against Ottoman steamers and foreign competitors took most of the trade. Even a law compelling subjects of the Empire to use the new line failed, since most of the traffic consisted of foreign businessmen. Ottoman vessels had a poor reputation; for example, the famous Prussian soldier Von Moltke, then in Ottoman service, recorded a disastrous voyage on the Sagir in 1836, when the ship ran aground and was then subject to an explosion, caused by the inexperienced engineers overpressurising the boiler.

The state company underwent a number of status changes, being removed from navy control and renamed successively Şirket-i Osmaniye and Şirket-i Mecidiye, but continued to make large losses. In 1843 the navy regained control, but a formal division between navy and merchant service was ordered by the Derya Kaptaian, the state company being renamed yet again; its new title, Fevâdi Osmaniye, could be briefly translated as ‘bringer of Ottoman success’. Initially the company ran ferry services along the Bosphorus with the occasional foray into the Black Sea, using the steamers Esir-i Hayir, Sey-i Bahri, Hümayun Bey and Tahiri Bahri. These were under navy administration until the early death of the Derya Kaptaian, when a Frenchman named Bonal was brought in as manager. He achieved little, except to make French the official language of the company, so that Ottoman captains needed a translator even to deal with their own officers; he was replaced by the far more effective Greek, John Avramidis. Once a corps of trained cabin staff had been introduced in 1847, services from Istanbul to Trabzon (Trebizond) and Selanik (Salonica) became very popular, to the point where in 1848 the steam frigates Mecidiye and Taif had to be drafted in to help out on the Samsun run. In 1854 the Bosphorus ferry services were turned over to a new commercial concern, Şirket-i Hayriye, but the state shipping company remained under navy control until 1910.

For the navy, the succession of Abdul Aziz to the Ottoman throne on 20 April 1861 was potentially beneficial since he had been interested in naval affairs since his youth; he was also a frequent traveller on the yacht Saik-i Sadi, whose commander Binbaşi Vesim had convinced him of the value of a strong navy. However, as a second son, Abdul Aziz had not been prepared for the Sultanate (indeed, he was lucky to escape the usual fate of brothers of the Sultan-designate in the House of Osman – strangulation with a silken cord). As a result, on tainting power he rapidly fell into extravagant ways, including spending large sums on the armed forces. Unfortunately, although he was intrigued by new technology, he was not sufficiently educated to discriminate between

at Istanbul. Taif, Saik-i Sadi and Feyza-i Bahri were sister-ships, but Mecidiye was fitted as another yacht for the Sultan during the early stages of construction. The guns were of British manufacture, a sad reflection on the once-renowned Ottoman cannon foundries that could no longer keep up with the new technological standards. There was also a shortage of local experience with steam machinery, and so four engineers were engaged for each ship under a contract that required them to train Ottoman engineers and stokers.

After operating alongside British screw ships of the line during the Crimean War, the Ottoman navy was inspired to consider the conversion of the Mahmudiye, built in 1829 and still the largest sailing warship in the world. Engines and boilers were ordered from Britain, but on closer inspection it was discovered that the Mahmudiye’s wooden hull was rotten and not worth reconstruction. Instead the machinery replaced the worn out engines of the Mubir-i Sûrûr.

In 1856 the line of battle ships Peyk-i Zafer and Kerwan-i Bahri were sent to Britain to have screw machinery installed, followed two years later by the Şadiye and Fethiye. There may have been some rationale for the money spent on these ships, but it is more difficult to justify the conversion of the final group, Kosovo, Erteğrul and Hudavandigar, which were sent to Britain for similar treatment in 1864. By that date the armoured ship was well established in the major navies of the world, and the Ottoman Empire had begun work on the ironclad frigates of the Osmaniye class, although a programme of wooden steam frigates was carried on in parallel.

Ottoman industrial development had been slow. In 1855 a factory at Zeytinburnu constructed the country’s first steam boiler and a firm of British engineers set up an engine works at Aynalikavak. Both were fully employed during the Crimean War with repair and maintenance work on allied ships, and the workforce was steadily increased to cope with the flow of work. However, it was not until 1863 that the Aynalikavak works felt able to offer to design and construct a complete set of engines and boilers for a new warship. Even this was over-ambitious: the wooden screw frigate ordered for this machinery, the Selimiye, was not ready until 1870, and the machinery was always unreliable and prone to breakdown. This inglorious episode brought to an end the once-great tradition of Ottoman wooden shipbuilding.

Merchant shipping progressed no faster. The autocratic nature of the Ottoman state did not encourage individual enterprise, and centuries of commercial concessions to foreign firms left
a practical invention and a visionary scheme, and so was prey to every projector and salesman. This weakness extended to warship procurement, and the Sultan’s whims burdened the navy with warships it did not need and could not effectively use.

The Sultan was also unfortunate in his technical advisers, most of whom were recruited in Britain. With the exception of the long-serving Slade, who was mainly employed on naval staff work and Henry J. Wood, who took over command of the naval school at Heybeliada, they were generally adventurers who were ill-equipped, or ill-disposed, to deal with the obstructionism of the navy ministry. A prime example was Captain Augustus Charles Hobart, who arrived in Istanbul during the fighting in Crete with a reputation made as a blockade-runner during the American Civil War. By February 1868 he had manoeuvred himself into a five-year contract that included the reform of officer training as well as command at sea. He was successful in operations off Crete, but proved a reluctant and intolerant administrator. Training was confined to the translation of British shiphandling manuals, with no practical dimension to the instruction. Indeed, it was not until January 1871, when naval officers were seconded to the newly reorganised state shipping company, that many of them obtained any sea experience and navigational training.

Abdul Aziz’s extravagances far exceeded tax revenues and led the country into increasing foreign debt, and further dependence on imported capital and expertise. For the navy a particularly sensitive issue was the British ownership of the Black Sea coal mines, which was its main supply of bunker fuel. For obvious strategic reasons the navy wished to control this source, but all attempts were foiled by a reluctance to enter into conflict with the British government.

Egypt’s ambitions for independence continued to trouble the Sublime Porte in the 1860s. The new Vali, Ismail Paşa, was presented with a powerful bargaining chip in the form of the Suez Canal, but made a major strategic mistake in omitting to invite the Sultan to the opening ceremony. The Sultan was stirred to exert his authority and a Ferman of 5 June 1867 insisted that Egypt had over the ironclads building in France and Austria and reduce its army to 30,000. Negotiations dragged on, and it was not until 29 August 1869 that the warships were formally handed over to the Ottoman navy. Egypt remained a nominal province of the Ottoman Empire, but British occupation of the country in 1882 ended Ottoman influence forever.

**The Russian War, 1828–1829**

20 May 1828: In the middle of the Russian war the British *Swift* is the first steamer to arrive at Istanbul. Sold by its owner, Captain Kelly, to a group of Armenian merchants, the ship is renamed *Sirat*, painted white and presented as a gift to the Sultan. However, it is not until February 1829 that the steamer is used for short excursions into the Sea of Marmara.

Impressed by the potential of steam, the Derya Kaptan purchases a second vessel direct from Britain. The *Hilton Jolliffe* is renamed *Sagir*, and Captain Hanchet and the ship’s engineer take up commissions in the Ottoman navy, as had Captain Kelly. Their principal task is to train personnel in the operation and maintenance of the machinery, but with no support facilities and considerable opposition on social and even religious grounds to the introduction of steam, this is fraught with difficulty. The local population, on the other hand, merely find the steamers amusing, and nickname *Sürat* simply *bug* (‘steam’).

15 February 1829: During the war with Russia, the Ottoman navy plays no active role in the fighting, and seldom leaves the Bosporus. On 15 February, however, the Russian fleet begins landing troops at Sûzebolu. This is well behind Turkish lines and the Sultan orders the navy into action.

19 May 1829: The Ottoman fleet finally leaves the Bosporus. It has taken three months to prepare the line of battle ships *Selimiye*, *Mukaddeme-i Hayir* and *Büruç-u Zafer*, the frigates *Bad-i Nusrat*, *Küstads-i Zafer* and *Mun-i Zafer* and the corvettes *Medar-i Zafer*, *Hilal-i Zafer*, *Fevz-i Bahri*, *Fevz-i Mabur* and *Fazullah*.

20/21 May 1829: During the night the Russian frigate *Rafael* and sloop *Merkur* sailed among the Ottoman fleet by mistake. On discovering the error, the *Rafael* surrenders, but the dismal standard of Ottoman gunnery and shiphandling allow the *Merkur* to escape with only minor damage. The fleet returns in triumph to Istanbul with its prize, which is renamed *Nimetulla*.

15 June 1829: A Turkish fleet of five ships of the line, three frigates, five corvettes and three brigs encounters a small and very inferior Russian squadron off Sûzebolu, but without firing a shot sets course for home.

May–September 1829: An effective Russian blockade of the Narrows prevents any Ottoman ship making the passage until the end of the war on 19 September.

**The Egyptian Crisis, 1831–1840**

November 1831: Palestine is invaded by the troops of Ibrahim Pasha, the adopted son of Mehmet Ali, the Vali of Egypt, who is attempting to establish his independence from the Ottoman Empire.

July–August 1831: The Great Powers decide to resist any weakening of the Ottoman Empire and a British fleet co-operates with the Ottoman navy off Iskenderun, the Egyptian fleet’s base.

18 August 1831: The Ottoman fleet makes a demonstration off Iskenderun, but action is confined to a long-range cannonade.

February–March 1833: Responding to the Sultan’s request for help after the Egyptian army reaches as far inland as Konya, the Russians land 5,000 troops at Üsküdar, but they are not committed to battle. Diplomatic pressure effects the withdrawal of Mehmet Ali’s army, but the Russians exact their reward at the Treaty of Hünkâr İskelesi (8 July 1833), which guarantees that the Dardanelles will be closed to the Tsar’s enemies in any future conflict.

1834–1839: Further intriguing by Mehmet Ali, including support for an anti-Ottoman revolt in Albania. French support is switched to Egypt, but Britain, Russia and Austria are prepared to oppose French influence in the Levant.

30 June 1839: The death of Mahmut II sparks off a series of intrigues and internal power struggles in the Ottoman establishment. A principal player in this drama is the Sadrazam (Grand Vizir) Hürev Paşa, who is known to be pro-Russian, and is a rival of the Derya Kaptan. His influence with the new Sultan, Abdul Mecid, provokes the Derya Kaptan to consider going over to the Egyptians.

4 July 1839: The fleet, consisting of eight ships of the line, twelve frigates, a corvette, two schooners, three fireships and a steam-tender sails for Besike Bay, where naval squadrons of the Great Powers are anchored. Keeping his intentions secret from his commanders, whose loyalty is suspect, but with the connivance of the French, the Derya Kaptan then arranges the transfer of the fleet to Kos (although a brig and the steamer *Peyk-i Şevket* man-
The Crimean War, 1853–1856

March 1853: Russian imperial designs on Turkish territory are renewed in the guise of a dispute about the rights of Orthodox Christians within the Ottoman Empire. When Russian demands are finally rejected in March 1853, an invasion of the Empire’s Danube principalities follows in July.

31 May 1853: The Tsar decides to occupy principalities of Moldavia and Wallachia. As a deterrent, the British and French governments agree to send their squadrons to Besikte Bay near the Dardanelles.

2 July 1853: Russian forces invade the principalities. The European powers protest, but restrain the Ottoman government in its desire to declare war.

8 July 1853: Ottoman sailing ships are sent to patrol the Black Sea. Following the reported sighting of a Russian steamer off the Bosporus the Derya Kaptan orders the patrols to avoid action.

July–August 1853: The Vati of Egypt begins mobilisation of his army; the fleet, comprising the ships of the line Benhauf, Halex and Mefta Cihat, the frigates Bahri, Dinyad, Resid and Zir-i Cihat, the corvettes Cihat Bekker, Cena Bahri and Samrah Bahri and auxiliary vessels are sent to Istanbul.

23 September 1853: Following demonstrations and disorder in Istanbul the British fleet is sent to the city at the Sultan’s request.

29 September 1853: Three squadrons of Ottoman and Egyptian warships are formed. Kayserili Ahmet Paşa takes command of an eighteen-ship squadron which is to patrol the Black Sea and protect troop transports to Eastern Anatolia. Mustafa Paşa’s squadron of four steam frigates is to be employed on trooping between Batum and Istanbul. The third squadron under Osman Paşa consists of seven frigates, three corvettes and auxiliaries and is to be stationed at Sinop throughout the winter.

4 October 1853: The Ottoman Empire declares war on Russia. Kayserili Ahmet Paşa’s squadron, with Musari Paşa, the high command’s adviser, on board Nusretiye, sails from the Bosporus to patrol the Black Sea.

23 October 1853: The Ottoman army under Omer Paşa crosses the Danube and in a number of engagements holds its own against the Russians.

15 November 1853: Osman Paşa’s squadron, badly delayed by severe weather conditions, finally arrives in position off Sinop.

16 November 1853: The Russian paddle frigate Bessarabia captures the armed steamer Madır-i Ticaret off Sinop.

18 November 1853: The Russian steamer Kolchida attacks shore batteries near Batum before running aground. Stranded, Kolchida is hit repeatedly by field artillery and suffers casualties on board. The Egyptian steamship Pervaz-i Bahri, en route from Ereğli to Benderaki, is stopped by the paddle frigate Vladimir. Fifty-eight of the crew are killed during an exchange of gunfire before the Egyptian steamer is forced to surrender.

19 November 1853: A Russian squadron appears off Sinop but does not attack Osman Paşa’s winter squadron anchored near the lightly defended harbour. During the same night Mustafa Paşa’s steam frigate squadron encounters the Russian frigate Flora, but fail to inflict serious damage. Mustafa Paşa then sails on to Sinop. Here he tries to persuade Osman Paşa to return with him to Istanbul but the latter insists on resting his still untrained and inexperienced crews.

22 November 1853: Mustafa Paşa’s squadron departs Sinop for Istanbul. Here he attempts to dispatch the remaining ships of the line as quickly as possible to reinforce Osman Paşa’s fleet at Sinop.

30 November 1853: The Russian fleet, under the command of Vice-Admiral Pavel Nachimov and comprising six ships of the line, attacks Sinop. In the early hours of the morning, in rain and mist, the Russians open fire on the unprepared Ottoman fleet. Within a few hours the entire Ottoman fleet and the auxiliaries are sunk, the coastal batteries and emplacements destroyed and the town set ablaze. The Russians lose only forty men, the Ottomans over 3,000 killed, wounded or taken prisoner, including Osman Paşa and three of his captains. Only Taif escapes the disaster and manages to reach Istanbul with the news of the destruction of the fleet.

Ottoman losses comprise the steamer Ereğli, the frigates Avnallah and Nizammiye, the corvettes Nesim-i Zafer, Fazlallah, Navek-i Bahri, Kadi-i Zafer, Neem-Ef San, Feyz-i Mabud and Gul-i Sevd. Egyptian losses comprise the frigates Dinyad and Pervaz-i Bahri.

3 January 1854: The British and French fleets enter the Black Sea to protect the Ottoman coast and transports. Although the Ottoman fleet was not completely destroyed at Sinop, the battle marks the end of the Ottoman fleet as a first-class navy. For the remainder of the Crimean War the Ottoman warships play a minor supporting role in Black Sea operations and during the bombardment of Sebastopol in October 1854 and April–June 1855.

17 March 1854: Alliance of Great Britain and France with the Ottoman Empire.

28 March 1854: Great Britain and France declare war on Russia.

14 September 1854: Allied troops land at Yevpatoriya. The British are commanded by Lord Raglan, the French by Marshal St. Arnaud. The allied objective is the strongly-defended fortress of Sebastopol.

17–19 October 1854: First bombardment of Sebastopol.

25 October 1854: Battle of Balaklava – a cavalry engagement noteworthy for the charge of the Light Brigade, and an allied victory.

8 September 1855: French forces capture the Malakoff Fort, the key Russian position. This action effectively ends the war.

11 September 1855: The Russians abandon Sebastopol, scuttling
their ships and destroying the forts.
1 February 1856: Peace talks begin in Vienna.
30 March 1856: Treaty of Paris. The European powers promise integrity of the Ottoman Empire. Russia agrees to the neutralisation of the Black Sea and to give up its claim to a protectorate over Christians in the Ottoman Empire. The Ottoman Empire had previously (18 February 1856) issued the Hat-i Humayan edict guaranteeing the Christians security of life, honour and property. Full liberty of conscience is granted and all civil offices made open to all subjects of the Sultan.

The Cretan Crisis, 1866–1869

Spring 1866: The outbreak of an uprising among the majority Greek population of Crete, aspiring to union with Greece.
April 1866: The Vali of Crete, Heliomoghi Isma'il Paşa, requests naval assistance to intercept the steady flow of arms from the mainland to the insurgents. There are no naval forces on station and Ottoman naval facilities on the island are minimal: a harbour and small maintenance depot at Kania, and anchorages at Suda, Rethimnon and Iraklion. As a result two squadrons are formed from forces in the Aegean, off the Ionian coast, and from Istanbul. They are known as the Rumeli (European) and Anadolu (Asian) Squadrons, under Ethem Paşa and Ibrahima Paşa respectively.

Autumn 1866: Istanbul sends reinforcements for the 40,000 troops under Osman Paşa plus an Egyptian brigade under Şahin Paşa already on the island.

October 1866: Ships of the line Şadiye and Fethiye ready to replace the sloops Medar-i Zafer and Tullia off Crete. Gun-running continues unabated despite the naval patrols.

November 1866: Ottoman forces are reckoned to have regained control of the island, but renewed fighting is expected in the spring. Feyz-i Bahri and Molakot are sent to Crete with more troops, escorted by the sloop Ismail in case of attack by the Greek navy.

5 April 1867: The new navy minister (Buhriye Nazaret), Hacı Mustafa Paşa, sails for Crete aboard the Kervan-i Bahri. Known as Ingliz Mustafa because of his British training and anglophilic leanings, he is the first to hold the new title, which replaces the old Derya Kaptaş. This initiative in going to see for himself the situation on Crete results in a conference on 20 April in which it is decided to increase the Anadolu Squadron to four battleships, five frigates, fourteen corvettes and twenty-five armed steamers. The squadron, under Ethan Paşa, is based at Preveze and charged with patrolling the eastern coast of Crete, but is not large enough to keep an eye on the Greek coast. It experiences considerable problems with the quantity and quality of its coal supplies.

August 1867: A barrage of thirty mines is laid off Siros in the Cyclades in an attempt to close off one of the Greek supply routes, and the corvettes Meriç and Ikşenderiye are sent to patrol the area.

20 August 1867: The particularly troublesome fast Greek blockade-runner Arkadion is driven ashore by the sloop Izzeddin, sent from Istanbul specifically for this task. The Arkadion is later refloated and incorporated into the Ottoman navy as the Arkadi. Hobart Paşa, Izzeddin’s commander, is promoted and takes over the Anadolu Squadron’s Second Group.

Spring 1863: The Cretan uprising flares up once again, but apart from the capture of a few small sailing vessels by Şadiye and Eser-i Hayir in August and September, naval successes are scarce.
January 1869: The Treaty of Paris, brought about by Great Power pressure, confirms the status quo in Crete, but in anticipation of further disturbances on the island, a large part of the Ottoman navy remains stationed at Suda.

13 March 1869: Hobart Paşa, now a Yüzbaşı, turns over command to Albay Mehmet and returns to Istanbul to begin the task of reorganising the Ottoman navy. On his recommendation the new armoured vessels built in Britain and France are sent to Crete on completion.

The Russo-Ottoman War, 1877–1878

Political background

31 October 1870: Russia repudiates the Black Sea clauses of the Treaty of Paris, taking advantage of the confused situation in Europe caused by the Franco-Prussian War. Great Britain and Austria protest but Russia is supported by Prussia.

13 March 1871: A conference at London finally accepts the Russian action while declaring against unilateral breaches of international agreements. Russia is sufficiently encouraged to continue imperial expansion in the Caucasus and the Balkans.

July 1875: Insurrection in Herzegovina and Bosnia.

10 May 1876: Midhat Paşa (1822–1884) dominant figure of a new administration.

29 May 1876: Midhat Paşa, the war minister Huseyin Paşa and their associates instigate a coup d’etat and depose the Sultan. A few days later he is dead, probably murdered, and is succeeded by the weak-minded Murad V.

2 July 1876: Serbia declares war on the Ottoman Empire.

31 August 1876: Murad V deposed. Abdul Hamid II becomes Sultan.

10 October 1876: Armistice signed between Serbia and the Ottoman Empire. Great Britain acting as mediator.

5 February 1877: Midhat Paşa dismissed and sent into exile.

24 April 1877: Russia declares war on the Ottoman Empire.

6 May 1877: British note to Russia, warning against an attempted blockade of the Suez Canal or occupation of Egypt. The note also reaffirms Britain’s traditional stand with regard to Istanbul and the Straits.

10 December 1877: Fall of Plevne and the resumption of the Russian advance.

12 December 1877: The Ottoman government appeals to the European powers for mediation; the appeal is rejected by Germany and later by Britain.

9 January 1878: The Ottoman government appeals to Russia for an armistice.

31 January 1878: Armistice concluded.

3 March 1878: Treaty of Yeşilköy (San Stefano).

Black Sea operations

September 1876: Black Sea Squadron assembles in the Bay of Büyükdere. Ferik Riza replaces Ferik Mustafa as commander. An intensive training programme modelled on British lines is initiated. Mesudiye, recently refitted at Istanbul, becomes flagship.

December 1876: The armoured corvettes Avniullah and Mu'in-i Zafer are ordered to Batumi following reports of increased Russian naval activity, and the steamer Sehber is ordered to load a cargo of sea mines. Due to bureaucratic incompetence the steamer and its cargo are not ready to sail until mid-April 1877. The ships arrive at Batumi as war breaks out.

24 April 1877: Russia declares war. Ottoman war plans are immediately changed. Two squadrons are formed under the com-
mand of Musir Bozcaadalı Hasan Husn, and an eastern squadron under Ferik Mustafa.

5 May 1877: The area from Killi to Cürüktsu is declared a prohibited zone and neutrals given three days to clear the ports and sea area.

May 1877: The Black Sea Wooden Ship Squadron is sent to Batumi. The corvettes Mu’rib-i ‘Súrur and Asár-i Şevket, the steamers Ta’if, Asir, İsmail, Resmno and Mecidiye arrive at Batumi under Ferik Hasan’s command.

12 May 1877: The armed Russian steamer Vel’kit Kniaz Konstantin leads a torpedo attack on the harbour at Batumi. The torpedo launcher Cesma successfully passes the mine barrage and torpedoes the yacht Sultanıye, but the torpedo fails to detonate and the alarm is raised. The Russian ships return to Poti safely.

14 May 1877: Ferik Hasan’s squadron, comprising Mu’in-i Zafer, Necm-i Şevket, Feth-i Bülend, Mukaddeme-i Hayir, Artıullah and İcadiye sail to Sochum and shell Russian artillery positions near the town.

16 May 1877: Sochum falls to the Ottoman marine forces.

5 July 1877: Following the sinking of merchant ships near Aydos the approaches to the Bosphorus are given increased protection.

Summer 1877: The Ottoman naval squadrons are redeployed, Musir Bozcaadalı Hasan Husn’s being based at Sünne, while Ferik Ahmet’s remains at Batumi.

July 1877: The Ottoman squadrons are moved to Varna in anticipation of a Russian advance across the Danube.

23 July 1877: The Feth-i Bülend is engaged in a short engagement with the armed Russian steamer Vêsta near Sünne. Both vessels are damaged but casualties are light; the engagement is broken off due to poor visibility because of smoke and escaping steam.

31 July 1877: Feth-i Bülend, Mu’rib-i ‘Súrur, Mukaddeme-i Hayir, Asir, Sükreyya and T avait depart Sochum for Trabzon to transport troops to Varna. Ferik Ahmet’s squadron is employed carrying troops and refugees from Sochum to Batumi, Trabzon and other places on the Black Sea. The old screw ships of the line Mahmudiye and Selimiye prove to be highly suitable as transports and are able to carry large numbers of troops. The Sultan’s yacht Sultanıye and ten steamers of the İdare-i Mahsusa perform sterling service as transports during this period.

3 August 1877: A Russian raiding party from the Vel’kit Kniaz Konstantin captures three small sailing vessels in the Bay of Kilyoz, only a half-hour sailing from the Bosphorus. The vessels are set on fire and sunk. The Vel’kit Kniaz Konstantin and its torpedo launchers remain a threat, eluding extensive Ottoman patrols.

Autumn 1877: The fleet remains inactive off Batumi.

23 August 1877: The Russian torpedo launchers Miner, Navarin and Sinop attack the anchored Asar-i Tevfık off the roads at Sochum. One torpedo explodes below the waterline, but damage is slight and the warship is later repaired at Batumi. The Russian vessels return safely.

25 August 1877: Feth-i Bülend again encounters an enemy vessel, but the Russian yacht Livadia turns away and no action takes place.

27 December 1877: The torpedo-launchers Cesma and Sinop, armed with Whitehead torpedoes, and Navarin and Suchum-Kale, with outdated spar torpedoes, attack the Asar-i Tevfık and Mahmudiye at Batumi. The torpedoes miss. Although the alarm is raised immediately, the Russian raiders are able to escape back to the mother-ship.

26 January 1878: Another attack by Cesma and Sinop. In the darkness the Russians miss the armoured corvettes but succeeded in sinking the İntibah with the loss of twenty-three lives.

31 January 1878: Armistice in force. The Ottoman Empire surrenders Batumi to the Russians.

Danube operations

24 April 1877: A Cossack regiment seizes the strategic railway bridge over the river Seret at Barbus. A demolition party on board Hifz-ur Rahman, lying near the river mouth, was unaware that war had been declared.

30 March 1877: The Russians mine the Danube near Kalas and Reni, cutting off the Ottoman river fleet’s escape route to the Black Sea.

3 May 1877: Semendire and Feth-ul-İslâm attack the Russian batteries at Ismail but cause no serious damage.

4 May 1877: Hifz-ul-İslâm attempts to break through to Reni but is shelled by Russian artillery and retreats back to Maçın.

11 May 1877: Russian artillery hits the Lütf-i Celîl near Ismail. Feth-ul-İslâm rescues twenty crew but more than 160 men are lost in the explosion that sinks the Ottoman vessel.

13 May 1877: Russian troops cross the Danube at Putbas and ransack the coaling station there while the Ottoman army is unable to intervene.

25 May 1877: Russian river forces comprising Careva, Cesperevic, Dzigit and Xenia (all armed with spar torpedoes) attack Ottoman vessels at Maçın at midnight. Cesperevic and Xenia torpedo the Seyfi, which sinks in fifteen minutes. Casualties are slight, the survivors managing to reach land.

5 June 1877: An extremely low tide makes a clearance of two Russian mine barrages possible.

8 June 1877: Akka, Arkadi, Feth-ul-İslâm, Kılıç Ali and Semendire break out from Maçın for Hırsıova.

June 1877: Russian mine-laying operations increase along the Danube. Ottoman river craft are unable to stop these operations.

28 June 1877: Russian artillery shells Rusçuk, destroying the naval arsenal and damaging the Hızber and Semendire.

27–29 June 1877: The Russian army crosses the Danube at Zisteri and advances towards the Balkan mountains. Only a few sections of the river now remain in Ottoman hands.

16 July 1877: Podgorice and Izkodra are captured when Nişdolu is occupied by the Russians. Both vessels are repaired and enter the Russian fleet.

8 October 1877: The gunboat Sünne is mined and sunk on newly-laid mine barrages off Sünne. The paddle steamer Kartaş picks up the survivors, but twenty-seven crew lose their lives. Russian forces then shell the remaining Ottoman ships off Sünne but no hits are recorded; this action marks the end of naval action on the Danube.

Mediterranean and Sea of Marmora operations

During the course of the war the Ottoman navy made no contact with the enemy. The Russian forces in the Black Sea were small and the naval authorities in Istanbul saw no need to move the squadron from the Mediterranean to the Black Sea.

18 April 1877: Ferik Giritli Huseyin Paşa is ordered to prepare his squadron for action. The ironclads remain at Suda Bay but the wooden-hulled warships patrol the Albanian coast. When it becomes clear that no Russian warships are in the Mediterranean the ships are withdrawn and put on escort duties accompanying Egyptian troops from Alexandria to Gelibolu (Gallipoli) and İstanbul.

July–December 1877: Naval activities limited to patrols between Bar and Kílik by the corvettes İzmir, Mansure and Muzaffer.
January 1878: The Russian army crosses the Balkan mountain range. The 35,000-man Ottoman reserve army under Suleiman Paşa at Dedeağ is transported to Gelibolu by the steamers Selanik and Malakof and the frigate Selimiye.

31 January 1878: The Osmaniye and the yacht Sultanıye complete this operation, the entire army being transported without incident.

February 1878: A squadron comprising the Asar-i Nusret, Feihiye, Hanya, Kandıya, Medar-i Zafer, Izzeddin and Zafer is set up in the Sea of Marmara, in anticipation of a Russian advance in the area. The squadron is never used and remains at anchor off Büyükdere until the end of the war.

The Greco-Ottoman War, 1897

February 1896: Outbreak of insurrection on Crete, fomented by the Greeks who are intent on the annexation of the island.

8 July 1896: Under pressure from the European powers, the Sultan agrees to the restoration of the pact made in 1878. This introduced a large measure of self-government to Crete, but this had been suppressed after the rising in 1889. Greek support for the insurgents continues.

25 July 1896: The Austrian government proposes a blockade of Crete, rejected a few days later by Great Britain.

28 August 1896: The Sultan accepts a new package of reforms for Crete drawn up in Istanbul by the ambassadors of the European powers.

12 September 1896: The insurgents on Crete accept the reforms.

2 February 1897: Cretan insurrection resumes, supported by movements in Greece and in Macedonia.

10 February 1897: The Greek government, under pressure of public opinion, sends ships and troops to Crete. This follows the proclamation of Cretan unity with Greece on the 6th.

15 February 1897: At the suggestion of the Russian foreign minister Muraviev, the European powers land troops in Crete. A Russian/Austrian proposal to blockade Piraeus is rejected.

2 March 1897: The European powers hand diplomatic notes to Greece and the Ottoman Empire promising autonomy for Crete and demanding the withdrawal of the troops. The Greek government rejects the note.
January 1897: The Ottoman fleet commander, Müsiramiral Hasan Rami, is ordered to form two squadrons of armoured warships and torpedo-boats. The squadrons are to take up station in the Dardanelles. The First Squadron under Admiral Hayri is to be based at Selanik (Saloniki) to protect the Narrows and prevent Greek naval operations in the area. Admiral Mehmet Resit’s Second Squadron is to have responsibility for troop transport from İzmir to Selanik and the area around the islands. On paper these plans are impressive, in reality it is soon seen that the navy is in no position to carry out the orders. After being laid up in the Haliç for over nineteen years, the fleet has deteriorated seriously; the ships are rotten and the crews untrained.

18 March 1897: A blockade of Crete is proclaimed by the European powers, but fighting continues unabated.

19 March 1897: The Mesudiye, Hamidiye, Aziziyê, Necmi-i Şevket and Hizber, escorted by three torpedo-boats, leave the Haliç.

20 March 1897: The squadron of armoured warships sails, dressed overall, for the Dardanelles. Although conditions on board the warships are chaotic, the vessels present a magnificent picture to the civilian population. The escorting torpedo boats soon prove to be unseaworthy and have to be taken in tow by Peleng-i Derya.

22 March 1897: The squadron anchors off Lapseki. Hamidiye, making its very first voyage, has serious boiler trouble. Mesudiye is also found to be unfit for sea duty.

15 April 1897: The German Vice-Admiral von Hofe and his British colleague Admiral Henry Wood arrive at Çanakkale to inspect the Ottoman warships. Together with Admiral Hayri they proposed an intensive programme of battle manoeuvres and gunnery practice. The programme is given a good chance of success now that the navy is away from the negative influence of Istanbul, with its indifference, incompetence and corruption at court, in the government and at navy headquarters. The foreign admirals’ report on the Ottoman
fleets is devastating: the guns on all the ships of the Osmaniye class are useless, with runners on the Armstrong guns immovable, and hydraulic pistons on the Krupp quick-firing guns bent. On some of the class the complete armament had not been installed, and it comes as no great surprise when the inspection finds that the breachless for the 240mm guns on the Aziziye are still lying at the Arsenal in Istanbul. Generally, the engines and boilers are found to be in reasonable working order, although engine failure and boiler and condenser problems are regular occurrences.

The reports consider only Mesudiye, Necmi-ı Şevket and the modern torpedo-boats Berkeseğan and Peleng-i Derya fit for service. The report closes with the comments that ‘normal’ condition on some of the torpedo-boats encompasses regular boiler trouble, engine failure and unavailable spare parts, and that even if the fleet was in better condition it would still be inferior to that of Greece since the Ottoman armour and armament are completely out of date. Von Hofe states that since it takes the crews over two hours to load and train the Armstrong guns, it would be better to leave the fleet under the protection of the strong forts at the Dardanelles.

The fleet’s passage from Istanbul takes place in full view of foreign observers, so that the true weakness of the Ottoman fleet is soon known internationally.

April–May 1897: The navy makes a number of sorties into the Aegean Sea. Mürsîmîrat Hasan Rami, on board the corvette Mansûre and with an escort of three torpedo-boats, conducts these operations more to raise the morale of the crews than to threaten the Greek navy. All plans to activate the fleet have by now been completely abandoned by the Ottoman government.

Fatih and Eider are stationed as advance patrol boats near Kepez and Hizber and Hifz-ur Rahman at Morto Bay. The armoured warships remain anchored at Naga, the narrowest point of the Dardanelles.

Fewer troops are required than originally planned on the Greek front, so plans for using naval vessels to transport troops by sea are not put into effect. Troops from West-Anatolia are brought to Lapseki and ferried to Gelibolu on the chartered ferries of the Şirket-i Hayriye. Aziziye, Hizber and Necmi-ı Şevket act as escorts, but this is more to impress the ordinary soldiers with the might of the Ottoman navy than to protect the ferries. During this time the opportunity is taken to carry out gunnery exercises off the Dardanelles.

15 May 1897: Aziziye, Hamidiye, Mesudiye, Osmaniye, Sehám, Sihan, Burhaneddin, Necmi-ı Şevket, Peleng-i Derya and Tir-i Zafer put to sea on exercise. These are observed by von Hofe, and he notes that few of the warships are able to train their guns properly and that the time required to load and train the guns would be ample to allow any enemy to approach the Ottoman fleet without difficulty or danger. After this miserable showing the fleet returns to the safety of the Dardanelles.

Plants to attach the steamers İzmir, Mekke, Marmara, Hüdayye and Dolmabahçe to the fleet as auxiliary cruisers come to nothing.

Following a Greek appeal to the European powers, an armistice is arranged. The fleet, with the exception of the ships of the Osmaniye class which remain at Çanakkale for some years, return to Istanbul.

18 September 1897: A peace settlement is reached between Greece and the Ottoman Empire.

The Reorganisation of the Fleet, 1897–1906

The complete failure of the fleet during the Greco-Ottoman War confirmed the worst fears of the Sultan’s critics. Abdul Hamid was forced by mounting criticism to change his negative attitude towards the navy. Realising that there was no alternative to a naval modernisation programme he instructed the navy minister, Hasan Rami Paşa, to set up a naval commission.

May 1897: The commission presents its report and recommends that the old armoured warships be modernised and that six warships be built abroad. After the report has been presented to the Sultan, there follows a round of diplomatic intrigues and industrial
A general view of the naval dockyard (Tersane-i Amire) and the Navy Ministry at Istanbul in about 1885. Langensiepen

double-dealing, with Abdul Hamid playing off one one potential supplier of warships against another. During May the Thames Iron Works is discreetly informed of the commission’s plans. The British shipbuilder then offers to take over the Tersane-i Amire at Istanbul on lease for 5m gold lira for a period of five years and to modernise the yard. They will then build three 10,000-ton battleships and three cruisers of 6,000 tons, and also put through the modernisation programme on the old warships. The builders insist, however, that all material should be imported duty-free from Britain, and since this is unacceptable to Abdul Hamid because of Russia’s purported veto, the negotiations come to nothing.

June–July 1897: Negotiations begin with the Krupp Works, who are owed vast sums for guns delivered to the Ottoman army. Krupp is asked to co-operate with the Schichau Werft at Elbing in plans for the fleet modernisation and the proposed new construction. The German tender is then leaked by Istanbul to Krupp’s competitor, Armstrong of Elswick (Armstrong had been discreetly promised the contract as compensation for the Krupp artillery orders). With the Ottoman navy minister on its side, Armstrong is able to tender 2m gold lira, some thirty per cent under Krupp’s offer. It is generally accepted in Istanbul and abroad that Armstrong cannot refit eight armoured warships and build two battleships and two cruisers for this sum, but the British yard is almost certainly assuming that the programme will not be completed, and that only the two cruisers will ultimately be required.

October 1897: Kaiser Wilhelm II succeeds in convincing Krupp and Schichau that they should rebid for the contract and bring the Vulkan Werft at Stettin into the consortium. German complaints of bribery and corruption force the Sultan to dismiss the navy minister, and Hasan Rami Paşa is replaced on the procurement commission by admirals from the Tersane-i Amire.

4 December 1897: A modified programme is submitted by the newly formed commission and approved by the Sultan. The modified plan still includes reconstruction of the old warships, but new construction is to consist of two battleships of 10,000 tons, two armoured cruisers of 6,000 tons, two protected cruisers of 5,000 tons and two light cruisers of 2,500 tons. The programme is so unrealistic that Krupp withdraws from further negotiations. The German companies have already surveyed the old warships and had found the vessels in such poor condition that reconstruction is neither practicable, financially possible nor profitable.

January 1898: Armstrong is informed that it can expect an order for a cruiser and two large torpedo-boats, and that the modernisation programme will be put through at Istanbul.

Spring 1898: The British yard is considered by its competitors to have won the construction contract.

July–August 1898: Tümmamir Ahmet Paşa arrives in London to close negotiations with Armstrong. On the Sultan’s order he then proceeds to Essen to attempt pacification of Krupp. Discussions on armament for the old warships are broken off after a few days when Ahmet Paşa is recalled and Krupp loses all interest in a project perceived as unrealistic.

October 1898: The Italian ambassador has an audience with the Sultan. During the Armenian massacres of 1895 and 1896 a great amount of foreign-owned property and holdings had been destroyed and the foreign states had submitted compensation claims. The Sultan hoped to settle these considerable claims by placing armament orders with the various states involved. As a claimant, Italy is requested to submit proposals from suitable yards for the reconstruction of the Mesudiye and Asar-i Teyfik.

November 1898: Ansaldo submits a tender and intimates that it wishes to survey the two warships as soon as possible. The new guns are to be supplied by Armstrong, Krupp having refused to have anything to do with the Italian contract.

28 January 1899: The two warships arrive at Genoa. Ansaldo has arranged for the ships to be brought to its yard without waiting for the contract. The negotiations concerning the extent of the reconstruction and the armament to be installed drag on and it is not until autumn that an agreement is reached. The Mesudiye will be rebuilt at Genoa and Asar-i Teyfik at the Germania Werft at Kiel.

11 August 1900: Krupp receives the contract to arm the armoured warships Orhantie, Azizie, Mahmudie, Osmanie, Mu‘awiye, Fethiye, Bülent and Mukaddem-i Hayir. Krupp’s price for the work is 648,000 gold lira, Armstrong-Ansaldo’s price for their contract is 550,000 gold lira.

29 May 1901: The Ottoman warships arrive at Kiel. The voyage from Genoa under the command of Admiral von Hofs Paşa has been delayed for months due to Ottoman debts at Genoa. Only when Krupp agrees to settle for Istanbul is it possible to bunker the warships for the voyage to Germany.

The following chronology details reconstruction and orders from 1900 onwards.

Mecidiye

The US government submitted claims for compensation for losses incurred by American citizens during the Armenian disturbances. The total amount was only 22,000 gold lira but the Sultan was not prepared to pay even this relatively small sum. When the Americans threatened to send a squadron to Istanbul to enforce their claims the Sultan decided to order a cruiser in the United States to offset the compensation claims.

November 1899: Representatives of William Cramp & Sons, Philadelphia, meet Admiral von Hofs Paşa in Istanbul and agreement is quickly reached to build a protected cruiser. Building costs remain a problem, however.

April 1900: General Ahmet Paşa goes to America to negotiate with the US government. The Ottoman government suggests that Cramp should reduce its price from 585,000 to 300,000 gold lira and in addition pay 100,000 gold lira compensation to settle the Ottoman debt. The US government officially refuses the suggestion, but lets it be known that compensation claims will be waived if and when the contract is signed with Cramp.

May 1900: The contract signed, the price being 355,000 gold lira.
Spring 1900: Ordered from Armstrong. Contract price 456,000 gold lira. Supervision is under the control of Binbaşi Tefik and Binbaşi Aziz.

December 1903: Completed. Hamidiye, although nearly identical to Mecidiye, proves to be one of the best warships built for the Ottoman navy and serves for forty years, taking part in more operations than any other warship.

Mesudiye, Drama, torpedo-boats

Although all the contracts for new constructions were signed with Ansaldo it was Armstrong, the Italian company’s main partner, which received the greater part of the work.

January 1900: Ansaldo quotes a final price of 12m Italian lire to refit the ironclads, an amount the Ottoman government cannot pay. There then follows a round of talks on financing, refinancing and alterations and modification of the building contract. The first two instalments are made for Mesudiye’s rebuild and there is a good chance that work will be finished by the end of 1901. The cruiser is cut down fore and aft and a new built-up superstructure is fitted amidships. Turrets are fitted for Vickers single 9in (25cm) guns. Ansaldo in the meantime recalculates its contract price, and when no further instalments are received from Istanbul all work stops on the Mesudiye, and the warship is laid up.

March 1901: The Ottoman government agrees to settle with Ansaldo if the Italians will build two torpedo-boats of the Hamidiye class. At the same time Istanbul asks for a moratorium on the payments. Abdul Hamid actually pays for the boats with surprising promptness, although he takes his time in settling for Mesudiye and for the modernisation of the other ironclads.

December 1902: Armstrong-Ansaldo conclude a further agreement with the Ottoman navy. Now, only Muin-i Zafer and Feth-i Bülend are to be reconstructed. Istanbul is now prepared to lease part of the Tersane-i Amire to the shipbuilders, and their staff will be allowed to work on these premises. Payments are to be settled by 1904 and two torpedo-boats of the Akhisar class are contracted.

15 March 1904: Mesudiye completes sea trials. The opportunity is used to begin talks on a repeat of the Hamidiye. The Ottoman government is naturally interested in the proposal but cannot

December 1903: Mecidiye delivered to the Ottoman navy. Mecidiye proves to be a failure in service. Construction supervision, under Yüzbaşı Sabri and Yüzbaşı Ali, was totally inadequate and the navy receives a cruiser that is plagued with stability problems; until World War I the ship can be handled only with great care and with continuous trim adjustments.

October 1914: A German inspection finds that the boilers are wrongly sited on board. Some of the coal bunkers are moved but the cruiser remains troublesome and seldom puts to sea.

Hamidiye

1897: Initial construction plans approved. These are to be subjected to considerable change over the next three years.
finance it. It is also considered that British influence in the navy has become too obvious and that consideration should be given to offers from other countries.

**August 1907:** Ansaldò receives the contract to build a modified version of the Hamidiye, to be named Drama. In the event the nearly-completed cruiser is pledged by the Italians shortly before the outbreak of the Italo-Ottoman war in compensation for non-payment, and seized by the Italian government at the outbreak of hostilities.

**25 March 1913:** Drama is completed as the Italian *Libia*.

**Åsar-i Teyfik, Peyk-i Şevket class**

**29 May 1900:** Åsar-i Teyfik arrives at Krupp’s Germania Werft at Kiel accompanied by the transport İzmir. With the total Ottoman debt to the Essen armaments company now standing at 646,000 gold lira, Krupp is naturally doubtful that the rebuilding programme can be completed in a reasonable time. The ironclad is moored at the fitting-out berth and the crew transferred to İzmir ready for the voyage to Istanbul. Germania Werft strips the Åsar-i Teyfik down and then awaits instructions from Istanbul. From May 1900 until the end of the year nothing is heard from the Ottoman government. The five hundred Ottoman crew members receive no pay, and those officers and ratings whose commissions and service have now ended are left penniless. It appears that the Sultan and his embassy have forgotten the warship and its crew. By the summer of 1901, after nearly 13 months of waiting, the situation for the Ottoman seamen is critical. It is impossible for them to get credit in Kiel and even Admiral von Høfe Paşa’s appeals for assistance have met with no response. Even the Kaiser, hearing of the whole unfortunate matter during Kiel Week, is unable to make the Sultan take any action to settle the mounting debt of his destitute seamen. On the contrary, the Sultan now demands that Krupp advance 6,000 gold lira to make İzmir ready for sea and pay the salaries of the four Ottoman supervisors on the Åsar-i Teyfik. Krupp now find themselves in a nearly hopeless situation: refusal to meet the Sultan’s outrageous demands could endanger negotiations for a large contract for the Ottoman army.

**Autumn 1901:** With payment from Istanbul and an advance from Krupp the debts in Kiel are settled and İzmir finally sails for home.

**18 January 1904:** After endless waiting, broken promises, misunderstandings and silence, a new round of negotiations begins. Istanbul now proposes that Krupp reduce the cost of the reconstruction of the ironclad from 282,000 to 65,000 gold lira, an amount that will not even cover the preparatory work already carried out. In addition, the amount of material to be sent to Istanbul for the modernisation of the ironclads there is to be considerably reduced. As a consolation, Germania Werft receives the contract to build two torpedo-cruisers.

These demands, amounting to little less than diplomatic blackmail, mean financial disaster for Krupp. But now that the large armaments orders for field artillery and for naval guns for the Dardanelles and the Bosphorus seem secure, Krupp has no choice but to concede to pressure.

**April 1904:** Krupp receives a highly profitable order from the Ottoman army and, although no payment has been received to date for reconstruction or new building for the Ottoman navy, two slipways are kept free for the planned torpedo-cruisers. Work also proceeds slowly on the Åsar-i Teyfik.

**19 November 1906:** After lying at the Germania yard for over six years, the refitted Åsar-i Teyfik finally sails for Istanbul. The Germania Werft association with the Ottoman navy ends when the two torpedo-cruisers, Peyk-i Şevket and Berk-i Şatvet, are delivered. The Ottoman navy obtains two torpedo-cruisers at a ridiculously low price and is satisfied with the reconstruction, even if Åsar-i Teyfik’s value as a fighting ship is limited.

**French-built destroyers and gunboats**

French shipbuilders had wisely kept out of the negotiations for warships for the Ottoman navy, and French armaments manufacturers had concentrated on the sales of artillery, equipment and munitions for the Ottoman army. When in 1904 Krupp received the large artillery order noted above, the Ottoman government felt compelled to keep the diplomatic and financial balance by placing further orders in France. A rough balance was achieved through the order of four torpedo-boats of the *Sivrihisar* class from the Schneider-Creusot concern. This small order was not enough.
to satisfy France, and Schneider-Creusot received instructions to design a gunboat of 200 tons, the later \textit{Refahiye} class, and the larger 420-ton \textit{Marmaris}. The design was based on a class of 200-ton gunboats in service in the Ottoman navy. Those boats had been inexpensive to build, easy to maintain and their sea-speed, armament and sea-keeping qualities had made them ideal boats for coastal duties and combating smuggling and piracy.

\textbf{22 January 1906:} Contract signed. Four boats are built by Ateliers de la Loire at Nantes and four by Schneider et Cie; all prove to be good boats in service. While the negotiations are in progress the French succeed in convincing Istanbul of the necessity of ordering destroyers as well. Four boats of the \textit{Durandal} class of 280 tons are constructed by Ateliers de la Garonde (three) and Schneider et Cie (one) and are built 1907–1908. During World War I these boats carry the main burden of convoy escort duties and anti-submarine warfare and prove to be first-rate in service. Three remain in the fleet until 1932 and are not stricken until after World War II.

During the period 1896–1914 a number of smaller craft, gunboats, tugs and naval auxiliaries were built at the Tersane-i Amire and abroad. As these vessels were of lower prestige, the Sultan took little interest in their construction and negotiations, and ordering and payment proceeded quickly, at least by Ottoman standards.

\section*{The British Naval Mission, 1907–1910}

The period from 1896 to 1908 saw the emergence of the Young Turk Movement in the Ottoman Empire. The Young Turks, mostly exiles living in France, England and Switzerland, hoped to capitalise on the discredit of the Sultan. The chief aim was to prevent the disruption of the Ottoman Empire and to reconstitute it on a liberal, national basis. The movement was seriously hampered by factional disputes between the powerful \textit{Ittihat ve Terakki} (Committee for Union and Progress) and the western-liberal orientated \textit{Ittihat ve Hurriyet} (Committee for Union and Freedom). These disputes were played on by the Sultan and severe repressive measures taken against the movement made all Young Turk activity within the Empire impossible.

\textbf{December 1907:} A meeting takes place in Paris of various Young Turks and revolutionary groups. Plans are concerted for action and contacts established with groups of discontented officers in the I and II Army Corps.

\textbf{5 July 1908:} Niazi Bey, chief organiser of the revolutionary movement, raises the standard of revolt in Macedonia. An insurrection among the troops stationed in the province breaks out and the Sultan is forced to reenact the constitution of 1876 after gov-
government troops sent to quell the revolt desert to the rebels.

24 July 1908: Restoration of the constitution. Several weeks of celebration throughout the Empire follow.

17 December 1908: First meeting of parliament. The Young Turks have a large majority. Factional differences continue to grow, the main issue being that of decentralisation in favour of the nationalities.

13 February 1909: Fall of the Sadrazan (Grand Vizir) Kamil Paşa, a liberal, who is replaced by Hilmi Paşa, a committee sympathiser.

13 April 1909: The I Army Corps mutinies at Istanbul.

18 April 1909: A number of army officers are hanged for treason, prompting intervention by the army; 30,000 soldiers under Mahmut Şevket Paşa occupy Istanbul on the 24th.

26 April 1909: Abdul Hamid deposed by the unanimous vote of parliament. He goes into exile and dies in 1918. He is succeeded by his brother Mehmet Reşad V, a weak ruler. The country is now under the firm control of the İttihat ve Terakki Cemiyeti, and nascent liberal hopes are crushed. A new, dynamic Ottoman nationalism appears, with the Ottoman-Islamic religious state replaced by the concepts of nation and fatherland.

Against this background Admiral Sir Douglas Gamble arrived on 18 September 1908 to take over command of the British Naval Mission at Istanbul. For over a hundred years British officers had served with the Ottoman navy, either as instructors or in command, but their influence had mostly been slight. This changed with Gamble’s arrival, although his proved a thankless task as the mission became more and more involved in the internal difficulties of the Ottoman Empire.

Between 1908 and 1911 the navy minister was changed nine times; since each minister had a different personal relationship with and appreciation of the British, the work of the mission proved to be nearly impossible to fulfil. Gamble’s instructions were to continue the training programme for Ottoman naval officers, obtain orders for the British shipbuilding industry and to protect British interests in the empire.

Gamble started his mission well enough by proposing that the overmanned and overage naval officer corps be much reduced in size and rejuvenated by the promotion of younger, British-trained officers. These proposals proved to be impossible to carry through, as a naval rank was considered by many to be no more than an additional source of income, and promotion was dependent on the benevolence of influential contacts. The example of the station-ary İhsaniye, which, with a crew of thirty-five men, had thirteen officers on the ship’s list, most of whom had never seen their ship but drew naval pay, demonstrates why Gamble’s proposals were doomed to failure. The work of the mission was further complicated by rivalry between the navy minister and the Ottoman Foreign Office, with each side often opposed to each other’s politics.

In March 1909 the officer corps of 5,000 was reduced with some moderate success.

May 1909: As part of Admiral Gamble’s reform programme the first manœuvres of the active fleet takes place in the Sea of Marmara. The flagship Mesudiye, with Asar-i Tevfik and Mecidiye, takes up station between Büyük Ada and Maltepe. The passage between the other Marmara Islands is protected by Pek-i Şevket, Berk-i Satvet, Samsun and Yarhisar. The exercises includes a torpedo attack on the larger units, and Musul, Kütahya, Dr aç, Alpagot, Hamidiye, Demirhisar and Sultanhisar sail from Sivriada to join the fleet. The British mission is on board the Tirihuğaz as observers. Although the exercises are not particularly realistic and could not be compared with those of other navies, they are at least a start for a navy which has not held a naval exercise of any description for over twenty years. At the conclusion the fleet steams in review past the Sultan’s yacht Erteğrul off Sarayburnu. Admiral Gamble takes the opportunity to address a group of visiting parliamentarians. He points out that reviews, gun salutes and a sea of flags and banners are no substitute for ample funds for new construction and for dockyard facilities to handle a modern fighting fleet. His powerful speech has, however, little effect. The treasury simply has no finances available for the fleet.

At this stage the German military attaché, Major von Strempel, enters the picture. Proposals had been made for a national subscription to raise funds for warship construction. Von Strempel had close contacts with the Itihat ve Terakki, and he suggested that the government encourage the foundation of an organisation similar to the German Flottenverein (Naval Society). The Donanma-i Milîye Cemiyeti (national help fund for the fleet) was founded in Istanbul on 19 July 1910. Its main object was to help maintain the naval balance of power in the Aegean.

From the beginning of 1910 Admiral Gamble had a series of clashes with various Ottoman ministers regarding warship orders and finances. Gamble proposed that all decisions in these matters should be left to himself and the navy minister, with other ministers merely to be informed of decisions made. Gamble’s outspoken remarks cost the navy minister, Ali Paşa, his post and his successor, Tümanîmîr Halîl Paşa, joined the ranks of Gamble’s opponents. Gamble prepared a programme of new construction which was to include two capital ships, three cruisers and ten destroyers. Halîl Paşa used this programme during his negotiations with Armstrong and was prepared to pay the shipbuilders 5m gold lira for two battleships and an armoured cruiser. This was an amount which the country could not afford to pay, and when the government learned of these unauthorised dealings the navy minister was dismissed on 3 May 1910. Gamble was succeeded as mission chief by Admiral Williams, whose career at Istanbul was dogged by misfortune. Albay Mehmet Muktar, the navy minister, refused to work with the British and did everything possible to sabotage the policy of co-operation. The Ottoman navy ministers’ deep distrust of Gamble’s mission lay in their annoyance that the work of modernising and enlarging the fleet lay in the hands of foreigners. Under these circumstances the mission achieved little. When the British departed in the autumn of 1914 they left behind an incomplete construction programme, but also many trained and quali-
fied officers who had gratefully attended their school and were to remain staunch anglophiles throughout the war, much to the consternation of the Germans who filled the void left by the British mission’s departure.

The Italo-Ottoman War, 1911–1912

By agreements with Germany and Austria in 1887, Great Britain in 1890, France in 1900 and Russia in 1909, Italy had secured approval for eventual action to acquire Tripolitania. The second Moroccan crisis, the Agadir crisis of June-November 1911, and the prospects of a French protectorate in Morocco induced the Italian government to act before it was too late. Its decision was influenced by pressure exerted by the revived Italian nationalist movement. The pretext used was Ottoman obstruction of peaceful Italian penetration of the province of Libya.

27 September 1911: Italian ultimatum issued: Italy will take over the province, by force if necessary, in order to reestablish law and order. The Ottoman government is sure that the European powers will not permit Italy to invade Libya and therefore orders only a slow mobilisation.

28 September 1911: The Italian ultimatum is rejected by the Ottoman government.

29 September 1911: The ultimatum expires at 1430hrs and a state of war now exists between the two powers. The stationary Seyyar-i Derya is scuttled at Tripoli, after the arrival of the Italian fleet.

1 October 1911: The Ottoman fleet, comprising Torquato Reis, Barburos Hayreddin, Mesudie, the destroyers Basra, Samsun, Tasoz, and Yarhisar and the torpedo-boat Demirhisar are at anchor at Nara. The fleet had carried out exercises and manoeuvres since July and despite the worsening political climate had undertaken the traditional summer cruise which ended at Beyrut (Beirut).

2 October 1911: The fleet returns to İstanbul to repair and refit for war.

6 October 1911: The Italians land a force at Tripoli and occupy the town. The other coastal towns are taken in rapid succession.

12 October 1911: The refitted Ottoman fleet returns to Nara ready to defend the Dardanelles against Italian action.

29 October 1911: The torpedo-boats Antalya and Tokad, en route to Singin (Shengjin/Albania), are attacked off Kalamic (Kanalion/Greece) by Italian destroyers. Tokad flees north and is followed and shelled by Italian warships with the loss of nine men. Antalya, pursued by two Italian ships, manages to reach base at Preveze with slight damage.

1 October 1911: The torpedo-boats Humidiye and Alpagot are sunk by enemy gunfire at Reşadiey (Igoumenitsa/Greece). The yacht Trabulus, undergoing boiler repairs, is scuttled in the harbour, but an Italian boarding party manages to close the sea-cocks.

October 1911: Under pressure from Austria-Hungary the Italian blockade squadron is removed from the Ionian coast. Operations on this and the Aegean coast are forbidden under the Triple Alliance and other agreements. The Ottoman government nevertheless considerably strengthens the defences at Selanik and İzmir.

In addition, the approaches to Yenikale (Gulf of İzmir) are blocked by scuttling the old steamers Adana and Sutedet of the Osmanlı S.S.I. The Sultan’s yacht Sultanıye and the transport İzmir are also released by the navy for scuttling. Later a further mine barrage is laid to protect Yenikale.

5 November 1911: The Italian government proclaims the annexation of Tripoli, though the country is far from being conquered.

December 1911: Italian forces in the Red Sea are considerably strengthened by the arrival of the protected cruisers Piemonte, Puglia and Calabria and the destroyers Artiglierie and Garibaldino.

5 December 1911: Puglia damages the Ottoman gunboat Haliç off Akkaba by gunfire; the boat is later scuttled.

16 December 1911: Puglia stops the Kayseri on passage Suez to Kunfuda with bunker coal.

7 January 1912: Piemonte, Artiglierie and Garibaldino shell the harbour at Kunfuda and sink the gunboats Kastamonu, Ayintab,
On the same day Giuseppe Garibaldi and Varesè shell the Dardanelles forts, bombarding Seddülbahir and Kumkale and inflicting heavy damage.

20 April 1912: The Ottoman government retaliates by closing the Straits with mine barrages at Çanakkale. Over 170 merchant vessels are now trapped in the Sea of Marmara.

29 April 1912: The Ottoman steamer Texas (480gt/1888), sailing under the American flag on passage İzmir to Mersin runs into one of the newly laid mines off Yenikale and sinks with the loss of ten crew members.

1 May 1912: Following pressure on the Italians by the European powers to lift their blockade the Ottomans are forced to clear the minefields. While work is in progress the naval tug Semender hits a mine and sinks with all hands (twenty-two).

4–16 May 1912: The Italians occupy Rhodes and the other Dodecanese Islands.

24 May 1912: The Nevada (507gt/1878), an Ottoman steamer under American flag, on passage from Istanbul, hits a mine while entering the İzmir harbour and sinks.

July 1912: Peace negotiations open, but neither side is ready to yield on any of its claims. Only the impending threat of the Balkan War finally induces the Ottoman Empire to concede to Italian demands.

18 October 1912: Treaty of Lausanne. The Ottoman Empire is forced to abandon its sovereignty over Tripoli. The Italians are to recognize a representative of the Sultan as Caliph, the Ottoman religious authority. The Dodecanese Islands are to be returned to Ottoman rule as soon as Tripoli is evacuated by Ottoman forces.

The German Warship Purchase, 1910–1914

The most spectacular purchase made by the Ottoman navy was that of two battleships of the Brandenburg class. It was less the warships themselves than the political exploitation surrounding their acquisition which made the transaction so significant.

On 10 December 1909 a conversation took place in Istanbul between the German military attaché, Major von Strempel, and Sadrazan (Grand Vizir) Osman Paşa. He told the attaché that the Ottoman navy was anxious to obtain an armoured cruiser and a number of destroyers to counterbalance Greek naval strength. Enquiries in Britain had come to nothing, Osman reported, so that if Germany was prepared to transfer one of the armoured cruisers now building, this would be much appreciated by the Ottoman Empire.

Before reporting this conversation to Berlin, von Strempel talked to Admiral Gamble. Both agreed that the Ottoman navy was not capable of handling large warships. When he reported to his superiors, von Strempel added that supply of a new warship to Istanbul would merely give the British naval mission the opportunity to study the latest German naval construction methods.

The question of the three destroyers was quickly answered. On 30 January 1910 Admiral von Tirpitz agreed to the sale of S 165–S 167, then under construction by Schichau at Elbing. The shipbuilders were to settle the price themselves.

The purchase of an armoured cruiser or even a battlecruiser was more complicated. On 24 March the Secretary of State at the Foreign Ministry von Schoen unwisely told the Ottoman ambassador that it was probable that the Blücher would be transferred to his country. Von Schoen had acted without instructions and his remarks caused
consternation amongst high-ranking naval officers. General opinion was that if the brand-new Blücher was to be transferred then the price would have to be 44m marks, the cost of a replacement. It would also be expected that all future Ottoman orders for warships of all types would be placed in Germany. Krupp promptly pointed to the futility of these expectations. The precarious state of the Ottoman finances would prohibit payment of the proposed amount, and the deal would almost certainly be used as international political blackmail against Germany.

After Krupp’s warning, a revised proposal was to sell the larger Von der Tann, then nearing completion at Blohm & Voss in Hamburg, for the same price. This deal had the advantage that a replacement could be built without permission from the Reichstag at Berlin.

The decision now lay with the Kaiser, and on 8 April he announced that the Blücher was for sale for 44m marks, and that it was to be manned by German officers. At about the same time, the Ottoman government informed Germany that it still wished to purchase the Blücher, but at a reduced price, and that the obligation to place all future naval construction work in Germany was unacceptable.

It was left to the German ambassador in Istanbul to inform the government of the Kaiser’s decision. A meeting was held on 21 June to discuss other alternatives. The Ottoman government badly wanted a warship to match the Greek armoured cruiser Georgios Averoff which was completing at Livorno. In desperation, Istanbul now contacted Krupp and Blohm & Voss directly. Blohm & Voss offered the Mölcke, still fitting out at Hamburg, for sale. Although Y and Z gun turrets had still to be installed, the battlecruiser, even incomplete, would nevertheless be a more than adequate opponent for the Greek cruiser, mounting a main armament of six 280mm guns to the Averoff’s four 240mm, and a sea speed of 25 knots to the Greek ship’s 22 knots design speed. The shipbuilders were to fit the remaining guns at Istanbul after delivery of the ship. The other possibility considered was to transfer instead a battlecruiser only just laid down at Hamburg and still designated ‘H’. All these negotiations led nowhere, and nobody could have foreseen that four years later Istanbul would receive ‘H’, as Goeben, for nothing.

On 15 July Admiral von Tirpitz stopped all further discussion on the sale of the new battlecruisers, but announced that four battleships of the Brandenburg class were available for purchase at 10m marks each. On 25 July the German ambassador reported that Istanbul had selected the Kurfürst Friedrich Wilhelm and Weissenburg, which were armoured with Krupp nickel steel (the other two, Brandenburg and Wörth, had compound armour).

5 August 1910: Contract signed. The two German warships, with twenty-four officers and thirty-eight crew of the Ottoman navy as a study group on board, leave Wilhelmshaven on 14 August. They arrive at Çanakkale on 29 August and are welcomed on arrival by the Hamidiye.

1 September 1910: The two warships are officially transferred to the Ottoman navy and renamed Barbaros Hayreddin and Turgut Reis. The German crews return to Wilhelmshaven and the newly commissioned Ottoman battleships sail for the capital, escorted by the Schichau destroyers, commissioned two weeks before.

Payment for the two battleships and the destroyers amounted to 25m marks. Questions were soon raised as to how the Ottoman government proposed to settle payment. It was pointed out that the Naval Society had bought the ships, and the Society proceeded to raise the money by public subscription. In addition the Deutsche Bank held some 13 million marks on account for the deposed Abdul Hamid. Although any such transaction was officially denied, this money was used to settle with Germany and by mid-summer 1911 the Naval Society had cleared the remaining debt.

Opposition parties in Istanbul protested that the price paid for the two warships was too high. Although they had been built in 1891, both warships had been reboilered and modernised in 1902–1904 and had come straight from active service and were therefore in good condition. Despite being comparatively simple warships to man and maintain, they initially proved too much for the Ottoman navy and were plagued by condenser troubles which reduced their speed to 8–10 knots. It was to take some considerable time before both ships were ready for action with the Ottoman fleet.

After the initial uproar over the purchase of the ex-German warships had settled, the Ottoman government began discussions with Great Britain in the autumn of 1911 on purchase of the Minas Gerais and the Rio de Janeiro. The former had been completed in 1910 and the latter was under construction at Elswick. When it became obvious that finances were not available the talks with Armstrong were terminated. Vickers was more successful. Sir Douglas Gamble had prepared plans for two capital ships, and thanks to the intervention of Cemal Paşa an order was placed with Vickers for a battleship, the Mehemet Reşad V, at a cost of 1.5m gold lira. Work, however, was suspended in 1912 owing to the Balkan War and only resumed in 1913. The Reşadiye, ex Mehemet Reşad V, was completed in 1914 and seized by the British government in August for service in the Royal Navy as HMS Erin.

Due to the Balkan War no negotiations took place in 1912, but realistic plans were drawn up for new fleet construction. Initially two light cruisers of 5,500 tons, four destroyers of 1,000 tons, two submarines and a minelayer were proposed, and financing appeared possible. By April 1913, however, the Ottoman government knew that there was no hope of reconquering the Greek-held islands without the backing of a powerful naval force. Some members of the government wished to obtain the two remaining units of the Brandenburg class as well as additional destroyers, and Berlin intimated that the battleships remained available for sale.

The navy, however, sought new, not reconditioned battleships. The Dresdner Bank was approached by the Ottoman government with a request to provide funds to purchase the Rio de Janeiro, under construction for Brazil by Armstrong. The Brazilian government, shaken by a mutiny on the Minas Gerais in 1910 and a dramatic slump in the economy, now wished to dispose of the battleship. Top level talks were held at Berlin between the Dresdner and Deutsche Banks, Krupp and the Foreign Office and agreement was reached that no financial assistance would be given to Istanbul to facilitate warship purchases abroad.

Reports were received in Istanbul that Greece and Italy were both interested in buying the Rio de Janeiro, but the Ottoman Empire had the advantage that it had already assured Armstrong of its intention to place further orders for naval construction at Elswick. The value of this assurance was weakened, however, by Istanbul’s usual difficulty in obtaining the necessary finance. Italy tried to stop the sale of the Brazilian battleship by offering to exchange two armoured cruisers of the Pisa class, the model for the Greek Georgios Averof for the Elswick contract and also offered to sell the Ottoman government two submarines for 68,000 gold lira each. On 1 December 1913 the Izmit Arrangement came into force. This gave Armstrong the authority to erect a navy yard at Gülük, and guaranteed the Armstrong group all further building contracts
for the navy. The British company also took over an interest in the Tersane-i Amire, and this yard as well as the new yard at Gölcük were named Doklar, Tersaneler ve Insaat Bahriye Sirketi (Naval Shipbuilding and Drydock Company). Little more than the initial planning for these yards had been completed before the war broke out.

The Rio de Janeiro was renamed Sultan Osman-i Evvel and construction proceeded for the Ottoman Empire’s account. A 500-man crew arrived at Newcastle on 27 July 1914. The official handing over and voyage home was planned for 3 August. The warship was seized by the Royal Navy on 2 August and commissioned as HMS Agincourt.

In May 1914 orders were placed with Armstrong for two scout cruisers and two submarines. Four, 1,100 ton destroyers from Armstrong were subcontracted to Hawthorn, Leslie and it was planned to have two of the same type built at Istanbul. Six destroyers were ordered from France, with six more planned for 1917. A further four destroyers of 700 tons were ordered from Italy. When war broke out all the contracts were annulled and construction stopped. Considering the precarious state of the Empire’s finances it is doubtful that this ambitious programme could ever have been paid for.

The Balkan Wars, 1912–1913

Outline of the campaigns

18 October 1912: Outbreak of the First Balkan War between Bulgaria, Serbia and Greece on the one side and the Ottoman Empire on the other. The Bulgarian army crosses the Ottoman border.

22 October 1912: Bulgarian victory at Kirk Kilini in Thrace.

23 October 1912: Edirne encircled and the Ottoman army beaten back to the Çatalca (Chatalya) Line. Parallel to the main Bulgarian army small forces advance along the Black Sea coast and cavalry reaches Tekirdağ and Gelibolu on the Sea of Marmara. Greek forces occupy the islands in the Aegean without meeting opposition from the Ottoman navy. Serbia and Montenegro, acting independently, begin the occupation of the region around İzodra (Scutari), a region also claimed by Austria-Hungary. The region declares its independence and the European powers promptly dispatched warships to assist the newly-created Albania. They remained in Albanian waters until 1914.

24–26 October 1912: Serbian victory at Knaanovo.

28 October–3 November 1912: Bulgarian victory at Lüleburgaz. The victorious army advances to the Çatalça Line, the last Ottoman line of defence before Istanbul.

4 November 1912: The Russian government warns the Bulgarians against occupation of Istanbul, which Russia would resist by the use of its fleet.

10 November 1912: Serbian forces reach the Adriatic after overrunning the northern part of Albania.

15–18 November 1912: Serbian victory at Monastir. Bulgarian forces attack the Çatalca Line but are driven back.

24 November 1912: The Austro-Hungarian government announces its implacable opposition to Serbian access to the Adriatic, and reiterates its support for an independent Albania. An acute international crisis quickly develops. The Serbian government remains steadfast, backed by Russia’s assurances of support, which are themselves backed by French assurances of assistance to Russia in the event of war with Germany. Austria-Hungary is supported by Italy, a partner in the Tripartite Agreement, which also opposes the appearance of Serbian forces in the Adriatic. Germany, after initial hesitation promises to support Austria-Hungary if the Hapsburg Empire is attacked while defending its interests. Great Britain, sympathetic to the Austro-Hungarian position, tries to work with Germany for a settlement while simultaneously preserving good relations with France and Russia.

Late November 1912: The international crisis reaches its most acute stage, with both Russia and Austria-Hungary beginning mobilisation. War is only avoided when Russia, unprepared for war, abandons the Serbian territorial claims.

3 December 1912: An armistice between the Ottoman Empire, Bulgaria and Serbia. Greece refuses to accept the armistice, despite strong international pressure, and the fighting continues.

17 December 1912: Opening of the London Peace Conference. At the same time an ambassadorial meeting takes place in London to discuss the status and boundaries of Albania, the fate of the Aegean islands and territorial claims by Bulgaria.

6 January 1913: Breakdown of the London talks. The Ottoman Empire refuses to give up Edirne, the Aegean Islands and Crete.

22 January 1913: Under pressure from the European powers, the Ottoman government agrees to relinquish Edirne.

23 January 1913: Coup d’état in Istanbul by the Committee for Unity and Progress, which now seizes control of the Empire.

3 February 1913: Resumption of hostilities. The Ottoman army holds the Çatalca Line while Greek forces make considerable territorial gains.

5 March 1913: The Greeks occupy Janina.

26 March 1913: The Bulgarians occupy Edirne.

16 April 1913: Bulgaria and the Ottoman Empire conclude another armistice, also accepted by the other belligerents.

22 April 1913: Montenegrin forces take İzodra despite strong protests by the European powers who have already assigned the region to Albania.

3–5 May 1913: Montenegro abandons İzodra after Austria-Hungary threatens war. Serbia evacuates Draç (Durazzo).

20 May 1913: Reopening of the London Peace Conference. The victorious allies are obliged by an ultimatum from Great Britain to accept the settlement agreed by the Great Powers.

30 May 1913: Treaty of London, ending the Balkan War. The Ottoman Empire cedes all territory west of a line between Enez (Enos) and Meriç (Midia) and abandons all claims to Crete. The
future status of Albania and the Aegean islands is left to the decision of the Great Powers.

1 June 1913: Treaty of alliance between Serbia and Greece against Bulgaria. This is the result of Serbia’s failed claims on the Adriatic and Bulgaria’s unwillingness to grant Serbia more territory in Macedonia.

29 June–30 July 1913: Second Balkan War. The Bulgarian army attacks Serbian-Greek positions without government authority. Although the Bulgarian government quickly disavows the action, the Serbian-Greek alliance takes advantage of the provocation to carry out a long-planned attack. Romania and the Ottoman Empire enter the war against Bulgaria, which is rapidly defeated.

20 July 1913: Ottoman forces retake Edirne.

10 August 1913: Treaty of Bucharest. Romania receives the northern Dobrudja. Serbia and Greece retain those parts of Macedonia already occupied. Bulgaria, the loser, retains only a small part of Macedonia and a small stretch of coastline on the Aegean.

29 October 1913: Treaty of Istanbul between Bulgaria and the Ottoman Empire, the latter recovering Edirne.

Aegean operations

When the Greek navy mobilised on 1 October 1913 the Ottoman government clung to the slender hope that Greece might still remain neutral.

6 October 1912: The chartered steamer *Florida* is sent by the naval command at Kusadasi to Sisan to take off the island’s military personnel. With the completion of this operation all Ottoman troops are evacuated from the Aegean.

13 October 1912: Fifty-five embargoed Greek merchant vessels, anchored in the Sea of Marmara, are released as a gesture of goodwill.

16 October 1912: The Ottoman navy sequesters over thirty-three freighters, thirty-eight tugs and steamboats and a number of sailing vessels in Istanbul harbour.

As in the Italo-Ottoman War, supplies for the Ottoman war effort could be imported only through Rumania. Ammunition and coal were in short supply and many badly-run Ottoman industries collapsed under the pressure of war. Hunger, disease and epidemics spread rapidly throughout the population.

The Ottoman navy was withdrawn to the Sea of Marmara. Here the fleet was kept ready for war. Although supplies, ammunition and fuel were scarce, morale remained high at first, but army losses on the battlefield and political upheavals within the Empire did much to weaken initial enthusiasm.

Since the Italian conflict the Ottoman navy had not ventured into Aegean waters. Only small garrisons of the Jandarma now remained on Midilli and Sakiz. Without opposition, the Greeks rapidly occupied the remaining islands. Imroz and Bozca Ada became Greek naval bases and were well situated to blockade the Dardanelles.

At the outbreak of war there were Ottoman naval bases on the European Aegean coast at Selanik and Preveze. In addition a naval detachment was stationed on the Iskodra Sea, half of which formed the border with Montenegro. Selanik was protected by four 210mm gun emplacements and two twenty-four-mine barrages which had been laid before the war with Italy. The naval garrison commander was Binbaşi Aziz Mahmut Bey, who was also commander of the *Feth-i Bülend*. This old corvette had been disarmed at the start of the Italian war and its four 150mm, four 75mm and the four 57mm guns mounted in the Selanik fortifications as additional batteries. The *Feth-i Bülend* was reduced to an accommodation hulk and ninety of the crew landed to man the shore guns. *Aziz*

The steamer *Akdeniz*, which served as a troop transport in the Black Sea in 1913 and again in 1914, photographed in 1924.
Mahmut Bey also had the tugs Sürat, Teshilat, Katerin and Selanik at his disposal. Selanik was fitted out as a minelayer and all the tugs were armed with a 37mm gun.

31 October 1912: The Greek torpedo-boat No 11 departs Leftehois for Selanik. At 2200hrs it slips the seaward batteries at Vardar and Karaburnu and the mine barrages. At 2330hrs three torpedoes are fired at the Feth-i Bülend; one runs wide and hits the coaling pier, causing serious damage, but the other two hit the target between the foremast and the funnel. The hull capsizes and sinks with the loss of seven crew, including the ship’s imam. No 11 makes its escape by the same route.

31 October 1912: The naval base at Preveze, near the Greek border, surrenders to superior enemy troops. The torpedo-boats Antalya, the burnt-out Tokad and the motor gunboats No 9 and No 10 are scuttled on the order of the garrison commander, Binbaş Hüsameddin, before the surrender. The Greeks later salvage the two torpedo-boats.

Ottoman forces at Iškodra comprised the steamer Güre, an old ex-Bosporus ferry; the lake steamers Iškodra and Kıyırcaya; two motorboats, Filiyo and Kilsuya, purchased in 1912; and the steam pinnaces from the Mesudiye and Asar-i Teyfik; also a large number of sailing craft and barges.

On the Montenegrin side was a small naval force of three steamers and two steam launches.

15 October 1912: Serbian forces encircle Iškodra. Montenegro in turn attempts to stop further Serbian advances to ensure its own territorial claims.

7 November 1912: Greek troops surround Selanik. The foreign consuls there are approached with the request to assist in convincing the Ottoman forces to surrender. The Greeks occupy the town the same day.

9 November 1912: Two Greek auxiliaries sail into the bay and fire on the Teshilat. The Teshilat, with the Sürat and Selanik, were hastily disarmed and transferred to the French register just before the garrison surrendered. The Greek attack on a French ship leads to an immediate protest from the French naval commanders present.

9 November 1912: The armed steamer Trabzon, underway from Ayvalik to Midilli, is stopped, torpedoed and sunk by the Greek torpedo-boat No 14; both captain and engineer are killed in the torpedo explosion. Trabzon, a fifty-year-old wooden vessel, is the only merchant ship lost to the enemy.

15 November 1912: The Greeks seize the yacht Fuad which they refuse to recognise as a hospital ship under the Red Crescent at Selanik.

27 November 1912: Selanik, Sürat and Teshilat leave port under the French tricolore and, although the Greeks try to stop the group off Linni, the tugs reach the Dardanelles.

28 November 1912: The three vessels change register again and the Ottoman flag is raised.

17 January 1913: Montenegro attacks Iškodra again.

23 April 1913: Iškodra falls, but is not granted to Montenegro. Under Esad Paşa’s leadership, the whole region is granted to Albania.

İzmir, the Anatolian naval base, received only sporadic attention from the Greeks. Greek warships always remained far out in the bay and no action took place. During the course of the war the Ottoman forces at İzmir comprised only the demobilised armoured corvette Muin-i Zafer, the destroyer Yunus, laid up with damaged boilers, the yacht İzredin, Timshah and the steamer Arşipeli, and the chartered Golden Horn ferry No 8.

Black Sea operations
With the Italian war confined to the African continent, the Ottoman fleet was left on station in home waters. It was intended that the fleet be prepared for the expected conflict with the Balkan countries but despite a stream of correspondence between the fleet command and the navy ministry from May 1912 onwards nothing was done to allow the necessary repairs to begin.

Summer 1912: Torgud Reis, Barbaros Hayreddin and the Schichau-built destroyers Demirhisar and Hamidabad are considered ready for service, although the warships are not up to European fleet standards. On the battleships the rangefinders and the ammunition hoists have been removed. Telephones are out of order and the pump piping corroded. Finally, most of the watertight doors cannot be closed. After only two years under the Ottoman flag the ex-German battleships are in fact in poor condition. The blame lies equally with the ministry and the fleet, responsibility being continually shunted back and forth. Problems with condensers on the old armoured warships and the modern cruisers were a regular feature of the maintenance reports.

2 October 1912: Nevşehir takes station at Trabzon, and Zuhaf off the Bosporus.

7 October 1912: The fleet, comprising Torgud Reis, Barbaros Hayreddin, Hamidiye, Mecidiye, the Schichau and Samsun class destroyers, lies at anchor off Haydarpasa, outwardly the picture of a fully prepared and well-maintained navy. At the same time the Mesudiye, Hamidabad and Kütahya are at anchor off Büyükdere as guardships.

17 October 1912: Barbaros Hayreddin, with fleet commander Miralay Tahir Bey on board, leaves Büyükdere in company with Torgud Reis, Muvent-i Milliye and Taşoz for İğneada.

19 October 1912: The Ottoman battleships shell Bulgarian artillery emplacements at Galata Burnu, near Varna, the two destroyers on patrol in attendance. The fleet returns to Büyükdere, the two battleships still plagued by boiler trouble and clearly unsuitable for this type of operation.

21–31 October 1912: The cruisers Hamidiye and Mecidiye, assisted by Yadişar-i Milli and the Nümine-i Hâmiyet, make a number of raids along the coast, shelling artillery positions at Varna and the batteries at Galata Burnu and scouting as far as Constanza. Plans to send the torpedo-boats Sırıhişar and Musul are abandoned due to storms on the Black Sea.

29 October 1912: Mecidiye and Yarhisar anchor off Midye, where the transport Marmara (2472gt/1872) from Trabzon has transported the last remaining Ottoman troops. Mecidiye is detailed to protect further transports against possible torpedo-boat attacks from Varna.

30 October 1912: Mecidiye and Yarhisar leave for Varna. Barbaros Hayreddin and Nümine-i Hâmiyet take over guard duties.

1 November 1912: Bezm-i Alem (4084gt/1889) arrives with over 2,500 troops, Akdeniz (5062gt/1890) with 2,000 infantry and 400 pack animals.

2 November 1912: The Bulgarians occupied Midye. Resid Paşa (4458gt/1901) disembarks five further battalions. Barbaros Hayreddin and Nümine-i Hâmiyet take no part in the fighting for fear of hitting their own soldiers in the confusion around Midye.

3–10 November 1912: A steady flow of Ottoman warships reaches Midye to shell the Bulgarian troop concentrations. Even the ancient armoured corvettes Içadiye and Necmi-i Şevket are pressed into service. They have to be towed to position and remain there only for a short time.

3 November 1912: The battleships carry out firing practice in the Sea of Marmara. These exercises are halted after only a few salvos when gun mountings begin to give trouble and threaten to
break down completely. Hamidiye makes only half speed due to boiler trouble and Mecidiye reports condenser problems.

**November 1912:** Ottoman convoys to and from Rumania increase steadily and reach a peak with Marmara, Güzél Girit (1232gt/1891), Kızılirmak (1454gt/1890), Akdeniz and Mithat Paşa (4455gt/1900) all underway to Istanbul with cargoes of arms and ammunition.

**19 November 1912:** Berk-i Shatvet ordered into Bulgarian/Rumanian coastal waters to give the transports additional protection against possible enemy torpedo-boat attacks. Hamidiye, Berkefsan and Yarhisar are to station off Varna as scouts for the Mecidiye.

**21 November 1912:** Mecidiye departs the Bosporus, followed later by Hamidiye and Yarhisar. Berkefsan's sailing is delayed by some four hours due to engine trouble. The squadron sails under the command of the Hamidiye's captain, Yüzbaşi Rauf Bey. Yarhisar's orders are to patrol the coastal waters inside the Varna mine barrage from Kanci to Balçık, with the Berkefsan as escort as far as Varna.

**21 November 1912:** Hamidiye and Berkefsan ordered to search the sea off Varna for a Russian and a French steamer reported there. At midnight Hamidiye, steaming just outside the mine barrier, is attacked by the Bulgarian torpedo-boats Drski, Uletski, Smeli and Stoji.

**22 November 1912:** At 0004hrs in position 43° 9’ 45” N, 28° 21’ 5” E, Hamidiye is hit by a torpedo from the Stoji. The explosion blows a hole 6ft square below the waterline. The outer hull is ripped open for a length of 40ft by 20ft on the starboard side between the forward boiler room and the 150mm magazine. The crew is well trained and damage control functions quickly and efficiently. All the pumps work without trouble (unusual by the normal standards of an Ottoman warship), and a dangerous list to starboard is corrected by counter-flooding, though the bow remains submerged as far aft as the forward gun. Speed drops to five knots. There are no casualties. At 0230hrs the cruiser is trimmed near an even keel, and with the enemy boats now out of range the guns stop firing.

Yarhisar and Berkefsan hunt the Bulgarian ships, the former towards Varna while the latter sights Drski and Smeli and successfully beats off their attacks. Once it has been ascertained that the cruiser is not in danger of sinking, the Yarhisar and Berkefsan remain inside the mine barrage until daybreak. Berk-i Shatvet is ordered by wireless during the night to send the escorted steamers back to Constanza and to proceed along the coast to Varna.

At 1130hrs Torgud Reis meets up with the damaged cruiser off Karaburnu to assist if necessary. The minelayer İnişbah takes up the tow off the Bosporus. Mecidiye replaces Hamidiye at Varna.

**23 November 1912:** At 0100hrs Hamidiye arrives to dock in the Haliç for repairs.

Plans to operate the destroyers as escorts for the transports and for sorties in the area off Varna came to nothing and the warships remained in the Bosporus. The Bulgarians now expected a ceasefire and left the Ottoman transports alone.

**3 December 1912:** Armistice is signed by the belligerents.

**7 February 1913:** The Ottoman army plans a raid near Podima. Asar-i Teyfik is ordered to proceed at 1800hrs to Podima to make contact with the army. It is planned to give further destroyer cover to the landings, but only Basra and Taşoz are in service, and both departed the Bosporus at 0600hrs in company with the steamer Bezmialem to escort the Kızılirmak, loaded with arms and ammunition, from Constanza to Istanbul.

**8 February 1913:** The small raiding force lands at Podima and immediately meets strong Bulgarian resistance; the operation is abandoned and the raiders return to their Greek prize transports.

12.45 pm: Asar-i Teyfik runs aground on an uncharted sandbank while approaching Podima to bombard the town. Despite immediate attempts to free the ship by use of the engines, the corvette remains fast and begins to sink deeper into the sand. The warship is not equipped with radio, so a small party is sent ashore to make contact with Istanbul.

**10 February 1913:** The transport Giresun departs Istanbul with a salvage team in the morning, followed by Basra and Taşoz at noon and Berkefsan later in the afternoon. The salvage group arrives later in the day and work begins transferring all serviceable equipment and fittings.

**11 February 1913:** The Greek prize Nicolaos (870gt/1885) comes alongside the stranded corvette and off-loads ammunition and guns. Giresun takes off the bulk of the coal.

**12 February 1913:** The task of stripping and disarming the corvette is completed, the exhausted crew boards the Giresun and the salvage fleet returns to Istanbul. The Bulgarians later destroy the wreck by gunfire.

**April–May 1913:** The steamer Kızılirmak, with Taşoz and Berkefsan as escorts, continues to make a weekly run to Constanza, the only Ottoman merchant ship keeping the lines of supply to and from Rumania open.

**Dardanelles operations**

There were considerable differences of opinion in the naval officer corps over the Dardanelles operations. This was due in part to the army command’s concept of the military operations and in part to party politics and political loyalties.

**7 December 1912:** Tahir Bey is replaced as commander-in-chief by Ramiz Naman Bey, the leader of the pro-war faction of the officer corps. New operational plans are quickly drawn up. These foresee attacks on the Greek fleet whenever it is known that the cruiser Georgios Averoff is out of range.

The Ottoman fleet was reorganised into an armoured ship division, two destroyer divisions and an operations group acting independently. Energetic and competent officers were given command over the groups. The crews responded with enthusiasm to the new requirements, but the concept was soon seen to be impracticable. Machinery and equipment on board were in a poor state of repair and maintenance. No arrangements had been made for bunkering and for adequate supplies of fuel, ammunition and stores.

**12 December 1912:** Basra and Taşoz are ordered to patrol off the Dardanelles and lure the Greek destroyers into the sights of the waiting Yagidar-i Millet and Muavvent-i Milliye. The operation, under the command of Yüzbaşi Rauf Bey, has to be cancelled due to boiler trouble on the Basra-class boats.

**14 December 1912:** Reports are received that the Georgios Averoff is grounded off Imroz and out of action. Sultanhisar is to proceed towards Bozca Ada and draw the enemy destroyers to the Mecidiye, lying in wait between Imroz and Seddülbahri. At 0420hrs Basra leaves the Narrows and proceeds along the Anatolian coast as far as Kumkale on patrol, then turns back toward the fleet. At 0645hrs Basra stops close to the fleet at Nara and reports sighting Greek warships.

At 1145hrs Sultanhisar makes contact with the enemy and is soon under fire from the destroyers Sphendon and Lonchi. Sultanhisar makes for the Dardanelles and Mecidiye alters course towards the Greek destroyers. At 1330hrs Mecidiye opens fire on the Sphendon and Lonchi, and also on the newly-arrived Thyilla and Nafkratoussa. The destroyers Doxa, Neagenea and Venos are also sighted approaching the cruiser from Bozca Ada. The engage-
ment lasts over an hour without serious damage to either side. At 1420hrs Nişante-i Hamiyet sends a radio report of the action to Nara, the cruiser's radio equipment being out of action, and at 1500hrs the Ottoman warships meet up and proceed home. At 1645hrs they join the fleet at Nara, fears of attack by the Greek submarine Delfin during the run home having proved groundless.

16 December 1912: An operation is planned against Imroz. The Battleship and Second Divisions are to steam out of the Dardanelles in line ahead, with the Third Division, comprising the fleet auxiliaries, taking up station off Kumkale to offer towing assistance if necessary. The battleships are to sail from the Narrows for Imroz while remaining under the protection of the fortress guns at Kumkale; the First Division is to cover the battleships from the starboard against an expected destroyer attack from the northeast, and the Second Division has a similar assignment to port. The warships leave their anchorages between Nara and Çanakkale between 0700 and 0800hrs.

At 0800hrs Sivrihisar, Barbaros Hayreddin, Turgud Reis, Mesudiye and Asar-i Teyfik take up station off Seddülbehir. The First Division steams ahead of the battleships and alters course near Hellas to proceed north. The Greek fleet is soon sighted, and Mecidiye joins the Second Division to reinforce its capability against the submarine Delfin, Samsun and Aksa steam ahead as scouts but, lacking radio equipment, can only communicate with the main fleet by semaphore via Tirimüjgan. The battle fleet sails towards the approaching Greek fleet, consisting of the Georgios Averoff, Spetsai, Hydra and Psara.

The Ottoman warships open fire at 0940hrs, at 9,000 metres. At 0945hrs Georgios Averoff crosses the bows of the fleet, and the Ottoman battleships are soon being fired on from both sides. The Ottoman commander has no alternative but to break off the engagement and make for the Dardanelles. The First Division passes up the chance to attack the Greek cruiser, now separated from the rest of the enemy fleet. The Greeks also fail to send their destroyers after the retreating Ottoman ships.

At 0950hrs the Barbaros Hayreddin begins the turning manœuvre, and the squadron follows round. The manœuvre is poorly executed, and rapidly degenerates into chaos. In the confusion the ships block each other's gun arcs and speed drops to ten knots. At 0955hrs Barbaros Hayreddin receives a hit on the afterdeck and five men from a damage control party are killed. Shortly afterwards the after turret is hit and jammed out of action. Shrapnel pierces the unarmoured hull, damaging a number of boilers and starting a bunker fire. Turgud Reis and Mesudiye also receive hits, but casualties are light and only slight damage is done to the upperworks and guns.

Firing ceases at 1017hrs and the squadron breaks for Hellas, Mesudiye and Asar-i Teyfik going on ahead and circling off the Dardanelles to cover the rear of the slower battleships and to relieve the Second Division of its flanking role. The squadron reaches Seddülbehir at 1200hrs, and Çanakkale at 1300hrs, where the eighteen dead and forty wounded were landed and transferred to the hospital ship Resit Paşa. The First Division then sails for Bozca Ada and sights a group of Greek destroyers making for the Dardanelles. At 1545hrs both sides fire a few rounds before separating.

The results of the day's fighting are disappointing, but the navy has at least set an example of courage and determination in a time of few successes and considerable tension within the government. This is also the first time that the navy had seen action since 1877.

19 December 1912: The steamer Nilüfer brings a group of top-ranking army officers and the navy minister from İstanbul to Maydos and anchors near the Barbaros Hayreddin. At a top-level conference on board the army proposes combined action to recapture some of the enemy-held islands. This is rejected by the navy, which considered itself unable either to support logistically or protect adequately such an undertaking. The navy does, however, agree to seize every opportunity to harass the enemy. At the conference no decision is reached on withdrawal from service of the Asar-i Teyfik and the Mesudiye, both continually plagued by boiler problems. The navy seeks approval to lay up the Asar-i Teyfik at the Dardanelles but to refit the Mesudiye.

20 December 1912: The fleet divisions are regrouped, and the energetic leader of the First Division, Yüzbaşı Rauf Bey, is given a free hand in meeting enemy attacks on the Dardanelles. At the same time he is warned against unnecessarily endangering his command and wasting fuel and ammunition.

22 December 1912: Mecidiye, Berk-i Satvet and the First Division leave Çanakkale for Imroz, the Second Division for a holding position in the Narrows. Rauf Bey hopes to trap the Greek destroyers, which were active off the Anatolian coast, between his two divisions. The Greek Niki and Doxa are sighted by Mecidiye and Berk-i Satvet and pursued, but the Greeks are soon out of range.

On Imroz Muaveti-i Milliye stops and searches the Rumanian steamers Elma and Kalafat; they are allowed to proceed after the ships' papers are found to be correct.

At 0955hrs Mecidiye and Berk-i Satvet engage a force of six Greek destroyers, which breaks off action after a few minutes and makes off at high speed. Off Bozca Ada at 1040hrs the cruisers sight the Aspis and begin closing the range. Aspis quickly makes for the coast and the cruisers alter course to bring their guns to bear. While altering position the Mecidiye comes dangerously close to the Delfin. The submarine attacks at a range of some 800 metres, but the torpedo breaks surface and passes the cruiser; this is the first submarine torpedo attack in naval history.

At 1100hrs Mecidiye and Berk-i Satvet are ordered back to Çanakkale, the Ottoman destroyers remaining on patrol. The destroyers leave the Bozca Ada area at 1300hrs and return to base. The army remained determined to attempt a landing on Bozca Ada, convinced that the island could be occupied and held by a light military presence, and began planning the landing of an infantry regiment. The navy could cover the landings with its cruisers and destroyers. The navy again protested that it could not prevent Greek countermeasures, but plans went ahead. The Plevne (1845gt/1892) was made ready to embark the 'Yenihan' regiment. The Battleship and the Second Divisions received orders to prepare for escorting the transports. Hamidiye, Mecidiye and Berk-i Satvet were to cover the actual landings.

4 January 1913: The weather for the landing is ideal, with poor visibility and an overcast sky. Plevne is ready for sea but the troops have not arrived. The naval command decides to make use of the opportunity and orders the waiting squadron into the waters around Bozca Ada. The cruisers, accompanied by Berk-i Satvet raise anchor off Çanakkale at 0600hrs. At 0715 the cruisers and escorts pass Hellas, followed by the destroyer squadron, under Rauf Bey. The Second Division is now also off the Narrows.

At 0730hrs the cruisers sight a Greek squadron near Imroz. The Ottoman destroyers alter course towards the Hamidiye. Both sides open fire at 0740hrs, but the shots fall short and no attempt is made to close the range. The Ottoman fleet then divides, the destroyers making for Tarsan Ada. Mecidiye and Berk-i Satvet cover an attack from Bozca Ada.

At 1000hrs the battleships clear the Narrows and are joined by
the cruisers and destroyers. Hamidiye, Mecidiye and Berk-i Satvet take up station astern of the battleships with the First Division to port and the second Division to starboard of the main fleet. By 1130hrs the fleet has reached a position where it is in danger of being cut off from the Dardanelles by the Greek fleet. The battleships and their escorting destroyers alter course for the Dardanelles and the cruisers are ordered to make for the enemy.

The cruisers open fire on the retreating Greeks at 1150hrs, but firing ceases at 1230hrs without any hits being recorded. The Greek formation splits up and disappears to the south. The Ottoman cruisers rejoin the main fleet. By 1530hrs the fleet is anchored off Çanakkale; the Plevne has not even begun embarking troops for the landing, and the operation is cancelled.

10 January 1913: Hamidiye, Mecidiye and Berk-i Satvet put to sea to hunt the destroyer Dosa, sighted near the Anatolian coast. The cruisers pass the Narrows at 1400hrs, and on sighting the Dosa give chase. By the time the destroyer reaches Bozca Ada it is out of range, and after firing a few rounds the Ottoman cruisers return to base.

The action of 10 January was just one of many cat-and-mouse games played between the two sides. The Greek destroyers always managed to remain outside the Ottoman warships’ range, and each time the cruisers fired a few rounds before breaking off the chase.

In this incident the navy minister wanted to know why the two cruisers did not close with the enemy. The fleet command answered that it was not prepared to risk the cruisers for a few enemy destroyers, and that shortage of coal made it necessary to send the modern destroyers back to base early in the engagement.

The commander-in-chief Albay Ramiz now proposed shelling Imroz to draw out the enemy warships. With the exception of Nişantepe-i Hamiyet (laid up with engine problems) the entire squadron received orders to prepare for sea. The battleships, cruisers and destroyers were to attack Imroz. Asar-i Tevfik, Iniithab and four torpedo-boats were to patrol the sea area off the Dardanelles. The hospital ship Resit Paşa would remain at Çanakkale and Tirimiğan was to act as a floating signal station between the squadron and the patrol, and would be positioned near Kumkale.

10 January 1913: At 0825hrs the flagship Barbaros Hayreddin, leading Torgud Reis, Mesudiye and Asar-i Tevfik, passes Hellas; Mecidiye and Hamidiye are a few miles ahead and the main fleet follows, on a general course of 250° at 12.5 knots. The destroyers of the Second Division steam in echelon with the battleships. The First Division takes up position north of the main force but still close to the Anatolian coast. Asar-i Tevfik is now detached to patrol the area between Hellas and Kumkale.

The cruisers sight two enemy destroyers at 0833hrs and, increasing speed, give chase. The Greeks turn away when the cruisers close to 1800 metres. The cruisers reduce speed and wait until the ships of the Second Division come up. At 0840hrs Tirimiğan picks up a signal from Asar-i Tevfik reporting enemy warships in its area. Albay Ramiz receives the information at 1005hrs, and orders the squadron to turn around. Picking up the cruisers and the escorting destroyers, the fleet sets course for the Dardanelles.

At 1130hrs the squadron again turns on to a northerly course towards Imroz and divides, with the First and Second Division taking up station to starboard of the main fleet. In this formation the fleet advances on a course parallel to Kephalo Burnu. Asar-i Tevfik reports three more enemy destroyers east of the fleet.

The battleships open fire at 1215hrs, and the Greeks turn away. At 1225hrs the Greek ships return and are soon in range of Asar-i Tevfik’s guns; a few rounds are fired but no hits recorded, and the destroyers turn away again. Hamidiye and Mecidiye alter course towards the gun flashes. At 1245hrs the battleships alter course to the south.

Hamidiye fires on two enemy destroyers off Kephalo Burnu at 1250hrs, but no attempt is made to follow the fleeing enemy. At 1350hrs the battleships pick up the cruisers and head west, the whole fleet setting course for the Dardanelles at 1415hrs.

18 January 1913: A further action is planned by Albay Ramiz. Hamidiye, in the Aegean Sea since 13 January, is signalled to return from patrol to join the fleet, but the signal is not received; the operation goes ahead without the cruiser. The plan is to advance towards Limani and seek contact with the Greek ships, on the assumption that the Georgios Averof will be with the enemy fleet and not at sea hunting the Hamidiye.

The fleet leaves the Dardanelles at 0820hrs on course 253 degrees, at a speed of only eleven knots. The flagship Barbaros Hayreddin leads the main force, with Mecidiye forging ahead and Berk-i Satvet, Basra and Yarhisar to port and starboard. The fleet auxiliaries are in position in the Narrows and the tugs Samsun and Iniithab have steam up, reading for salvage operations if necessary.

The Greek destroyer Leon, accompanied by the torpedo-boat Aspis, is waiting off the Dardanelles and signals the Ottoman sortie. The Georgios Averof, Hydra, Psara and five destroyers immediately steam to meet the Ottoman force.

At 1055hrs Mecidiye sights the approaching Greeks, reports to the flagship and then speeds back to the fleet with Basra and Yarhisar. Albay Ramiz orders a course alteration to the south and the fleet begins to close the enemy. 1155hrs: Barbaros Hayreddin opens fire on the Georgios Averof at 1155hrs, at a range of 8,000 metres. The other warships also begin concentrating their gunfire on the...
enemy cruiser. At 1200hrs the Greeks return fire. They make use of their superior sea speed (the Ottoman battleships could only make about sixteen knots) to try to steam round the enemy.

Albay Ramiz orders Mecidiye and the destroyer escort to withdraw and continues the engagement with his major warships. At 1250hrs Greek attempts to "cross the T" are foiled when the Ottoman fleet, Barbaros Hayreddin leading, alters course to the north. Mecidiye is hit on the 150mm battery at 1255hrs and three guns are put out of action, though there are no casualties. Already seriously hampered by boiler problems, Mecidiye is ordered to withdraw and returned to base. Barbaros Hayreddin is hit on the centre 280mm turret and the entire gun crew is killed; further hits on the superstructure cause only slight damage but smoke and escaping steam and fumes are sucked into the engine and boiler rooms. The crews are forced to abandon their stations, and speed falls off to five knots. Torgud Reis takes over as leader.

At 1255hrs the damaged flagship passes Torgud Reis and is covered by the latter. The enemy are kept at a distance, and finding themselves close to the Ottoman batteries of Kumkale, the Greek ships break off the engagement and turn away. The action ends at 1400hrs as both sides return to base.

February 1913: The Bulgarian High Command charters five merchant ships at Fiume. They load food supplies and are prepared to leave for Dedegaz.

16 February 1913: Istanbul receives word of the convoy, and Hamidiye, at sea in the Mediterranean, is ordered to capture the Bulgarian ships.

20 February 1913: Yüzbaşı Rifat is ordered to prepare a light task force. This force is to operate off the Dardanelles and intercept any Greek ship sent to hunt the Hamidiye. However, due to typical lack of co-ordination and co-operation between the departments at the navy ministry and naval command, the Hamidiye receives no orders for action and continues to patrol off Haifa.

22 February 1913: The task force, the sole purpose of which is to distract the enemy while Hamidiye hunts down the chartered Bulgarian cargo vessels, puts out to sea. Mecidiye, Muavenet-i Milliye, Gayret-i Vataniye, Yarhisar, Demirhisar and Hamidabad pass Hellas at 0830hrs. Muavenet-i Milliye is detached for the Gulf of Saros to cover the flank and the remaining ships proceed towards Imroz. A light sea fog reduces visibility, and speed is reduced. Two enemy destroyers are sighted, but no action is taken. Both sides turned away as the range closes, and the Ottoman ships, still proceeding at reduced speed, make for base. At 1200hrs the force passes Çanakkale, and the operation ends.

Meanwhile, reports reach the navy ministry in Istanbul that the Georgios Averoff is damaged and out of service. The army command uses this unconfirmed information to justify landings on Midilli and Sakiz. Orders are given to prepare seven steamers to act as troop transports and have them ready for embarkation at the Dardanelles. The naval command doubts the validity of the reports, and treats the proposed landings with scepticism. However, in order to confirm the reports, the fleet is ordered to put to sea and proceed to Imroz. Here it is hoped to meet the Greeks, with or without the Georgios Averoff. The naval command believes that the Greek cruiser is at sea hunting the Hamidiye.

3 March 1913: Demirhisar and Sultanhisar leave the Dardanelles and sail along the Anatólian coast to hunt the submarine Delfin, believed to be patrolling in the area. The destroyers Muavenet-i Milliye, Gayret-i Vataniye and Yarhisar are detached from the main fleet, the former to the Gulf of Saros and the others going on towards Tarsan Ada with orders to watch for the enemy near Bozca Ada.

A Greek squadron is sighted at 0934hrs coming from Imroz and the Ottoman flotilla leader, Binbasi Muzaffer Ali, on board the Mecidiye, is certain that he has the Georgios Averoff, two armoured cruisers and six destroyers ahead. By 0955hrs Berk-i Satvet is in torpedo range of the enemy, but neither side takes action and the Greeks, apparently unwilling to risk action, turn away towards Bozca Ada. This unwiliness is hard to understand since the superior Greek force could have cut off the Ottoman ships from the Dardanelles; instead, they reach the Narrows safely, and the proposed landings are cancelled.

9 March 1913: Another operation is planned against Imroz. Mecidiye sails from the Dardanelles in company with Berk-i Satvet and Yarhisar. Demirhisar and Hamidabad patrol off the Dardanelles. After passing the Narrows the ships split up. Berk-i Satvet turns north for the Gulf of Saros and Yarhisar makes for Bozca Ada.

At 1045hrs Greek destroyers are sighted by Yarhisar, which makes for Mecidiye to report. At 1230hrs Berk-i Satvet radios sighting two destroyers and a steamer near Imroz. Mecidiye orders the torpedo-boats to return to Çanakkale. The remaining Ottoman warships then head towards the enemy and open fire. The Greek ships return fire briefly, then make off. Berk-i Satvet stops the steamer, which is sailing under the name Hanri (or, more probably, Henri) under the French flag, and carrying foodstuffs. Mecidiye's captain suspects that the owners are in fact Bulgarians and that the steamer is en route to Dedeağa. A prize crew from Yarhisar goes on board and the steamer, with destroyer escort, is taken to Çanakkale. At 1600hrs Mecidiye’s patrol ends, and the cruiser returns to the Narrows.

March 1913: Torgud Reis and Mecidiye are out of action with damaged guns, and the repairs are considerably delayed due to a shortage of materials. During the month no task forces leave the Narrows, although the opportunity is taken to carry out battle manoeuvres and gunnery practice in the Sea of Marmara.

April 1913: The customs post at Urla reports sighting a cruiser and four destroyers. It is obvious that the Greeks are going to attempt to blockade the Gulf of Izmir.

8 April 1913: Mecidiye and a destroyer flotilla comprising Gayret-i Vataniye, Muavenet-i Milliye and Niimune-i Hamiyet depart the Narrows to investigate the reported sightings. Gayret-i Vataniye proceeds as far as the Gulf of Saros, and the cruiser and its escorts go to Tarsan Ada. Three enemy destroyers are sighted maintaining their long-range blockade of the Dardanelles, but since they are too far away no action is taken. At 1720hrs Gayret-i Vataniye rejoins the group, which then returns to Çanakkale.

10 April 1913: Georgios Averoff sighted off Bozca Ada. The fleet commander orders his squadron to move from Nara to Çanakkale to coal and replenish ammunition and stores.

11 April 1913: Gayret-i Vataniye and Yadigar-i Milli depart the Dardanelles at 0930hrs and, steaming southeast, soon sight two enemy destroyers near Bozca Ada. The sightings are immediately reported to base, and fleet command orders the boats to shadow the enemy ships. At 1140hrs two further Greek destroyers join up, and close the torpedo-boats. After firing a few rounds they make off for base.

At 1217hrs Barbaros Hayreddin (with the fleet commander on board), Torgud Reis, Berk-i Satvet, Niimune-i Hamiyet and Hamidabad anchor off Çanakkale. Asar-i Tevif joins shortly afterwards and the squadron is ready for action. Meanwhile, Mecidiye sails at 1220hrs to join the two destroyers off the Dardanelles, reaching Kumkale by 1300hrs. The destroyers reach Kumkale at 1350hrs, and the Greeks now approach at high speed.

At 1335hrs, steaming parallel courses, both sides open fire.
1400hrs the Ottoman warships break off the action and made for home, while the Greeks make for Imroz. No hits on either side are reported. As usual, the range was great enough to ensure that there was little chance of a serious damage.

**Sea of Marmara operations**

**30 October 1912:** Bulgarian cavalry reaches Tekirdağ. Patrols are soon seen in the Gelibolu area. Ottoman troops are withdrawn behind the Çanakkale Line, and the navy is ordered to support the Line from the Sea of Marmara. The old gunboats stationed there however are not suitable for the task, and İstanbul orders the two old armoured corvettes İclaliye and Necmi-i Şevket, laid-up out of service, fitted out and made ready for sea. Both warships could reach their designated firing stations only under tow.

**6 November 1912:** Hamidiye relieves the battleships, and Asar-i Teyfik, following another round of boiler repairs, takes up station off Tekirdağ.

**7 November 1912:** The Bulgarians occupy Tekirdağ. Asar-i Teyfik shells the beach, but the bombardment has little impact on the enemy. Torgud Reis and Basra, sent to assist, are withdrawn after a day’s bombardment.

**13–14 November 1912:** Hamidiye and Mecidiye bombard Bulgarian troops at Çanakkale. The action has to be curtailed due to a shortage of ammunition.

**15 November 1912:** Hamidiye brings the navy minister Şahh Paşa from İstanbul to Büyükçekmece.

**15–20 November 1912:** Torgud Reis, Barbaros Hayreddin, Mesudiye, Asar-i Teyfik, Necmi-i Şevket and İclaliye are on station at Büyükçekmece, but make little contact with the enemy.

**3 December 1912:** The commander of the Black Sea Fleet requests additional ships to strengthen his command. Accordingly Bezm-i Alem, Berk-i Savet and Berkeşan are sent from Marmara to the Black Sea. The Marmara force, under Albay Tekirdağ Kadi, is now left with few serviceable ships. These comprise the İclaliye at anchor off Büyükçekmece, the corvette Zuhaf at Çanakkale and the gunboat Nesehir off the Marmara Islands. The gunboat Nur-il Bahir, actually an armed steamer, is in dock at İstanbul undergoing boiler repairs but is expected back shortly.

**14 December 1912:** The destroyers Akhisar, Musul and Yarhisar are sent on rotation to supplement the Marmara force.

**January 1913:** The gunboats are reassigned to duties as tugs for sailing ships in the Marmara.

**January–February 1913:** The X Army Corps is set up at İzmir and Bandırma. The troops are briefed to occupy the Bulgarian-held positions once the ceasefire is signed, as part of the government’s plan to retake Edirne.

**4 February 1913:** Special forces from the Jandarma land from the Zuhaf near Mierefte to test the enemy’s strength, but are repulsed by the waiting Bulgarians. Eight members of the landing force are killed. On the same day at 0900hrs, Berk-i Savet and Nur-il Bahir bombard Şarköy and later Mierefte.

**5 February 1913:** Mesudiye arrives off Şarköy with the other units and the town is bombarded from 0900hrs to 1300hrs. More damage is inflicted on the civilian population than on the Bulgarian troops.

Light attacks by Ottoman forces on Bulgarian-held positions on the Çanakkale front had little effect on the enemy, İstanbul, despite serious doubts on the part of commander-in-chief, General Ahmet Izzet, decided to go ahead with a full-scale landing at Şarköy. Two divisions of the X Army Corps began embarkation at İzmit and Bandırma at the beginning of February. In order to speed up the operation, the government chartered twelve of the fast Bosphorus ferries as transports.

**5–7 February 1913:** All troops are embarked for the landing, which is openly reported in the İstanbul newspapers.

**8 February 1913:** At 0500hrs the transports from İstanbul, İzmit, Bandırma and Erdek are in position in a line Şarköy-Inceburun. Due to a lack of co-ordination the covering warships fail to arrive on time. The liaison officer on the transport Nişafır and the divisional staffs on the steamer Buslango are compelled to postpone the landing and await the arrival of the naval force. At 0900hrs Barbaros Hayreddin, Torgud Reis, Mecidiye and Berk-i Savet, which have only begun weighing anchor at Narı at 0550hrs, arrive and commence firing on the Bulgarian entrenchments on both sides of Şarköy. After the bombardment ends, the transports move in and the troops are landed over pontoons; they meet only light resistance.

**9 February 1913:** Additional battalions are landed, but the Bulgarians now counter-attack in strength, and by the afternoon the landing troops are being driven steadily back.

**10 February 1913:** The situation is now becoming critical for the Ottoman army, and, although the transports still have large numbers of fresh troops on board and more are on their way from İstanbul, orders are given to abandon the landings. The situation around Gelibolu has also worsened, and the troops at Şarköy are needed to prop up the Gelibolu front. At 1620hrs evacuation of the landing forces commences and the embarkation is speedily completed without serious interference from the Bulgarians.

**11 February 1913:** The last remaining troops are embarked from the beaches by four of the chartered Bosphorus ferries.

**18 February 1913:** Another landing at Şarköy is ordered by Enver Paşa. The landings are a complete failure and the troops are quickly reembarked on the transports Akdeniz and Karadeniz, which then return to İstanbul. The army command had failed to inform the navy of these plans, so that no warships were present at this fiasco.

Until the final armistice in April, naval activity was restricted to patrols by Musul and Draç to Tekirdağ and Silivri, though the two torpedo-boats made no attempt to fire on the enemy. During this last phase of the war the İclaliye remained inactive off Büyükçekmece.

**The cruise of the Hamidiye**

This undertaking, actually three separate sorties, is perhaps the best known of all exploits of the Ottoman navy, with the Hamidiye and its commanding officer Yağış Hindiye Rauf (1881–1964) achieving a certain celebrity throughout the world.

Hüseyin Rauf, who changed his family name to Rauf Orhay in 1930, joined the İtilat ve Terakki movement as a young naval lieutenant. While captain of the torpedo cruiser Pek-i Şevket, which he commanded from 1908 until 1911, Hüseyin Rauf took an active role during the abdication crisis of Sultan Abdüllâ Hamit II. When the Pek-i Şevket was interned at Suez at the outbreak of the Italian war, Hüseyin Rauf made his way back to İstanbul to take command of the Hamidiye. He always considered himself to be a political officer, so that when the Balkan wars were over it was natural that he should be posted to the navy ministry. Here he directed the planning department responsible for the new capital ships under construction in Britain. He was also designated to command the Sultan Osman I.

During World War I he was employed for much of the duration on political missions. He visited Baghdad and made contact with high ranking Persian officers in an attempt to bring that country into the war on the Ottoman side against Britain, and as navy min-
ister (14 September–23 November 1918) was signatory to the ceasefire agreement at Mudros on 30 October 1918.

Although politically active on behalf of Enver Paşa and also an activist in the İtilat ve Terakki, Hüseyin Rauf went over to Kemal Paşa ( Atatürk) at the end of 1918. He became chief minister (12 July 1922–14 August 1923) of the Republic. As a diplomat he represented the Republic at the London conference in 1922. He went into exile following disagreements with Atatürk, remaining abroad until July 1935. He was elected to parliament in October 1939. Rauf Orbay remained politically active until his death on 16 September 1964. This, then, was the energetic officer entrusted in early 1913 with a mission which few observers considered the Ottoman navy capable of carrying out.

All previous encounters had demonstrated clearly that as long as the Georgios Averoff was present there was little chance of the Ottoman navy sinking or even seriously damaging the lighter units of the Greek navy. It was therefore proposed that a cruiser should be sent into the Aegean to attack the smaller Greek ports and coastal towns and capture or sink enemy merchant vessels. It was assumed that the Greeks would then withdraw the Georgios Averoff from the Dardanelles area to hunt down and destroy the marauder.

The cruiser selected was Hamidiye which, unlike the very similar Mecidiye, had no stability problems. Torpedo damage from November 1912 had now been repaired and the cruiser was ready for sea. One flaw in these preparations was that the radio equipment continued to give trouble. Hüseyin Rauf was ordered to sail from the Dardanelles to raid the port at Ernapolis on Syros, then return to Čanakkale. At the same time the fleet would sail from the Narrows and seek action with the enemy.

13 January 1913: Hamidiye anchors off Küşetabya, a small Dardanelles village near Nara.

14 January 1913: At 0900hrs the Hamidiye departs Kephez, while Mecidiye, escorted by the destroyers Basra and Yarhisar, patrols the entrance to the Dardanelles. The patrol returns to base without sighting enemy ships. Hamidiye, steaming at only fifteen knots, leaves home waters at about 1800hrs and, sailing through rough seas and in overcast weather passes Semendirek and Limnos.

15 January 1913: Hamidiye is off Sira before noon and finds the British merchant vessel Alexandra and the Greek auxiliary Makedonia in port. Both ships are signalled to leave the port. Makedonia (5033gt/1912) is quickly abandoned by its crew, and is shelled, set on fire and sunk. Hamidiye also bombards the town, damaging the power station. At 1300hrs Hüseyin Rauf ends the bombardment and the cruiser makes for the open sea. The Greeks later raise the Makedonia and it is repaired and returned to service. Although this action is only a limited success, the propaganda effect within the Empire is considerable. At last the navy appeared to be actively pursuing the Georgios Averoff. Unfortunately for the Empire, the Greek commander, Admiral Lounduriotis, refuses to fall into the trap and the cruiser remained on station in the Aegean.

16 January 1913: Aware of the danger of meeting the enemy en route to the Dardanelles and without radio contact to the fleet, Hüseyin Rauf sets course for Crete on his own authority.

18 January 1913: Hamidiye anchors off Beirut. Here the cruiser quickly takes on coal and provisions and sets course for Egypt.

19 January 1913: Hamidiye arrives at Port Said at 0130hrs. Although Egypt is nominally still under Ottoman rule, the influence of the British authorities is sufficient to ensure that only 150 tons of coal are made available and minor boiler repairs carried out.

21 January 1913: After remaining in neutral waters for over thirty hours Hamidiye departs Port Said and passes through the Suez Canal and into the Red Sea. On the way the cruiser stops at every Ottoman outpost for news and instructions from Istanbul. At Cidda repairs to the condensers are made and a small quantity of coal bunkered.

5 February 1913: The navy minister decides that it would still be unwise for the cruiser to attempt the break through to the Dardanelles. Hamidiye is ordered to proceed to the Adriatic and operate along the Albanian coast.

6 February 1913: Hamidiye anchors off Port Said at 0300hrs. The Ottoman embassy in Vienna has chartered the Italian steamer Alba to take 450 tons of bunker coal to Malta, and Hamidiye is ordered to proceed there.

13 January 1913: Bad weather and rough seas make the transfer of the coal in international waters off Malta impossible. Alba is ordered to make for La Valetta.

14 February 1913: On arrival at La Valetta, Hamidiye finds that the Alba has departed for Beirut, and bunker coal has to be obtained from Maltese suppliers.

17 February 1913: Bunkering is completed by midnight, but the limited supplies of fuel now on board make operations along the Albanian coast out of the question.

23 February 1913: Hamidiye arrives at Haifa and takes on 350 tons of coal, supplied by the Hejaz Railway. Declining to contact the navy ministry, Hüseyin Rauf decides to make for the Anatolian coast.

25 February 1913: Hamidiye arrives at Kekava and receives news from Istanbul. Following minor boiler repairs the cruiser proceeds to Antalya, where 10,000 gold lira and fifty tons of ammunition are to be loaded for the Northern Army and the intention is to make for the Albanian coast as originally planned. Owing to the general inefficiency of the Ottoman administration these essential supplies fail to arrive on time (the roads and the railways to Antalya are unable to cope with this amount of freight).

29 February 1913: Hamidiye proceeds to Beirut to bunker from the Alba, then sails for Avrat Island to load ammunition.

6 March 1913: The cruiser arrives at Avrat and the ammunition is taken on board from small sailing boats, which have collected the ammunition from Mersin and other small ports and brought it to the island. Once loading has been completed it is discovered that the fuses are missing, and Hamidiye is ordered to Iskenderun to pick these up.

8 March 1913: Hamidiye departs at 0500hrs, with orders to make for Semeni River on the Albanian coast.

12 March 1913: The cruiser appears off Drač (Durazzo) and shells a Greek military camp before making off at high speed. Later Hamidiye arrives at Singin (S. Giovanni di Medua), where seven Greek and one Austrian steamer lie at anchor. These are the Harisonalis Sifneos (in ballast), Trifilia (troops and twelve field guns), Elpis (1,116 troops, seventy-five pack animals, ammunition), Zanof Sifneos (troops, pack animals), Marika (1,250 troops, three aircraft), Zeva (200 troops, 288 pack animals, nine field guns), N. Verenadis (1,250 troops, twenty-three pack animals, twenty-nine guns) and the Austrian Scutari. Hamidiye orders the beach to be cleared and opens fire on the Greek steamers – all transports for the Serbian army – and heavily damages six vessels. More than 120 Serbians lose their lives in the attack. At 1245hrs Hamidiye departs Singin.

15 March 1913: The Greek gunboats Acheloos, Alpheos, Eurotas and Peneos hunt the Ottoman cruiser in the Straits of Otranto. Off Cape Rodni Acheloos sights Hamidiye, which opens fire and hits
the gunboat before making its escape. With fuel supplies running low and all the ports along the Aegean coast and the waters off Anatolia blockaded by the Greeks, Hüseyin Rauf decides to return to Egypt.

16 March 1913: Hamidiye arrives at Alexandria. Here again difficulty is experienced in obtaining coal and an attempt to purchase a cargo of coal from a British collier fails. Without exact information from the naval command on the whereabouts and strength of the enemy fleet, Hüseyin Rauf is compelled to keep moving from port to port, and any instructions he receives from Istanbul are usually too late to be of any practical value.

22 March 1913: Hamidiye arrives at Beyrut. Here word is waiting from the navy ministry that attempts to be made to refit and supply the cruiser at Antalya, and that small sailing craft are already on their way with cargoes of coal and ammunition.

23–28 March 1913: Hamidiye puts to sea and cruises between Gaza and Haifa.

29 March 1913: Hamidiye sails for Antalya. West of Crete the Greek sailing vessel Ispandis is stopped and a prize crew takes the boat with its cargo of bricks to Antalya.

2 April 1913: The cruiser returns to Beirut. Hüseyin Rauf suspects that the Greek navy now knows of his plans and when he arrives in port his suspicions are confirmed. After bunkering the Hamidiye sails for the Red Sea to await further instructions.

6 April 1913: Hamidiye arrives at Cidde, and proceeds to show the flag round Yemen. Hüseyin Rauf had been there in 1911 with the Peyt-i Şevket and knew the area and the local dignitaries well. During this visit, lasting some weeks, many of the local sheiks are welcomed on board and a number of agreements are reached.

30 May 1913: The cease fire comes into force.

15 June 1913: Hamidiye bunkers at Kameron (Red Sea) and after repairs have been made to the boilers and condensers the cruiser sets course for home.

21 August 1913: The cruiser arrives at Suez and bunkers coal without difficulty.

23 August 1913: Hamidiye bunkers at Gaza and then sails at eleven knots for home.

5 September 1913: Hamidiye arrives at Çanakkale and remained overnight while preparations are made for an official welcome.

7 September 1913: The Hamidiye receives a tumultuous welcome from the population of Istanbul. The cruiser is later moored off the Dolmabahçe Palace, and here the eight-month cruise ends.

The Ottoman Empire and World War I, 1914

The Ottoman Empire's entry into World War I in 1914 is still surrounded by the legend that the Goeben played the decisive part in bringing the Empire in on the side of the Central Powers. At the outbreak of the war, the policy of the Empire was determined primarily by Enver Paşa, the minister of war, whose pro-German inclinations were well known internationally. Nevertheless Istanbul was not prepared to go to war, with all its incalculable risks, simply through the presence of a battleship in the Dardanelles. Propaganda from all sides gave the Goeben and the Breslau a more important role in the dramatic days leading up to the declaration of war than they actually earned; the roots of the Ottoman decision were to be found in the pro-German leanings of the government.

At the end of 1913 Istanbul convinced the German government to send a military mission to the Dardanelles. Berlin agreed, but was soon in conflict with the other European powers who wished to maintain their existing influence without interference from Germany.

Berlin’s decision to become involved in Ottoman internal affairs is all the more surprising when one considers that France had already over-committed itself financially in the Near East. The French government knew that there was little chance of recovering its considerable investments. The French financial difficulty was, of course, well recognised in finance and banking circles in Berlin and in German industry. Heavy industry companies, while interested in receiving orders from Istanbul, cautioned Berlin to approach the Ottoman proposals with reserve and suggested that Berlin should encourage the exploitation of the İskenderun region along both sides of the Baghdad Railway. Industry also suggested that foreign assistance should be invited to support any Ottoman projects, thereby reducing Germany’s own financial risks and at the same time helping to reduce the considerable international ill-feeling over Germany’s favoured status.

Industry was dismayed at the idea that Germany should send a military mission to Istanbul, and no company honestly believed that larger orders for arms would result. The problems experienced by Krupp over the past decades were, of course, widely known.

Imperial Germany’s long-term goals were more than simply investment in the Ottoman Empire. Through deliveries of arms and political support in international affairs Berlin hoped to keep the Ottoman Empire intact as a functional state until the expected final collapse occurred at which point Germany would be in a strong position to make justifiable claims for compensation.

Germany’s main sphere of influence was in the region from İskenderun to Diyarbakir. In 1913–1914 the Goeben visited İskenderun and the harbour was surveyed as a possible naval base. Russia was conducting similar surveys along the Black Sea at the time.

Nevertheless it is hard to understand why Berlin assumed that Britain would allow Germany to set up a naval base in the Mediterranean. Naturally, Istanbul was aware of all these problems but continued to hope that envy and distrust amongst the European powers would be sufficient to hold them back from making any aggressive moves against the Ottoman state. Until July 1914 Istanbul’s hopes appeared to be justified; then the country was caught in a chain of events that lead to the declaration of war.

Russia was exerting considerable pressure on the Empire to remain neutral in the event of hostilities, but refused to give any guarantee to respect the Ottoman borders. Following the visit of the Tsar to Constanza and Bucharest in June Russia and Rumania agreed to co-operate in the event of the closure of the Straits. Russia also encouraged Rumania and Bulgaria to take action to disturb the Turks although this was not specified.

15 June 1914: Anglo-German agreement signed. This settles the Baghdad Railway problem, the Germans now promising not to extend the line further south of Basra. Berlin also agrees to recognise Britain’s interests in shipping on the Euphrates. The agreement reflects real desire on both sides to remove outstanding colonial difficulties in this area.

24 June 1914: Austrian memorandum to Berlin. Vienna favours an alliance with Bulgaria and the Ottoman Empire to make a reconstitution of the Balkan League under Russian and French auspices impossible. Berlin urges Austria-Hungary to reach an agreement with Serbia, Rumania and Greece.

28 June 1914: Assassination of the Archduke Franz Ferdinand at Sarajevo.
June 1914: The chief of the German military mission Liman von Sanders sends a favourable report on the strength and fighting condition of the Ottoman army. Sanders’ positive judgement did much to influence Berlin.

22 July 1914: Enver Paşa asks the German ambassador Von Wangenheim to report to Berlin that the Ottoman government wishes to discuss the possibility of an agreement between the two countries. This alliance is to be directed against Russia only. Germany accepts without detailed consideration of the scope of a military alliance with the Ottoman Empire.

1–2 August 1914: The treaty between Imperial Germany and the Ottoman Empire is signed at Yeşilköy, the residence of the Grand Vizier, its contents known only to a few ministers of the government. İstanbul would enter the war as soon as hostilities are opened by Russia against Germany or Austria-Hungary (also a signatory).

It soon becomes clear that both sides have different ideas as to the actual meaning of mutual support. Germany insists on an immediate Ottoman attack on Russia. Only after considerable discussion do the other signatories assent to İstanbul’s request for time and neutrality in order to complete the necessary military preparations.

İstanbul seeks specialist assistance in mine and torpedo warfare and gunnery exports for the forts and gun emplacements on the Bosporus and the Dardanelles. Berlin complies, and by the middle of August over six hundred specialists, travelling as traders, merchants, fitters and engineers, have been sent to İstanbul. These men were placed under the command of Admiral von Usedom.

3 August 1914: Barbaros Hayreddin, Mecidiye and Peyk-i Şevket arrive at the naval shipyard at İstanbul to begin refits. Mesudiye follows shortly afterwards. German engineers begin their inspections of the ships and find them in a poor state of repair and maintenance. However, in the short time available, only the very worst deficiencies can be corrected, the ships painted and ammunition, fuel and stores loaded.

At this very early stage of the war the serious shortage of fuel, coal and ammunition is already apparent, with the country dependent on Russia and Rumania for its oil supplies.

İstanbul and the Bosporus, 1914–1918

4 August 1914: Mine barrages are laid by the tugs İstinye and Bospordok in the Bosporus, the work continuing during the following days. A channel close to the European coast is kept free for the fleet.

6 August 1914: The torpedo-boats of the Sultanhisar class are moved from the Bosporus into the Narrows as advance scouts. Zuhaf reports sighting Russian cruisers but no action is taken.

11 August 1914: Goeben and Breslau arrive at the Dardanelles. German experts now present their list of defects on the Ottoman warships. With the exception of Hamidiye, well-maintained and ready for sea, and Mecidiye, ready for action if not employed in rough seas, all the ships are unfit for service.

Most have boiler problems, leaking condensers and piping. The engines are in a poor state with valves missing. Watertight doors and hatches are missing and the hulls are rusting and leaking. Most of the sights had been removed from the guns. The living quarters and sanitation are in such a desperate state that German seamen refuse to use them.

This poor state of maintenance is used as propaganda by the Germans against the British mission. It was, however, not the purpose of the mission to maintain the Ottoman fleet, but rather to represent British interests in the Middle East and to ensure that British yards received important orders from the Ottoman navy. Any attempt by the mission to encourage reform had already met with the opposition of the officer corps, so that Britain had conceded to Ottoman interest, a policy which worked well enough. As a result the British mission and its work were looked upon favourably and the staff with respect throughout the war.

August–September 1914: German gun crews begin manning the coastal batteries along the Bosporus. This marks the beginning of the Empire’s loss of authority in the area.

21 September 1914: Yavuz Sultan Selim, escorted by Taşçez and Basra, steams into the Black Sea on patrol. It is not Admiral Souchon’s intention to seek out the enemy, but action is to be joined if the opportunity arises. No enemy sighted.

15 October 1914: Shortage of destroyers forces the navy ministry to reduce the number on patrol off the Bosporus to two, and to restrict the main fleet to the Sea of Marmara.

20 October 1914: The Persian steamer Shiraz (785gt/1867) hits a mine near the second barrage in the Bosporus and sinks near Rumelihisari.

10 January 1915: The gunboat Hizir Reis hits a mine near the third barrage while returning from patrol. The boat is seriously damaged forward and is towed to İstinye for docking and inspection. Repairs prove difficult and the boat is not returned to service until the middle of the year.

Following the Hizir Reis incident the fleet commander orders that the minefields be re-laid and the channels be swept clear.

30 January 1915: Nevşehir and the auxiliary motor minesweeper No. 3 begin work on the second barrage. While the first mine is being raised the crane on No. 3 snaps and the mine drifts off towards Büyükdere. During recovery the mine drifts under the bows of both boats and explodes. Both vessels sink with light casualties.

February 1915: Castor, Pollux, İstinye and Bospordok take over the work and the four mine barrages are re-laid by midsummer. They remain in place until the end of the war, deterring any enemy attempt to force the Bosporus.

February 1916: Visit of the German Vice-Admiral Hofman to İstanbul. He meets senior army commanders and the navy minister at 0700hrs to discuss the future role of the Ottoman navy. The result of the meeting is a memorandum which proposes the build up of a powerful fleet within ten years, a navy superior to those of Russia and Greece. Destroyers and submarines would be built at İstanbul under the supervision of Blohm & Voss, Hamburg.

Since the yard at Haliç is found to be unsuitable for this work, the foreign-owned yard at İstinye is to be used. However, this proposal has to be abandoned due to the lack of suitable land for expansion. Further sites are examined, but other than Blohm & Voss’s yard plans nothing further is done and the project is abandoned.

10 April 1916: The navy ministry draws up plans for the proposed fleet of six battleships, six light cruisers, twenty-four destroyers, thirty-six submarines, thirty-four gunboats plus auxiliary vessels and fifty aircraft for an enlarged fleet aid arm. The total cost of this programme is estimated at over £36m. The programme is modified after the purchase of the Goeben, Breslau and a number of destroyers.

25 August 1917: Cemal Paşa, accompanied by a number of ministers, makes an official visit to Germany and Austria. Berlin
was informed in advance that the Ottoman navy wished to purchase a number of warships for delivery after the war. A meeting takes place with Admiral von Capelle and officials from the finance ministry and an agreement is reached. For 95m gold marks the Ottoman navy will receive the Goeben, Breslau, the destroyers S 56, 60–62, V 77–80, G 89–90, 92–93 and the U-boats U 82, 84, 86, UB 62, 63 and UC 63–65. With the defeat of both partners in 1918 these extensive and very expensive plans come to nothing.

As a result of the 1914/17 meetings hundreds of young Ottoman apprentices were sent to Germany for training. Although many of them had not finished their practical apprenticeship by the end of the war, the knowledge they gained was to prove of immense value to the young post-war republic, and these men formed the nucleus of future generations of technicians in Turkey.

The Dardanelles, 1914–1918

May 1914: The Ottoman navy begins preparing for the arrival of the battleships Sultan Osman-i Evvel and Reşadiye from the British builders.
25 May 1914: Istanbul fears a Greek attempt to stop the two super-dreadnoughts from reaching Istanbul. All serviceable destroyers and torpedo-boats leave the Haliç for stations in the Sea of Marmara.
11 June 1914: Çanakkale reports Greek warships and Taşoz is sent to patrol off Sakiz and Midilli islands.
13 June 1914: A state of emergency is declared in the Gulf of Izmit and the Dardanelles and remains in force for over three weeks.
21 July 1914: Delivery of the two battleships is postponed. During a meeting with government officials in Paris, Cemal Paşa, the navy minister, appeals to the French to intervene with London to release the warships.
4 August 1914: Resit Paşa (4458 gr/1900) departs Istanbul for London with crew for the new warships.
7 August 1914: The transport is stopped at Lisbon and ordered to return home, the Ottoman government now hearing that it will not now receive the two finest warships ordered for the navy.

July–August 1914: 1st Torpedo Boat Flotilla transferred to the Dardanelles. Draç, Musul, Küthiya and Akhisar rotate patrol duties in the Narrows, on occasion patrolling as far as İmroz.
3 August 1914: The gunboat Durak Reis arrives at Çanakkale from İzmit to strengthen the flotilla.
14–16 August 1914: Selanik and Giresun lay mine barrages from Çanakkale. Nişmune-i Hamiyet and Gayret-i Vataniye join the flotilla from İzmit. British warships are sighted patrolling the seas off the Narrows entrance and further mine barrages are laid.
Intibah arrives from the Bosporus with further mines and components. Berk-i Satver and Taşoz join the patrols off the Narrows.
18 August 1914: The German steamer Lilly Rickmers (4081gt/1910) slips past the British warships to reach Çanakkale safely.

30 August 1914: Admiral von Usedom and a 140-man group of naval gunners, mining experts and specialists arrive at Çanakkale. All the old British mission mining plans are replaced and all remaining Entente officers are ordered to leave the Dardanelles.

6 September 1914: Mesudiye, intended for service as a floating battery, anchors off Nara and Intibah and Nusret are detailed to provide protection.

10 September 1914: An Ottoman seaplane makes a forced landing off Imroz and is taken in tow to Çanakkale by Draç. On arrival Draç’s captain reports that a British destroyer had come close to observe the salvage.

29 September 1914: Akhisar departs on a reconnaissance voyage to Imroz. On board is the German Oblt z S. Frige, intending to gather information on the British blockade force. Shortly after the torpedo-boat leaves the Narrows it is stopped. The British hand over a declaration of intent to the effect that no further Ottoman or enemy merchant ship or warship will be permitted to leave the Dardanelles.

30 September 1914: Admiral von Usedom orders the mine barrages to be strengthened and increased in number.

1 October 1914: The steamer Mersin (361gt/1883) hits one of the newly laid mines off Çanakkale and has to be beached.

27 October 1914: Despite their declaration, the British allow the gunboats Nevşehir, Yozgat and Malatya to transit the Dardanelles, the last Ottoman warship to pass through. By the end of the month all the ships required to maintain patrols from Çanakkale had arrived on station.

1 November 1914: The British Wolverine and Scorpion enter the Gulf of İzmit and sink the survey vessel Beyrut off Urla and the steamer Kinalia (297gt/1883). The crews of both ships are given time to abandon before the vessels are sunk by gunfire.

5 November 1914: Britain and France declare war. British warships shell the gun batteries at Gedizbahir and Ertuğrul and French forces fired on those at Kumkale and Oralmaniye. Casualties are slight but the arsenal at Gedizbahir is badly damaged by a direct hit.

30 December 1914: The old imperial yacht İstanbul and another yacht, Galata, are transferred from the Marmara Ada to Imralı Ada as the first units of a submarine observation force. The Zuhaf patrols the water between Marmara Ada and the European coast. The confiscated British tug Maggie Grech is stationed at Çanakkale for possible anti-submarine duties.

19 February 1915: British warships begin their naval action against the Dardanelles.

25 February 1915: British forces land on Lemnos. Several companies of marines are landed without any difficulty, the forts silenced and the island quickly occupied. This suggests that a more extensive military operation at this time on the peninsula would have been relatively easy.

1 March 1915: British minelayers make repeated sweeps into the Narrows. British warships continue their bombardment of the forts and shore installations. All available artillery in Istanbul is rushed to the threatened front.

2 March 1915: Intibah arrives at Çanakkale with the last twenty-five mines from the arsenal’s reserve in Istanbul; additional mines from Germany are still awaited.

8 March 1915: The Nusret leaves Nara at 0500hrs for the Bay of Erenköy. The bay is in use as an enemy anchorage, and during the next two hours a twenty-six mine barrage is laid across the bay. The Nusret returns to Çanakkale at 0800hrs without sighting the enemy.

18 March 1915: A combined Allied naval force under Admiral de Robeck tries to force the Narrows. The battleships Irresistible, Ocean and Bouvet strike mines laid by the Nusret, undetected despite continuous sweeping of the area, and there are heavy casualties. De Robeck gives up the attempt to force the Narrows, prematurely.

10–11 March 1915: The Demirhisar, with an Ottoman crew under the command of the German Kptl Freiherr von Fricks, departs Çesme for İzmit, with orders to attack any warships at anchor in the area. Off Baba Burnu the torpedo-boat sights a cruiser and a seaplane carrier and prepares to launch a torpedo attack. Just as the torpedoes are ready, a steamer appears out of the darkness. This proves to be the captured German freighter Aenea Rickmers (4083gt/1898). A torpedo is fired at a range of some 300 metres, and explodes in the freighter’s cargo of timber. The cargo effectively damps the explosion and the ship is only slightly damaged.

15 April 1915: Following lengthy repairs at İzmit, Demirhisar again departs on patrol. At about 1000hrs the British transport Manitou (6894gt/1898), en route from Skyros to Gallipoli, is stopped. Orders are given to abandon the ship and when, after ten minutes, no action has been taken Demirhisar fires two torpedoes. Both fail to explode, but panic breaks out among the troops on board and a number of hastily overloaded lifeboats capsize. Over a hundred soldiers, many without lifejackets, are drowned. Manitou is able to proceed with its voyage.

Enemy warships are now sighted approaching at high speed, and Demirhisar makes off towards Sakiz. By noon the enemy ships have closed to 3,000 metres, and all heavy equipment is thrown overboard in an attempt to lighten the torpedo-boat and increase speed. By 1500hrs speed is down to 12 knots.
Further destroyers are sighted approaching from Çesme, and when the engines failed the Demirhisar was sailed into Greek territorial waters and abandoned. The allied warships fire on the grounded torpedo-boat until the crew has left. A British destroyer then comes alongside and a demolition party sets charges. The stern is blown up, making salvage impossible. The crew of one German and twenty-three Ottomans is interned by the Greeks, but later released to return to Istanbul. Infringement of Greek territorial waters does not appear to trouble the British.

During March and April 1915 the Ottoman defences were considerably strengthened and the army, under Liman von Sanders, was increased to about 100,000 men. The British assembled an expeditionary force of about 75,000 men, under the command of General Sir Ian Hamilton.

25 April 1915: British forces land at several places on the tip of the Gallipoli peninsula, while Australian and New Zealand troops land further north and the French land on the Asiatic shore. Poor co-ordination between the different forces and heroic resistance on the part of the Ottoman troops characterise the opening stages of the battle.

5 May 1915: Admiral von Usedom plans a torpedo-boat attack against the enemy warships at Morto Liman. The battleships Canopus and Goliath’s gunfire was inflicting heavy casualties on the Ottoman forces.

10 May 1915: Muavent-i Milliye arrives at Çanakkale. During the next two days the boat is prepared for action and three Mark A/08 Schwarzkopf torpedoes are fitted.

12 May 1915: At 1800hrs Muavent-i Milliye, under the command of the German Kaptl Firle, departs Çanakkale. At 1940hrs the boat anchors in Soghandere Bay and waits for nightfall.

13 May 1915: Just after midnight the anchor is raised and the boat moves along the coast at a speed of some 8 knots, passing unnoticed a group of patrolling British destroyers at close range. Eski Hisarlik was reached at 0100hrs, and the battleships Canopus and Goliath sighted at anchor at Morto Liman. At close range and under cover of gunfire from ashore the three torpedoes are fired and detonate successfully. Goliath immediately begins to list to starboard. By the time the second torpedo has exploded Muavent-i Milliye has turned away and made for the protection of the coast at top speed. The torpedo-boat reaches Soghandere Bay by 0200hrs and is safely back at Çanakkale by 0500hrs. After Muavent-i Milliye’s success, no further Ottoman ventures into the Mediterranean are made.

Reinforced by additional troops from Britain and elsewhere, the Allies made further landings at Suvla Bay in August. Four days of heavy fighting followed at the battle of Sari Bahir. Allied leadership was indecisive and the Ottoman defenders fought with considerable courage despite heavy losses, and were able to retain the heights. For the most part the British naval squadron was withdrawn to Mudros after its battleship losses, and used only as support for the landings. This second land failure turned opinion in Britain against the entire Gallipoli project. Hamilton was One of a series of rare action photographs showing Basra escorting the German UB8 from Çanakkale to Istanbul on 3 June 1915. Other photographs from the same series are included in the main photographs section.

Langensiepen

The barracks vessel Olga (the Turkish name Urla was simply a transliteration of the German original) at Istinye in 1917.

Langensiepen
replaced by Sir Charles Munro, who began preparations to evacuate the land forces.

19-20 December 1915: The Allies evacuate their Gallipoli positions.

9 January 1916: The evacuation is completed without loss, much to the astonishment of the British command. With the failure of the Dardanelles effort, the straits remain closed and Russia is effectively cut off from supplies from the western Allies.

In December 1917 plans were drawn up to send the *Yavuz* and *Midilli* to operate off the Dardanelles. At this time the Ottoman position in Palestine was steadily worsening, and Istanbul requested Berlin to send U-boats to harass the enemy troop transports. This request was rejected by Berlin, but the new fleet commander, Admiral von Rehbue-Puschwitz, felt he could safely order *Yavuz* and *Midilli* out to Imroz as a morale booster for the Ottoman Empire. Although the navy was under little illusion about the effectiveness of such a sortie, plans were drawn up for an attack on the suspected concentration of enemy warships there.

19 January 1918: A decoy operation using destroyers and the U-boats UB 66 and UC 23 takes place in the Sea of Marmara. By this time the destroyers have been fitted with depth charges.

20 January 1918: *Yavuz* and *Midilli* reach a position off Sedefbahir. Here the escorts *Muaven-i Milliye*, *Nümene-i Hamiyet*, *Samsun* and *Basra* are detached. At 0600hrs *Yavuz* hits a mine, which slightly damages X and XI compartments. *Yavuz* sails on to shell the radio station at Kaphalo. *Midilli* continues to Imroz and sights *Lizard* and *Tigress*, though no action occurs. *Yavuz* and *Midilli* arrive at Kusu Bay and sink the monitors M 28 and *Raglan*. Due to compass problems, a planned action at Mudros Bay is abandoned. At 0800hrs *Lizard*, *Tigress* and enemy aircraft are sighted. *Midilli* is ordered ahead of *Yavuz* to enable to cruiser’s anti-aircraft guns a better field of fire. *Midilli* has hardly taken up station when the first bombs fall close to *Yavuz*; shortly afterwards, *Midilli* is mined. The cruiser immediately loses way and fails to answer the helm. *Yavuz* makes ready to tow, but a second explosion close by causes the operation to be abandoned. Both warships have run into an enemy minefield.

At 0855hrs *Yavuz* hits another mine on the port side. Five minutes later, while moving slowly astern, *Midilli* hits another two mines, which wreck the after boiler room and the port engines. The cruiser begins to list, and strikes yet another mine.

At 0955hrs *Midilli* hits a fifth mine, capsizes to port and sinks. An hour later, 162 of the crew are picked up by British destroyers. In the meantime, *Basra*, *Muaven-i Milliye*, and the other two destroyers have been signalled to come to *Midilli’s* assistance. While closing the cruiser’s last position, *Basra* is fired on by *Lizard* and *Tigress* and damaged aft.

The pumps are quickly connected up and manage to check the flooding in the first two compartments. *Basra* makes smoke and then heads for home, the enemy destroyers being held off by gunfire from the nearby coastal batteries.

At 0950hrs *Yavuz* had struck another mine, flooding III and IV compartments. An attack by British aircraft on the battlecruiser is beaten off, and the ship makes for the Dardanelles, passing Sedefbahir at 1030hrs. Just after the pilot has come aboard at 1230hrs, *Yavuz* runs on to the Nara Bank and remains fast. The British make many attempts to sink the stranded warship, dropping hundreds of light bombs.

22 January 1918: *Yavuz* is hit twice, on the after funnel and on the port net locker. During the course of the salvage operation *Samsun* and *Muaven-i Milliye* close on the *Yavuz* while *Nümene-i Hamiyet*, *Taşoz* and *Akhisar* stand ready at Çanakkale for action against enemy submarines. All available artillery is lined up along the Gallipoli coast and on *Yavuz* all the heavy guns are prepared for action.

22-26 January 1918: *Torgud Reis*, *Intibah*, the tug *Alemdar* and the transports *Giresun* and *Kerkyra* arrive from Istanbul and attempts are made to free the battlecruiser using turbulence from the combined force of the ships’ propellers to clear the sand. At 0745hrs on the 26th the *Yavuz* comes free and is escorted to Istanbul by the *Torgud Reis*. The minelayer group remains at Çanakkale.

28 January 1918: The British submarine E 14 (Lt Cdr White) penetrates the Narrows and makes for Nara. With *Yavuz* now gone, the E 14 attacks *Intibah*. The torpedo misses and hits the wreck of *Grap* nearby. Alarmed by the explosion, *Nusret*, *Intibah* and the gunboat *Kemal Reis* pursue the half-submerged submarine. E 14 is shelled by coastal guns and sunk of Çanakkale. Nine of the crew are rescued.

From late January until the end of the war the Dardanelles remained quiet apart from occasional dogfights between the British and Ottoman air forces.

**Torgud Reis and Barbaros Hayreddin in the Dardanelles**

Autumn 1914: Both battleships are laid up at Halic in a poor state of repair. Admiral von Usedom orders them to move to Nara to act as floating batteries.

14 December 1914: Escorted by *Peleng-i Derya*, the battleships take up station off Kilya. Here they remain for five days before returning to base for repairs and gunnery practice.

18 February 1915: Arif Bey, the fleet’s second-in-command, is on board when the two battleships head for the Dardanelles. Here
the warships anchored off the coast and observation posts are set up on land to aid sighting. The ships are anchored well apart to reduce the danger from enemy action. Normally the engines were stopped during firing but later steam is kept up as the danger from submarines increases. As an additional protection, a steamer is moved nearby as a floating barrage. Üsküdar (2900gt/1907) takes up this duty at the beginning of March and remains on station until sunk by a shell from the battleship Queen Elizabeth.

11 March 1915: Barbaros Hayreddin returns to İstanbul, the naval command having decided that there is little to be achieved by keeping both warships on station.

18 March 1915: Torgud Reis is alone off Maydos when the Allies attempt to force the Narrows. No action is taken, since the ship's orders are to seek action only once the barrages at Çanakkale have been breached.

Since ammunition was always in short supply, very little firing, as little as eight shots per day, took place. The two battleships alternated on station, with one returning to İstanbul to bunker, store and load ammunition for the Fifth Army every five days. During the return passage a stop was often made at Gelibolu to unload deck cargo. There was usually an overlap of two days in which both battleships were on station together.

25 April 1915: Both warships shell the British landings. The five-inch shell fired by Barbaros Hayreddin detonates prematurely and destroys the starboard barrel of the midship's gun turret. Casualties are light. The battleship remains on station and Torgud Reis returns to Istanbul as planned.

5 June 1915: A shell explodes in the forward turret of Torgud Reis, killing four gunners and injuring thirty-two. The battleship returns immediately to Istanbul, and the naval command uses the opportunity to suspend further operations. The reasons given are that all important targets are now out of range of the battleships' 280mm guns, and that ammunition is running low. The army wants the battleship to remain on station, since although the average thirty shells per day have little effect on the Allied forces, the presence of the warships helps lift morale amongst the Ottoman soldiers, fighting courageously without adequate artillery support.

7 August 1915: Additional British forces land at Anafarta (Suvla Bay) and Admiral Souchon reluctantly agrees to release Barbaros Hayreddin for action. The battleship leaves the Haliç with only the slow torpedo-boat Sivrihisar as escort. The Mahmut Şevket Paşa (24,490gt/1898) follows as an additional screening escort. No further escorts are available, all the destroyers and the other torpedo-boats being at action stations. Normally the battleship would have been off Gelibolu by dawn, but is slowed by Sivrihisar's low sea speed.

8 August 1915: While off Bulayır, Barbaros Hayreddin is torpedoed at 0500hrs by E 11. The torpedo explodes in way of the forward funnel and the battleship capsizes about seven minutes later, floating bottom-up for a few more minutes before sinking. Twenty-one officers and 237 crew lose their lives. All the German naval personnel, fifty-one Ottoman officers and 347 crew are rescued by Sivrihisar and Basra, on patrol in the area, or manage to reach the nearby coast. The Fifth Army loses a large quantity of ammunition, including 10,000 hand grenades, in the sinking.

A few hours later E 14 torpedoes the Mahmut Şevket Paşa off Doğan Aslan. The steamer is beached.

12 August 1915: Two planes take off from the British aircraft carrier Ben-My-Chree and launch a torpedo attack on the stranded vessel. Although the pilot, FlLt Edmonds, reports hitting the ship, the torpedo fails to explode. The steamer is refloated some weeks later and towed to İstanbul.

Torgud Reis was laid up at the Haliç until February 1918, when it assisted in Yavuz's salvage at Nara.

### Allied Submarines in the Sea of Marmara, 1915

As the roads and railways along the coasts had not been developed by 1914, all passenger and goods traffic still went by sea. Only Istanbul and İzmit had the facilities to handle cargo and deal with passengers. Cargo could be landed at Çanakkale, Gelibolu, Bandırma and Mudanya, where the piers were equipped with cranes. All the other ports on the Sea of Marmara and the Dardanelles were open roads, so shallow that they could only be served by small craft. Akbaş, the main transfer base throughout the Dardanelles campaign, was only a small village with a short wooden jetty out from the shore. Here oxen, camels and bearers took over the carrying.
A rare photograph of Akbas, the main disembarkation point in the Dardanelles for Ottoman troops for the Gallipoli front, taken in May 1915. The large steamer is the Pleven.
Langensiepen

By the time the Anglo-French landings began in 1915 five Ottoman divisions of over fifty thousand men were already in position on both sides of the Narrows. They had been brought into position without difficulty. The Schichau class destroyers were used as escorts for the transports between Istanbul and Gelibolu. Boats of the Samsun class then took over for the voyage to Çanakkale. Boats of the Draç class covered the ports on the European side of the Sea of Marmara.

27 April 1915: The First Torpedo-boat Flotilla takes over responsibility for coastal patrols. The Gelibolu patrols come under the responsibility of the First Destroyer Flotilla. The Second Destroyer Flotilla is employed in the Dardanelles on anti-submarine duties.

3 June 1915: Admiral Souchon reorganises the flotilla duties. The destroyers are withdrawn to the Bosporus and the torpedo-boats take over all escort work.

Attempts to introduce convoys between Istanbul and the Dardanelles front were soon abandoned due to congestion at the open roads. After large convoys were stopped a ‘Night Express’ was introduced. Five tugs, each towing five barges, made the run between Haydarpaşa and Gallipoli, with torpedo-boats as escorts. This service was the main supply line from midsummer onwards. During this time single steamers carried ammunition and supplies through the Sea of Marmara to the Dardanelles, the fast ferries of the Şirket-i Hayriye proving to be particularly suitable for this purpose.

Admiral von Usedom took command of all anti-submarine forces in the Sea of Marmara in April 1915. Observation posts were set up on the Marmara Islands and the motor gunboat No 13, the steamers Aydin (75gt/1898), Bahrisafit (210gt–) and Iskenderun (142gt/1894) formed the units of the anti-submarine force and were based at Paşal. Aydin Reis and a number of motor boats later strengthened the small fleet. The patrols were later supported by German and Ottoman spotter planes which arrived between July and October 1915.

In August 1915 decoy ships (‘Q’ ships) were introduced. As these were little more than lightly armed sailing vessels, they were unable to inflict serious damage on enemy submarines, and the project was soon abandoned.

The loss of the Mesudiye

September 1914: The submarines B 9–11 join the British blockade fleet.

13 December 1914: B 11, under the command of Lt Cdr N. Hochrook, leaves Tenedos to attempt to force the Narrows. The submarine, fitted with new batteries, reaches a position a mile off Hellas Burnu. Here it dives and proceeds for over five hours along the European coast, passing under five mine barrages on the way.

At about 1130hrs a large warship, the Mesudiye, is sighted at anchor off the Hauser estuary on the Asiatic side of the Narrows. A torpedo is fired at a range of 750 metres, and explodes against the ship’s stern. The ship’s guns, firing at the submarine’s periscope, stop and the warship starts to capsize. The Mesudiye sinks in shallow water. Casualties are slight. The six 150mm and 75mm guns are later salvaged.

B 11 returns to base after a difficult voyage, nine hours submerged through mined waters with all enemy warships on the surface on the alert.

Saphir

17 December 1914: The French submarine Saphir arrives at Tenedos to reinforce the Dardanelles blockade. An agreement had been reached between the Allies that no submarine would sail on patrol without the express permission of the senior officer, Admiral Sackville Carden, but Saphir failed to obtain such permission before setting out for the Sea of Marmara.

15 January 1915: Saphir leaves base at 0600hrs to attempt a breakthrough to the Sea of Marmara. The submarine passes under the mine barrages without incident and surfaces to periscope depth off Nara. Here it is sighted by the motorboat Çanakkale, gunboat Isla Reis and minelayer Nasret. The boats open fire on the diving submarine. While taking avoiding action, Saphir hits the bottom and the glands and riveting, hastily repaired at Malta some weeks previously, open up. Although the submarine comes free, the flooding cannot be stopped and it sinks again to the bottom at some sixty-six metres.

With the batteries now leaking badly and poisonous gasses
spreading rapidly, the captain has no alternative but to surface and surrender. *Nusret* comes alongside and rescues thirteen of the twenty-seven crew members before the submarine sinks again. Lying 300 metres off the coast at a depth of over thirty metres and in a strong current, the submarine proves impossible to salvage.

**E 15**

17 April 1915: At 0600hrs E 15 is just off the battery at Dardanelles when caught by the strong current and driven on to the sandbanks. The shore batteries immediately open fire, and the first shell hits the conning tower, killing the commanding officer (Lt Cdr T S Brodie). After a second shell kills a further three members of the crew E 15 is abandoned. In the afternoon the tugs *Maltepe* and *Sana* arrive from Çanakkale to begin salvage. British spotter planes have already reported the stranding, and the Allied command orders that E 15 be destroyed.

18 April 1915: B 6 makes an attempt to do so during the night, but the torpedo attack fails to destroy the stranded submarine. An attempt by *Scorpion* and *Grampus* fails as the destroyers are unable to locate the target at night.

Over the next few days further torpedo attacks by the submarines B 6 and B 11 are also unsuccessful and long-range gunfire from the battleships *Majestic* and *Triumph* succeed only in interrupting salvage operations.

23 April 1915: Two pinnaces from the battleships, each armed with torpedoes, are sent in during the night. The gun batteries succeed in destroying *Triumph*’s boat but the *Majestic*’s gets close enough to fire, and the torpedo hits E 15 midships, causing serious damage. The stripped-down wreck lies on the beach until broken up in 1920.

**AE 2**

24 April 1915: AE 2, under the command of Lt Cdr H G Stoker, leaves Tenedos on patrol but is forced to return to base with periscope problems.

25 April 1915: The Australian submarine sails again at 0130hrs. At 0730hrs the battleship *Torgud Reis* is sighted at anchor off Kilya. AE 2 fires all torpedoes without success, and is spotted by the gunboat *Aydin Reis* and forced to crash dive, the submarine remains under water for over fourteen hours, during which time the motor gunboats No 18 and No 20 continue patrolling the area. At 2200hrs AE 2 surfaces at the entrance to the Sea of Marmara.

26 April 1915: At dawn the *Barbaros Hayreddin*, escorted by the torpedo-boat *Kütahya* is sighted near the Doğan Aslan Bank. Near the Yapıdkak lighthouse, AE 2 fires a torpedo which again misses the battleship. Sighted by *Kütahya*, AE 2 dives to thirty metres and slips out of the Narrows.

27 April 1915: An attack on the destroyer *Yarhisar* also fails, and AE 2 leaves the waters off Gallipoli for the Marmara Islands.

*The Royal Navy submarine E 15 on the day it was captured by the Ottoman navy.*

*German private collection*

*The Royal Navy submarine E 15 photographed on 18 May 1915 with a German-Ottoman salvage team aboard. Alongside is the salvage tug *Kurt.*

*Gülevarç*
28 April 1915: AE 2 remains in the Dardanelles without encountering enemy ships, then heads into Gallipoli to find that the harbour is empty of transports. Back off the islands AE 2 sights a four-ship convoy escorted by Muavent-i Milliye. Again the torpedo goes wide and AE 2 is forced to dive after being spotted by the escort.

29 April 1915: AE 2 remains in the area and spends the night submerged near the Asiatic coast.

30 April 1915: At 0800hrs the Sultanhisar is sighted through the early morning fog in the Gulf of Erdek at the end of a patrol. AE 2’s periscope is sighted, and Sultanhisar’s starboard guns open fire. Zuhaf joins the scene from a patrol of Gelibolu and prepares to ram the surfaced submarine. Just as the torpedo-boat is about to hit the submarine a white flag appears and Zuhaf turns shapely away to avoid the collision. Sultanhisar picks up the crew of three officers and twenty-nine men before AE 2 sinks, at 27° 25’ E, 40° 35’ N. The captured crew are taken to Gallipoli.

E 14: first cruise

27 April 1915: At 0240hrs E 14 (Lt Cdr C Boyle) departs Tenedos on its first mission to the Sea of Marmara. Off Sogundere the submarine is picked out by the searchlight and fired on by the battery at Mecidiye. After passing through the mine barrages E 14 sights the Barbaros Hayreddin near Maydos at 0600hrs. The torpedo fired misses, and E 14 is forced to dive and remains submerged until 1400hrs. The submarine then proceeds along the European coast without being observed by coastal forces. Off Şarköy Aydın Reis and the torpedo-boat Yunus are waiting for E 14 to surface. Both boats open fire and E 14 dives and remains under water for over fifty hours.

29 April 1915: At 1400hrs an attack on Muavent-i Milliye, escorting the steamer İlihat (921gt/1883) near the Marmara Islands fails. Later that afternoon E 14 meets up with AE 2, and the two submarines remain together, surfaced, overnight.

30 April 1915: E 14 stops a three-barge tow off Şarköy, but no action is taken. The night is spent submerged off Karabiga.

1 May 1915: E 14 toptoes the gunboat Nur-ul Bahir near Mürerfe. The gunboat sinks with the loss of four officers and thirty-two crew. Twenty-nine men are rescued by Zuhaf which comes quickly to the scene.

2–3 May 1915: E 14 is hunted by Ottoman destroyers and torpedo-boats.

4–7 May 1915: E 14 cruises between Şarköy and the Marmara Islands without action.

8 May 1915: The steamers Teciilli (275gt/–) and Hayrullah (139gt/1895) on voyage Tekirdağ to Bandırma with expelled Greeks on board are stopped near the Marmara Islands but after being searched are allowed to proceed.

10 May 1915: At 1900hrs the transports Patmos and Gülcemal and the escort Gayret-i Vattaniye are sighted near İmalı Ada. A torpedo fired at Patmos at 2030hrs hours misses the stern, but a second hits Gülceomal on the bow. Damage is not serious. The escort remains with the damaged transport, which has over 1,600 men on board, while Patmos carries on alone. The Bosporus ferries No 26 and No 46 arrive later and take the Gülceomal in tow to Istanbul. Here it is found that the bow has broken completely through.

11–12 May 1915: E 14 cruises east of the Marmara Islands without sighting any targets.

13 May 1915: The steamer Doğan is chased and forced aground near Tekirdağ. E 14 shells the nearby gun battery before breaking off the attack. There are now no further torpedoes left on board. The remaining days of the patrol are bitter for Lt Cdr Boyle: without torpedoes he watches helplessly as Şam and Halep, escorted by Muavent-i Milliye, sail close by his periscope.

17 May 1915: Boyle notes in the log ‘no torpedo’.

18 May 1915: Another day spent in the Sea of Marmara before entering the Dardanelles. It is disappointing and frustrating for Boyle and his crew to sail past Barbaros Hayreddin and a line of valuable transports off Akbaş and not be able to attack the enemy.

19 May 1915: During the night E 14 passes through the barrages and surfaces at about 0440hrs near one of the French battleships of the blockade fleet. A destroyer then escorts the submarine into Tenedos.

E 11: first cruise

19 May 1915: E 11 (Lt Cdr M E Nasmith) leaves Kephalo at 0100hrs on its first mission through the Dardanelles. Gallipoli is passed at 0900hrs, and E 11 surfaces close to the European shore. After signalling its arrival in the Sea of Marmara, the submarine submerges and remains overnight on the bottom.

20–21 May 1915: E 11 patrols the seas between the Marmara Islands and KoCaburnu. Course is then altered for the Bosporus.

23 May 1915: E 11 torpedoes and sinks the gunboat Peleng-i Derya at 0600hrs, at a range of 300 metres. The boat goes down by the bows, then capsizes; two crew lose their lives in the quick sinking. E 11’s periscope is damaged by a shot from the gunboat, and the submarine remains underwater until 1030hrs, while repairs are completed.

24 May 1915: The Naga (474gt/1879) is stopped west of Tekirdağ. The crew are ordered to abandon ship and a boarding party searches the ship. In the forward hold they discover a 150mm gun barrel, gun mountings and 250 shells. The hold contains 350 88mm shells as well as fuses and shells for field artillery. The guns and ammunition have been removed from the Yavuz and are destined for the Dardanelles front; Naga’s hold was strengthened the previous day for this voyage. Charges are placed on board and the steamer, with its valuable cargo is sunk off KoCaburnu. It is difficult to understand why the German/Ottoman naval command selected an old and slow steamer for this transport.

E 11 then makes for Tekirdağ and torpedoes the ferry Hünkar İskoçesi moored at the pier. An immense explosion from rifle ammunition on board follows the hit and the ferry sinks at its berth with two crew killed.

E 11 then heads for Ereğli. The paddle tug Kismet is sighted, and tries to outrun the half-submerged submarine. When this fails Kismet is run aground on a soft, sandy beach near Tekirdağ. E 11 surfaces close by but attempts to board and destroy the tug are foiled by the appearance of cavalry on the beach. E 11 makes a quick dive and departs at about 1525hrs. The Kismet is refloated on the following day, and proceeds to Tekirdağ.

E 11 reaches the Bosporus that evening, the first time that a sub-
marine has sailed so far into enemy waters. At 2220hrs E 11 dives to 15 metres for the night.

25 May 1915: E 11 starts the passage to Istanbul at 0300hrs. By midday the submarine is near the Galata pier. Assembled here are eight merchant ships which, with a further six at Sirkeci, are to transport the First Division to the Dardanelles front. Two torpedoes are fired at the Istanbul (3559gt/1904), one of which explodes on the pier. The second wrecks a steel barge and rips a 6 metre by 4 metre hole in the Istanbul’s hull between the engine room and the No 4 hold. The transport remains afloat and is soon repaired and returned to service. The pier explosions cause panic among the civilian population and rumours that the Allied fleet is attacking the city. Reports of the event and the reaction of the foreign and non-Islamic population are, however, greatly exaggerated.

The troop embarkation at Galata is halted and the army sent overland, the army command realising that it is now no longer possible to send troop transports through the submarine-infested waters of the Sea of Marmara. Admiral Souchon had already decided that troop transportation should be halted because of the submarine threat, but this does not detract from Nasmith’s achievement in bringing E 11 so far and boldly attacking the Galata transports. Following the action E 11 makes for the Sea of Marmara, surfacing at 1530hrs.

26 May 1915: The day is spent at sea overhauling the torpedoes, and as no enemy shipping is sighted, rests and relaxes.

27 May 1915: A clear, moonlit night spoils any chance of a successful, undetected, attack on Barbaros Hayreddin which, escorted by Drazl and Yorhisar, steams past E 11’s periscope at 0200hrs en route for Gelibolu. Later that afternoon an attack on Iskenderun near the Marmara Islands is equally unsuccessful when the patrol boat opens fire and the submarine has to crash dive to escape.

28 May 1915: At 0630hrs E 11 is on course for the Gulf of Izmit when large clouds of smoke are sighted near the European coast. At 0715hrs E 11 is submerged ahead of a convoy of three Bosphorus ferries, the transport Bandirma and the torpedo-boat Akhisar. E 11 torpedoes the Bandirma (474gt/1879) on the port side, and the transport sinks within a minute with the loss of 250 lives. Only a few survivors are picked up by the Akhisar. Bandirma’s sinking represents the greatest loss suffered by the Ottoman army at sea in the entire war. In addition a large quantity of auxiliary ammunition is lost.

E 11 dives and remains under water until 1000hrs before making for Sivri Ada. The steamer Doğan, unarmed and with over 500 civilians on board, is sighted on passage from Istanbul to Bandirma. E 11 fires a torpedo at 1345hrs which hits the steamer but fails to explode. Undamaged, Doğan proceeds towards Bandirma, and E 11 later surfaces to recover the floating torpedo.

29–30 May 1915: E 11 cruises off the Marmara Islands without sighting any shipping.

31 May 1915: E 11 torpedoes the steamer Madeleine Rickmers (3431 gt/1913) at Bandirma pier. The steamer is hit near the engine room and begins listing to port. A tug succeeds in towing the sinking freighter away from its berth and beaching it. The Madeleine Rickmers is later salvaged and taken to Istanbul for repairs.

1 June 1915: E 11 enters the Gulf of Izmit and patrols near Yalova, but no shipping is sighted.

2 June 1915: A convoy of Tecilli (390gt–), Baslangic (381gt/1854) and the destroyer Samsun is sighted near Tekirdağ. E 11 waits until Samsun is some 10 miles ahead, then moves in and torpedoes Tecilli, which sinks in three minutes with the loss of the entire crew of eighteen. Baslangic is also attacked, and though the torpedo misses, the crew run the steamer aground and abandon it. Gunfire from the nearby shore battery forces E 11 to break off the action.

5 June 1915: The crankshaft of the main engine breaks down and E 11 reports the damage and requests permission to leave the Dardanelles and return to base. No further shipping is sighted, the transports now being in harbour at either Istanbul or Akbaş.

7 May 1915: E 11 dives at 0340hrs to begin the passage through the Narrows. While passing Mousa Bay at noon, E 11 sights Ceyhan (3509gt/1890) acting as a guardship to the anchored battleships. Nasmith fires one of the last two torpedoes on board; it hits the Ceyhan amidships, and the steamer sinks immediately in shallow water.

E 11 passes under the mine barrages without incident and surfaces at 1600hrs near Seddülbahir, then proceeds to base.

E 14: second cruise

10 June 1915: E 14 (Lt Cdr E C Boyle), refitted with a new deck gun, leaves base for the Dardanelles, proceeding on the surface to Dardanos before diving. Nara is passed at 0630hrs, Gelibolu at 1130hrs and the submarine surfaces off Doğan Aslan at 1350hrs. E 14 continues along the European coast to Şarköy and remains there for the night.

11 June 1915: A brigantine with a cargo of timber is stopped off Karaburnu at about 1000hrs and sunk by incendiaries.

(The Top) The German transport Keryra embarking Ottoman troops for the Dardanelles in March 1915. The ship is shown at the Istanbul–Galata pier, which was shortly afterwards struck by a torpedo from the British submarine E 11. Gülersaz.

The port of Gelibolu (Gallipoli) in the Dardanelles, showing two ferries of the Şirket-i Hayriye unloading troops and munitions for the front. Langensheimer
12 June 1915: E 14 spends the morning west of the Erdek peninsula before altering course towards Bandırma. An attack on İnihat and four dhows at the pier fails when two torpedoes, fired at 1400hrs, miss the targets and explode on the jetty.

13–17 June 1915: E 14 patrols the waters round the Marmara Islands without sighting any enemy shipping. Near the Bosphorus on the 17th the submarine is chased off by Samsun and Yarhisar but manages to escape without difficulty.

18 June 1915: A torpedo fired at Kütahya passes close to the stern, but Boyle is unable to bring E 14 into a better firing position.

19 June 1915: E 14 visits Silivri and Bandırma, but both ports are empty.

20 June 1915: Three small sailing vessels are stopped and later destroyed by incendiary and explosive charges.

21 June 1915: E 14 meets up with E 12, and a rendezvous is arranged for the 25th west of the Marmara Islands.

21–26 June 1915: E 14 sights no enemy shipping and proceeds to the meeting point as arranged; Boyle waits until the morning of the 26th before E 12 eventually turns up.

27 June–2 July 1915: A torpedo fired at Kütahya off Erdek on the 29th misses, as does one fired at Yadigar-ı Millet west of Marmara Ada on 1 July. Boyle allows the hospital ships Gülînîhal and Rembar (287gt/1890), en route to Gelibolu, to pass on 1 July. Boyle is also confused by an unusual combination of signal flags flown on the İntizam (244gt/1894) and, uncertain that the Bosphorus ferry is not also a hospital ship, decides to break off the attack.

3 July 1915: E 14 begins the passage of the Dardanelles at 0430hrs, and by midday has passed Seddülbahir without incident. Off Kumkale the submarine is fired on by the shore batteries without suffering any damage, and E 14 reaches base without any further difficulty.

E 12: first cruise

19 June 1915: E 12 (Lt Cdr K Bruce) leaves base late in the afternoon and passes under the mine barrages without incident.

20 June 1915: E 12 is off Gelibolu by 1015hrs. By this time the electric motors are beginning to make trouble and by the time E 12 reaches the Sea of Marmara the motors are so hot that Bruce has to surface and run on diesels. At 1830hrs E 12 and E 14 meet up and remain together for over an hour while plans for combined operations are worked out. E 12 continues on patrol, plagued by motor trouble.

22 June 1915: Peyk-i Şevket is sighted at 1500hrs off Tekirdağ. The torpedo cruiser is loaded with ammunition for the front and on its way to Çanakkale. E 12 is forced to dive when the Ottoman warship alters course to Adalutepe, and the overheated motors make quick underwater manoeuvres impossible. From 1730hrs the submarine lies on the sea bed off Adadutepe while repairs are made to the motors.

23 June 1915: Repair work continues throughout the day but despite all efforts the starboard motor remains defective.

24 June 1915: E 12 and E 14 meet briefly at 0900hrs, then part. E 12 carrying on slowly into the eastern Sea of Marmara. A sailing vessel loaded with sulphur is stopped in the afternoon and sunk.

25 June 1915: At 1045hrs E 12 sights Haliç (144gt/1910) I towing two sailing vessels and, slightly further off, Haliç 3 (141gt/1910) with three boats. E 12 surfaces ahead and orders Haliç 1 to stop. E 12 comes alongside and an officer goes on board to find the crew ready with their lifejackets on. An object is suddenly dropped into the submarine and Bruce, suspecting a bomb attack, backs off and opens fire. Haliç 1 is hit several times and sinks quickly, taking the sailing boats under, too. Only two of the crew are saved. E 12 now turns to Haliç 3 and opens fire. Alerted by the gunfire, the coastal guns on İmrâlî Ada open fire, and E 12 makes off. Before leaving, E 12 succeeds in hitting the steamer three times. Haliç 3 is beached, slightly damaged, and later salvaged.

26 June 1915: The ferry İntizam is stopped off Paşa İskeli while on service as a transport. It is forced aground, but Bruce refrains from firing on the stranded boat for fear of setting the wooded coastline on fire. E 12 and E 14 meet up as arranged, then Bruce sets course for base.

28 June 1915: E 12 passes the Dardanelles on the surface to avoid further damaging the motors, reaching Gelibolu at 0640hrs, then dives under the barrages. E 12 surfaces again off Çanakkale at 1400hrs and returns to base.

E 7: first cruise

30 June 1915: E 7 (Lt Cdr Cochrane) leaves base early, passes Hellas Burnu at 0350hrs and submerges to pass the patrols at Çanakkale and reach Nara at 0720hrs. Here E 7 touches bottom and one of the motors fails. Despite this, E 7 makes good time and surfaces near Gelibolu at noon. Although sighted by Aydın Reis, E 7 dives to safety and the gunboat, after searching the area for some time, turns away towards Istanbul.

1 July 1915: E 7 remains on patrol off the Dardanelles but sights only the hospital ship Gülînîhal coming from Gelibolu. The deck gun is now mounted and trimming trials carried out before E 7 and E 14 meet.

2 July 1915: E 7 reaches Tekirdağ mid-morning and sinks the tug Bulbul (93gt–) the brig Ceylanbahi and some small sailing boats by gunfire. The hospital ship Gülînîhal, also at Tekirdağ, is unharmed. Aydın Reis quickly appears on the spot and E 7 makes a quick dive to escape.

3 July 1915: E 7 sinks a small brigantine by gunfire before increased enemy patrols near the Marmara Islands force the submarine to submerge.

4–5 July 1915: Further problems with the electric motors keep E 7 out of action while repairs are effected.

6 July 1915: E 7 sinks a large dhow by gunfire before noon and then proceeds to Mudanya. A torpedo fired at the berthed ferry Biga (784gt/1894) hits the pier when the steamer unexpectedly changes berth. In the evening a large brigantine is stopped of Mudanya and sunk by explosive charges.

7 July 1915: E 7 stops the ferry Nüreset (230gt/1873) off Marmara Eregli. The ferry and its tug-tow are forced ashore and shelled before E 7 returns to the waters off Tekirdağ. E 7 reaches the Gulf of Erdek in the afternoon and forces the İntizam (244gt/1894) aground near Karaburnu. Cochrane fires a few rounds into the hull before making off.

It was usually possible to salvage these small steamers and ferries within a few days, and to repair them and return them to service.

8–10 July 1915: The continuous presence of patrol boats hampers E 7’s attempts to attack enemy shipping along the coast towards Istanbul.

10 July 1915: E 7 again attacks the Biga at Mudanya. A torpedo hit amidships sinks the ferry in shallow water.

11 July 1915: Two sailing vessels are sunk by gunfire, but further engine trouble and then problems with the torpedoes brings several days of inactivity and frustration. Targets are missed in the Bay of Karabiga and in Karabiga harbour.

15 July 1915: Cochrane takes E 7 to Istanbul but finds Galata pier empty. He later shells the munitions factories at Zeytinburnu and the railway lines from Istanbul to İzmit without causing serious damage.
16–24 July 1915: E 7 continues to patrol in the Gulf of İzmit, off Istanbul and the Marmara Islands, but only succeeds in sinking a few small brigantines and dhows before returning, without incident, to Morto Liman to meet up with a British destroyer for the last part of the passage back to base.

**E 14: third cruise**

21–22 July 1915: E 14 (Lt Cdr E C Boyle) leaves Tenedos during the night and sails unobserved through the Dardanelles to the Sea of Marmara. After meeting up with E 7 Boyle proceeds to Mudanya and Gemlik, but finds both harbours empty. The patrol continues along the European coast but the only ships sighted are the hospital ships Gülnilal and Ziya near Sirivli and Yeşilköy.

22–26 July 1915: E 14 sinks a small sailing vessel off Yeşilköy and a brigantine and five dhows off Bozburnu.

27 July 1915: E 14 torpedoes the transport Hayrullah (139 gt/1895) at the pier of Şarköy.

29 July–4 August 1915: E 14 sinks a number of small sailing vessels in the Gulf of İzmit, off the European coast of the Sea of Marmara, and near Marmara Ada and Bandirma. An attack on a small convoy near Tekirdağ, comprising Tenedos (3564 gt/1889), Bandirma (4747gt/1879) and the destroyer Samsun fails when the torpedoes pass under Tenedos.

5 August 1915: E 14 and Aydin Reis meet at sea but no action is taken by either side.

6 August 1915: E 14 and E 11 meet up and later jointly attack the torpedo cruiser Peyk-i Şevket, E 11 sinking it. E 14 patrols along the coast and seaports and railways near the shore without causing serious damage.

8 August 1915: E 14 sights the Mahmut Şevket Paşa between Doğan Aslan and Ince Burnu. The steamer is en route to take up duty as a guardship for the battleship Barbaros Hayreddin. The steamer is hit amidships and beached, and E 11, which has just sunk Barbaros Hayreddin itself, joins E 14 in shelling the stranded steamer. Later E 14 destroys another sailing vessel off Tekirdağ with explosives.

9 August 1915: E 14 and E 11 meet at sea and E 14 transfers two torpedoes before sailing for base. Although fired on by coastal batteries the submarine makes the passage through the Dardanelles without difficulty.

**E 11: second cruise**

5 August 1915: E 11 (Lt Cdr M E Nasmith), fitted with a deck gun, departs Kephala at 0130hrs and reaches Akbaş Liman at 0700. Here Nasmith sights the hospital ship Ziya, the transport Halep (3648 gt/1881) and a number of sailing ships. A torpedo hits the transport forward on the starboard side, and it sinks up to the upperworks in shallow waters. Halep is raised on the 8th and towed to Istanbul for repairs. E 11 submerges when enemy patrol boats appear, and makes for Gelibolu. Finding the harbour empty, E 11 makes for the Dardanelles and after an eight-hour passage near Doğan Aslan. In the early evening E 11 sights Aydin Reis approaching from Istanbul. On board is Admiral von Usedom’s staff. After a brief exchange of gunfire, E 11 dives but, since the batteries are not completely recharged, Nasmith could not attack the gunboat with torpedoes. E 11 spends the night in the Dardanelles.

6 August 1915: E 11 and E 14 meet up and joint operations are planned. Hardly have the boats parted company when E 11 is attacked and bombed by a single-seater Gotha aircraft. The bombs miss the target but the pilot reports the submarine’s position in Map Square 43 after he lands at Çanakkale. At 1500hrs the two submarines stalk the Peyk-i Şevket, and E 11’s torpedo hits the torpedo cruiser, which sinks in shallow water, with the loss of four crew members.

7 August 1915: Gayret-i Vatanıye, Yarhisar and Musul arrive from Istanbul and begin patrolling the waters near the wreck. Salvage parties are sent on board and the radio equipment, ammunition and the guns are removed. At 1830hrs Sultanhisar arrives with a diving barge in tow and a salvage team from the Midilli. At 1930hrs the pumping tug Liverpool arrives.

8 August 1915: After the pumping tug Kurt has also joined, work begins and by 1900hrs the Peyk-i Şevket has been raised; with Liverpool and Kurt in attendance, the salvage vessels make for Istanbul with the cruiser.

9 August 1915: At 0900hrs the damaged torpedo cruiser is docked at the No 2 Dock in Istanbul. The German flotilla commander, Oblt z S Lehelin, who was on board during the sinking, writes a report of the incident and praises both German and Ottoman crew members for their courage, enthusiasm and willingness to tackle any task ordered. Lehelin had previously been highly critical of his flotilla’s Ottoman crews.

8 August 1915: E 11 torpedoes the battleship Barbaros Hayreddin at 0500hrs near Bolayır. The battleship immediately begins to list, then capsizes and sinks within a short time. The destroyers Basra picks up the survivors and while engaged in the rescue work narrowly misses being sunk by E 11, a torpedo passing close to the destroyer’s stern. The guardship Mahmut Şevket Paşa is attacked near Doğan Aslan at 1245hrs and hit several times while making for the shore. E 14 later joins the action, but despite the damage caused by the submarines’ gunfire it proves possible to salvage the steamer some days later.

8–10 August 1915: Two small sailing vessels are sunk and the hospital ship Ziya stopped and searched before being allowed to proceed.

11 August 1915: Sivrihisar sights E 11 and fires on the submarine, causing it to crash dive to avoid being hit. E 11 makes no attempt to torpedo the Sivrihisar: which makes off towards Istanbul. E 11 sinks two more sailing boats off Yeşilköy before leaving the European coast.

13 August 1915: E 11 visits Erdek, but finds the harbour empty. Nasmith then proceeds to Istanbul and torpedoes the İsfahan (843gt/1886) unloading coal for the Baghdad railway at the pier at Haydarpaşa. The steamer is hit forward and sinks near the berth. İsfahan is later raised and then laid up at Kâdköy.

13–21 August 1915: E 11 patrols the western waters of the Sea of Marmara without encountering any enemy shipping.

22 August 1915: E 11 surfaces between Hora and Marmara Ada in the morning and sights Yarhisar escorting the tug Döfen (124 gt/1895) and four sailing barges. E 11 exchanges fire with Yarhisar before the destroyer turns away; abandoning its charges. E 11 sinks the tug and one of the barges by gunfire then takes twenty of the survivors on board. Nasmith later stops a small sailing vessel and the prisoners are handed over.

22 August 1915: After meeting up with E 2 at sea, E 11 proceeds to Mudanya and bombards the railway station, but most of the shells hit the surrounding houses.

23 August 1915: E 11 pays an unsuccessful visit to Istanbul, finding no enemy shipping, and Nasmith decides to return to the Dardanelles.

25 August 1915: At 0720hrs, off Akbaş, E 11 sights a line of transports at anchor in the roads. A torpedo fired at Durak Reis misses the target but hits the steamer Kios (3304gt/1893). Kios had been bombed by a British aircraft on the 17th and grounded, but quickly salvaged; E 11’s torpedo sinks the steamer permanently. At 1025hrs E 11 torpedoes the Halep (3648gt/1884); hit amidships, the ship
capsizes and sinks. The wreck was later broken up in situ in 1919.

A few minutes later E 11 torpedoes the Tenedos (3564 gt/1889), which sinks quickly in deep water. E 11 then leaves Akbaş and makes for Gelibolu. In the afternoon the submarine attacks Şan (3662 gt/1884) but the torpedo misses and the steamer escapes to Çardak. Here Şan anchors and the cargo is unloaded. E 11 again attacks but, although the torpedo hits, damage is slight and the steamer is later towed to Istanbul for repairs. Later that afternoon E 11 torpedoes the Lily Rickmers (4081 gt/1910), but again damage is slight and the steamer is able to return to the Bosphorus unaied.

E 11 now departs the area and makes for Doğan Aslan, where E 1 is again encountered, before going on to Tekirdağ. Nasmith finds no suitable targets and is reduced to shelling the railway station at Mudanya.

3 September 1915: Leaving the Sea of Marmara, E 11 sinks a number of small sailing vessels by gunfire before passing under the mine barrages. The submarine reaches İmroz without incident at 1030hrs and returns to base.

E 2: first cruise

13 August 1915: E 2 (Lt Cdr D Stocks) departs Suvla at 0115hrs with a destroyer escort, proceeds on the surface to Sedefülubahri, then runs underwater through the Narrows to Naga. In the afternoon radio contact is made with base while the submarine is off Doğan Aslan.

14 August 1915: E 2 sights the minelayer Samsun, a converted tug, at about 0300hrs. The minelayer escorted a group of sailing vessels to Gelibolu the previous day and is now returning to Istanbul. Samsun spots E 2's periscope and Stocks breaks off the attack, but returns and torpedoes Samsun at about 0510hrs. The torpedo strikes the engine room on the starboard side and the boat sinks within five minutes with the loss of two officers and eight crew.

15 August 1915: E 2 meets up with E 14 off İmralı Ada at noon and ammunition is transferred between the two submarines, then E 2 continues on patrol. At 1700hrs E 2 is involved in an exchange of fire with Iskenderun which ends abruptly when the submarine’s deck gun pivot snaps after the sixth shot. E 2 submerges before Iskenderun can take any further action.

16 August 1915: Two large dhows are sunk by incendiaries off the Gulf of İzmit. E 2 enters the Gulf and finds the waters empty, but the opportunity is taken to repair the deck gun. E 2 now proceeds to the Gulf of Erdek, also empty of shipping, and further repairs are made to the gun off Büyükçekmece.

19 August 1915: E 2 torpedoed the patrol vessel Sakiz alongside the pier at Erdek at about 1415hrs. The torpedo hits amidships and Sakiz breaks apart and sinks in shallow water. There are no casualties.

21 August 1915: E 2 attacks Gelibolu (282gt/1867) off Tekirdağ, but the torpedo misses the target which is partly masked by the wreck of the Biülul.

22 August 1915: Attacks on Edremit (414gt/1887) and Armagan (–/–) at Mudanya fail when the torpedoes miss the targets.

24 August 1915: A small dhow, loaded with a cargo of melons, is stopped off Tekirdağ and sunk by incendiaries.

25 August–14 September 1915: E 2 sinks a number of dhows and small sailing vessels in the waters of the Gulf of Mudanya, this period of the patrol being plagued by continuous trouble with the deck gun and a lack of larger targets in likely harbours and roads. While passing through the Dardanelles E 2 attacks Aydin Reis near Gelibolu, but again the torpedo misses the target. E 2 passes under the barrage without incident and returns to base.

E 7: second cruise

4 September 1915: E 7 (Lt Cdr Cochrane) departs Kephalo Bay at 0200hrs and reaches the Dardanelles without difficulty. Although sighted by the coastal batteries, the submarine makes Çanakkale without interference. The motor gunboats No 18 and No 20 and the patrol boat No 32 are on guard duty near the mine barrage between Nara and Bulayir. E 7 becomes entangled in the nets between No 13 and No 14 buoys, at a depth of 35 metres, and at 0700hrs the patrol boats notice that the buoys are being dragged under water; this is reported to the naval base at Çanakkale.

On board E 7 everything is tried to free the boat, but by the afternoon the batteries are running low. During the day the submarine touched off two mines without causing damage, but the explosions have also alerted the Ottoman patrols to the submarine’s position.

The German submarine UB 14, under Oblt z S Hugo von Heimburg, is lying at Çanakkale, and Heimburg and one of his crew go out by launch to Bulayir. Explosives are dropped at the reported site of the enemy submarine, and at 1930hrs No 32 drops further explosives, detonating at 35 metres. E 7 surfaces at 1945hrs, and the crew begin to abandon ship. Cochrane and his crew are picked up by No 18 and E 7 is scuttled. As the submarine sinks it takes the nets and the net buoys with it.

E 12: second cruise

16 September 1915: E 12 (Lt Cdr K Bruce) leaves base early, clears all the barrages and is off Nara by 0700hrs. The submarine then proceeds along the Asiatic coast. At 0900hrs E 12 torpedoed the Austrian steamer Bitinija (3125gt/1900) at anchor in the Sallik Liman roads. The steamer sinks quickly by the bows and takes two sailing vessels, moored alongside as protection, with it. Bitinija lies half-submerged for weeks before being eventually salvaged and towed to Istanbul. E 12 continues on patrol and surfaces at 1400hrs near Gelibolu to radio back to base.

17 September 1915: Bad weather and rough seas hamper any action and E 12 makes its way along the European coast, past the empty harbour at Tekirdağ, to İmralı Ada. Sivrihisar is sighted near the island and both vessels open fire, at 2,500 metres. No hits are recorded and both sides break off the action after a few rounds.

19 September 1915: E 12 shells the railway station and the harbour tug Eftimos (–/–) at Mudanya without causing serious damage, then makes a hasty retreat when the coastal batteries open fire.

20–21 September 1915: Bad weather, with fog and heavy rain, force Bruce to move to the waters round the Marmara Islands. Experience has shown that the transports use this route on their way to Gelibolu, unlike the tug and barge convoys which normally pass between the islands.

In the afternoon E 12 stops the steamer Kesendire (438gt/1902) by gunfire between Kursurlu and Muhasilç. The crew are given time to abandon the ship with its cargo of provisions and livestock, then the submarine sinks the ship by gunfire. Six small dhows are sunk off Bandırma later in the day.

22–29 September 1915: Bad weather and near empty seas reduce sinkings to three sailing boats in the Gulf of İzmit on the 28th and five boats sunk between Tekirdağ and Sarköy on the 29th. Just before sunset on the 29th E 12 is attacked by a German spotter plane and the bomb misses the stern by only 10 metres.

30 September–7 October 1915: Bad weather, with fog lasting for days, hamper patrols between the European and the Asiatic coasts and no ships are sunk during this time. E 12 meets up with H 1 on
the 4th and again on the 7th, when both boats remain together, at rest, for the whole day.

8 October 1915: Both boats made for Yeşilköy, then part, and E 12 makes for Bandırma and the Bosphorus.

17 October 1915: E 12 joins up with H 1 to patrol the Gulf of İzmit. Here both submarines attack the gunboat Taşköprü with torpedoes and gunfire. E 12 succeeds in hitting the gunboat, but Taşköprü reaches the safety of Bandırma at 1430hrs.

18 October 1915: E 12 patrols the waters off Bandırma and is forced to dive when Yarhisar and Basra appear suddenly. No action is taken.

19 October 1915: E 12 attempts to shell the munition factories at Bakirköy, but the coastal batteries open fire. An attack on a berthed steamer and sailing vessels at Mudanya also fails when the torpedo misses the target and detonates on the pier.

22 October 1915: E 12 meets up with H 1 and the French submarine Turquoise, and with E 20 on the following day.

24 October 1915: Preparations are made for the return passage, but E 12 is sighted off Gelibolu and forced to dive prematurely. After passing the first net barrage the submarine suddenly sinks to 74 metres. Bruce is eventually able to bring the boat up to 36 metres, and E 12 passes the remaining barrages without further incident. Off Çanakkale the bow and conning tower suddenly break the surface for some minutes and the coastal batteries open fire, but without hitting the submarine. In addition the battery at Kilitbahir launches two torpedoes, which also miss the half-surfaced boat. E 12 leaves the Narrows at 1730hrs and is picked up by a destroyer and escorted back to base.

H 1

2 October 1915: H 1 (Lt W B Pirie) departs Kephato at 0245hrs, passes under a newly laid forty-seven mine field between Dardanos and Soğanlı, and passes Kilya at 0830hrs. Coastal batteries open fire on H 1's periscope about a half hour later without success, and the submarine reaches Gelibolu at 1325hrs without further difficulty. Finding the harbour empty, Pirie carries on into the Sea of Marmara and surfaces. The submarine is immediately sighted by Aydin Reis and Nusret, and crash dives, remaining under water until 2100hrs. H 1 then surfaces, recharges the batteries and contacts base.

3–4 October 1915: E 12 fails to rendezvous as planned and H 1 spends two days patrolling in Bandırma Bay. E 12 eventually makes contact on the 4th and plans for joint operations are discussed, then the boats separate.

5 October 1915: H 1 sinks three small sailing vessels by gunfire in the waters between Karaburnu and Surluköy, and torpedoes the Edremit (287gt/1887) at Mudanya. Edremit sinks up to the superstructure and the explosion damages the nearby Rehber (287gt/1890). Both vessels are repaired and returned to service at the end of October. H 1 is forced to break off the attack when, first, the coastal artillery opens fire and, second, Yarhisar appears at 1500hrs. H 1 makes a quick escape and no further action takes place.

7 October 1915: H 1 and E 12 meet up again for a day of rest and repair at sea.

8 October 1915: Both boats proceed to Mudanya Bay and then part, E 12 making for Bakirköy and the Bosphorus and H 1 heading in the opposite direction towards Küçükçekmece.

9–17 October 1915: H 1 patrols the waters around Mudanya without sightting enemy shipping. The boat develops trouble with a battery leak and contaminated fresh water supplies, rudder and steering difficulties and bad weather throughout the week-long patrol. On the 17th E 12 and H 1 begin a joint patrol in the Gulf of İzmit. In the early hours of daylight the gunboat Taşköprü is sighted near İmrali Ada. H 1 launches a torpedo which misses the target, and the gunboat flees towards Bandırma, shadowed by the two submarines. At 0950hrs E 12 opens fire and Taşköprü replies, firing over 200 rounds during the next two hours. Nearly half the ammunition fails to explode and at noon Taşköprü makes off towards İmralı Ada and the protection of the coastal gun batteries. During the fight E 12 scores one hit which kills one crew member and causes light casualties from the splinters. At 1430hrs the gunboat reaches the safety of Bandırma, the submarines having successfully blocked off the escape route to Mudanya. A later attack on Taşköprü and the steamer Hüdavendigar (818gt/1877) is foiled by heavy rain showers and poor visibility.

18–19 October 1915: The two submarines operate together off the Marmara Islands and towards Istanbul, but without success.

20 October 1915: At 0900hrs H 1 is off the Şarköy roads. Here Plevne (1154gt/1829), Gelibolu (282gt/1867) and Hanefiye (506gt/1879) are at anchor, unloading their cargoes of provisions for the Fifth Army into barges alongside. The minelayer
*Intibah* lies anchored nearby.

The steamer presents an easy target, and H 1 sinks the *Plevne* and the *Hanefyie*, both ships sinking immediately. A torpedo fired at *Gelibolu* misses the target. During the one-hour action *Intibah* remains at anchor with unlit boilers and takes no part in the fight.

**21–24 October 1915:** H 1 continues on patrol, seeing no action in the waters between Karabiga and Türkeli Ada. The submarine meets up with E 12, E 20 and the French submarine *Turquoise* during this period.

**27 October 1915:** An attack on the old torpedo-boat *Berkeşan* and the steamer *Hüdavendigar* off the Marmara Islands fails.

**28 October 1915:** H 1 again attacks *Hüdavendigar* off Bandırma, and again the attack fails.

**29 October 1915:** H 1 meets up with E 20, then proceeds to Bandırma, and this time succeeds in hitting *Hüdavendigar*. The attack causes slight damage to the steamer’s bow, which is then repaired.

**30 October 1915:** H 1 sinks a small sailing vessel near Mudanya Island, meets up with E 20 again, then sets course for the Dardanelles. The deck gun is dismounted and anti-fouling cables set up over the tower and deck to give an easier passage under the net barrages.

**31 October 1915:** During the morning *Aydın Reis* is sighted near Gelibolu, and the gunboat alerts the coastal batteries and the anti-submarine force. However, H 1 proceeds through the straits without difficulty, passing Seddülbahir at 1300hrs, and then makes for home.

**Turquoise**

The *Turquoise* was the only French submarine to penetrate into the Sea of Marmara.

**19 October 1915:** *Turquoise* leaves Mudros at dusk and anchors off the Dardanelles.

**20 October 1915:** At 0300hrs the submarine dives and begins the passage under the barrages at a depth of 25 metres. At 0700hrs the submarine grounds off Çanakkale and, on surfacing, is fired on by the motorboats *No 19* and *No 20*. No hits are recorded, and the *Turquoise* dives and continues the passage without further incident. An attack on two anchored steamers near Gelibolu has to be abandoned due to problems with the day periscope and here the first problems with the electric motors occur.

**20–22 October 1915:** Owing to motor trouble, *Turquoise* is forced to cross the Sea of Marmara on the surface, but makes the passage without incident to meet up with E 12 and E 20 on the 20th as planned. A short-circuit starts a fire on board which is quickly extinguished, but motor failures continue to plague the boat for the remainder of the patrol.

**22–30 October 1915:** Little contact is made with enemy shipping and two sailing vessels stopped are able to escape unharmed due to *Turquoise*’s inaccurate gunfire. *Turquoise* meets up with E 20 on the 25th as planned, then proceeds on patrol. At 1600hrs the patrol boat *Bahr-i Sefid* is sighted, and immediately opens fire; the submarine breaks off the attack and makes off. A torpedo attack on a small sailing vessel near Tekirdağ on the 26th fails when both torpedoes miss. *Turquoise* surfaces to find that the boat is filled with Greek refugees. It is allowed to proceed unharmed.

**30 October 1915:** *Turquoise* begins the return passage to base and by 0900hrs has passed Gelibolu and submerged to begin the passage through the mine and net barrages. The periscope is run up as the boat approaches the nets off Akbaş and it is spotted by the coastal batteries and field artillery, which promptly open fire. While manoeuvring, the submarine hits the bottom and then surfaces. The conning tower is immediately fired on by 75mm field gun batteries and, after hoisting a white flag, the crew abandons ship. *Turquoise* is captured after the crew has been picked up by launch, and when a German staff officer boards he finds that no attempt has been made by the French crew to destroy the submarine’s logs and code books before abandoning ship.

**2 November 1915:** The submarine, lying in water only four metres deep with most of the hull above the surface, is easily salvaged by the tug *Sana* and the pumping tug *Kurt*.

**3 November 1915:** *Turquoise* is towed to Istanbul by the minesweeper *Nusret*. *Aydın Reis* joins the towing off the Dardanelles and is then relieved by *Samsun* off the Marmara Islands at 1800hrs. The convoy, with *Samsun* leading, passes blacked-out through waters in which Allied submarines are active. During the night a rapid alteration of course causes *Samsun* to collide with the fast-moving *Nusret*. *Samsun* is damaged forward and begins to fill quickly, and it is only with great difficulty that Patlaya on Marmara Ada is reached. The tug *Paris* tows *Samsun* for the last part of the voyage. *Nusret* is also damaged in the collision but makes Patlaya without assistance. During the collision the tow parts but it proves possible to start the motors on the *Turquoise*, and the submarine also makes Patlaya.

**4 November 1915:** *Gayret-i Vatanıye* arrives from Istanbul and takes the submarine in tow, to dock at Istanbul on the 5th.

**7 November 1915:** *Samsun* is towed into İstanbul by the salvage tugs *France* and *Paris*. The destroyer is to remain out of service until the spring of 1916.

**11 November 1915:** *Turquoise* is transferred to the Ottoman navy and renamed *Mişteciq Onbaşı* after the artillery commander whose quick action led to the submarine’s capture on the 30th.

The transfer, in the presence of Enver Paşa, was put to good propaganda use and the newly-acquired addition to the fleet was sent on a number of short passages along the Bosphorus to demonstrate that it was fit for service. However, the equipment on board the ex-*Turquoise* was outdated and spares and replacements were unobtainable. The boat remained officially on active service, with a listed commander, but was actually laid up and acted as a battery charging station for the German submarines.

**E 20**

As a result of the submarine’s loss it is difficult to retrace E 20’s movements. Reports that the submarine torpedoed two steamers off Saltik Liman appear to be incorrect. It is possible that the torpedoes hit sunken wrecks or exploded on beaches. Certainly there is no record of any sinkings in the official Ottoman documents.
for this period. From the secret documents found on the Turquoise on 30 October, the German/Ottoman naval command had learned of the rendezvous position of the enemy submarines.

21 October 1915: E 20 (Lt Cdr Warren) leaves base for another patrol in the Sea of Marmara.

27 October 1915: Taşoz reports sighting torpedo tracks near Marmara Ada.

27 October 1915: Durak Reis makes a similar report. Since the other British submarines can be ruled out, it can be assumed that the torpedoes fired were from E 20.

5 November 1915: UB 14 (Obt z S Hugo von Heimburg) departs Istanbul and arrives at the meeting point, 28° 10' E, 40° 45' N, and waits there between 0900 and 1000hrs, and again from 1545hrs. Heimburg expects E 11, E 12 and H 1 to meet here at the scheduled time. The German/Ottoman high command is unaware that only E 20 is operating in the Sea of Marmara. At 1600hrs UB 14 sights a coming tower five miles to the north. Course is altered by 90° and the German boat closes the enemy by two miles. At 1625hrs UB 14 approaches the stopped E 20 out of the setting sun and submerges to periscope depth. The sea is an oily calm, so the Germans use the periscope with caution. Bearings are checked at 2,000 then 1,200 metres, and at 500 metres a torpedo is fired.

An explosion is heard and felt at 1716hrs, and E 20 disappears in a cloud of smoke and water. When this disperses, E 20 is gone. At 1720hrs UB 14 surfaces and the captain, two officers and six ratings of E 20’s crew are rescued. No wreckage is sighted, and UB 14 returns on the surface to base.

E 11: third cruise

6 November 1915: E 11 (Lt Cdr M E Nasmith) departs Kephalo at 0400hrs on its last mission in the Sea of Marmara. E 11 dives off Sarlayandere at 0635hrs, and passes under the mine and net barriers to surface off Gelibolu at noon.

7 November 1915: The sailing vessel Evliyadifis is sunk by gunfire near Kara Burnu. E 11 then proceeds to Bandırma, where a Greek agent is to be landed. Bad weather and rough seas cause the plan to be abandoned. The bad weather continues all the next day, and E 11 stays close to land near Kara Burnu.

9 November 1915: An attack on two Bosphorus ferries fails when the torpedoes miss. Later the sailing vessel Hildon, with a cargo of oil in drums, is stopped and sunk by explosives. At midnight the Greek agent is put ashore at Edinek.

10–11 November 1915: Two sailing vessels are sunk near Türkeli Ada and Tekirdağ.

12 November 1915: E 11 arrives off Haydarpaşa, but an attack on the torpedo-boats in their berths is impossible. E 11 dives and, after observing the normal ferry traffic and the anchored hospital ship Gálinhul for some time, makes for the European coast at Sivriada. Here a number of small sailing boats are sunk on the 13th.

15 November 1915: E 11 returns to Akbaş and in the Kemikiliyan Bay torpedoes the Austrian steamer Arimatae (3891gt/1912). The steamer sinks by the bow in shallow water but is raised some weeks later and repaired. A second torpedo hits the Lilly Rickmers, but torpedo nets help to reduce the force of the explosion and the steamer is repaired at Istanbul. At Çardak the Despina (774gt/1866) is torpedoed and sunk with a cargo of wheat. Three crew members lose their lives in the sinking.

16–25 November 1915: Bad weather with heavy rain showers and rough seas reduces sinkings to two sailing vessels, one on the 16th and one on the 25th, both near Tekirdağ.

26 November 1915: E 11 arrives at Erdek in the morning to find Gelibolu (284gt/1867), Edremit (414gt/1887) and the naval tug Sana in port. At noon E 11 surfaces and shells the ships before being driven off by shore guns. At 1600hrs E 11 again surfaces and resumes firing until smoke, flames and the approaching dusk make sighting impossible. Gelibolu is sunk. Edremit damaged and Sana unharmed by the attack.

27 November–2 December 1915: Bad weather hampers operations and no shipping is sighted.

3 December 1915: E 11 torpedoes the destroyer Yarhisar off Yalova at 1230hrs. The torpedo hits the after boiler room and the explosion tears the boat apart. Both ends rise briefly before Yarhisar sinks. E 11 surfaces and picks up the survivors, and they are later transferred to a passing sailing boat and taken to Heybeliada.

4 December 1915: The steamer Bosphorus (2995gt/1911) is sighted under escort to Bandırma by the Berkeşan. When the torpedo-boat disappears into a fog bank, E 11 quickly surfaces and opens fire. By the time the escort has returned the Bosphorus is ablaze, listing heavily and being abandoned by its German crew. Bosphorus sinks before help can be brought from Bandırma.

5 December 1915: E 11 sinks the bark Eleonor near Kemer Liman, and fires on the ferry Rehber (287gt/1890) at 2000hrs near Yurmuta Ada on its return passage from Gelibolu. E 11 comes alongside the burning Rehber and takes off five of the crew. From the captain Nasmith learns that another ferry will be leaving Erdek the following day.

6 December 1915: E 11 sinks the berthed Eser-i Merhamet (230gt/1892) by gunfire at Erdek. The ferry is raised in 1916 and returned to service.

7 December 1915: E 11 rams and sinks a small sailing boat near Erdek, then proceeds to the east of Gelibolu. At 2000hrs the submarine opens fire on the Intibah near Şarköy. The minelayer returns fire and E 11 dives. Intibah reports slight damage and one killed on arrival at Palanya.

8 December 1915: During the morning E 11 and Intibah are in action again off Palanya, without damage to either side.

9–10 December 1915: E 11 and E 7 meet at sea to transfer stores and ammunition.

12 December 1915: E 11 sinks the tug Menu and the bark Cezlani Bahri by gunfire in the Gulf of İzmit.

14 December 1915: E 11 torpedoes the Leros (247gt/1915), berthed at Haydarpaşa. The steamer, just arrived from Karaköy, is being docked by tug when the torpedo strikes the bows. Barges and tugs are quickly brought alongside and managed to keep Leros afloat. E 11 makes a quick exit from Haydarpaşa, and hits the base of the sea wall, though without serious damage. The submarine leaves Istanbul and makes for the Gulf of İzmit.

South of Tuzla E 11 surfaces and shells the nearby main Istanbul– İzmit railway. A shell hits the Istanbul express train service 1678, a regular passenger train to İzmit and not a troop train as supposed by the British.

19 December 1915: E 11 is signalled to return to base and departs the area, now empty of enemy shipping.

23 December 1915: E 11 passes through the Dardanelles without difficulty, passes the last mine and net barrages at midnight and arrives at Mudros in the early hours of the morning of Christmas Eve.

E 2: second cruise

It was clear to the Allied naval command that submarine warfare in the Sea of Marmara was nearing its end by December. There were now only a few steamers operating as transports in these waters,
so the chances of sinkings were small. The battle front on the Gallipoli peninsula was being successfully held by the Ottoman army, and reports indicated that the rail link between the war zone and İstanbul would be opened within the next few days.

9 December 1915: E 2 (Lt Cdr A C M Bennet) leaves base on patrol, passing the net barrages during the early hours of the morning, and is sighted by the coast guards. They alert the anti-submarine force, and a Gotha spotter plane sights E 2 off Gelibolu at 1345hrs. Patrol boats make for the reported position, but E 2 has dived by the time the boats arrive. At 1600hrs E 2 surfaces after a ten-hour passage and is now well out into the Sea of Marmara.

10 December 1915: During the morning E 2 sinks a large dhow, with a cargo of salt and olive oil, off Şarköy. At noon an air attack by planes of the Ottoman Air Corps force E 2 to dive quickly off Tekirdağ, but the submarine is able to surface later in the afternoon to rendezvous with E 11 and transfer stores and ammunition and plan further operations.

12 December 1915: E 2 visits Erdek to find the harbour and bay empty of shipping; this situation is repeated on the following day between the Marmara islands and Mudanya. Ottoman spotter planes are now flying regular patrols over the Sea of Marmara, and E 2 is forced to remain under water for a greater part of the patrol, according to the submarine’s log book.

14 December 1915: An attempt is made to destroy the submarine cable between Bandırma and Istanbul with explosives, but with no success.

15–16 December 1915: Bad weather and very rough seas hamper the patrol and no shipping is sighted.

17 December 1915: E 2 sinks two dhows and the schooner Emanetullah off Mora, and is forced to break off further action by the sudden appearance of Akhisar.

18 December 1915: E 2 encounters thick fog until midday, then sinks a dhow by explosives in the waters between Şarköy and Tekirdağ. Later the submarine meets up with E 11, and both boats conduct a vain search for a German U-boat which E 11 sighted earlier.

19 December 1915: The armed tug Tarik, with barges in tow, is sighted off Mora and E 2 opens fire, but breaks off the action when Tarik returns the fire with its 57mm gun.

20–21 December 1915: Thick fog continues to hamper operations in the Bay of Mudanya and off the Marmara Islands.

22 December 1915: E 2 stops the regular İstanbul/Mudanya ferry, but allows it to proceed after a search.

22–28 December 1915: E 2 cruises the entire Sea of Marmara without sighting any enemy shipping. Before finally departing the area, E 2 succeeds in sinking only a small sailing vessel off Bandırma and three dhows off Yalova.

31 December 1915: E 2 shells Mudanya, but causes little damage in the port and the town. The shore guns do not return fire as their ammunition supplies are now running low. E 2 then proceeds on to Yeşilköy, sinking three more sailing vessels with cargoes of foodstuffs for Istanbul, en route.

1 January 1916: E 2 arrives at Istanbul but is too late to sight the last Ottoman transport convoy to the front. The submarine remains off Büyükçekmece throughout the night.

2 January 1916: E 2 proceeds along the northern coast as far as Gelibolu, dives and passes under the mine and net barrages to reach Kumkale on the afternoon of 3 January. Here the submarine surfaces and proceeds to base without incident.

The Black Sea, 1914–1918

26 October 1914: ‘Preparations for a reconnaissance exercise’, is the explanation issued by naval command to account for the hectic activity; the officers, however, are issued with sealed instructions, unnecessary for training off the Bosphorus.

27 October 1914: The greater part of the fleet leaves the anchorage off Haydarpasa, Büyükdere and İstinye and assembles within the protected waters. At 1700hrs Yavuz signals three times ‘Do the utmost for the future of Turkey’, then ‘To all ships: all naval actions are secret. This also applies after any action.’ Secret orders are opened on board; the German officers are not surprised by the contents, the Ottoman officers generally indifferent.

28 October 1914: Yavuz, with Taşoz and Samsun as escorts, leaves base and steams along the Anatolian coast as far as Amasra.

29 October 1914: At 0500hrs the destroyers, with minesweeping gear out, take up position ahead of Yavuz. At 0630hrs Yavuz, seven miles away from Sebastopol, opens fire on the shore batteries. The batteries immediately return fire. Yavuz is hit three times near the funnel and the action is broken off. The destroyers bring in their sweeping gear and make off at high speed, zig-zagging, with Yavuz following. The three warships unwittingly pass through a Russian minefield.

Shortly afterwards Yavuz meets the Russian minelayer Prut, which is scuttled by its crew to avoid capture. Yavuz fires on the escorting destroyer, Leytenant Pushchin, which, though damaged, manages to reach port. Later Yavuz captures the steamer Ida (1708gt/1889), and a prize crew brings it into Istanbul. Yavuz arrives back at base at 1200hrs on the 30th.

29 October 1914: The passenger liner Nilişer was selected for conversion to a minelayer and the work was completed in August. Disguised as a Russian steamboat, the black hull and yellow funnel, Nilişer lays a sixty-mine barrage off Sebastopol, then makes for base. Near the middle of the Black Sea the minelayer sights and stops the Russian steamer Velikiy Kniaz Aleksandr (1852gt–). Once the crew has taken to the boats, the steamer is sunk by gunfire. Nilişer’s German captain, Kapit D R Leverhorn, is later severely criticised for not bringing the Russian steamer to Istanbul.

29 October 1914: Hamidiye arrives off Feodosia at 0630hrs, and an Ottoman and a German officer are sent ashore by steam pinnace.
nace to inform the local authorities that hostilities will begin in two hours’ time.

Chivalrously, Hamidiye waits until 0900hrs before opening fire on the harbour installations, then shells the port for over an hour before proceeding to Yalta. Here Hamidiye sinks the steamer Sura (1113gt-) and the sailing vessel Syvatoj Nikolay (300gt-) by gunfire before returning to Istanbul via the Snake Islands. The cruiser is back at base by the 31st.

29 October 1914: Gayret-i Vatanıye and Muaven-i Milliye arrive off Odessa at 0230hrs. A small convoy is making its way through the southern entrance into the harbour. Gayret-i Vatanıye torpedoes the gunboat Donets, which sinks immediately. Muaven-i Milliye fires on the gunboat Kuardenet, sinks a motorboat by ramming and then shells the oil tank terminal and a berthed merchant ship. A landing to destroy the grain port installations was abandoned due to artillery fire, and the two destroyers make for the Snake Islands and then on to the Bosphorus, meeting up with Yavuz and the escorts en route.

29 October 1914: Midilli and Berk-i Səvet arrive off Novorossiysk after a rough passage during which most of the Ottoman crew are seasick. An officer from Berk-i Səvet is sent ashore to warn the authorities of the intended attack. However, the Russians refuse to recognise the officer’s authority and he is promptly arrested. Berk-i Səvet then steams into the harbour and signals that firing will commence if the emissary is not freed. Once this is done, the torpedo cruiser waits until 1050hrs before opening fire on the shore artillery positions. Midilli completes laying a sixty-mine barrage in the Straits of Kerch, then joins Berk-i Səvet in the bombardment. The oil tanks are soon ablaze, so the Ottoman ships concentrate on the merchant vessels in port. Seven ships are damaged, and the Nikolai (1085gt-) sunk. At 1300hrs Midilli departs Odessa for Varna to destroy the telegraph to Sebastopol. Both ships then return to the Bosphorus, and Midilli joins Barbaros Hayreddin and Turgut Reis and the destroyers Yarhisar and Basra on duty in the forward defence line.

29 October 1914: Great Britain and the Allies sever relations and send an ultimatum to the Ottoman Empire.

1 November 1914: A conference is held at Istanbul to review the operations carried out against Sebastopol, Feodosia and Odessa. None of the operations has been a success, and Russian losses, two warships and six merchant vessels, are slight. The German officers are particularly critical of the operations, and voice a low opinion of the Ottoman navy in general, although they praise the Ottoman seamen for their bravery and hard work during the action, especially since the crews had little sea training.

The German crews, however, have their own problems, and Admiral Souchon’s order of the day states ‘that feigned illness is cowardice in the face of the enemy’ – and this order is addressed only to the German crews.

2 November 1914: Russia declares war on the Ottoman Empire.

5 November 1914: Great Britain and France declare war.

5 November 1914: The Russian destroyers Gnevniy, Pronzitelniy and Derzkiy mine the entrance to the Bosphorus.

6 November 1914: The battleship Rostislav, the cruiser Kagul and six destroyers shell Zonguldak, damaging the steamer Beykoz (1188gt/1882) and the tugs Dauphin and Eole. On their way back to base the Russians sink the Nikfa (905gt/1889) off Kandilli and the transports Bahriye Amer (3603gt/1893), Bezm-i Alem (4527gt/1889) and Mihat Paşa (4455gt/1900), steaming unescorted in convoy.

During the first two months of the war the X Army Corps was transported from Ordu and Samsun to Trabzon and its equipment was shipped from Istanbul to the Caucasus front. The navy provided the escort but the transports were placed under army command. At first Admiral Souchon refused to seek action with the Russians, but eventually he gave in to pressure and released Midilli and Hamidiye for escort duties. Army command did not keep to the sailing schedule and sent the three transports off to Giresun, only to have them sunk off Kandilli.

5-6 November 1914: Hamidiye arrives at Giresun to find only the Akdeniz (5062gt/1890). After 3000 troops have been embarked, Hamidiye escorts the transport to Trabzon. By now the alarm has been raised because of the long overdue transports and the Hamidiye and Midilli search the area for the missing ships.

6 November 1914: Yavuz and Berk-i Səvet leave Istanbul to attack Sebastopol. At sea they are ordered to make for Ereğli and Zonguldak, where enemy warships have been sighted. A search of the area proves fruitless, and Yavuz is hampered by Berk-i Səvet’s 18-knot maximum sea speed. The torpedo cruiser is in fact at sea with Yavuz only to train the crew.

7 November 1914: Midilli shells the port and installations at Poti. A conference is held at Istanbul of the army and navy commands. Again the army, represented by Enver Paşa, insists that the navy make all serviceable vessels available for escort duties. Admiral Souchon, while regretting the loss of the three transports, protests that the navy is not ready for sea and that the crews are untrained. Souchon’s protests are brushed aside by Enver.

9 November 1914: The Port Authority at Istanbul informs the navy that the transports Ceyhan (3509gt/1890), Mahmud Şevket Paşa (2690gt/1886) and Şam (3662gt/1884) are being loaded with troops and will be sailing the same day for Trabzon. Souchon has no choice but to send Yavuz to sea until the 12th. In the event the transports never sail, and the only result of Yavuz’s excursion into the Black Sea is the cutting of the Varna sea cable.

14 November 1914: Word reaches Istanbul that a Russian submarine shelled Trabzon on the 7th, and Yavuz and Midilli depart at 1530hrs for the Crimea. In addition Hamidiye is ordered to proceed the following day to Tuapse and the Gayret-i Vatanıye, Muaven-i Milliye, Peky-i Şevket and Samsun also to prepare for sea.

18 November 1914: At noon Midilli sights enemy warships off the Crimea, and Yavuz joins the cruiser just as a Russian squadron appears through the haze. Both sides immediately open fire. Yavuz is hit on port casemate III and sixteen crew are killed. The Russian battleship Evstafiy is hit four times and as a result is out of commission undergoing repairs for a long time. After about fif-
teen minutes the Russians break off the action and retire behind a fog bank. Yavuz and Midilli, which is undamaged, make for home. 18 November 1914: During the night the Russian minelayers Konstantin and Kseniya lay a 123-mine barrage off Trabzon. This minefield claims a small sailing vessel the following day, thereby revealing its existence; the field and those off Samsun and Urga are swept during the following days, before the transports can again use the ports.

19 November 1914: The Nilüfer leaves the Bosporus for the mouth of the Danube. A signal from Admiral Souchon countermanding the sailing order is not received, and Nilüfer heads for Varna. Nothing further is heard of the minelayer. Some days later the bodies of two German sailors and wreck are found drifting off Kiliys. As nothing is known of any action off the Bulgarian coast it can be safely assumed that Nilüfer was mined near Kiliys and sank with the loss of the entire crew of eight Germans and fifty-five Ottomans, on the 19th.

19 November 1914: Mecidiye reenters service and joins Midilli and Hamidiye on transport escort duties.

20 November 1914: Hamidiye shells the harbour installations at Tuapse and returns to base, meeting up with Midilli en route. Yavuz and Peyk-i Şevket remain off the Bosporus on patrol.

20 November 1914: The transports Akdeniz and Zonguldak (1545 gt/1884) leave Istanbul for Trabzon, escorted by Midilli and Hamidiye. Midilli remains at Trabzon until the 28th, while Hamidiye continues escort duties. The second echelon of transports, Ceyhan and Mahmut Şevket Paşa, arrive at Trabzon on the 26th.

5 December 1914: Midilli and the steamer Zafer (332g/t/1905) leave the Bosporus for the Snake Islands. Here the vessels part, and Zafer proceeds to Akkerman and lands a raiding party whose task is to destroy railway installations. Zafer returns to Istanbul safely and Midilli goes on to shell Sebastopol, damaging a number of anchored minesweepers, then returns to base. The raid on Akkerman is a failure and all the soldiers are captured.

5 December 1914: The transports Akdeniz, Derince (337g/t/1912), Mahmut Şevket Paşa and Şam load two battalions of infantry and equipment at Istanbul-Karaköy and sail for Rize, escorted by Midilli. Yavuz, Peyk-i Şevket and Berk-i Satvet are sent as additional cover because the enemy are now aware of all troop transport movements from Istanbul. Enver Paşa is on board Yavuz for the voyage to Rize, where he is to take over command of the Third Army.

10 December 1914: After the landings the transports return home and Yavuz proceeds to shell Batumi before meeting up with Mecidiye and Berk-i Satvet at sea.

14 December 1914: Derince is sunk by destroyer gunfire off Trebobu while en route Trabzon to Istanbul. The crew are able to reach the coast by boat.

17 December 1914: The Ottoman army begins its offensive against Kars.

21 December 1914: The transports Akdeniz, Mahmut Şevket Paşa and Şam leave the Bosporus, with Yavuz and Hamidiye providing cover.

23 December 1914: Midilli joins up with Yavuz off the Anatolian coast. It is assumed that the Russians will take some form of naval action over the Christmas period.

25 December 1914: Hamidiye shells Batumi.

On the 20th a Russian fleet left Sebastopol for the Bosporus. The minelayers Kseniya, Konstantin, Aleksey and Georgiy and four blockships were escorted by the entire Russian squadron. Two large minefields were laid. Near Zonguldak the battleship Rostislav sighted Midilli but the cruiser was able to escape and later sank the blockship Athos (1891gt+) by gunfire. Two other blockships, Erne and Istok, had to be scuttled by the Russians at sea, coastal artillery making it impossible to sink the ships off Kandilli and Zonguldak as planned.

26 December 1914: Yavuz hits two of the newly laid Russian mines while approaching the Bosporus. Although over six hundred tons of water enter the battleship's bow, the trim is unaffected and the ship makes the Bosporus safely. However, since there are no docking facilities at Istanbul, Yavuz is out of action for some considerable time for the repairs. Hamidiye and Midilli are warned by radio of the minefield and reach the Bosporus safely by another route.

30 December 1914: The minesweeper Rori is sunk while clearing the minefield with the loss of the crew.

2 January 1915: Midilli, Hamidiye and Berk-i Satvet leave the Bosporus at 1500hrs, escorting the steamer Yesilirmak (85g/t) to Zonguldak. The escorts are instructed to leave the transports at Zonguldak and patrol the war zone.

At 1800hrs the sweep gear detonates a mine and, while taking action to avoid Yesilirmak, Berk-i Satvet leaves the channel in the darkness and hits another mine. The explosion wrecks the propellers and starts flooding aft. Two tugs tow the damaged warship back to İstinye, and Hamidiye and Yesilirmak also returned to port. Midilli
carries on to Zonguldak and Trabzon.

2-4 January 1915: Midilli operates along the coastal war zone, shelling port installations and army positions before making for Novorossysk. Russian naval command intercepts Ottoman radio signals and conclude that Midilli is escorting seven transports. A fleet of five battleships, two cruisers and ten destroyers leaves Sebastopol on the 3rd to intercept the convoy.

4 January 1915: The cruiser Pamyat Merkuriya and an escorting destroyer sight Hamidiye steaming west to meet Midilli off the Crimea. In the ensuing action Hamidiye is hit by gunfire but escapes in a rain squall towards the Crimea. The Russians later capture the Italian steamer Marie Rosette (759gt/1885) off Sinop. The Italian ship was on en route to Istanbul with a cargo of oil in barrels.

6 January 1915: The Russian squadron again steams to intercept Midilli and Hamidiye. At 1830hrs both sides open fire, and hits are registered on the Evstafiy and Hamidiye although no serious damage is done. The Russians fail to follow up the action; instead, they make for the Anatolian coast and sink over fifty small sailing vessels before returning to Sebastopol.

10 January 1915: Hamidiye begins refitting at Istanbul. The armoured decks are strengthened, additional bunker space installed, the stability problems reduced and the fore and aft bridges removed to give a more ‘warlike’ appearance. Searchlights are repositioned and the guns overhauled. The work is completed by 21 January.

11 January 1915: Russian warships now operate continually along the Anatolian coast and all available Ottoman cruisers are detailed for transport escort duties.

8 February 1915: The Russian cruisers Kagul and Pamyat Merkuriya sink the Ottoman steamer Vaqinton (1043gt/1869) at Trabzon. The ship was sinking under the American flag, transporting medical supplies for the American Red Cross.

9 February 1915: All Ottoman warships return from the Crimea area to base. Yavuz goes into dock for repairs and is out of commission for some considerable time.

1 March 1915: Russian warships begin a blockade of the coal ports on the Anatolian coast.

7 March 1915: The cruisers Kagul and Pamyat Merkuriya shell the port and coal loading piers at Zonguldak. Russian destroyers enter the harbour and sink the Taksiyarhi (885gt/1887) and damage the Hilal (1502gt/1887). The Russians then move on to Ereğli and destroy the Principessa Giovanna (904gt/1875), Persiya (740gt/1889), Neva (549gt/1872), Heybeliada (927gt/1875), On Temmuz (2165gt/1892), Kesan (156gt/1875) and the bark Barbaros. The town is seriously damaged but the coal mines and loading stages remain intact.

17 March 1915: Midilli shells Feodosia without causing serious damage before proceeding to Constanza.

20 March 1915: Midilli sights Russian units off the Narrows but takes no action and makes off at high speed to reach Istante safely.

27 March 1915: The Russian fleet steams from Sebastopol for the Bosphorus. An attack on the gun batteries is planned to relieve pressure on the Allied front at the Dardanelles. The cruisers Kagul and Pamyat Merkuriya take up station off the Bulgarian/Rumanian coasts.

28 March 1915: By the early hours of the morning the Russian fleet is some 25 miles from the Narrows and the Tri Syvatieliya and Rostislav, accompanied by the two aircraft tenders, proceed towards the coast. Six aircraft fly off to bomb the lighthouses at Rumelifenerh and Anadoluflenerh, coastal installations and gun batteries before returning to the tenders.

29 March 1915: Kagul and Pamyat Merkuriya shell the coal ports and sink the Sadiç (765gt/1872) at Zonguldak and the Dafni (1321gt/1889) at Kozlu, and attack Ereğli and Kandilli.

31 March 1915: The Russian fleet returns to Sebastopol.

1 April 1915: The refitted Yavuz and the Midilli sail for Sebastopol. Destroyer escorts join up during the night.

2 April 1915: Hamidiye, Mecidiye and a destroyer escort sail for Odessa.

3 April 1915: At 0600hrs Odessa is sighted and at 0630hrs Mecidiye hits a mine while some fifteen miles away from the Odessa lighthouse. The mine detonates on the port side, flooding the boiler rooms and the cruiser begins to sink. Mecidiye sinks, partly submerged in shallow water, with a loss of twenty-six crew killed. All logs and ciphers, radio equipment and sighting gear are destroyed before the cruiser goes down, and at 0720hrs Yagidar-i Millet torpedoes the wreck. Hamidiye picks up the survivors and Yavuz orders the squadron to return to base. At noon Hamidiye receives a signal that the Russians are again at sea. Samsun and Taçoç set off along the coast to intercept, but sea speed cannot be maintained and the destroyer returns to the Bosphorus.

4 April 1915: The warships meet up, all operations off Odessa are halted, and the fleet makes for base, Yavuz sinking the freighters Vostochnaia (944gt/--) and Providence (748gt/--). At about 1500hrs Yavuz sights the Pamyat Merkuriya, and gunfire is exchanged until contact is lost in the approaching darkness. On arrival at Istante Yavuz goes into dock until 1 May.

Even with the addition of Yavuz to the fleet, the Ottoman navy was unable to hit the enemy hard and Souchon’s entire operation in the Black Sea was considered a farce. Even the attempt to sink Mecidiye failed and the Russians raised the cruiser, repaired it and had it commissioned as Prut.

15 April 1915: The Russian destroyers Derziy, Gnevniy and Pronzitieliy attack Ereğli early in the morning and sink the sailing vessel Avni Rabani and six smaller sailing boats. The destroyers then go on to Kozin to sink the Dafni (1321gt/1899) and damage Despina (714gt/1864) which is beached and later refloated.

1 May 1915: Russian battleships shell the Bosphorus forts, spotter planes being used to register and report the shots. Yavuz is moved from Istante to the Bay of Beyboz. Kagul and Pamyat Merkuriya are detached from the main fleet and sent to attack Zonguldak. They shell the Necat (1523gt/1870) and sink it at Ilikisu, near Kozlu.

2 May 1915: The Russians again bombard the Bosphorus forts without causing serious damage. The fleet then retires to Bulgarian coastal waters. Kagul captures the Italian steamer Amalia (413gt/1881) with a cargo of flour and oil in drums. A prize crew takes the steamer, on charter to the Ottoman Empire, to Sebastopol. Pamyat Merkuriya also sinks a fully-loaded 950-ton bark off Kozlu.

5 May 1915: The destroyers Gnevniy and Pronzitieliy sink the steamer Yeşilirmak (865gt/--) and hit the Güzel Girit (1322gt/1891). The latter steamer is set on fire, drifts out to sea and sinks the following day. Later the destroyers sink the Morna (1495gt/1891) by gunfire off Kandilli. The Russian units meet up again off the Bosphorus and return to Sebastopol. The operation is well planned and carried out and brings the Ottoman coal transport to a complete halt.

7-8 May 1915: Yavuz, Midilli and Hamidiye put to sea. Yavuz visits Sebastopol, but takes no action against the port due to a now chronic shortage of heavy ammunition. Midilli heads for Constanza and Hamidiye to Zonguldak.

9 May 1915: The Russian destroyers Derziy and Bespokoyniy enter the harbour at Kozlu at 0545hrs and shell the mining installations and coal stages, and sink the collier Selanik (1127gt/1873). After an hour the destroyers leave, without the shore batteries taking any
an hour the destroyers leave, without the shore batteries taking any action. At sea they meet up with the cruisers to sail on to Ereğli. At 0830hrs they sink the Millen (817gt/1892), just arrived from Istanbul, and the Sadiç (817gt/1871). At 1000hrs a signal is sent from Ereğli to Istanbul reporting the attack, but falsely stating that a landing has taken place. Yavuz immediately puts to sea, but fails to find the enemy.

10 May 1915: Nünume-i Hamiyet joins the Yavuz. At 0540hrs the destroyer sights smoke. Yavuz sends the destroyer to shadow the enemy squadron, and the battlecruiser starts to close. Nünume-i Hamiyet attacks the minesweeper escort, but breaks off the action when the battleships Tri Sviyatiel’ya and Panteleimon appears. At 0715hrs Yavuz opens fire on the enemy ships, which return fire immediately. Within ten minutes Yavuz is hit twice above the waterline. Although not seriously damaged, Yavuz increases speed and turns away from the enemy. Lighter units of both sides continue to shadow the opposing capital ships as they steam away from the Straits.

At 1215hrs the Russians turn away to starboard and make off.

This engagement was humiliating for the captain and crew of the Yavuz; for, despite superior speed and heavier guns, the battlecruiser registered no hits and allowed the enemy to escape. Souchon stated later that it had been the Yavuz’s intention to draw the enemy towards the Bosphorus. The problem remained that it was impossible to engage the enemy and at the same time avoid damage to the battlecruiser on which Ottoman hopes of matching Russian naval strength rested.

15 May 1915: Russian destroyers shell Ereğli and sink the patrol boat Rusumet No 5 and the steamers Hellesponte (1985gt/1883) and Hıhal (1502gt/1877).

20 May 1915: A Russian raiding party lands at Çamlı and destroys the coal mines, loading equipment and the power house. By now all regular coal supplies to Istanbul have ended.

27 May 1915: Midilli escorts the steamers Seyhun and Terfikiye, loaded with coal, from Zonguldak to Istanbul.

7 June 1915: A Russian force of five battleships, three cruisers and fourteen destroyers shells Zonguldak and then Ereğli, where they sink the Progress (408gt/1884). Near Karasu they capture the Edincik (786gt/18) and recover logbooks giving all information on collier movements, and the date of arrival of the German U-boat UB 8 at Istanbul.

10 June 1915: Midilli encounters the destroyers Derzkiy and Gnevniy off Zonguldak at about 2000hrs. During the short engagement Derzkiy is hit and loses all power. Midilli is hit seven times, with slight damage and light casualties. No attempt is made to sink the crippled Russian destroyer, and Midilli breaks off the action and makes off. Gnevniy takes the Derzkiy in tow and both ships reach Sebastopol safely the next day.

14 June 1915: The Russians sink the tug Leon off the Anatolian coast.

16 June 1915: Derzkiy and Gnevniy fire on the steamer Edine (646 gt/1863) near Karasu. The steamer is beached, then torpedoed and
25 June 1915: Pronzitel’niy and Bespokoyniy appear off Zonguldak and fire on the numerous half-submerged wrecks. Erdekh (600gt/1878) is damaged at the loading berth.

3 July 1915: Collier convoys are reintroduced. Gayret-i Vataniyey and Nüümne-i Hamiyet escort the steamer Seyhan (3013gt/1896) and Eresos (3022gt/1893) from Istanbul to Zonguldak. Russian destroyers appear off the port on the 4th but withdraw when the Ottoman destroyers return fire.

10 July 1915: The Russian submarine Kars lays a 58-mine barrage off the Bosphorus. Isa Reis hits a mine just outside the partially swept channel the following day. The gunboat is heavily damaged and towed in a sinking condition to Istinye and laid up.

11 July 1915: The steamer Ugrolo (964gt/1875) is mined off Galataburnu, a mine laid by Kars.

11 July 1915: The destroyers escort another collier convoy to Zonguldak.

15 July 1915: Yadigar-i Millet arrives at Zonguldak with fuel oil for the German submarines. In the afternoon the Bespokoyniy, Derziyi and Pronzitel’niy shell the port. Seyhan is hit and sunk in shallow water, but is raised some days later and repaired. The destroyer and Eresos receive only slight damage. The Russians withdraw after an hour’s action.

18 July 1915: The convoy departs for Istanbul; though it scatters after an enemy sighting, it reassembles to reach port safely.

18 July 1915: Midilli departs the Bosphorus for Karaburnu to meet the steamer Kesan, loaded with petrol, and escort it through the minefields into Istanbul. After only a half-hour’s steaming the cruiser hits a mine, which explodes under the No 4 boiler room. Though flooded with over six hundred tons of sea water, the cruiser manages to reach Istinye. Eight of the crew are killed. Midilli is dry-docked and the inspection reveals only slight damage. Due to a shortage of materials and qualified personnel the repairs are not completed until February 1916.

25 July 1915: The Russian destroyers Schastliviy and Bystriy venture as far as Kefken Ada and sink the Erdekh (660gt/1879). A further attack at Şile destroys the Skiros (2634gt/1896). The wreck is beached and abandoned.

29 July 1915: The Russian destroyers sink a dredger off the River Sakarya.

Throughout July the Russian destroyer division based at Batumi steadily increased operations off the Anatolian coast and, in addition to the larger vessels noted above, over 150 small sailing vessels were destroyed.

3 August 1915: The destroyers Muavent-i Milliye, Numune-i Hamiyet, and Taşoz and the cruiser Hamidiye escort the Zonguldak, Eresos, Illiria and Seyhan to Zonguldak. In order to obtain a clear picture of the state of the loading posts the commander of the First Destroyer Flotilla, the German Kapitän Firle, goes along on the voyage.

8 August 1915: Russian destroyers appeared off Zonguldak at 2000hrs. Both sides open fire but no damage is recorded.

9 August 1915: The Russians again appear, but take no action.

10 August 1915: The convoy sails at 0300hrs and meet up with the Yavuz off Kefken Ada. At noon the periscope of the Russian submarine Tyulen, known to be operating in the area, is sighted by Muavent-i Milliye. The convoy begins to zig-zag, but on the first tack Zonguldak is torpedoed and sinks in seven minutes. Four destroyers come out from the Bosphorus to join Yavuz and the convoy returns to Zonguldak, then back to Istinye.

10 August 1915: Kagul, Pamyat Merkuriya and five destroyers attack Zonguldak but find the port empty, sinking only the bark Adile and the tug Adi Landana.

4–5 September 1915: The steamers Eresos, Illiria and Seyhan leave Zonguldak with over 10,000 tons of coal and with Niümne-i Hamiyet as escort. At 0500hrs south of Kefken Ada the Hamidiye and Muavent-i Milliye join. At 0630hrs the destroyers Bystriy and Pronzitel’niy are sighted. The colliers make for the coast and Hamidiye closes the enemy. Shortly afterwards the 150mm suddenly fails, and when the submarine Nerva is sighted the cruiser and escorts make off. At 1020hrs the Russians attack the defenceless colliers, some of which are beached near the estuary of the Sakarya. The ships are soon ablaze, and the Ottoman navy writes off 10,000 tons of coal. Nerva also sinks the tug Seyyar by gunfire. Yavuz arrives too late to take any action against the retreating enemy.

13 September 1915: The Russians sink the Kızılirimak (1945gt/1890) near Sakarya.

1 October 1915: The Russian battleship Imperatoritsa Mariya patrols off the Anatolian coast while the Eystafly shells Ereğli and the Joann Zlatoust and Panteleimon shell Zonguldak. Nora Hugo Stinnes 2 (4945gt/1910) and Rodosto, loading coal, are only slightly damaged.

5 October 1915: Yavuz escorts the two steamers to Istanbul.

14 October 1915: Bulgaria declares war on Serbia.

16 October 1915: Bulgaria joins the Central Powers.

15–19 October 1915: Britain, France, Italy and Russia declare war on Bulgaria. The Russians now leave the coal ports alone and step up their operations off Bulgaria. At the same time Admiral Souchon takes over supreme command of the Ottoman Navy. Varna in Bulgaria now becomes the main support base for German U-boats.

14 November 1915: Yavuz narrowly escapes being torpedoed by the Russian submarine Morz. After this incident the battleship is withdrawn from Black Sea operations, the submarine danger now too great.

9 December 1915: The Russian destroyers Derziyi, Gnevniy and Bespokoyniy sink the gunboats Yozgat and Taşköprü near Kefken Ada by gunfire. Three crew members are killed. The survivors reach the mainland and are rescued by the Hamiddabud the following day.

By the end of 1915 the Ottoman navy had lost most of its colliers. Transport of coal was now dependent on a fleet of small sailing vessels, dhows, tugs and the Bosphorus ferries. Along the Anatolian coast naval operations became increasingly half-hearted and the commanders on both sides looked more and more on the Black Sea as a secondary front.

The chronic shortage of raw material now threatened to plunge the Ottoman Empire into a state of chaos. In addition to the coal
shortage, now reducing the navy to inactivity, there was a serious shortfall of grain to contend with. Reports of hunger and starvation were reaching Istanbul.

**7 January 1916**: A conference is held at Istanbul to discuss the crisis. Enver Paşa learns that there is now only about 13,500 tons of ‘Cardiff’ coal and 900 tons of Zonguldak coal available for the fleet. Although the railway lines to Germany have been reopened following the defeat of Serbia, little help can be expected from the Empire’s chief ally since Germany is also suffering from a coal shortage.

After the disbanding of the Dardanelles transport fleet, additional vessels were available for collier duties in the Black Sea. This tonnage was not, however, sufficient to meet the demand, and sinkings were to reduce it even further.

In February 1916 the Coal Agency chartered the following steamers (the figures in brackets show the coal capacity per voyage in tons):

- **Rodosto** (5500), **Nora Hugo Stinnes 2** (7600), **Dubrovnik** (7000), **Kerkyra** (4200), **Irningard** (7200), **Lilly Rickmers** (6000), **Terfikiyi** (500), **Turan** (700), **Bitinia** (6000), **Patmos** (3200), **Arinatae** (4800), **Kızılırmak** (6800).

**Yavuz** and Midilli continued to operate as far as Zonguldak and gave the colliers some protection. **Hamidyey** was laid up, now too slow for operations in the Black Sea.

**6 February 1916**: Russian troops attack Ottoman positions at Trabzon and **Yavuz** and Midilli are used as transports to rush infantry to the threatened front. Yavuz returns immediately to Istanbul because of the danger that the Russians might bottle up the battlecruiser in one of the ports on the Anatolian coast.

**6 February 1916**: The Russians launch an air attack on Zonguldak with planes from the **Aleksandr** and **Nikoley**. The German steamer **Irningard** is alone in port and slightly damaged, but is able to sail later for Istanbul.

**27 February 1916**: Midilli rushes troops from Istanbul to Trabzon and oil in drums to Sinop. A planned expedition along the Caucasus coast by Midilli is abandoned due to bad weather and the cruiser returns to base on 2 March.

**12 March 1916**: The Russian destroyers **Gromkiy** and **Bystriy** sink the Seyyar (3336gt/1893), sailing empty to Zonguldak, off Karasu.

**17 March 1916**: The steamer Zambrak (2570gt/1898), with a cargo of 500 tons of oil products, is torpedoed off Varna by the **Penzitel’niy**.

**24 March 1916**: The Russian submarine **Morz** torpedoes the tug Darica off Keik Ken Ada.

**1 April 1916**: The submarine Tyslen torpedoes the Dubrovnik (4238gt/1912) just 2,000 metres off the coast near Şile. Gayret-i Vatanîye has just taken up position as escort when the collier, with 7,000 tons of coal on board, is hit aft. The ship is quickly abandoned and drifts on to the rocks near Galata Burnu. The destroyer picks up the survivors and returns to the Bosporus. Bad weather hampers salvage, and Morz returns to the site and destroys the Dubrovnik on 16 April.

**14 April 1916**: British bombers raid Istanbul, but fail to hit the gunpowder factories at Yeşilköy. As a result of the raid, the defences at the air station at İstinye are considerably improved.

**18 April 1916**: Midilli leaves Istanbul with troopships for Trabzon. After landing the infantry the cruiser sails in company with U 33 to attack enemy shipping near the front line. The Russian auxiliary minesweeper T 233 is heavily damaged in a short engagement, then U 33 returns to Trabzon. Midilli carried on alone to sink the sailing vessel Nikolay (108 tons).

**19 April 1916**: Midilli sights two large warships west of Novorossiysk. After signalling identification, the Imperatoritsa Mariya opens fire, and Midilli escapes the very close salvos only by steering a zig-zag course at high speed. The cruiser reaches İstinye safely, and is docked for repairs.

**24 April 1916**: The Tyslen attacks the paddle ferry Resanet (230gt/1892) near Akçağaç. The ferry, towing six coal barges, is beached on fire, but is later refloated and towed to Ereğli for repairs.

**3 May 1916**: Midilli leaves İstinye to lay a 60-mine barrage off Killia, using mines received from Germany by rail.

**6 May 1916**: Midilli returns to base, bunkers and loads another sixty mines. Sailing again at 2200hrs for the Crimea, the minelay-er-cruiser lays three barrages off Cape Tarchankut and near Sebastopol before going on to shell Yevpatoriya. Midilli returns to İstinye on the 8th, remaining there until the end of May.

**30 May 1916**: Midilli takes troops to Sinop and Samsun and
returns to base with deck cargoes of grain and tobacco.

During the early summer months the Russians again intensified their destroyer operations.

30 June 1916: The Bosphorus ferry Ruchan (244gt/1894) is shelled and sunk at Iğneada.

3 July 1916: Yavuz and Midilli depart for the Caucasus to attack Russian troop transports.

4 July 1916: Yavuz shells the harbour at Tuapse and sinks the steamer Kniaz Obolonskiy (248gt–) and several sailing vessels. Midilli leaves the battlecruiser to patrol off the Crimea and sinks the Marina Anetta N-103 (961gt) and the sailing vessel Reziy, off Sochi, and finishes off the Rockliffe N-55 (3073gt–), which was torpedoed two days previously by U 38. Although the battleships Imperatritsa Mariya and Ekaterina II are at sea on patrol, the Yavuz and Midilli are able to slip down the Bulgarian coast and reach base safely on 6–7 July. Yavuz is then again docked for overdue repairs to the propeller shafts, and is out of service until September.

16 July 1916: The Bystriy and Pospresıy capture the İttihat (921gt/1893) off Tuzla Burnu and the steamer is taken to Sebastopol as a prize.

17 July 1916: Gromkiy and Pylykiy attack the barge-towing ferry Itkan (244gt/1894) off the Sakarya estuary. The ferry and two tugs are beached, but later refloated and able to make the voyage to port safely. Two of the barges are abandoned.


17 July 1916: Gromkiy and Pylykiy sink the Bosphorus ferry Sultanlıye (591gt/1909) off Sakarya. The destroyers then attack Ereğli, but cause little damage.

21 July 1916: Midilli again sails from Istanbul to lay a 65-mine barrage off the approaches to Novorossiysk.

22 July 1916: At noon Schastliyiy sights Midilli some 100 miles north of Sinop and opens fire, Midilli immediately alters course for home, but soon encounters the Imperatritsa Mariya, salvos from which begin to drop very close at a range of over 24 miles. Only by laying a smokescreen and dropping mines in the path of the enemy is Midilli able to escape. At twilight four Russian destroyers attempt another attack, but the cruiser disappears in a rain squall and is able to escape to reach the Bosphorus on the 23rd.

29 July 1916: The Tyulen attacks the Bosphorus ferry Hale (298gt/1903) off Ağva. Hale is hit several times and beached, but later salvaged and taken to Istanbul and laid up damaged. Later Tyulen attacks the ferry Neveser (287gt/1890) near Şile, and the paddler is beached to avoid capture.

During August the Russians laid a large number of minefields off the Bosphorus, and by the end of the month over 1,000 mines had been laid. On 27 August Rumania declared war on Austria and Germany. Bulgaria and the Ottoman Empire declared war on Russia on 30 August and 1 September.

The Russian minefields soon brought all coal and food supplies to Istanbul to a complete halt and bread was further rationed. Additional minesweeper groups were formed to keep clear the large minefields off the Bosphorus. The torpedo-boats Draç, Samsun, Kihtiya and Yunus and the gunboat Malatya were quickly but inadequately fitted out for the task.

During September only a few small sailing vessels with coal cargoes managed to pass through the minefields to reach port.

12 September 1916: Kihtiya hits a mine while working with Musul and Yunus east of Karaburun. The damaged boat is towed into swept waters but the bulkheads give way and the boat sinks quickly with the loss of three crew members.

14 September 1916: Patmos (1907gt/1902), with a five-destroyer escort, leaves Zonguldak with a full cargo of coal.

15 September 1916: Patmos hits a mine off Karaburun and has to be beached. Basra and Samsun rescue the crew and report the sinking.

21 September 1916: Malatya is sent to clear a channel to the stranded Patmos. While sweeping, the gunboat hits a mine, wrecking the rudder and propellers. Malatya is taken in tow to Istanbul and laid up in a damaged state.

2 October 1916: After lying fully loaded at Zonguldak for over a month, Giresun is ordered to sail for Istanbul. Irmingard leaves Istanbul for Zonguldak on the same day. Both ships proceed along the swept channels. Two miles east of Anadolu Karaburun, Irmingard hits a mine. The steamer is beached with the bow to the bridge under water. Over the next few days salvage teams try to raise the freighter. The ship was dynamited ab aft the bridge, but remained fast.

16 October 1916: The Russian submarine Narval torpedoes and sinks the steamer Kesan (156gt–) off Şile.

17 October 1916: Narval destroys the stranded Irmingard.

21 October 1916: Tyulen captures the armed steamer Rodosto (3662gt/1903) near Keşken Ada after an exchange of fire. The steamer is taken as a prize to Sebastopol.

21 October 1916: The tug Arslan is mined and sunk off Karasu.

21 October 1916: The battleship Imperatritsa Ekaterina appears off Ereğli and shells the town and the port, sinking the ferries Ever i Merhammet (230gt/1892), Resan (240gt/1894), the steamer Talhıyayev (114gt–) and a number of small sailing vessels. The İntizam (244gt/1894) is damaged and later towed to Istanbul, laid up, then sold to the navy and lost in 1917.

September–November 1916: Operations of Bulgarian/German forces under Field Marshal von Mackensen in Rumania. Constanza falls on 22 October.
28 October 1916: Taşoz sailed to Constanza with a group of German officers who are to supervise the setting up of a naval base.
30 October 1916: Admiral Souchon sails on Muavett-i Miliye, with Nümune-i Hamiyet as escort, for Varna where he holds talks with von Mackensen. Gayret-i Vataniye is detailed to act as a dispatch vessel between Varna and Constanza. While en route from Istanbul the destroyer runs on to an unchartered reef near Varna. Salvage attempts fail and the warship has to be abandoned.
21 December 1916: The Panyat Merkuriya sinks the motor gunboats No 12 and No 16 by gunfire off Rumeli Karaburnu. Both boats have been at Burgaz since October; the presence of enemy patrols delaying their sailing for Istanbul until the day of their loss.
7 January 1917: Nerpa sights the ferry Nusret (230gt/1872) towing sailing barges off Şile. The barges are sunk by gunfire and Nusret beached.
12 January 1917: Narval attacks the salvage fleet sent to assist Nusret, and sinks the ferry Neveser (257gt/1890), the steam barge Moda and the brig Dervis. The larger vessels are later salvaged and towed to Istanbul.
6 February 1917: The Neveser, only just repaired, is mined off Incilli and sinks with the loss of two lives.
7 March 1917: The Russian submarine Kashalot attacks the ferry Resanet (230gt/1892) and two tugs off Sakarya. The three boats are driven ashore but easily salvaged the following day.
25 March 1917: The Samruk (709gt/1881) is mined off Ağıva while en route from Istanbul to Varna with a cargo of aviation fuel. Ten of the crew are killed in the explosion. The steamer is beached and later salvaged.

During the early months of 1917 Russian destroyers sank a considerable number of small sailing vessels and dhows, now the sole means of transportation along the coast. Due to the weak coastal defences Derzkiy was even able to sail into Sinop on 29 January and destroy seven sailing ships. In March the Russians shelled Giresun and Tirebolu and a number of small craft were lost.

24 March 1917: Nerpa shells and sinks the paddle steamer Marmara (250gt/1874) off Şile.
11 May 1917: A German plane based at Kefken bombs and sinks the submarine Morz off Ereğli.

During April and May the minefields and channels off the Bosphorus were swept clear. The Russians then sent in a fleet of small motorboats to re-mine the approaches, the work being carried out without being seen by the coastal patrols. Only on 27 May, after a mine had exploded, were the defence forces made aware of what had occurred.

23 June 1917: Midilli, now rearmed with 150mm guns, steams from the Bosphorus for the Snake Islands. Arriving there without incident, the cruiser mines the area and destroys the radio station.
25 June 1917: Midilli makes for home, but is sighted by the battleship Svobodnaya Rossiya (ex-Imperatorissa Ekaterina). The destroyer Gnevniy is sent to investigate, but Midilli manages to keep a safe distance from the enemy. At 1415hrs the battleship opens fire, but the shells fell short and the cruiser is able to escape. Midilli and the destroyer Basra, sent out to meet the cruiser, reach the Bosphorus safely.

14 July 1917: The minelayer Intibah strikes an underwater obstruction, probably a wreck, east of Anadolu Karaburnu. In use as a fast transport from Zonguldak to Istanbul with coal, the minelayer is badly damaged and beached. Salvage teams later patch up the minelayer and it is towed to Istanbul for lengthy repairs.
coast but sinkings were limited to small sailing craft. At the end of the month landings were attempted at the coaling ports but succeeded only at Ordu. Elsewhere the alert defence forces were able to drive off the landing parties.

1 October 1917: The destroyers Bystriv, Gramkiv and Fidoniss sink the bark Aydanik, loaded with coal, off Kefken Ada and drive the tug Beber ashore.

6 October 1917: Tyulen captures the Mahi (1211gt) off Iğneada and the prize is sent to Sebastopol. The submarine Gagara fires on the Vatan (516 tons/1862), sailing empty to Istanbul, off Iğneada. The steamer is beached and not refloated until the spring of 1918. The decision is made to set up a new minesweeper base at Iğneada.

29 October 1917: Hamidabad departs Istanbul for the new base, towing three German-built minehunters and with drums of petrol stacked on deck.

31 October 1917: As the group nears Iğneada it is intercepted by the Pelikiv and Bystriv, and both destroyers open fire. The first hit sets the petrol on fire and Hamidabad is completely destroyed in the inferno. The destroyers then attack the hunters, the ferry Sülücie (520gt/1909) and the steamer Altay (866gt/1893). These vessels are beached and later salvaged. Midilli is sent out to hunt the Russians, but returns to base the following day without sighting the enemy.

10 November 1917: Midilli makes a round trip to Sinop to show the flag, assuring the civilian population that their navy is still active.

13 November 1917: News is received in Istanbul that the Russian Revolution has reached the Crimea and that the war is now over for the Imperial Russian Black Sea Fleet.

4 December 1917: Istanbul (3569gt/1904) arrives at Zonguldak to load coal. This is the first of the large coal transports now being chartered by the Coal Agency to move urgently-needed supplies to the Bosphorus.

5 December 1917: The region is hit by one of the worst winter storms ever recorded and well over twenty sailing craft are lost. Istanbul is driven ashore and not salvaged until January, eventually making the return voyage on 31 January 1918.

16 December 1917: An armistice is concluded by the new Russian government and Russia’s former enemies. By the end of the war in the Black Sea, the Ottoman Empire has lost most of its merchant fleet and the navy is no longer a fighting force. The surviving ships are worn out and badly in need of refitting and repairs. The morale of the ships’ companies remains high, however, and the years of intensive training on land and at sea have done much to improve the fighting spirit of the Ottoman seamen.

24 February 1918: The German steamer Mirna Horn (3415gt/1913) carries 600 infantry to Giresun to reoccupy the area now abandoned by the Russians.

1 March 1918: Akdeniz (5092gt/1890) carries a further 300 infantry to Trabzon with the recommissioned Hamidiye and Samsun, Nişante-i Hamiyet, and Muavent-i Milliyé as escorts.

17 March 1918: Vice-Admiral Albert Hofmann is appointed head of the Armistice Commission at Odessa. Germany and Austria quickly gain the main concessions from Russia, leaving little for Bulgaria and the Ottoman Empire.

20 March 1918: Hamidiye, Nişante-i Hamiyet and Muavent-i Milliyé escort the German steamer Patmos from Constanza to Odessa with troops.

30 March 1918: Patmos again sails for Odessa with Basra, Samsun and Taşoz as escorts. The Germans fear that the Russian Navy may seek action again, and a combined German/Austrian force advances along the coast towards Sebastopol. Yayaz and Hamidiye cruise off the Russian forts as a precaution against a Russian attack.
1 April 1918: Burak Reis, Sakiz and Isä Reis begin patrolling the eastern Black Sea on a monthly rotation basis. Berk-i Satvet is also recommissioned after lengthy repairs and placed at the disposal of the Army High Command to serve as a sea patrol vessel between Istanbul and Batumi. The army quickly regains control over eastern Anatolia, and Yavuz is no longer required for duty.

2 May 1918: Yavuz and Hamidiye enter Sebastopol to find the port already in German hands.

7–14 May 1918: Yavuz is drydocked for the first time in four years. The hull is scraped down and some of the many leaks are repaired.

12 May 1918: The cruiser Prut, the former Meçidiye, is recovered in a poor state. After being made seaworthy it is towed to Istanbul by the Hamidiye. After a two-day voyage both warships reach the Bosporus on 13 July.

28 June 1918: Yavuz, Samsun, Nüümü-i Hamiyet and Muavent-i Milliyet steam to Novorossiysk to force the internment of the Russian warships lying in the port. On arrival they discover that the Russians have scuttled their fleet. The destroyers remain in the area and Yavuz returns to Istanbul.

14 July 1918: Yavuz is laid up at Istinye till the end of the war. The fleet is reorganised with Hamidiye as flagship. The torpedo boats Akhisar, Darç, Musul and Sultanhisar remain on active service with Berk-i Satvet and Peyk-i Şevket being used on single voyages to the Caucasus. Burak Reis, Isä Reis and Sakiz patrol the seas between Zonguldak and Batumi. The motor gunboats No 17 and No 18 are stationed at the Bosporus with Zuhaf and the minelayer Selanik on reserve.

The Schichau destroyers are transferred to the Dardanelles to join a small force on patrol duties. The Germans hand over the destroyer R 10 (ex-Zorkiy) and four tugs to the Ottoman Navy, all that it receives from the captured Russian fleet at Sebastopol. The navy later receives a mixed group of small naval craft and auxiliaries which are neither commissioned into the fleet nor enter naval service.

1 November 1918: Armistice signed at Mudros. The Ottoman Empire is obliged to open the Straits, repatriate Allied prisoners, demobilise its armed forces and sever relations with the Central Powers.

2 November 1918: German troops leave for Russia, and Germany formally hands over the Yavuz to the Ottoman Navy. The German Foreign Office arranges for the pro-German members of the government, Enver Paşa, Talat Paşa and Cemal Paşa, to sail on the R 10 to Odessa.

Mesopotamia (Iraq), 1914 – 1918

4 August 1914: Mobilisation orders are received in Baghdad for the Sixth Army. The 13th Army Corps is in position between Baghdad and Basra and the 12th at barracks south of Mosul. On paper the four divisions have over 23,500 soldiers and thirty-two two-gun batteries of 75mm and 87mm field guns; in addition a battalion of light cavalry is stationed at Far, where any attack on Baghdad can be met.

The Ottoman naval forces in Mesopotamia consist of the gunboat Marmaris, the motor gunboats No 1, No 2, No 5, No 6, No 7 and No 8 and a number of small motor boats armed with machine guns for patrolling the Euphrates and the Tigris. A twenty-mile barrier is laid at Shat-el Arab and the old corvette Kilidbahri, long out of active service and now used as an accommodation ship, is scuttled off Basra to block the channel.

October 1914: The British close the Persian Gulf to all Ottoman shipping.

3 November 1914: British forces land at Far. The landings are supported by the gunboats Odin, Espiègle and Lawrence and the small Ottoman naval force was quickly overrun.

5 November 1914: Britain and France declare war on the Ottoman Empire. The motor gunboat No 1 is shelled and sunk by British gunboats while proceeding to Abadan to attack the petroleum tanks. No 1 is later salvaged and commissioned into the Royal Navy as HMS Flycatcher.

British forces advance steadily along the Shat-el Arab, the Ottoman 38th Division retiring ahead of them. Naval support is provided during the retreat by Marmaris and the gunboats Nos 5, 6 and 8.

9 November 1914: The motor gunboat No 2 is sunk by Odin and Espiègle off Abadan.

16 November 1914: The German steamer Ekbatania (4573 gt/1905) and the Ottoman steamer John O. Scott (859gt/1874) are scuttled near the Muliammadra Islands near Shat-el Arab. Marmaris
is moved from Shat-el Arab to Basra.

**19 November 1914**: *Marmaris* and *Odin* exchange fire of Belcanya Ada.

**21 November 1914**: The gunboat No 6 is sunk during the fighting around Basra.

**24 November 1914**: British forces occupy Basra. Just before the town falls, all the remaining Ottoman naval vessels are sent to Kurna (Qurna), on the junction of the Tigris and the Euphrates. In order to secure the city, the British begin to enlarge their sphere of occupation and continue the advance inland.

**4–8 December 1914**: Fighting takes place around Kurna, which is taken by Anglo-Indian forces on the 9th. *Marmaris* is considerably lightened, and escapes through shallow water to Amarah. The remaining motor gunboats are sent from Kurna to Nasiriye, further up the Euphrates, and a new base is set up.

From December 1914 until the spring of 1915 the front remained quiet.

**11–12 April 1915**: The British repulse Ottoman attacks on Basra. The British remove the mine and net barrages and began operations along the Tigris at the end of May.

**2 June 1915**: *Marmara* shoots off all remaining ammunition at the advancing British forces, then is scuttled to avoid capture. The gunboat was damaged in action with *Espiègle* the previous day.

**3 June 1915**: British forces under Townshend take Amarah.

**25 July 1915**: British forces take Nasiriye, marking the beginning of their general advance on Baghdad. No 5 and No 8 are scuttled.
29 September 1917: British troops capture Ramadi on the Euphrates.
6 November 1917: British forces take Tikrit on the Tigris. These two points mark the furthest Allied advance in 1917.

Naval Aviation, 1913–1918

Shortly before the outbreak of the Italo-Ottoman war the Ottoman air force was founded at Yeşilköy, now Istanbul’s international airport. Due to hostilities no proper training was carried out and only at the end of 1913 did French instructors begin a flying programme.

At Yeşilköy the navy established a flying boat base, and a slipway was laid on the Sea of Marmara. In the short time remaining until the outbreak of World War I only a small number of officers completed their training and purchase of aircraft from France were not completed. Nevertheless, when war broke out two spotter planes with their crew and ground staff were sent to the each of the army corps. The training school, now under the command of the German Obilt Sermos, remained at Yeşilköy.

5 September 1914: Aerial reconnaissance flights begin over the Dardanelles.

October 1914: Three German planes arrive at the Dardanelles to increase patrol strength.

5 May 1915: The Ottoman air ace Üstegmen Fazıl is killed near Istanbul when his plane crashes into woods. He was on an observation flight over the Russian fleet off the Bosphorus at the time of the accident.

April–May 1915: Two army planes and a further naval aircraft join German aircraft over the Dardanelles during the Gallipoli landings.

June 1915: Two-seater Gotha planes are in action against British submarines in the Sea of Marmara. Successes are limited due to the lack of radio equipment and the fact that bombs have to be dropped by hand.

1916: The Ottoman forces take delivery of Fokker monoplane fighters. A naval air arm is set up under the command of the German Obilt z S Liebemann, with headquarters at Yeşilköy. A total of twenty-four Fokkers is made available, and a large force of pilots, observers and ground staff are trained for the new duties.

Two planes are sent to Kavak on the Bosphorus, one to Ereğli and three to Çanakkale. The number of German officers attached to the flying corps remains small compared to the number appointed to the army.

14 April 1916: British bombers attack the munitions works at Zeytin Burnu. Steps are immediately taken to strengthen aerial defences. Further Ottoman naval pilots are sent to Wilhelmshaven for training, and these see active service with the German naval air arm.

1 January 1917: The Ottoman naval air arm now comprises a squadron of eight planes and an all-Ottoman ground crew, and is now based at İzmit. The squadron (1 Deniz Taayyer Bulu) is however placed under army control and is no longer available for naval operations. Aircraft are also stationed at Anadoluhisari on the Bosphorus and at Ereğli on the Black Sea. Here the crews are joint German-Ottoman, but at Çanakkale all the crews and ground staff are German. The air training school, staff and theadministration remained at Yeşilköy.

At the end of 1917 a joint base with the army was set up at Mersin for operations in Palestine.

During the war the naval air arm was confined to reconnaissance
and, while the operations never made the headlines, nevertheless the pilots supplied fleet command with abundant information on enemy movements in the Narrows and the Sea of Marmara. No aircraft were lost through enemy action, any lives lost being due to material failure or pilot error.

From the Ottoman Empire to the Turkish Republic, 1918–1923

3 November 1918: The commander-in-chief Arif Paşa orders all flags to be struck on all the warships lying in the Haliç. When the ensign is lowered, the Imperial Ottoman navy ceases to exist.

At the armistice negotiations at Mudros the navy minister Rauf Paşa had been informed of the navy’s future role. All warships at Istanbul and İzmir were to be interned and would be handed over to the victors at a later date. The navy would be responsible for disbanning the various staffs and the minesweepers would remain in service until the barrages had been removed and the minefields swept.

13 November 1918: The Allied fleet arrives at Istanbul; all the remaining Ottoman merchant vessels with the exception of Akdeniz, Giresun and Resit Paşa (which are requisitioned to transport German and Austrian military personnel home), are ordered to remain in port.

During the last weeks of 1918 the warships were disarmed in accordance with the terms of the armistice. All guns were removed, and only the torpedo boats remained armed. Torpedoes and mines were also dismantled. Relations between the Allies and the Ottoman authorities remained good throughout the period of disarmament and occupation.

26 February 1919: The British commander, Vice-Admiral Somerset Arthur Gough-Calthorpe, agrees to an Ottoman request to be allowed to set up patrols to stop arms smuggling. Accordingly Hizir Reis at İzmit, Aydin Reis and Preveze in the Black Sea and Akhisar and Draç in the Sea of Marmara are released from internment to take up patrol duties. Yavuz remains in reserve.

7 March 1919: Cabinet of Damat Ferid Paşa is formed, with a policy of co-operation with the Allied powers.

29 April 1919: Italian troops land at Adalia, the first step in the Allied occupation of south-west Anatolia.

14 May 1919: Greek troops land at İzmir with the approval of the Allies and under the protection of the Allied fleets. The Hizir Reis, Nusret, the motor gunboat No 14 and the transport Tirk-i Muhär are released some weeks later but the Greeks retain the other two warships.

19 May 1919: The steamer Bandırma (279 tons/1878) arrives at Trabzon with the hero of the Dardanelles, Mustafa Kemal Paşa, on board. He had been sent to Anatolia to arrange the disbanding of the Third Army. He immediately begins organising resistance to the further dismemberment of the Ottoman Empire.

One of Kemal Paşa’s first orders Concerning the navy is to arrange for coal supplies to be sent from Istanbul to bunker the gunboats Aydin Reis and Preveze. Both boats successfully combated Greek gunrunners and smugglers from February, but were then laid up through lack of fuel. Another order is for armed motor boats to combat piracy on the high seas (such piracy reached a peak with the capture of the French steamer Pake on a voyage from Batumi to Trabzon). The request for the motor boats is refused by the Allies, and deliveries of bunker coal considerably delayed by Istanbul.

8 July 1919: The Sultan, Mehmet VI, officially dismisses Kemal Paşa, and he is outlawed three days later.

By August it was clear to the authorities in Istanbul that gunboats had gone over to Kemal Paşa. The British investigated the matter and the boats searched but the British made no attempt to confiscate them. Adequate coal supplies were eventually delivered by Giresun and Şam.

4–9 September 1919: A Nationalist congress at Sivas affirms the unity of Turkish territory and declares against the Allied occupation.

13 September 1919: The National Pact is drawn up, its six principles guaranteeing the security of Istanbul, the opening of the Straits to all shipping and the rights of the minorities.

5 October 1919: Following the victory of the Nationalists at the election, a new cabinet under Miralı Rıza Paşa is formed.

28 January 1920: The National Pact is adopted by parliament.

16 March 1920: An Allied force under General George Milne occupies Istanbul to check Nationalist agitation. The declared purpose of the occupation is to keep open the Straits.

11 April 1920: Parliament is dissolved at Istanbul.

23 April 1920: A provisional government under Kemal Paşa is set up at Ankara. A military agreement with the Soviet government to guarantee supplies is signed.

10 June 1920: The Treaty of Sèvres is presented to the Ottoman government. The Nationalists promise uncompromising opposition, and receive increasing popular support.

20 June 1920: The Greeks begin an offensive, taking Alaşehir (24th), Brusa (9 July) and Edirne (25 July).

10 August 1920: The Ottoman government signs the Sèvres treaty, leading to a definitive break with the Nationalists.

16 September 1920: Negotiations with Soviet Russia are completed and Aydin Reis sails from Trabzon for Novorossiysk to be interned.

19 September 1920: Aydin Reis arrives at the Russian port.

Owing to poor maintenance the gunboat can make only six knots during the voyage.

30 September 1920: Preveze also makes a slow voyage, using makeshift sails when the engines fail. Once both gunboats are in safety they are repaired with Soviet assistance.

After the Treaty of Sèvres had been signed, more and more warships went over to the Nationalists, including the customs steamers Rüstem No 4 and the naval tug Samsun at Ereğli on 6 September, the tug Gazal and the auxiliary Mebruke at Trabzon on the 23rd and a large number of small craft and sailing vessels.

28 January 1921: The salvage tug Alemdar reaches Ereğli, successfully avoiding the now regular British and French warships patrols in the area. An agreement is reached with the Soviet government for the supply of guns and ammunition for the Kemalists. All available shipping is pressed into service between Batumi and Trabzon. Over 35,000 tons of military material is shipped.

February 1921: London Conference between the Allied Powers, the government in Istanbul and Ankara representatives. Efforts to agree modifications to the Sèvres treaty fail.

13 March 1921: An agreement is reached between Kemal Paşa and the Italians. The latter agree to evacuate Anatolia in return for promises of extensive economic concessions.

16 March 1921: An agreement is reached between Kemal Paşa and Soviet Russia. Turkey is to retrocede Batumi; in return Soviet Russia recognises Turkish possession of Kars and Ardahan.

23 March 1921: Beginning of a new Greek offensive. Greek troops take Afşin-Karahisar and Eskisehir 28–30 March, but are driven back by the defence forces some three days later.

16 May 1921: Aydin Reis and Preveze return to service and are
flooded to prevent the fire from spreading.

14 October 1921: Rüşmet No 4 is again shelled by the Greeks and totally destroyed.

During the late summer Soviet Russia handed over two motor gunboats at Novorossiysk to the Kemalists. They were commissioned as No 1 and No 2 on 10 October and 4 November 1921 respectively. The 35-ton boats had a sea speed of nearly twenty knots and were armed with a 47mm, a 37mm and two machine guns.

20 October 1921: An agreement is reached between Kemal Paşa and France. The French agree to evacuate Cilicia in return for economic concessions.

26 March 1922: The Allied Powers agree to some revision of the Treaty of Sèvres, and attempt to settle the Greek-Turkish conflict.

Trabzon harbour in Summer 1922; in the foreground are the gunboat Aydin Reis (left), the naval tug Alemdar and the transport Şahin (right), all in service as transports for the Turkish Liberation Army. Güleryüz

(Far right) A cargo of aircraft from Russia being unloaded from the transport Şahin at Trabzon in summer 1922. Kızıldemir

Hamidiye in 1930 at İzmir. Damage to buildings in the city, which was virtually destroyed by Turkish troops in 1922, is visible in the background. Güleryüz

İstanbul refuses an armistice until Greek troops evacuate Anatolia.

25 April 1922: The motor gunboats No 1 and No 2 stop the Greek steamer Enosis (632gt/1891) near Novorossiysk, en route to Istanbul with general cargo. After inspecting the ship and guaranteeing the safety of the 100 passengers, the gunboats escort...
the steamer was taken to Drâç and then to Trabzon, arriving on 29 April. The steamer is handed over to the Kemalist navy and renamed Trabzon.

**August 1922:** Beginning of the Turkish counter-offensive. Turkish troops take Afîun-Karahisar on 30 August, Zeytin Burnu (5 September) and İzmir (9–11 September).

**16 September 1922:** A British force under General Harington lands at Chanak to secure the Straits against Turkish control.

**3–11 October 1922:** Conference and Convention of Mudanya between the Allied Powers and the Nationalists. The Allies agree to return Eastern Thrace and Edirne to Turkey, and the latter accepts the neutralisation of the Straits under international control.

**7 October 1922:** The Greek steamer Urania (1465 tons/1887) is captured by the naval tug Gazi on the high seas and taken to Eregli as a prize. The steamer is handed over to the Turkish navy and renamed Samsun.

**1 November 1922:** Kemal Paşa proclaims the abolition of the Sultanate. The Sultan, Mehmet VI, departs Istanbul aboard a British warship.

**End of 1922:** The minelayer Intibah, the small steamers Sagram, Saika, Kasım Paşa and Rehber, the motorboats Haliç, Beykoz, Darîch and the yacht Galata flee to İzmir from Istanbul.

**20 November 1922:** Opening of the Lausanne Conference, to conclude peace between the Allied Powers and Turkey. The conference breaks up temporarily at the beginning of February 1923, resumes again in April and concludes its work in July.

**24 July 1923:** Treaty of Lausanne. Turkey gives up all claims to non-Turkish territory lost as a result of the War, but receives Eastern Thrace. All the Aegean Islands except Imbros and Tenedos go to Greece. Italy retains the Dodecanese and Britain Cyprus. The Straits are demilitarised: they are declared open to all nations in times of peace and in time of war if Turkey remains neutral; if Turkey is at war enemy ships, but not neutrals, may be excluded.

**23 August 1923:** The Allies evacuate Istanbul, the Turks taking possession on 6 October.

**29 October 1923:** Formal proclamation of the Turkish Republic. One of the first tasks of the Navy Ministry is to compile a list of all ships remaining. These are:

**In service**

Hamidiye, Peyk-i Şevket, Ertağrul, Sagut, Taçoğ, Durak Reis, Hizir Reis, Kemal Reis, İsa Reis, Nusret, Galata, four tugs, seven motor boats.

**Out of service**

Yavuz, Turgut Reis, Berk-i Satvet, Mecidiye, Muavent-i Milliye, Nümune-i Hamiyet, Basra, Samsun, Sultanhisar, Yunus, Akhisar, Drâç, Musul, Berkeşan, Sakiz.

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A view of the Gölçük naval yard in 1928, showing part of the torpedo cruiser Peyk-i Şevket or Berk-i Satvet, the corvette Zuhaf being broken up, and the steamer Trabzon, captured by the Kemalist forces in 1921.

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A photograph taken in 1930 at Erdek, a small village on the Sea of Marmara. The vessels shown are (left to right) the submarine İkinci İnönü, Münür-Zafer (now a submarine depot ship), the submarine Birinci İnönü, the motor gunboat No 11 and the salvage tug Rasit. Erdek was a submarine base until 1938.
Mahmudiye off the naval yard in the Halic, about 1888.
Turkish Navy

Aziziye as completed in 1865, pictured off the Navy Ministry in the Halic about 1888.
Guleryuz
Osmaniye: the after 240mm gun with crew; c1895/96, after rearming.

Osmaniye: reproduction of an artist's impression of the ship after the reconstruction of 1890–94.

Turkish Navy
Osmaniye at İstanbul c.1896.  
Turkish Navy

Orhaniye as completed. Illustrated in the Haliç c.1888. In the background the covered slipways of the navy yard can be seen.  
Güleyüz

Orhaniye: broadside view at İstanbul in 1896, after rebuilding. Note the prominent gun sponsons.  
Güleyüz
(Top left) Orhaniye anchored off Çanakkale in the Dardanelles in 1897. The photograph shows sail exercises.

(Gülerçiz)

(Top right) Hamidiye: a deck view taken after rebuilding, in 1894 in the Haliç. On deck is the torpedoboot Şemsir-i Hümum, carried on board until 1896.

(Gülerçiz)

A deck view of Mesudiye at Istanbul c1888, before rebuilding. Turkish Navy

(Below) Mesudiye anchored in the Haliç, just before the Greco-Ottoman War in 1896.

(Gülerçiz)
Mesudiye: the quarterdeck looking forward, seen at Istanbul in 1905 after rebuilding. Güleyüz

Opposite Page:

(Top left) Mesudiye: the battery deck after rebuilding in 1905. Güleyüz

(Top right) Mesudiye at anchor off Istanbul in 1912. Turkish Navy

(Lower) Mesudiye laid up in the Halic in 1908. In the background left is the Navy Ministry, now Naval Headquarters, Turkish Navy Northern Command. Güleyüz
(Top left) Mesudiye: the commanding officer, staff officers and crew, reproduced from an Ottoman Navy magazine, 1908.
Güleyüz

(Top right) Mesudiye at the Ansaldo yard, Genoa, complete and ready for sea in 1906.
Güleyüz

(Right) Mesudiye during the demonstration of the Ottoman Navy at Selanik, 25 May – 12 June 1911. The fleet carried members of the 'Young Turks' committee, and the demonstration was intended to humiliate the deposed Sultan Abdül Hamid II and his exiled court living at Selanik.
Güleyüz

Opposite Page:

(Top) Mesudiye during the demonstration of the Ottoman Navy at Selanik 25 May – 12 June 1911.
Güleyüz

(Centre) Mesudiye during the demonstration of the Ottoman Navy at Selanik 25 May – 12 June 1911.
Güleyüz

(Bottom) Mesudiye arriving at Selanik 25 May 1911.
Güleyüz
Hamidiye at Istanbul, 1897.
Turkish Navy

(Centre left) Hamidiye: reproduction from an oil painting, date unknown.
Güleryüz

(Centre right) Asar-i Tevfik: the midship 220mm gun and crew c1890.
Güleryüz

Asar-i Tevfik as completed, at Istanbul 1895.
Güleryüz
Asar-i Tevfik in the floating dock of the 'Germania'-Werft, Kiel, during rebuilding in 1905.

Asar-i Tevfik: trials photograph in the Kieler Förde, 1906.
Asar-i Tevfiq: the only known photograph of an Ottoman warship taken at sea during the Balkan War, in the Sea of Marmara off Sarkiç. Langensiepen

Asar-i Şevket in the Haliç, laid up at anchor in 1897. Güleyüz
Necm-i Şevket at anchor in the Dardanelles in 1897, during the Greco-Ottoman War.
Güleyüz

Muin-i Zafer at anchor in the Haliç in 1893.
Güleyüz

Avnillah as completed, in the Haliç in 1885.
Güleyüz
(Top)
Muin-i Zafer during the demonstration of the Ottoman Navy at Selanik 25 May – 12 June 1911.
Gülersiz

(Lower)
Muin-i Zafer: another photograph taken during the demonstration of the Ottoman Navy at Selanik 25 May – 12 June 1911.
Gülersiz

This Page:

(Top)
Muin-i Zafer laid up in a poor state at the naval dockyard at Istanbul, 1906.
Gülersiz

(Centre)
Muin-i Zafer in dry-dock at the navy yard at Istanbul in 1912.
Langensiepen

(Lower)
Muin-i Zafer at anchor in the Sea of Marmara in 1913.
Musée de la Marine, Paris
(Above)
Muin-i Zafer: the quarterdeck, illustrating the ship’s poor state in 1906.
Güleyüz

(Above right)
Muin-i Zafer: a view amidships, further illustrating the ship’s condition in 1906.
Güleyüz

Muin-i Zafer at sea in the Bosphorus in 1908.
Turkish Navy

Feth-i Bülend (left) and Avnillah (right) anchored off the naval dockyard at Istanbul in 1895.
Güleyüz
Feth-i Bülend at anchor off the naval yard at Istanbul in 1898. The buildings in the upper background are the residences of the foreign colony in the Ottoman capital.

Gülersöz

Feth-i Bülend laid up out of service in the Haliç in 1907.

Gülersöz

Iclaliye as completed, anchored in the Haliç off the naval dockyard in 1892.

Gülersöz
Iclaliye after rebuilding at Istanbul, March 1914.
Langensiepen

(Centre left)
Feth-ül Islam as a guard ship at Savir in the Bosphorus in 1906.
Gülersüç

(Centre right)
Lütfü Celil: reproduction of an Ottoman engraving showing the ship as completed in 1870.
Turkish Navy

Hifz-ur Rahman: photograph taken during Ramadan in the early years of the twentieth century.
Gülersüç
Feth-ü'l İslam as a guard ship anchored at Istaniye, in the Bosporus, in 1902. Güleryüz

Barbaros Hayreddin during the demonstration of the Ottoman Navy at Selanik 25 May – 12 June 1911. Güleryüz
(This page & opposite top)
Torgud Reis during the demonstration of the Ottoman Navy at Salonik 25 May – 12 June 1911.
Güleriyiz.
Torgud Reis laid up, out of service, in summer 1919 in the Haliç.

Güleyüz
Barbaros
Hayreddin: the mid-ship 280mm gun
(reproduction from an Ottoman Navy magazine of 1911).
Güleyüz

Torgud Reis: a view forward from the after mast c.1927.
Admiral Dümmer

Torgud Reis at Gülüşük in 1925/26. In the foreground is the temporary slipway built to receive the guns landed from two of the turrets. These were installed in shore batteries at Erenköy and Çanakkale.
Admiral Dümmer
(Left)
Torgud Reis bunkering coal at Istanbul in March 1915. The photograph (a reproduction from a German war newspaper published in Summer 1915) shows the mixed Ottoman-German crew.
Langensiepen

(Below)
Barbaros Hayreddin: a wash day in 1914 or 1915. From a German private collection
Crew members aboard Torgud Reis, in a photograph dated 1930. By this time Turkish sailors wore German-style uniforms. Gülerýüz

Barbaros
Hayreddin: the ship’s officers posed before the after gun in 1911 or 1912 in the Haliç. The ship’s imam is wearing the white cap. From a Turkish private collection

Torgud Reis in the Bosporus in 1912. Gülerýüz
Torgud Reis off Gölcük in 1931. From a Turkish private collection.

Yavuz at Gölcük in 1926. The crane forward is part of the torpedo loading gear. Admiral Dümér.
Yavuz and Berk-i Satvet at İstinye in September 1914. Note the Goeben crest still on the bow.

Çinler ve İstinye'deki 1914 Eylülunda. Gökçe'nin kafatası hala fenerindeki.
Yavuz at Istinye dockyard in March 1915. Capt Ackermann collection

Yavuz, a Samsun class destroyer and the naval tug Rasit at Izmir in 1925/26. In the foreground, laid up out of service are (from left to right) the corvette Muin-i Zafer, the mine transport Giresun and the steamer Trabzon, captured in 1921 in the Black Sea. Langensiepen

Yavuz at anchor off Izmir in 1925/26. In the foreground, from left to right, are two destroyers of the Samsun class, Trabzon, the corvette Icaliye, the mine transport Giresun and Muin-i Zafer. Langensiepen
Ottoman ships of the line dressed overall in the Haliç in 1869.

Ertuğrul ready to leave Istanbul on a world cruise in 1889.

Güleyüz

Rehber-i Tevfik at anchor off Istanbul in 1892, serving as a torpedo training ship.

Güleyüz

Ertuğrul laid up out of service at Istanbul in 1884.

Güleyüz
Mansure off Istanbul in 1895 (reproduction of an Ottoman postcard incorrectly captioned 'corvette Ataíd').

(Below)
Beyrut: reproduction of an Ottoman engraving of 1875.
Turkish Navy

(Opposite Page – Top)
Peyk-i Şevket: photograph taken during trials in the Kieler Förde in 1907.
Turkish Navy
(Left)
Peyk-i Şevket: a view of the quarter-deck in May 1915. The photograph, from a German private collection, shows two German war correspondents from the Dardanelles front. Langensiepen

(Right)
Peyk-i Şevket at Istanbul in Summer 1918. The torpedo-gunboat was employed as an escort for troop convoys to Russia at this time. Gülevey.
(Top left)
Berk-i Satvet: a workshop photograph taken 18 April 1907 at the 'Germania' Werft, Kiel, showing damage caused when a piston rod broke during trials. Langensiepen

(Top right)
Berk-i Satvet at Istanbul in 1930. Güleryüz

(Centre)
Berk-i Satvet during a visit to İzmir in 1927. Turkish Navy

(Lower left)
Berk-i Satvet at sea in the Sea of Marmara c1926/27. Admiral Dümer

(Lower right)
Berk-i Satvet: an official Ottoman Navy photograph from 1914. Turkish Navy
(Top left)
Mecidiye: a quarterdeck view at Istanbul in 1904, shortly after the cruiser arrived from the USA.

(Top right)
Mecidiye: quarterdeck view looking aft, Istanbul 1904.

Mecidiye at anchor in the Haliç just after arriving from the builders.
Mecidiye (left) and Mesudiye (right) in the Haliç in 1908. The prominent building in the centre background is the Galata tower.

Güleyüz

Mecidiye during the demonstration of the Ottoman Navy at Salonik 25 May – 12 June 1911.

Güleyüz
(Top left) Mecidiye at Istanbul navy yard in 1906.
Güleyüz.

(Above) Mecidiye: a detail shot taken during a visit of the commander-in-chief Hasan Rami Paşa and staff shortly after the arrival of the cruiser from the USA.
Güleyüz.

(Left & below) Mecidiye: detail photographs taken on board shortly after the cruiser’s arrival from the USA.
Güleyüz.
Mecidiye at Istanbul in 1928.

Mecidiye under repair at the navy yard at Istanbul in 1932.
Mecidiye laid up in the Halic in 1919, after the cruiser's return from Sevastopol in poor condition and with only one funnel.

Hamidiye (left) and Mecidiye (right) at Istanbul in 1905. Gülersiz.

Hamidiye: a deck detail photograph taken shortly after the cruiser's arrival from the builder's yard in Britain. Gülersiz.
Hamidiye: the bridge being removed during refitting at the navy yard at Istanbul in January 1915.
Langenstiepen

(Left) Hamidiye: quarter-deck view during the Balkan War in 1912.
Güleyüz

(Right) Hamidiye dry-docked at Istanbul in 1927/28.
Admiral Dümer
Hamidiye visiting Istanbul during the 1930s.

Güleyüz

Hamidiye at the breaker's yard at Paşabahçe, in the Bosphorus, in 1966. Alongside is an ex-British destroyer also being broken up. This photograph is proof that the cruiser was not scrapped shortly after World War II.

Güleyüz

Hamidiye in the Bosphorus in 1943. The photograph shows the cruiser after the last refit, when the after mast was removed and AA guns installed, and the ship modernised. The camouflagge shown was used only on Yavuz, Hamidiye and Mecidiye from 1943 to 1946.

Güleyüz
Hamidiye dressed overall in the Dardanelles in 1932.
Gülerçz

Hamidiye during the ship's first visit to İzmir in 1926.
Gülerçz
Hamidiye at Istanbul in 1935.
Gülerizç

Hamidiye: deck view c.1932.
Gülerizç
Hamidiye (left) and Mecidiye (right) with Samsun class destroyers in the background during a visit to Zonguldak in 1930.

Güleryüzy

Hamidiye coming alongside Yavuz at Gölçük in 1924. The forward 120mm guns have still not been installed, but the bridge, removed in 1915, is back in place.

Güleryüzy

Hamidiye: official Ottoman Navy photograph of 1914.

Turkish Navy
Hamidiye in 1928, with the forward 120mm guns reinstalled.

Hamidiye: detail view of one of the 150mm Armstrong guns in 1903.

Hamidiye lying off the Naval Ministry at Istanbul in 1903.
Midilli during mining operations in the Black Sea, 24 June 1917.
BMA-Freiburg

Midilli: official Ottoman Navy photograph taken at Istanbul in September 1914.
Turkish Navy
Midilli at Istanbul shortly after the ship’s transfer to the Ottoman Navy in August 1914.
Güleyüz

Midilli: official Ottoman Navy photograph taken at Istanbul in September 1914.
Güleyüz
Midilli: official Ottoman Navy photograph taken at Istanbul in October 1914.

Şemşir-i Hücum at the navy dockyard at Istanbul in 1887.
Midilli rearming at Istinye in Summer 1915.
Langensiepen

Şatvet off Istanbul-Kasimpşa in 1889. The sailing frigate is Ceylan-i Bahri.
Güleyüz

'Germania' and Schichau class torpedo-boats at Istanbul c1890.
Güleyüz
Hamidiye on trials in 1902. Builder's photograph

Tir-i Zafer: a broadside view of the torpedo-boat in the Haliç. Güleryüz

Abdulmecid on trials in 1902. Builder's photograph
Abdülmecid at Istanbul in 1903. On the right is one of the Osmaniye ironclads in service as a barracks ship.

Sultanhisar class: reproduction of a French postcard taken at the builder’s yard.
Sivrihisar class: reproduction of a French postcard taken at the builder's yard. Güleyaz

Drac in the Bosporus in 1910. Güleyaz

Peleng-i Derya: a photograph taken in 1908 in the Haliç. Güleyaz
Peleng-i Derya at anchor at Southampton during her delivery voyage.
IWM

Basra (left), Samsun (centre) and Taşoz (right) moored at İzmir in 1926.
Güleyüz

Samsun (left) and Basra (right) in the Sea of Marmara in 1926.
Güleyüz
Samsun at sea in 1926. The smoke-screen is the result of burning poor-quality Ereğli coal.
Güleýaz

Samsun during manoeuvres in the Sea of Marmara in the 1920s.
Güleýaz

Samsun: a broadside view of the destroyer in 1925.
Güleýaz
A Samsun class destroyer coming alongside Yavuz during the 1930s.

Güleyüz

Samsun entering Istanbul in 1932.

Güleyüz
Opposite Page:

(Top left)
A Samsun class destroyer taking on a torpedo while on exercise in the 1930s.

(Gülersöz)

(Top right)
Samsun: broadside view at Istanbul in the 1930s.

(Gülersöz)

(Lower)
Yarhisar pictured at Selanik during the Ottoman Navy demonstration 25 May – 12 June 1911.

(Gülersöz)

This Page:

(Upper)
Samsun dressed overall at İzmir c1928.

(Gülersöz)

(Centre)
Basra during fleet manoeuvres in the Sea of Marmara in 1911.

(Gülersöz)

(Bottom)
Two from a series of rare action photographs taken when Basra escorted the German U-boat UB8 from Canakkale to Istanbul on 3 June 1915.

(Langensiepen)
Taşoz in heavy weather in the Sea of Marmara in Spring 1928.

Güleşiz

Muavent-i Milliye and other Schichau class destroyers on exercise in the Sea of Marmara in 1913.

Güleşiz

Muavent-i Milliye at anchor at Istanbul in 1912.

Güleşiz
Yadigar-i Millyet in late 1910 or early 1911, shortly after the ship's purchase from Germany.
Güneysiz

Yadigar-i Millyet with extended mainmast in the Bosporus in 1915.
Güneysiz

Destroyers and torpedo-boats at the naval base at İstinye in 1915.
Langensiepen
Muavent-i Milliye
bunkering at
Haydarpaşa pier in
1915.
Langensiepen

Abdülhamed during
the submarine’s first
and only sea
voyage, in the Haliç
in 1886. The vessel
was then laid up
and subsequently
beached and left to
disintegrate.
Gülerayş

Müstedip Onbaşı
during a flag-showing
voyage round
the Bosphorus in
November 1915.
Gülerayş
(Top) Bafra in the Aegean in 1909.
Gülerüç

(Above) Malatya at sea in the Aegean in 1909.
Gülerüç
Kastamonu: four photographs showing the arrival of the gunboat at Istanbul from the German builders in July 1905, together with details of the decks, guns, fittings and crew members.

Güleyüz
Ayintab at İzmir in 1908.

Güleryüz

İsa Reis at anchor off Southampton in July 1914.

İWM
İsa Reis undergoing builder's trials in 1912.

Gälersäc

Sakiz (left) and Preveze (right) at anchor off Southampton in July 1914.

IWM
The four gunboats of the Preveze class laid up at St Nazaire early in 1914.

Güleyüz

Preveze in the No 1 drydock at Istanbul in June 1914.

Güleyüz
Preveze at anchor in the Haliç in 1915.

Güleryüz

Aydin Reis at anchor off the builder's yard at St Nazaire in 1913.

Güleryüz
Ertuğrul: two photographs taken on board shortly after the vessel’s arrival from the builder’s yard. The large building is the Sultan’s Dolmabahçe palace. The large building above the palace is the German Embassy.

Güleruyuz
Erteğil: five detail photographs of the engine room and public rooms taken shortly after the yacht arrived at Istanbul from the English builders.

Güterisiz
Erteğril under sail off Istanbul in 1908.
Güleyüz

Erteğril lying at the breaker’s yard at İstanbul-Hasköy in 1959 or 1960, where the yacht had lain since 1939. The vessel on the stocks is the tanker Asfalt II, launched in 1960. The Sus, alongside the yacht, is one of the Black Sea express vessels of the state Marine Line. The yacht was slowly dismantled in the following years.
Kızılderîr

Erteğril on arrival at İstanbul in 1904.
Güleyüz
Sultaniye at anchor in the Bosphorus in 1903. From 1877 onwards the Sultan's yacht was used only as a fast naval transport.

İstanbul: the Sultan's yacht at anchor off the Dolmabahçe palace in 1903.
Istanbul dressed overall during a visit of the navy minister to Selanik in 1908.

Fuad at anchor off Selanik in 1909, when the vessel was being used by the Valt of Selanik.

Ismail lying at anchor in the Bosporus during the 1880s.
İhsaniye in 1906 at İzmir. The vessel was built as a Bosporus ferry and later sold to the navy. The reproduction is from a badly damaged photograph.

İzzeddin: the Sultan’s yacht, also used as an aviso, photographed at anchor at Istanbul-Tophane in 1909.

Söğütlü off the Dolmabahçe palace bell tower in 1911. At the upper right a corner of the German Embassy can be seen.
Söğütlü seen just before launching from the Armstrong, Mitchell yard at Newcastle in 1908.
Builder’s photograph

Beyrut: two deck photographs taken at Istanbul shortly after the vessel was commissioned in 1911.
Gülayüz

Ahter in the Bosporus in 1896. The steam launch, one of many in service in the Ottoman Navy, was used by the Khedive of Egypt. The residence of the Khedives was situated on the hill in the centre background.
Gülayüz
Aşırı: A photograph taken during the aviso’s launch at Gemlik in 1875. The wooden-hulled ship was the last vessel built at the yard before it closed. Note the army formation in the foreground.

Güleryüz

İntihah: The salvage tug dressed overall at İstanbul in 1914.

Güleryüz

Nusret undergoing builder’s trials in the Kieler Förde in 1912.

Krupp archives
An aerial view of the naval base at Istanbul, with Yavuz, Mudilli and a German steamer in dock and a number of torpedoboats moored top right. The photograph was taken from the German airship SL 10 on 15 June 1916.

BAM Freiburg
GLOSSARY TO SHIP DATA TABLES  (Dash indicates data not available)

Ship specifications
B = breadth
bm = builder's measurement
D = depth
iph = indicated horsepower
Loa = length overall
Lpp = length between perpendiculars
n = net
nhp = nominal horsepower
shp = shaft horsepower

Armament
Weapon types
BL = breech loading
ML = muzzle loading
MLR = muzzle loading rifled
QF = quick fire
RV = revolving cannon
TT = torpedo tube

Manufacturers
A = Armstrong
B = Bethlehem
C = Creusot
H = Hotchkiss
K = Krupp
N = Nordenfeldt
S = Schneider
SK = Schwartzkopf
V = Vickers
WH = Whitehead

IRONCLADS

Osmaniye Class

TYPE: Zirhli firkata (broadside ironclad)

BUILDER: R Napier & Son, Glasgow (except Mahmudiye Thames Iron Works, Blackwall, London)

DISPLACEMENT: (1865) 4221t bm; 6400t normal; (1896) 6299t

(Hmahudiye 6293t)

DIMENSIONS: Loa 91.4m, Lpp 89.3m, B 16.9m, D 7.9m

HULL: Iron

MACHINERY: Steam, 1 shaft;
(1894) 2 shafts

ENGINES: (1865) 1 horizontal direct acting, _shp, R Napier (Mahmudiye Ravenhill, Salkeld)
(1894) 2 VTE, 375Shp, Ansaldo

BOILERS: (1865) 6 box type, R Napier

(Mahmudiye Thames Iron Works)
(1894) 6 cyl type, Tersane-i Amire

SPEED: (trials) 13.5kts, (1891) 6 kts.
(1895) 10 kts (Mahmudiye 12.5kts)

BUNKERS: (1864) 750t coal

COMPETENT: (1865) 26 officers, 335 ratings, (1894) 250

ARMAMENT: (1865) 1–229mm MLR (A), 14–203mm MLR (A), 10–36pdr (A)
(1884) 1–229mm MLR (A), 14–203mm MLR (A), 4–47mm QF (H), 2–25.4mm (4-barrelled) (N)
(1910, planned) 2–240mm L/25 BL (K), 8–150mm L/25 BL (K), 6–105mm L/25 BL (K), 11–57mm QF (K), 2 TT 450mm (SK) (6)
(1894) 2–240mm L/35 BL (K), 8–150mm L/25 BL (K), 5–105mm L/25 BL (K), 2–47mm QF, 7–25.4mm (4-barrelled) (N)
(1897) Disarmed

Osmaniye (Yd No 255) Ordered: 1862.
Trials: 27.6.1865. Launched as Gace

Osmaniyé. 11.1865 commissioned as
Osmaniyé. 1878 laid up at Istanbul.
1890–1894 refitted by Tersane-i Amire-Ansaldo, Istanbul. 1897 laid up at
Çanakkale. 1908 towed to Istanbul.
31.7.1909 decommissioned. 1923 sold for breaking up.

Açiziyé (Yd No 256) Ordered: 1862.
Trials: 1865. Launched as Abdil Aziz.
8.1865 commissioned as Àziziyé. 1878
laid up at Istanbul. 1890–1894 refitted by Tersane-i Amire-Ansaldo, Istanbul.
1904 Barracks vessel at Istanbul-Kasimpasa. 31.7.1909 decommissioned. 1923 sold for breaking up.

Orhaniyé (Yd No 257) Ordered: 1862.
Trials: 1866. 1866 commissioned. 1878
laid up at Istanbul. 1892–1894 refitted by Tersane-i Amire-Ansaldo, Istanbul.
1897 laid up at Çanakkale. 1908 towed to Istanbul. 31.7.1909 decommissioned. Barracks vessel at Istanbul-Kasimpasa. 1913 sold for breaking up.

Mahmudiye (Yd No 99e) Ordered: 1863.
Laid down: 1864. Launched:

1892–1894 refitted by Tersane-i Amire-Ansaldo, Istanbul. 1897 laid up at

Fatih

TYPE: Zirhli firkata (broadside ironclad)

BUILDER: Thames Iron Works, Blackwall, London

DISPLACEMENT: 6127t bm, 10.761t

DIMENSIONS: Loa 112.2m, B 18.3m, D 8.5m

HULL: Iron

MACHINERY: Steam, 1 shaft

ENGINES: 1 horizontal single expansion
2 cyl, 8344hp, Maadsday

BOILERS: 8 box type, J Penn

OSMANIYE
**Fettah**

**Speed:** 14kts  
**Bunkers:** 750t coal  
**Complement:** 1200  
**Armament:** (design) 33–72 pdr (A), 1–240mm ML (A), 5–210mm ML (A)  
**Type:** Zirhlı frikata (broadside ironclad)  
**Builder:** Tersane-i Amire, İstanbul  
**Displacement:** 4221t bm, 6400t normal  
**Dimensions:** Loa 91.4m, Lpp 89.3m, B 16.9m, D 7.9m  
**Hull:** Iron  
**Machinery:** Steam, 1 shaft  
**Engines:** 1 horizontal direct acting, 1hp, Tersane-i Amire  
**Boilers:** 6 box type, Tersane-i Amire  
**Speed:** 12kts  
**Bunkers:** 750t coal  
**Complement:** 400  
**Armament:** 1–229mm MLR (A), 14–203mm MLR (A), 10–36pdr (A)  
**Dimensions:** Loa 102.4m, B 17.9m, D 7.9m

*Faith*, but was wrongly transliterated from Osmanlı, the court language of the Ottoman Empire.

**Mesudiye**

**Type:** (1873) Zirhlı frikata (central battery ironclad)  
(1903) Muharbe gemi (armoured vessel)  
**Builder:** Thames Iron Works, Blackwall, London  
**Displacement:** (1873) 8938t, (1903) 9190t normal, 9710t full load  
**Dimensions:** Loa 102.4m, B 17.9m, D 7.9m

*An official German ship portrait of the ironclad Mahmudiye, taken in 1888 at İstanbul.*
Hull: Iron

Machinery: Steam, 1 shaft, (1903) 2 shafts

Engines: (1873) 1 horizontal single expansion 2 cyl, 7431hp, Thames IW (1903) 2 triple expansion 4 cyl, 11,135hp, Ansaldo

Boilers: (1873) 8 rectangular, Thames IW (1903) 16 Niclausse water-tube, Ansaldo

Speed: (trials) 13.7kts, (1884) 10kts, (1903) 17kts

Bunkers: 600t coal

Complement: (1873) 1200, (1903) 800, (1914) 665

Armament: (1873) 12–254mm MLR (A), 3–178mm MLR (A) (1891) 12–254mm MLR (A), 3–178mm (MLR (A), 6–76mm QF (K), 6–25.4mm (H) (1903) 2–234mm L/40 BL (V), 12–152mm L/45 QF (V), 14–76mm QF (K), 2–47mm QF, 10–57mm QF (1914) 12–152mm L/45 QF(V), 14–76mm QF(V), 2–47mm QF


Mahmudiye

Type: (1873) Zirhli frigate (central battery ironclad)

Builder: Thames Iron Works, Blackwall, London

Displacement: 9120t

Dimensions: Loa 102.4m, B 17.9m, D 7.9m

Hull: Iron

Machinery: Steam, 1 shaft

Engines: 2 compound vertical, 6580ihp, Maudsley

Boilers: 4

Speed: 13kts

Bunkers: 600t coal

Complement: 1200

Armament: (design) 16–240mm ML (A)
Hamidiye  (Y'd No 99e) Ordered: 1871. Laired down: 1873. Launched: 16.11.1875. Trials: 15.11.1880. Intended sister for Mesudiye. Launched as Hamidiye but 2.1876 renamed Holmibye. 20.2.1878 purchased by the British Govt and entered service in the Royal Navy 1880 as Superb. 15.5.1906 sold for breaking up.

Hamidiye

Type: Zirhli frigata (central battery ironclad)
Builder: Tersane-i Amire, Istanbul
Displacement: 6594t normal
Dimensions: Loa 89.0m, Lpp 87.6m, B 16.9m, D 7.5m
Hull: Iron
Machinery: Steam, 1 shaft
 Engines: 1 single expansion 2 cyl, 6800hp, Maudslay
Boilers: 4 box type, Tersane-i Amire

Speed: (trials) 13kts
Bunkers: 600t coal
Complement: 350
Armament: (design) 10–240mm L/35 BL (K), 4–150mm L/35 BL (K), 2–57mm QF, 2 TT 450mm (SK) (1894) 4–238mm ML (A), 10–150mm L/35 BL (K)


Peyk-i Şeref Class

Type: Zirhli frigata (armoured ram)
Builder: Samuda & Son, London
Displacement: 4870t
Dimensions: Lpp 74.6m, B 15.8m,

D 6.4m
Hull: Iron
Machinery: Steam, 1 shaft
Engines: 1 horizontal direct acting, 4040ihp, Maudslay
Boilers: 4
Speed: 12kts
Bunkers: 
Complement: 250
Armament: 4–305mm ML, 4–20pdr, 2 TT 355mm


Asar-i Tevfik

Type: Zirhli korvet (barbette battery ironclad)
Builder: SA des Forges et Chantiers de la Mediterranee, La Seyne
Displacement: 4687t normal
Dimensions: Loa _m, Lpp 83.0m, B 16.0m, D 6.5m
Hull: Iron
Machinery: Steam, 1 shaft
Engines: 1 horizontal compound expansion, _ihp, La Seyne
Boilers: 6 box type, La Seyne
(1906) 6 Niclausse cyl, ‘Germania’, Kiel

Speed: (trials) 13kts, (1895) 8kts,
(1906) 15kts, (1910) 9kts

BUNKERS: 400t coal

COMPLEMENT: (1870) 450, (1907) 350

ARMAMENT: (1870) 8–220mm ML (A) (1891) 6–220mm ML (A), 2–210mm BK (K), 2–87mm BL (K), 2–63.5mm BL (K), 2–25.4mm (N)

(1906) 3–150mm L/40 QF (K), 7–120mm L/40 QF (K), 6–57mm QF (K), 2–37mm QF (K)

Asar-i Tevfik Ordered: 1865. Laid down: 1867. Launched: 1868. Trials: 1869. Ordered as İbrahimîye by the Govt of Egypt. 29.8.1868 transferred to Osmanli Bahriye. 1870 commissioned. 1878 laid up at Istanbul. 1890–1892 refitted and reboilered by Tarsane-i Amire, Istanbul. 1899 sent to Genoa, laid up 29.5.1900 arrived ‘Germania’, Kiel, for refitting. 4.1.1907 returned to Istanbul. 11.2.1913 went aground and became total loss near Černes (41.25.00N, 28.29.05E)

Asar-ı Şevket Class

TYPE: Zirhlı korvet (central battery ironclad)

BUILDER: SA des Forges et Chantiers de la Mediterranée, La Seyne

DISPLACEMENT: 2047t normal, 2583t bm

DIMENSIONS: Loa 61.9m, Lpp 66.4m, B 12.9m, D 5.0m

HULL: Iron

MACHINERY: Steam, 1 shaft

ENGINE: 1 horizontal compound expansion, 2200hp, Maudsley

BOILERS: (1870) 4 box type, Thames 1W (1906) 2 cyl water-tube type, Tarsane-i Amire

SPEED: (trials) 12kts, (1877) 10kts, (1892) 8kts

BUNKERS: 220t coal

COMPLEMENT: (1870) 15 officers, 130 ratings, (1906) 200

Armament: (1870) 4–230mm ML (A) (1882) 4–230mm ML (A), 2–87mm BLR (K)

(1891) planned 4–230mm ML (A), 2–87mm BLR (K), 2–63mm BL (K), 2–37mm RV (H), 2–25.4mm (H), 1 TT 450mm (SK)

(1906) 4–150mm L/40 QF (K), 6–75mm QF (K), 10–57mm QF (K), 2–47mm QF (K)

Feth-ı Bülend

**Type:** Zirhli korvet (casemate ironclad)

**Builder:** Thames Iron Works, Blackwall, London

**Displacement:** 2762t normal, 1601t bm

**Dimensions:** Loa _m_, Lpp 72.0_m_, B 11.9_m_, D 5.2_m_

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 horizontal compound expansion, 3250hp, Tersane-i Amire

**Armament:** (1870) 4–222mm ML (A) (1882) 4–222mm ML (A), 1–170mm ML (A), 2–87mm BL (K) (1890) 4–222mm ML (A), 2–87mm BL (K), 2–63mm BL (K), 2–37mm RV (H), 1–25.4mm (H) (1907) 4–150mm L/40 QF (K), 6–75mm QF (K), 6–57mm QF (K) (1911) Disarmed

**Feth-ı Bülend (Yd No 466) Ordered:** 1867. Laid down: 5.1868. Launched: 1879. Trials: 1870. 1870 commissioned. 1878 laid up at Istanbul. 1890 refitted by Tersane-i Amire, Istanbul. 1898 all guns dismounted. 1903–1907 refitted by Ansaldo, Istanbul. 1910 stationary at Selenik. 31.10.1913 sunk by torpedo by Greek torpedo-boat NF 11 at Selenik. 1913 wreck broken up.

Mukaddeme-i Hayir

**Type:** Zirhli korvet (casemate ironclad)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 2762t normal, 1601t bm

**Dimensions:** Loa _m_, Lpp 72.0_m_, B 11.9_m_, D 5.2_m_

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 horizontal compound expansion, 3250hp, Tersane-i Amire

**Armament:** 4 box type, Tersane-i Amire

**Speed:** (trials) 12kts, (1892) 8kts

**Bunkers:** 270t coal

**Complement:** 16 officers, 153 ratings


İçaliye

**Type:** Zirhli korvet (barbette battery ironclad)

**Builder:** SA Stabilimento Tecnico Triestino, San Rocco

**Displacement:** 2228t normal, 1650t bm

**Dimensions:** Loa 66.0_m_, Lpp 63.6_m_, B 12.8_m_, D 4.8_m_

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 horizontal compound expansion, 3250hp, Tersane-i Amire

**Armament:** (1874) 4–222mm ML (A) (1882) 4–222 ML (A), 2–87mm BL (K), 2–63.5mm BL (K), 2–37mm RV (H), 2–25.4mm (N)
Engine: 1 horizontal compound expansion, 1800hp, Ravenhill, Sailkeld

Boilers: 2 box type, STT

Speed: (trials) 12kts, (1877) 10kts, (1896) 6kts

Bunkers: 250t coal

Complement: (1871) 16 officers, 132 ratings, (1891) 180

Armament: (1871) 3–178mm ML (A), 2–228mm BL (A)
(1885) 2–278mm BL (K), 1–152mm L/22 BL (K), 2–87mm BL (K), 2–63.7mm BL (K), 2–37mm RV, 2–25.4mm (N)
(1905) 2–278mm BL (K), 2–87mm BL (K), 2–37mm RV, 2–25.4mm (N)
(1914) Disarmed


The ironclad Mukaddeme-i Hayir, seen in 1895 at the fitting-out pier of the Istanbul naval dockyard. Göcük.
**RIVER MONITORS**

**Fethül Islam Class**

**Type:** Zirhlı duba (river monitor)

**Builder:** SA des Forges et Chantiers de la Méditerranée, La Seyne

**Displacement:** 335t

**Dimensions:** Loa 31.5m, Lpp 30.5m, B 9.8m, D 1.7m

**Hull:** Iron

**Machinery:** Steam, 1 shaft, 2 screws

**Engines:** 2 high-pressure, 1 cyl, 290ihp, La Seyne

**Boilers:** 2, La Seyne

**Speed:** (trials) 8kts

**Bunkers:** 20t coal

**Complement:** (1865) 50

**Armament:** (1865) 2–150mm ML (A), (1871) 1–150mm ML (A), 6–76mm ML (A)


**Hizber Class**

**Type:** Zirhlı duba (river monitor)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 8100t

**Dimensions:** L 103.6m, B 19.8m, D 7.1m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 3 triple expansion 3 cyl, 10,110ihp, by builder

**Boilers:** 12, by builder

**Speed:** (1911) 10kts

**Bunkers:** 1050t coal

**Complement:** 600

**Armament:** (1910) 4–280mm L/40 (K), 2–280mm L/35 (K), 6–105mm L/35 QF (K), 8–88mm L/30 QF (K), 12 MG, 4 TT 450mm (SK)

(1912) 2–280mm L/40 (K), 2–280mm L/35 (K), 6–105mm L/35 QF (K), 6–88mm L/30 QF (K), 12 MG, 3 TT 450mm (SK)

**Torgud Reis Class**

**Type:** Muharebe zirhlı (battleship)

**Builder:** AG ‘Vulcan’, Stettin (Barbaros Hayreddin, Kaiserliche Werft, Wilhelmshaven)

**Displacement:** 10,013t normal, 10,670t full load

**Dimensions:** Loa 115.7m, Lpp 113.9m, B 19.5m, D 7.6m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple expansion 3 cyl, 10,110ihp, by builder

**Boilers:** 12, by builder

**Speed:** (1911) 10kts

**Bunkers:** 1050t coal

**Complement:** 600

**Armament:** (1910) 4–280mm L/40 (K), 2–280mm L/35 (K), 6–105mm L/35 QF (K), 8–88mm L/30 QF (K), 12 MG, 4 TT 450mm (SK)

(1912) 2–280mm L/40 (K), 2–280mm L/35 (K), 6–105mm L/35 QF (K), 6–88mm L/30 QF (K), 12 MG, 3 TT 450mm (SK)

(1916) 4–280mm L/40 (K), 2–280mm L/35 (K), 6–105mm L/35 QF (K), 6–88mm L/30 QF (K), 12 MG, 3 TT 450mm (SK)

**Fethül Islam,** reproduced from an Ottoman drawing of 1875. Galerie:

**Hizber,** reproduced from an Ottoman drawing of 1875. Galerie:
OTTOMAN STEAM NAVY

QF (K). 2 TT 450mm (SK)


Reşadiye Class

Type: Muharebe kruvatör (battlescruiser)

Builder: Vickers Ltd, Barrow-in-Furness

Displacement: 23,000t normal, 25,250t full load

Dimensions: Lpp 170.5m, Lpa 160.8m, B 27.9m, D 8.5m

Hull: Steel

Machinery: Steam turbines, 4 shafts

Engines: 4 turbines, 26,500shp, Parsons

Boilers: 15, Babcock & Wilcox

Speed: (design) 21.5kts

Complement: 345

Armament: (design) 10–340mm L/45 (A), 16–152mm L/50 QF (A), 4 TT 533mm


Fatih Sultan Mehmed (Yd No 460) Ordered: 29.4.1914. Laid down: 11.6.1914. 7.1914 works stopped by order of the British Govt. 8.1914 dismantled on the slipway.

Sultan Osman-i Evvel

Type: Muharebe zirhlı (battleship)

Builder: Armstrong, Whitworth, Newcastle

Displacement: 27,500t full load

Dimensions: Lpp 204.7m, B 27.1m, D 8.2m

Hull: Steel

Machinery: Steam turbines, 4 shafts

Engines: 4 turbines, 34,000shp, Parsons

Boilers: 22, Babcock & Wilcox

Newcastle

Speed: (design) 22kts

Bunkers: 3200t coal, 620t oil

Complement: 350

Armament: 14–305mm L/45 (A), 20–152mm QF (A), 6–75mm QF (A), 2–75mm QF (A), 3 TT


Yavuz Sultan Selim

Type: Muharebe kruvatör (battlescruiser)

Builder: Blohm & Voss AG, Hamburg

Displacement: 22,979t normal, 25,400t full load

Dimensions: Lpp 186.5m, B 29.5m, D 8.7m

Hull: Steel

Machinery: Steam turbines, 4 shafts

Engines: 4 turbines, 85,000shp, Parsons-Blohm & Voss

Boiler: Blohm & Voss

Speed: (1914) 28kts

Bunkers: 3100t coal

Turgud Reis during the demonstration of the Ottoman navy at Sèvres 25 May to 12 June 1911 in support of the ‘Young Turks’. Gilgeli.
Complement: (1914) 1030, (1915) 1322 Germans, 24 Turks, (1930) 1280

Armament: (1914) 10-280mm L/50 (K) (810), 12-150mm L/45 (K) (1800), 10-280mm L/45 (K) (3000), 4 TT 500mm (SK) (11)
(1916) 10-280mm L/50 (K), 10-150mm L/45 (K), 6-88mm L/45 (K), 2 TT 500mm (SK) (11)
(1930) 10-280mm L/50 (K), 10-150mm L/45 (K), 6-88mm L/45 (K), 2 TT 500mm (SK)
(1941) 10-280mm L/50 (K), 12-150mm L/45 (K), 8-88mm L/45 (K), 10-40mm, 2 TT 500mm (SK), 12-88mm L/45 (K), 10-40mm, 2 TT 500mm (SK),


Kosova Type: Kalyon (screw ship of the line) Builder: Tersane-i Amire, Istanbul (Şadive, Tersane-i Amire, Izmit) Displacement: 3526t bm, 3380 tons Dimensions: Lpp 69.4m, B 17.2m, D 8.2m Hull: Wood Machinery: Steam, 1 shaft Engine: 1 single acting 2 cyl, R Napier Boilers: 2 Speed: (trials) 9kts Bunkers: 350t coal Complement: 800 Armament: (1858) 32-62pdr, 30-45pdr, 4-32pdr (1875) 1-150pdr (A), 34-45pdr (Fethiye 1889) Unarmed


FRIGATES

Mecidiye Class

Type: Frikata (paddle frigate) Builder: Tersane-i Amire, Istanbul Displacement: 1443t bm (except Mecidiye 1448t bm) Dimensions: Loa 69.1m, B 11.7m, D 5.1m Hull: Wood Machinery: Steam, side paddle Engine: 1 direct acting 2 cyl, 900ihp, Maudslay, Sons & Field Boilers: 2 Speed: (trials) 9kts Bunkers: 150t coal Complement: 320 Armament: (1847) 2 long 10in iron Paixhan guns on traversing carriages on upper deck, 4-32pdr upper deck, 24-32pdr main deck. (Mecidiye 1857) 4-32pdr main deck. (rest 1857) 12-32pdr main deck. (Feyzo-i Bahri 1867) Disarmed


**Mubir-i Sürür**

**Type:** Frikata (screw frigate)

**Builder:** Tersane-i Amire, Iskenderiye

**Displacement:** 1477 t bm

**Dimensions:** Loa 69.5m, Lpp 67.1m, B 12.0m, T 5.0m

**Hull:** Wood

**Machinery:** Steam, 1 lifting screw

**Engine:** 1 horizontal 2 cyl, 900 hp., Miller & Ravenhill

**Boilers:** 2

**Speed:** (trials) 10 kts

**Bunkers:** 200t coal

**Complement:** 350

**Armament:** (1850) 22–60pdr, (1892) 2–65mm QF (K)

**Bunkers:** 250t coal

**Complement:** 275

**Ertuğrul**

**Type:** Frikata (steam frigate)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 2344 t bm

**Dimensions:** Lpp 76.2m, B 15.1m, D 7.1m

**Hull:** Wood

**Machinery:** Steam, 1 shaft

**Engine:** 1 set direct acting 2 cyl., 2200 hhp, Ravenhill, Salkeld

**Boilers:** 2

**Speed:** (trials) 10 kts

**Bunkers:** 350t coal

**Complement:** 400

**Armament:** (1864) 30–60pdr, 10–30 pdr

(1876) 1–203mm BL (A), 30–60pdr, 10–30 pdr

(1888) 8–150mm BL (K), 5–150mm BL (A), 4–60mm (K), 2–24.5mm (H), 2–24.5mm (N), 1 TT 455mm (WH) (2)


**Kervan-i Bahri**

**Type:** Frikata (steam frigate)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 1592 t bm

**Dimensions:** Lpp 63.1m, B 15.1m, D 6.9m

**Hull:** Wood

**Machinery:** Steam, 1 shaft

**Engine:** 1 set direct acting 2 cyl., ihp, R Napier

**Boilers:** 2 box type

**Speed:** (trials) 9 kts

**The only known illustration of the steam frigate Mecidiye, a painting by Hüsnü Cengiz in the Istanbul Navy Museum, Istanbul Navy Museum**
Hüdavendigar Class

TYPE: Frikata (screw frigate)

BUILDER: Tersane-i Amire, Izmit (Nasır-ül Aziz Tersane-i Amire, Gemlik)

DISPLACEMENT: 2897t bm

DIMENSIONS: Lpp 75.2m, B 15.2m, D 7.1m

HULL: Wood

MACHINERY: Steam, 1 shaft

ENGINE: 1 set direct acting 2 cyl, 2700hp

BOILERS: 2 box type

SPEED: (trials) 10kts

BUNKERS: 325t coal

COMPLEMENT: 580


Selimiye

TYPE: Frikata (steam frigate)

BUILDER: Tersane-i Amire, Istanbul

DISPLACEMENT: 644t

DIMENSIONS: Lpp 85.3m, B 17.9m, D 7.1m

HULL: Wood

MACHINERY: 1 set horizontal 2 cyl, 2600hp, Tersane-i Amire, Istanbul

BOILERS: 2

SPEED: (trials) 10kts

BUNKERS: 350t coal

COMPLEMENT: 580

ARMAMENT: (1870) 20–30pdr upper deck, 34–30pdr main deck (1876) 1–203mm ML (A), 54–30pdr (1879) 2–205mm ML (A), 6–150mm ML (A), 3–57mm QF (H), 2–25mm (N) (1890) 2–203mm ML (A), 2–120mm ML (A), 2–150mm (K), 2–57mm QF (H), 3–24mm (N)


Peyk-i Meserret Class

TYPE: Frikata (screw frigate)

BUILDER: Tersane-i Amire, Sinop

(DISARMED: Mukaddeme-i Şerif and Rehber-i Tefik, Tersane-i Amire, Gemlik and Suda respectively)

DISPLACEMENT: 2132t bm

DIMENSIONS: Lpp 68.5m, B 11.2m, D 5.2m

HULL: Wood

MACHINERY: Steam, 1 shaft

ENGINE: 1–2 cyl compound, vertical, 1800hp, Tersane-i Amire, Istanbul

BOILERS: 2 box type, Tersane-i Amire, Istanbul

SPEED: (trials) 8kts

BUNKERS: 325t coal

COMPLEMENT: 250

ARMAMENT: (design) 22 light guns (1876) 2–100mm

DISARMED: Peyk-i Meserret 1877, Peyk-i Naser 1886, Mukaddeme-i Şerif 1879 (Rehber-i Tefik 1892) 4–47mm QF (H)

Peyk-i Meserret Ordered: 1868. Laid down: 1873. 1869 launched, 1870 commissioned. 1876 armed, 1877 taken for trials, 1878 first ship armed by 20–30pdr, Nov 1878 rearmed. 1879 used as gunnery training ship. 1909 decommissioned. 1911 sold for breaking up.


Mehmet Selim

Eser-i Cüdî

Type: Korvet (paddle corvette)

Builder: Tersane-i Amire, Istanbul

Displacement: 1108 ton, 814 ton

Dimensions: Lpp 61.3m, B 11.4m, D 4.4m

Hull: Wood

Machinery: Steam, sidepaddle

Engine: 1 set single acting 1 cyl, 300hp, R Napier

Boiler: 1

Speed: (trials) 8kts

Bunkers: 150t coal

Complement: 120

Armament: (designed) 2–24pdr (1843) 2–42pdr (1855) 12 guns (1860) 6–13pdr (1884) Disarmed


Trials: 1842, 1842 commissioned. 1860 transport. 1884 collier. 1889 decommissioned. 1894 sold for breaking up.

Sinop Class

Type: Korvet (screw corvette)

Builder: J & R White, Southampton (Bursa and Edirne Money Wigram, Blackwall, London)

Displacement: 780 ton

Dimensions: 36 m, B 9.3m, D 4.5m

Hull: Wood, copper-sheathed

Machinery: Steam, 1 shaft

Engine: 1 set 2 cyl, 640hp

Humphreys, Tennant & Dykes (Bursa 650hp, Maudslay, Sons & Field)

Boilers: 2 box type

Speed: (trials) 10kts

Bunkers: 120t coal

Complement: 150

Armament: (1859) 16–33pdr (all except İzmir 1885) 2–150mm BL L/25 (K), 2–120mm BL L/25 (K), 3–37mm QF, 2–25mm (N)


1859 commissioned. 1878 laid up at Istanbul. 1879 decommissioned.


1859 commissioned, 1887–1889 renewed by Tersane-i Amire, Istanbul. 1901 decommissioned.
Beyrut Class

**Type:** Korvet (screw corvette)

**Builder:** Tersane-i Amire, Istanbul (Seddül Bahir J & R White, Southampton; Beyrut Money Wigram, Thames; Útarı and Meric; Tersane-i Amire, Gemlik)

**Displacement:** 609t bm, 599 tons

**Dimensions:** Lpp 52.8m, B 8.0m, D 3.9m

**Hull:** Wood, copper sheathed

**Machinery:** Steam, 1 shaft

**Engine:** 1 2 cyl, 450ihp, Humphrys, Tennant & Dyke (British-built ships, Maudsly, Sons & Field)

**Boilers:** 2 box type, Tersane-i Amire, Istanbul (Turkish-built vessels)

**Speed:** (trials) 10kts

**Bunkers:** 120t coal

**Complement:** 120

**Armament:** (British-built ships 1860) 12–33pdr
(Turkish-built vessels 1863) 1–45pdr, 2–11pdr (4 RV added 1869)
(Turkish-built vessels 1879) 2–120mm BL L/25 (K), 2–76mm, 2–25mm (N)
(British-built ships 1880) 2–120mm BL L/25 (K), 4–37mm QF
(Beyrut, Ýskenderîye and Meric 1903) 2–120mm BL L/25 (K), 2–37mm QF.
(2–25mm (N) Beyrut only)


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*The steam corvette Sinop in about 1890 at Istanbul. The large white building to the right is the Navy Ministry (Deyrûhâne), and the naval dockyard (Tersane-i Amire) stretches along the waterfront.*

*Galeries:*
1860 commissioned. 1888 reboilered by Tersane-i Amire, Istanbul. 1907 decommissioned at Basra. 1909 breaking up.


**Mansure Class**

**Type:** Korvet (screw corvette)

**Builder:** Tersane-i Amire, Istanbul, (Muzaffer Tersane-i Amire, Izmit)

**Displacement:** 783t bm

**Dimensions:** Loa 55.1m, Lpp 52.6m, B 9.3m, D 4.4m

**Hull:** Wood, copper sheathed

**Machinery:** Steam, 1 shaft

**Engine:** 1 set 2 cyl, 650hp, Maudsly, Sons & Field

**Boilers:** 2 box type, Tersane-i Amire, Istanbul

**Speed:** (trials) 12kts

**Bunker:** 120t coal

**Complement:** 130

**Armament:** (1864) 12–37pdr (Mansure and Muzaffer 1888)

2–150mm L/22 BL (K), 2–120mm BL L/25 (K), 3–37mm QF, 2–25mm (N)


**Heybetnûma**

**Type:** Korvet (corvette)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 1958t

**Dimensions:** Lpp 98.9m, B 9.7m, D 4.7m

**Hull:** Composite; sheathed and coppered

**Machinery:** Steam, 1 shaft

**Engine:** 1 VTE, 2786hp, Tersane-i Amire, Istanbul

**Boilers:** 6 cyl Tersane-i Amire, Istanbul

**Speed:** (trials) 12kts

**Bunker:** 280t coal

**Complement:** (design) 190

**Armament:** (design) 3–170mm BL L/25 (K), 6–120mm BL L/25 (K), 6–47mm QF (K), 2 TT 450mm (SK) (1895) 1–150mm L/25 QF (K), 6–120mm L/25 (K), 6–47mm QF (K) (1898) 2–150mm BL L/25 (K) (200), 2–120mm BL L/25 (K) (150), 4–47mm QF (K)


**Zuhaf Class**

**Type:** Korvet (corvette)

**Builder:** Tersane-i Amire, Istanbul

**Displacement:** 643t
CRUISERS

Lütf-i Hümayun
TYPE: Krzvazır (3rd class unprotected cruiser)

BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 131.7t
DIMENSIONS: Lpp 64.0m, B 9.1m, D 3.9m
HULL: Composite, wood sheathed
MACHINERY: Steam, 1 shaft
ENGINE: 1 VTE, 3 cyl, 2160ihp, Tersane-i Amire
BOILERS: 2 cyl, Tersane-i Amire
SPEED: (design) 14kts (trials) 12kts
BUNKERS: 205t coal
COMPLEMENT: _
ARMAMENT: (design) 4–170mm L/25 QF (K), 6–120mm L/25 (K), 4–47mm QF (H), 6 MG, 2 TT 450mm (SK)
(1896) 3–170mm L/25 QF (K), 6–120mm L/25 (K), 6–47mm QF (H), 2 TT 450mm (SK)
(1899) 2–150mm L/40 QF (K), 2–120mm L/40 QF (K), 4–37mm QF, 2 TT 450mm (SK)
(1905) Disarmed


Feyza-i Bahri Class
TYPE: Krzvazır (cruiser)

BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 1612t
DIMENSIONS: Lpp 68.5m, B 10.6m, D 4.2m
HULL: Steel/composite
MACHINERY: Steam, 2 shafts
ENGINE: (design) 2 VTE, 3 cyl, 3500ihp, Tersane-i Amire
BOILERS: 4 cyl, Tersane-i Amire
SPEED: (design) 17kts
BUNKERS: _
COMPLEMENT: _
ARMAMENT: (design 1891) 2–210mm BL (K), 6–150mm BL (K), 4–100mm BL (K), 5 TT 450mm (SK)
(1902) 2–150mm L/40 QF (K), 6–105mm L/40 QF (K), 4–47mm QF (K), 4 MG, 4 TT 450mm (SK)


Hidavendigar Class
TYPE: Krzvazır (unprotected cruiser)

BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 4050t
DIMENSIONS: Lpp 85.4m, B 15.2m, D 6.1m
HULL: Steel
MACHINERY: Steam, 1 shaft, (1902 2 shafts)
ENGINE: (design) 2 triple expansion 3 cyl, 1600ihp, Tersane-i Amire
BOILERS: (design) 4 cyl, Tersane-i Amire
SPEED: _
BUNKERS: _
COMPLEMENT: _
ARMAMENT: (design 1891) 2–210mm BL (K), 6–150mm BL (K), 4–100mm BL (K), 5 TT 450mm (SK)
(1902) 2–150mm L/40 QF (K), 6–105mm L/40 QF (K), 4–47mm QF (K), 4 MG, 4 TT 450mm (SK)


Selimire Ordered: 1891. 7.1891 works started. 1892 order cancelled.

Peyk-i Şevket Class
TYPE: Torpedo-krzvazır (torpedo cruiser)

BUILDER: Schiff- & Maschinenbau ‘Germania’ AG, Kiel
DISPLACEMENT: (1907) 775t. (1938) 850t
HULL: Steel (Krupp)
DIMENSIONS: Loa _m, Lpp 80.1m, B 8.4m, D 4.6m
MACHINERY: Steam, 2 shafts
ENGINE: 2 VTE, 1100hp, ‘Germania’
BOILERS: 4 Schulz water-tube boilers, "Germany"

SPEED: (trials) 22kts, (1915) 18kts

BUNKERS: 244t coal

COMPLEMENT: (1907) 125, (1915) 145

ARMAMENT: (1907) 2–105mm QF L/40 (K) (691), 6–57mm SA L/40 (K) (1800), 2–37mm QF (K) 2 MG (H), 3 TT 450mm (SK)

(1938) 2–88mm QF L/40 (K), 4–37mm QF (K), 2 TT 450mm (SK). (Berk only 25 mines)


Mecidiye

TYPE: Kruvazör (protected cruiser)

BUILDER: William Camp & Son, Philadelphia

DISPLACEMENT: 3485t normal draught, 3967t full load

HULL: Steel

DIMENSIONS: Loa 102.4m, Lpp 100.5m, B 12.8m, D 4.8m

MACHINERY: Steam, 2 shafts

ENGINES: 2 VQE, 12,500ihp, W Camp


SPEED: (trials) 22kts, (1914) 18kts, (1936) 20kts

BUNKERS: 610t coal

COMPLEMENT: (1901) 22 officers, 280 ratings, (1915) 340 Turks, 15 Germans, (1936) 25 officers, 285 ratings

ARMAMENT: (1901) 2–152mm QF L/45 (B) (300), 8–120mm QF L/45 (B) (1400), 6–47mm QF (B) (1500), 6–37mm QF(B) (3000), 2 TT 457mm (WH)

(1918) 2–152mm QF L/45 (B) (300), 2–120mm QF L/45 (B) (1000), 2 TT 457mm (WH) (6)

(1927) 4–130mm QF L/56 (V) (350), 4–76mm QF L/50 (S) (800), 2 TT 457mm (WH) (6)


Hamidiye

TYPE: Kruvazör (protected cruiser)

BUILDER: Sir W G Armstrong, Whitworth & Co, Newcastle

DISPLACEMENT: 3904t normal

DIMENSIONS: Loa 112.0m, Lpp 103.6m, B 14.5m, D 4.8m

HULL: Steel

MACHINERY: Steam, 3 shafts

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PEYK-I ŞEVKET
ENGINEs: 2 VTE 4 cyl, 12,000ihp, Hawthorn, Leslie

BOILERS: 16 Niclausse water-tube boilers

SPEED: (trials) 22.2kts, (1914) 16kts

BUCKERS: 600t coal

COMPLEMENT: (1904) 400, (1915) 340 Turks, 15 Germans

ARMAMENT: (1904) 2–150mm QF L/45 (A) (200), 8–120mm QF L/50 (A) (816), 6–47mm QF L/50 (A) (1500), 6–37mm QF(A) (2000), 2 TT 457mm (6)
(1915) 2–150mm QF L/45 (A) (200), 6–120mm QF L/50 (A) (816), 2–46mm QF L/50 (A) (1500), 2–37mm QF(A) (2000), 2 TT 457mm (6)
(1927) 2–150mm L/45 QF (K) (220), 8–75mm QF L/45 (K) (800), 2 TT 457mm, 70 mines


Note: Intended name prior to launch was Abdülhamid

Drama

TYPE: Kruvazör (protected cruiser)

BUILDER: G Ansaldo-Armstrong & Cie, Sestri-Ponenti

DISPLACEMENT: 3760t normal, 4466t full load

DIMENSIONS: Loa 111.8m, Lpp _m, B 14.5m, D 5.5m

HULL: Steel

MACHINERY: Steam, 3 shafts

ENGINES: 2 VTE 4 cyl, 11,530ihp, Ansaldo

BOILERS: _

SPEED: (trials) 22.9kts

BUCKERS: _

COMPLEMENT: (design) 21 officers, 286 ratings
**Armament:** (design) 2–152mm QF(A), 8–180mm QF(A), 8–47mm QF(A), 6–37mm QF; 2 TT 457mm (6)


**Midilli**

**Type:** Kruvazör (protected cruiser)

**Builder:** AG Vulcan, Stettin

**Displacement:** 4570t, 5587t full load

**Dimensions:** Loa 138.7m, Lpp 136.0m, B 13.5m, D 5.1m

**Hull:** Steel

**Machinery:** Turbine, 4 shafts

**Engines:** 2 AEG-Vulcan steam turbines, 33,740shp

**Boilers:** 16 marine, AG Vulcan

**Speed:** (trials) 25kts

**Bunkers:** 1200t coal, 106t oil

**Complement:** (1914) 350, (1915) 426 Germans, 6 Turks

**Armament:** (1914) 12–105mm L/45 (K) (1800), 2 TT 500mm (SW), (1916) 2–150mm L/45 (K) (180), 10–105mm L/45 (K) (1500), 2 TT 500mm (5) (SH) (1917) 8–150mm L/45 (K) (741), 2 TT 500mm (6) (SW)

**Midilli (Yd No 312)** Ordered: 1910.

Laid down: 1911. Launched: 16.5.1911. Trials: 1912. 10.5.1912 commissioned as Breslau for the Kaiserliche Marine. 16.8.1914 officially transferred to Osmani Bahriye, renamed Midilli. 20.1.1918 sunk after hitting four mines near Imroz. 40.05N 26.02E. 330 lives lost.

**1914 Protected Cruiser Design**

**Type:** Kruvazör (protected cruiser)

**Builders:** Sir W G Armstrong, Whitworth & Co, Newcastle

**Displacement:** 3600t normal

**Dimensions:** Loa 128.0m, Lpp 121.9m, B 12.5m, D 4.1m

**Hull:** Steel

**Armour:** NC nickel steel. Complete protective deck. Extending 91mm below waterline at the side. Slopes amidships in way of machinery and magazine spaces 52mm. Flat amidships and hold deck at ends 38mm. Conning tower, side 152mm, roof 38mm, floor 25mm. Protective splinter shields to 152mm and 101mm guns.

**Machinery:** Turbine, 3 shafts

**Engines:** 3 Parsons combined impulse and reaction steam turbines, 24,000shp

**Boilers:** 11 Yarrow small tube boilers/surface 4366sm

**Speed:** (contract) 27kts

**Range:** 4000nm

**Bunkers:** 710t coal, 255t oil

**Complement:** 720

**Armament:** (contract) 2–152mm QG L/50 (A) (200), 6–101mm QF L/50 (A) (900), 3–76mm QF L/27 (A) (450), 4–57mm QF L/50 (A) (2000), 2 TT 533mm (6)

**Electrical Equipment:** 2–105kW generators, 4–914mm searchlights, 1–3kW wireless set, range 230nm.

‘877’ Ordered: 13.5.1914. 8.1914 order cancelled bybuilder. Works not started.

‘878’ Ordered: 13.5.1914. 8.1914 order cancelled by builder. Works not started.

(Left) Hamidiye arriving at Istanbul in 1913 after her dramatic cruise in the Aegean.

Galerya:

(Below left) The cruiser Drama, seen shortly before launching after seizure by the Italian government.

Alessaio

(Below right) Midilli, seen in February 1915 off the naval dockyard at Istanbul.

Turkish Navy
TORPEDO BOATS

Burhaneddin Class

Type: Torpedo stibot (2nd class torpedo boat)

Builder: SA des Forges & Chantiers de la Mediterranée, La Seyne

Displacement: 38t

Dimensions: Loa 31.7m, Lpp 30.8m, B 3.6m, D max 1.7m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, 525ihp, La Seyne

Boiler: 1 locomotive type, La Seyne

Speed: (trials) 17kts, (1887) 10kts

Bunkers: 4.7t coal

Complement: 4 officers, 20 ratings

Armament: 1–34mm RC (N), 1–25mm RC (N), 2 TT 355mm (WH) (4), 1 MacEvoy spar torpedo


Mecidiye Class

Type: Torpedo stibot (2nd class torpedo boat)

Builder: Tersane-i Amire, Istanbul

Displacement: 38t

Dimensions: Loa 31.7m, Lpp 30.8m, B 3.6m, D max 1.7m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, 450ihp, Tersane-i Amire

Boiler: 1 locomotive type, Tersane-i Amire

Speed: (trials) 15kts, (service) 10kts

Bunkers: 4.7t coal

Complement: 4 officers, 20 ratings

Armament: 1–34mm RV (N), 1–25mm RV (N), 2 TT 355mm (WH) (4)


Timsah

Type: Torpedo stibot (3rd class torpedo boat)

Builder: Des Vignes, Chertsey, London

Displacement: 30t

Dimensions: Loa 28.6m, B 3.7m, D1.4m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, 400ihp

Boiler: 1 locomotive type, Des Vignes

Speed: (trials) 18kts, (1889) 10kts

Bunkers: 4.8t coal

Complement: (1887) 2 officers, 15 ratings

Armament: (1887) 2 TT 356mm (WH) (4)

**Şemşir-i Hücum**

**Type:** Torpedo stibiot (3rd class torpedo boat)

**Builder:** SA des Forges & Chantiers de la Mediterranée, La Seyne

**Displacement:** 14t

**Dimensions:** Loa 19.0m, Lpp _m, B 2.3m, D 0.8m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 120thp, La Seyne

**Boiler:** 1 locomotive type, La Seyne

**Speed:** (trials) 15kts, (1889) 9kts

**Bunkers:** 0.7t coal

**Complement:** 1 officer, 2 ratings

**Armament:** 2 TT 356mm (WH)


**Mahabet Class**

**Type:** Torpedo bot (torpedo boat)

**Builder:** Des Vignes, Chertsey, London

**Displacement:** 83t

**Dimensions:** Loa 38.1m, Lpp _m, B 4.6m, D 1.9m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, 980thp, Frichart AG

**Boiler:** 1 locomotive type, Frichart AG

**Speed:** (trials) 21kts, (1886) 12kts

**Bunkers:** 22t coal

**Complement:** 3 officers, 17 ratings

**Armament:** (1887) 2–37mm RV (H), 2 TT 356mm (WH) (6)

(1890) 2 TT 356mm (WH) (6)


**Gilyum Class**

**Type:** Torpedo bot (torpedo boat)

**Builder:** Fr Schichau AG, Elbing

**Displacement:** 85t

**Dimensions:** Loa 37.7m, Lpp 36.9m, B 4.8m, D 1.3m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, 980thp, Maudslay

**Boiler:** 1 locomotive type, Maudslay

**Speed:** (trials) 21kts, (1886) 18kts

**Bunkers:** 18t coal

**Complement:** 3 officers, 13 ratings

**Armament:** 2–37mm RV (K), 2 TT 428mm (SK) (4)


**Tir-i Zafer (Yd No 275)** Ordered: 1885. Laid down: 1885. Launched:


**Nasir Class**

**Type:** Torpedo boat (torpedo boat)

**Builder:** Schiffbau- & Maschinenbau ‘Germania’ AG, Kiel

**Displacement:** 87t

**Dimensions:** Loa 39.0m, Lpp_m, B 4.8m, D 1.1m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, 1200hp, ‘Germania’

**Boiler:** 1 locomotive type, ‘Germania’

**Speed:** (trials) 21kts, (1890) 15kts

**Bunkers:** 30t coal

**Complement:** 6 officers, 21 ratings

**Armament:** 2–37mm RV (K), 2 TT 428mm (SK) (4)


**Ejder**

**Type:** Torpedo boat (torpedo boat)

**Builder:** Schiffbau- & Maschinenbau ‘Germania’ AG, Kiel

**Displacement:** 138t

**Dimensions:** Loa 49.2m, Lpp_m, B 5.9m, D 1.3m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple expansion 3 cyl, 2200hp, ‘Germania’

**Boilers:** 2 locomotive type, ‘Germania’

**Speed:** (trials) 24kts, (1895) 20 kts

**Bunkers:** 50t coal

**Complement:** 5 officers, 17 ratings

**Armament:** 5–37mm RV (K), 2 TT 428mm (SK) (3)

OTTOMAN STEAM NAVY

Berk Efşan Class

**TYPE:** Torpedo bot (torpedo boat)

**BUILDER:** Tersane-i Amire, İstanbul

**DISPLACEMENT:** 230t

**DIMENSIONS:** Loa 59.9m, Lpp. 1m, B 6.6m, D 2.4m

**HULL:** Steel

**MACHINERY:** Steam, 2 shafts

**ENGINES:** 2 triple expansion 3 cyl, 3500hps, ‘Germany’

**BOILERS:** 2 locomotive type, ‘Germany’

**SPEED:** (trials) 21kts, (1896) 17kts

**BUNKERS:** 75t coal

**COMPLEMENT:** (1894) 8 officers, 42 ratings

(Berk Efşan 1915) 58 Turks, 4 Germans

**ARMAMENT:** (1886) 6–37mm RV (K), 2 TT 428mm (SK) (4)

(Berk Efşan 1912) 4–37mm RV (K), 2 TT 428mm (SK) (4)

(Berk Efşan 1915) 2–47mm L/50 QF (K) (200), 2–47mm L/30 QF (K) (200), 2 TT 428mm (SK) (4)


Hamidiye

**TYPE:** Torpedo bot (torpedo boat)

**BUILDER:** Ansalo, Armstrong & Cie, Genoa

**DISPLACEMENT:** 145t

**DIMENSIONS:** Loa 50.6m, Lpp 47.8m, B 5.6m, D 1.2m

**HULL:** Steel

**MACHINERY:** Steam, 2 shafts

**ENGINES:** 2 triple expansion 3 cyl, 2400hps, Ansalo

**BOILERS:** 3 Yarrow water-tube, Ansalo

**SPEED:** (trials) 26kts

**BUNKERS:** 50t coal

**COMPLEMENT:** (1902) 4 officers, 26 ratings

(1915) Turks: 6 officers, 33 ratings.

Germans: 1 officer, 3 NC officers

**ARMAMENT:** (1902) 1–37mm QF (H)

(250), 2 TT 450mm (SK) (4)

(Abdulmejid 1914) 1–37mm QF (H)

(250), 1 TT 450mm (SK) (4)

(Yanüs 1916) 1–47mm QF (K) (170), 1 TT 450mm (SK) (4)


Akhisar Class

**Type:** Torpedo bot (torpedo boat)

**BUILDER:** Ansalo, Armstrong & Cie, Sestri Ponente

**DISPLACEMENT:** 165t

**DIMENSIONS:** Loa 51.0m, B 5.7m, D 1.4m

**HULL:** Steel

**MACHINERY:** Steam, 2 shafts

**ENGINES:** 2 triple expansion 3 cyl, 2400hps, Ansalo

**BOILERS:** 2 locomotive type, Ansalo

**SPEED:** (trials) 24kts, (1915) 14kts

**BUNKERS:** 60t coal

**COMPLEMENT:** (1904) 4 officers, 26 ratings

(Akhisar 1915) 39 Turks, 4 German

**ARMAMENT:** (1904) 2–37mm QF (H)

(250), 2 TT 450mm (SK) (4)

(Akhisar 1915) 1–47mm QF (K) (150), 2–37mm QF (H) (250), 1 TT 450mm (SK) (4)


The torpedo boat Akhisar, pictured at Istanbul shortly after arriving from the builders.

**Antalya Class**

**Type:** Torpedo bot (torpedo boat)

**Builder:** Ansaldo, Armstrong & Cie, Sestri Ponente

**Displacement:** 165t

**Dimensions:** Loa 51.0m, Lpp _m, B 5.7m, D 1.4m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple expansion 3 cyl. 2700hp, Ansaldo

**Boilers:** 2 water-tube, Ansaldo

**Speed:** (trials) 26 kts

**Bunkers:** 60t coal

**Complement:** 4 officers, 26 ratings (Drac and Kutahya 1915) 39 Turks, 4 Germans

**Armament:** 2–37mm QF (H) (250), 2 TT 450mm (SK) (4)

(Drăc and Kutahya 1915) 1–57mm QF (K) (100), 2–37mm QF (H) (250), 1 TT 450mm (SK) (4)

(Musul 1915) 1–47mm QF (K) (150), 2–37mm WF (H) (250), 2 TT 450mm (SK) (4)

(Drăc 1919) 2–37mm QF (H) (250)


Trials: 1905. 29.11.1906 delivered at Genoa. 12.1906 commissioned at Istanbul. 29.9.1911 deliberately beached near Preveze. 11.1912 wreck taken to Preveze. 5.11.1911 scuttled by crew at Preveze. 29.9.1912 salvaged by the Greeks. 1913 _Tito_ Royal Greek Navy. 1916 out of service.


**Demirhisar Class**

**Type:** Torpedo bot (torpedo boat)

**Builder:** Schneider & Cie, Chalon-sur-Saone

**Displacement:** 97t

**Dimensions:** Loa 40.2m, Lpp 38.0m, B 4.4m, D 1.9m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl. 2200hp, Schneider & Cie

**Boilers:** 2 Du Temple water-tube, Schneider & Cie

**Speed:** (trials) 26kts, (1915) 16kts

**Bunkers:** 11.2t coal

**Complement:** (1907) 3 officers, 17–20 ratings (1915) 32 Turks, 4 Germans

**Armament:** 2–37mm QF (H) (200), 3 TT 450mm (SK) (5)


Peleng-i Derya Class
Type: Torpedo gambot (torpedo gunboat)
Builder: Schiffswerft ‘Germania’ AG, Kiel

31.10.1917 sunk by Russian destroyers at Ígneada (Black Sea).

**TORPEDO GUNBOATS**

**DEMIRHİSAR**
Date 1912

**SİVRİHİSAR**
Date 1907

**PELENG-I DERYA**
TORPEDO GAMBOT 1914

DISPLACEMENT: 755t normal, 900t full load
DIMENSIONS: Loa 75.5m, Lpp 72.0m, B 8.5m, D 2.9m
HULL: Steel
MACHINERY: Steam, 2 shafts
ENGINES: 2 triple expansion, 4700hp.
‘Germania’ AG
BOILERS: 4 locomotive type, ‘Germania’ AG

SPEED: (trials) 18kts, (1914) 14kts
BUNKERS: 175t coal

COMPLEMENT: (1896) 9 officers, 11 NC officers, 60 ratings
(1914) 12 officers, 15 NC officers, 83 ratings

ARMAMENT: (1896) 2–105mm QF (K), 6–47mm QF (K), 3 TT 355mm (SK)
(1906) 2–120mm AF (K), 2–90mm QF (K), 3 TT 355mm (SK) 3 MG
(1915) 3–75mm QF (K) (300), 4–47mm QF (N) (600), 3 TT 355mm (SK)


Sahin-i Derya

TYPE: Torpedo gambot (torpedo gunboat)

BUILDER: Tersane-i Amire, Istanbul

DISPLACEMENT: 443t normal

DIMENSIONS: Lpp 60.9m, B 7.0m, D 2.4m

HULL: Steel

MACHINERY: Steam, 2 shafts

ENGINES: 2 triple expansion, 3500hp, Tersane-i Amire

BOILERS: 4 locomotive type, Tersane-i Amire

BUNKERS: 100t coal

COMPLEMENT: (design) 8 officers, 75 ratings

ARMAMENT: (design 1889) 1–105mm QF (K), 6–47mm QF (H), 4 TT 355mm (SK)


DESTROYERS

Samsun Class

TYPE: Muhrip (destroyer)

BUILDER: SA Chantiers et Ateliers de la Gironde, Bordeaux (Taşoz Schneider & Cie, Nantes)

DISPLACEMENT: 284t

DIMENSIONS: Loa 58.2m, Lpp 56.3m, B 6.3m, D 2.8m

HULL: Steel

MACHINERY: Steam, 2 shafts

ENGINES: 2 triple expansion, 5950ihp, SACAG (Taşoz Schneider)

BOILERS: 2 Normand, SACAG (Taşoz Schneider)

SPEED: (1907) 28kts, (1912) 20kts, (1915) 17kts

BUNKERS: _

COMPLEMENT: (1907) 7 officers, 60 ratings
(1915) 74 Turks, 17 Germans

ARMAMENT: 1–65mm L/50 QF (C) (300), 6–47 L/50 QF (C) (1200), 2 TT 450mm (6)


Muravenet-i Milliye Class

TYPE: Muhrip (destroyer)

BUILDER: Fr Schichau AG, Elbing

DISPLACEMENT: 765t

SAMSUN

Data 1916

BASRA

Data 1928

3.12.1915 torpedoed and sunk by British submarine E 11 off Yalova.


1907 commissioned at Istanbul.
OTTOMAN STEAM NAVY

DIMENSIONS: Loa 74.0m, B 7.9m, D 3.0m
HULL: Steel
MACHINERY: Steam turbines, 2 shafts
ENGINES: 2 turbines, 17,700shp,
Schichau
BOILERS: 2 marine, Schichau
SPEED: (trials) 32kts, (1912) 26kts
BUNKERS: 116t coal, 74t oil

(1915) 89 Turks, 23 Germans

ARMAMENT: (1910) 3 TT 450mm (SK)
(8)
(1911) 2–75mm L/50 QF (150),
2–57mm L/50 QF (180), 3 TT 450mm
(SK) (8)

Muavenet-i Milliye (Yd No 820)
Ordered as S 165 for German Navy.
3.1910 sold to Osmanli Govt. 17.8.1910
commissioned at Çanakkale. 10.1918
decommissioned. Storage vessel for the
Taskizak Tersane, Istanbul. 1953 break-
ing up commenced.

Yadigari-Millet (Yd No 821) Ordered:
1908. Laid down: 1908. Launched:
S 166 for German Navy. 3.1910 sold to
Osmanli Govt. 17.8.1910 commissioned
at Çanakkale. 10.7.1917 bombed and
sunk by British aircraft at Istanb.
24.10.1917 refloated and drydocked at
Tersane-i Amire, Istanbul. 12.1918
moored in the Halic; later sunk. 1924
raised and broken up in situ.

Nismane-Hamiyet (Yd No 822)

Ordered as S 167 for German Navy.
3.1910 sold to Osmanli Govt. 17.8.1910
commissioned at Çanakkale. 10.1918
decommissioned. Storage vessel for the
Taskizak Tersane, Istanbul. 1953 break-
ing up commenced.

Gayret-i Vataniye (Yd No 823)
Ordered as S 168 for German Navy.
3.1910 sold to Osmanli Govt. 17.8.1910
commissioned at Çanakkale. 27.8.1916
grounded off Varna, blown up by crew
after all useful equipment had been
removed.
**SUBMARINES**

**Abdülhamid Class**

**TYPE:** Denizalti (submarine)

**Builder:** Des Vignes, Chertsey, London

**Displacement:** Surface 100t, submerged 160t

**Dimensions:** L: 30.5m, B: 3.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 Lamm locomotive type, 250h.p.

**Boiler:** 1 cyl.

**Speed:** Surface 6kts, submerged 4kts

**Bunkers:** 8t coal

**Complement:** 7

**Armament:** 2 TT 356mm (WH) (2), 2 .35mm MG (N)

**Dimensions:**

**Hull:** Steel

**Machinery:** Motorship, 2 shafts

**Engines:**

**Boilers:**

**Speed:**

**Bunkers:**

**Complement:**

**Armament:**


**Unnamed**

**Type:** Denizalti (submarine)

**Builder:** Vickers Ltd, Newcastle-upon-Tyne

**Displacement:**

**Hull:** Steel

**Machinery:** Motorship, 2 shafts

**Engines:** 2 Schneider diesel/electric motors 2000h.p.

**Boilers:**

**Speed:** Surface 13.7kts, submerged 8.8kts


The submarine Mümteçip Onbaşı (ex Turquoise) in the drydock at Istanbul before being commissioned into the Ottoman Navy. German official photograph.

BUNKERS: _

COMPLEMENT: (proj) 6 officers, 22 ratings

ARMAMENT: 4–450mm TT

Unnamed Ordered: 30.4.1914. To be delivered by 30.4.1916 at Toulon. Order cancelled by the French Govt by 5.11.1914.


MÜMTEÇIP ONBAŞI

TYPE: Denizali (submarine)

BUILDER: Arsenal de Toulon, Toulon

DISPLACEMENT: Surface 393t, submerged 425t

DIMENSIONS: L 44.9m, B 3.9m, D 3.6m

HULL: Steel

MACHINERY: Motorship, 2 shafts

ENGINES: 2 Sautter-Harlé diesel/electric motors 600bhp

SPEED: Surfaced 11kts, submerged 7kts

BUNKERS: _

COMPLEMENT: 11.1915 1 officer, 5 ratings

ARMAMENT: Unarmed

SEAGOING GUNBOATS

AKKA CLASS

TYPE: Gambot (gunboat)

BUILDER: Money Wigram, Blackwall, London (Akka J & R White, Southampton)

DISPLACEMENT: (1860) 196t bm, (1898) 120t

DIMENSIONS: L 35.4m, B 6.0m, D 2.7m

HULL: (1860) wood, (1898) steel

MACHINERY: Steam, 1 shaft

ENGINE: (1860) 1 single acting 1 cyl, 225bhp, Maudsley (1898) 1 triple expansion, 400bhp, Tersane-i Amire

BOILER: (1860) 1 _ Money Wigram (Akka White) (1898) 1 double ended, Tersane-i Amire

SPEED: (trials) 8kts, (1898) 10kts

BUNKERS: 80t coal

COMPLEMENT: (1860) 70, (1898) 45

ARMAMENT: (1858) 4–24pdr (1876) 4–26pdr, 1–16pdr (1885) 3–76mm QF (K), 1–37mm QF (K) (1898) 4–76mm QF (K), 1–37mm QF (H) (1915) 1–57mm QF, 2–47mm QF


MUSUL CLASS

TYPE: Gambot (gunboat)

BUILDER: Tersane-i Amire, Istanbul

DISPLACEMENT: 276t bm, 125t

DIMENSIONS: Lpp 39.9m, B 6.4m, D 2.8m

HULL: Wood

MACHINERY: Steam, 1 shaft

ENGINE: 1–1 cyl

BOILER: 1

SPEED: (trials) 9kts

BUNKERS: 25t coal

COMPLEMENT: 35

ARMAMENT: (1866) 4–19pdr (1881) 2–57mm QF (K), 2–37mm RC


SAHR

TYPE: Gambot (gunboat)

BUILDER: J White, West Cowes, Isle of Wight

DISPLACEMENT: 250t bm, 163t

DIMENSIONS: Lpp 40.4m, B 6.7m, D 3.2m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 - 1 cyl
Boiler: 1 _
Speed: (trials) 8kts
Bunkers: 20t coal
Complement: 35
Armament: (1866) 4-11pdr (1880) 2-76mm QF 2 MG

Sahredin
Type: Gambot (gunboat)
Builder: Tersane-i Amire, Istanbul
Displacement: 163t bm
Dimensions: Lpp 40.4m, B 6.7m, D 3.2m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 - 1 cyl
Boiler: 1 _
Speed: (trials) 12kts, (1880) 8kts
Bunkers: 20t coal
Complement: 35
Armament: (1866) 4-18pdr (1877) 2-100mm, 1-57mm (1880) 4-76mm QF (K), 2 MG (H)

Intibah

Müdiresan

Ziver-i Derya

1909 decommissioned.

ZİVER-i DERYA

Date 1875

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Speed: (trials) 12 kts, (1880) 8 kts
Bunkers: 20 t coal
Complement: 35
Armament: (1866) 4–18 pdr
(1877) 2–100 mm
(1880) 4–76 mm QF (K), 2 MG (H)

Saheddin

Ayvalikavak Class
Type: Gambot (gunboat)
Builder: Tersane-i Amire, Istanbul
Displacement: 203 t
Dimensions: Lpp 35.7 m, B 5.3 m, D 1.8 m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1–1 cyl
Boiler: 1

Firat Class
Type: Gambot (gunboat)
Builder: Tersane-i Amire, Istanbul
Displacement: 197 t
Dimensions: Lpp 37.0 m, B 6.5 m, D 2.4 m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 compound 2 cyl, 280 hp
Boiler: 1 cyl, Tersane-i Amire

Kastamonu Class
Type: Gambot (gunboat)
Builder: Gebrüder Sachsenberg, Rossbach
Displacement: 240 t full load
Dimensions: Loa 42.2 m, Lpp 40.4 m, B 5.8 m, D 1.8 m
Hull: Steel
Machinery: Steam, 1 shaft
Engine: 1 triple expansion vertical, 400 hp, Tersane-i Amire
Boiler: 1 double ended, Tersane-i Amire

Nasr-ı Hüda Class
Type: Gambot (gunboat)
Builder: MacLaren & Wilson, Genoa
Displacement: 450 t
Dimensions: Loa _ m, Lpp 52.0 m, B 7.8 m, D 4.4 m
Hull: Steel
Machinery: Steam, 1 shaft
Engine: 2 compound 2 cyl, 300 hp
MacLaren & Wilson
Boiler: 1
Speed: (1906) 12 kts
Bunkers: 
Complement: 
Armament: (design) 4–76 mm QF (K), 2–37 mm QF (K), 2 TT (SK)
(1904) 1–76 mm QF (K), 2–47 mm QF (K), 1–37 mm QF (H)
(1915) 1–57 mm QF (K), 2–47 mm QF (K)
Nasr-ı Hüda

Seyyar

Barika-i Zafir

Nasr-ı Hüda
**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion vertical, 460hp, Gebrüder Sachsenberg

**Boiler:** 1, Gebrüder Sachsenberg

**Speed:** (trials) 12kts

**Bunkers:** 40t coal

**Complement:** 3 officers, 9 ratings

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**Armament:** 1–75mm QF (K) (200), 1–37mm QF (K) (1600)


**Marmaris**

**Type:** Gambot (gunboat)

**Builder:** SA des Ateliers et Chantiers de la Loire, Nantes

**Displacement:** 422t normal, 531t full load

**Dimensions:** Loa 52.4m, Lpp 50.0m, B 7.5m, D 2.4m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion vertical, 950hp, Loire

**Boilers:** 2-cyl, Loire

**Speed:** (trials) 14.8kts, (1914) 11kts

**Bunkers:** 75t coal

**Complement:** 12 officers, 54 ratings

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**Taşköprü Class**

**Type:** Gambot (gunboat)

**Builder:** Schneider & Cie, Châlons-sur-Saône

**Displacement:** 213t normal, 315t full load

**Dimensions:** Loa 47.0m, Lpp 45.0m, B 6.2m, D 1.9m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion vertical, 480hp, SAAC Loire

**Boiler:** 1 Scotch, SAAC Loire

**Speed:** (trials) 12kts

**Bunkers:** 44t coal

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**Kastamonu**

**Year:** 1905

**Displacement:** 240t

**YOZGAT**

**Year:** 1905

**Displacement:** 240t
Complement: 9 officers, 38 ratings.
(1915) 10 officers (9 Turks, 1 German),
42 ratings

Armament: (1908) 2–47mm QF L/50
(C) (1200), 2–7.65mm MG (31,000), 1
TT 450mm (SK) (4) (TT removed
1908)
(1915) 1–47 mm QF L/50 (C) (1200),
2–7.65mm MG (31,000)

Taşköprü Ordered: 1906. Laid down:
1908 commissioned. 10.12.1915 sunk
by gunfire from Russian destroyers at
Kefken Ada.

Nevşehir Ordered: 1906. Laid down:
1908 commissioned. 30.1.1915 sunk by
Turkish mine near Rumelikavagi
(Bosporus).

Gökçeada Ordered: 1906. Laid down:
1908 commissioned. 7.12.1912 sunk by
Italian cruiser Piemonte and destroyer
Artigliere off Konfida (Red Sea).

Reşitıve Ordered: 1906. Laid down:
1908 commissioned. 7.12.1912 sunk by
Italian cruiser Piemonte and destroyer
Artigliere off Konfida (Red Sea).

Ayıntab Ordered: 1906. Laid down:
17.12.1907 arrived Istanbul. 1.1908
commissioned. 7.1.1912 sunk by Italian
cruiser Piemonte and destroyer
Artigliere off Konfida (Red Sea).

Malatya Ordered: 1906. Laid down:
17.12.1907 arrived Istanbul. 1.1908
commissioned. 17.9.1916 damaged by
Russian mine east of Karaburnu (Black
Sea). 19.9.1916 towed to Istanbul. Guns
and equipment removed, barracks vessel.
1921 sold for breaking up.

Seddülbahir Ordered: 1906. Laid
down: 1907. Launched: 1907. Trials:
1907. 5.2.1908 arrived Istanbul. 2.1908
commissioned. 9.1909 last mention in
Ottoman records.

Launched: 1907. Trials: 1907. 5.2.1908
arrived Istanbul. 2.1908 commissioned.
7.1.1912 sunk by gunfire of Italian
cruiser Piemonte and destroyer
Artigliere off Konfida (Red Sea).

Beşiktaşı Ordered: 1906. Laid down:
1907. Launched: 1907. 17.12.1907 arrived
Istanbul. 1.1908 commissioned. 7.1.1912 sunk by gunfire
of Italian cruiser Piemonte and destroyer
Artigliere off Konfida (Red Sea).
**Aydin Reis Class**

**TYPE:** Tahta gambot (gunboat)

**BUILDER:** SA des Chantiers & Ateliers de St Nazaire (Penhôté)

**DISPLACEMENT:** 503t

**DIMENSIONS:** Loa 54.5m, Lpp _m, B 8.2m, D 2.4m

**HULL:** Steel

**MACHINERY:** Steam, 2 shafts

**ENGINES:** 2 triple expansion vertical, 1025hp, SACA St Nazaire

**BOILERS:** 3 Scotch, SACA St Nazaire

**SPEED:** (trials) 14kts, (1915) 10kts

**BUNKERS:** _

**COMPLEMENT:** 14 officers, 61 ratings

**ARMAMENT:** (1914) 2–100mm QF (C) (35), 2–47mm QF (C) (1500), 2–7.6mm MG (H) (35,000), (1919) 2–76mm QF (K) (500) (Sakiz and Bürrak Reis disarmed in 1919; 2–47mm AF (C) in 1924; disarmed again 1930) (Aydin Reis 1936) 2–57mm QF


13.6.1914 arrived Istanbul. 2.1919 anti-smuggling duty, Black Sea. 16.9.1920 left Samos to be interned at Novorossiysk (USSR). 16.5.1921 returned to Turkish Nationalist Forces. 1925 Sea Cadet training vessel. 1926 survey vessel. 1949 decommissioned. 1954 sold for breaking up.


**Isa Reis Class**

**TYPE:** Sac gambot (gunboat)

**BUILDER:** SA des Forges & Chantiers de la Meditarranée, Granville

**DISPLACEMENT:** 413t

**DIMENSIONS:** Loa 47.0m, Lpp _m, B 7.9m, D 1.3m

**HULL:** Steel/wood

**MACHINERY:** Steam, 2 shafts

**ENGINES:** 2 triple expansion vertical, 850hp, SAFC Granville

**BOILERS:** 3 Scotch, SAFC Granville

**SPEED:** (trials) 14kts, (1915) 11kts, (1932) 12kts

**BUNKERS:** _

**COMPLEMENT:** 12 officers, 48 ratings

**ARMAMENT:** (1914) 3–76mm QF (C) (100), 2–47mm QF (C) (1200), 2–7.6mm MG (H) (31,700), (1926) 2–76mm QF (C), 2–47mm QF (C)

(1948) Unarmed


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**RIVER GUNBOATS**

**Doğan**

**TYPE:** Nehir-gambot (river gunboat)

**BUILDER:** Gebr. Wiemann, Brandenburg

**DISPLACEMENT:** 250t, 128gt, 12nt

**DIMENSIONS:** Loa 35.5m, Lpp 34.8m, B 6.3m, D 1.6m

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1 triple expansion vertical, 3500hp, Wiemann

**BOILER:** 1 water-tube, A Borsing

**SPEED:** (1915) 6.5kts

**BUNKERS:** _

**COMPLEMENT:** (1915) 30 Turks, 5 Germans (1916) 42

**ARMAMENT:** (7.1915) 1–60mm QF,
447mm QF, 1–37mm QF (2.1916) 1–60mm QF, 1–57mm QF, 2–47mm QF, 1–37mm QF, 1 MG


Selmanpak
TYPE: Nehir-gambot (river gunboat)
BUILDER: Yarrow & Co, Scotstown
DISPLACEMENT: 98t
DIMENSIONS: Loa 38.4m, Lpp 31.0m, B 6.1m, D 0.6m
HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1 triple expansion, 175ihp, Yarrow & Co
BOILER: 1, Yarrow & Co
SPEED: 10kts
BUNKERS: 5t coal, 10t oil
COMPLEMENT: (1916) 1 officer, 25 ratings
ARMAMENT: (12.1915) 1–102mm QF, 1–76mm QF, 1–57mm QF, 3 MG (5.1916) 1–76mm QF, 1–75mm QF, 1–57mm, 3 MG

Sultanîye Ordered: 1851. Laid down: 1852. Launched: 23.12.1852. Trials: 1853. 1853 Feryz-i Cihat Egyptian Navy, frigate and yacht. 1862 rebuilt by Forrester & Co. 1862 presented by Ismail Paşa to Sultan Abdül Aziz. 1862 commissioned, renamed Sultanîye. 1905 laid up at Izmir. 10.1911 loaded with stone and made ready to scuttle as blockship. 20.4.1912 scuttled off Yetikale (Bay of Izmir).

Talia
TYPE: Yat (yacht)
BUILDER: Samuda Bros, London
DISPLACEMENT: 672t bm
DIMENSIONS: Lpp 56.1m, B 8.5m, D 2.1m
HULL: Iron
MACHINERY: Steam, side paddle
ENGINES: 2–2cyl, 610ihp, J Penn
SPEED: (trials) 17kts

Boilers: 4


İzzeddin
TYPE: Avizo (despatch vessel)
BUILDER: Thames Iron Works, London
DISPLACEMENT: 1058t
DIMENSIONS: Lpp 76.2m, B 9.1m, D 3.6m
HULL: Wood
MACHINERY: Steam, side paddle
ENGINES: 1–2 cly, 200ihp, J Penn
BOILERS: 2
SPEED: (trials) 14kts
BUNKERS: 120t coal
COMPLEMENT: 90
ARMAMENT: (1865) 2–11pdr, 2–8pdr (1880) 2–57mm QF

IZZEDDIN
Date: 1861

YACHTS AND SURVEY VESSELS

Sultanîye
TYPE: Yat (yacht)
BUILDER: C J Mare, Blackwall, London
DISPLACEMENT: 2909t bm, 3095t
DIMENSIONS: Lpp 119.2m, B 12.2m, D 9.0m, D 4.8m

IZZEDDIN

BUNKERS: 150 t coal
COMPLEMENT: 130

ARMAMENT: (1865) 4–11 pdr
(1874) 1–120 mm (K), 3–76 mm (K)
(1902) 2–76 mm (K), 1–37 mm QF (K)
(1908) Disarmed

Izzeddin (Yd No 3) Ordered: 1864.
Trials: 1865. 1865 commissioned.
11.1885–8.1886 refitted by Tersane-i
Amire, Istanbul. 1908 stationary at
9.1914 stationary work ship at Istanbye.
10.1918 decommissioned. 1929 broken
up.

Fuad
TYPE: Avizo (despatch vessel)

BUILDER: Millwall Iron Works, London
DISPLACEMENT 1075 t

DIMENSIONS: Lpp 76.2 m, B 9.1 m,
D 3.6 m

HULL: Iron

MACHINERY: Steam, side paddle

ENGINE: 1–compound 2 cyl, 200 ihp,
Ravenhill

BOILERS: 2

SPEED: (trials) 12 kts

BUNKERS: 150 t coal
COMPLEMENT: 130

ARMAMENT: (1865) 4–11 pdr
(1880) 2–80 mm, 2–57 mm
(1890) 2–75 mm QF (K), 2–25.4 mm (H)

Launched: 27.4.1865. Trials: 1865. 1865
commissioned. 1908 stationary at
Selinuk. 5.11.1912 seized by
Grec Govt. 1912 Fuad Royal Greek
Nav. 1919 out of service. 1921 broken
up.

Ismael
TYPE: Avizo (despatch vessel)

BUILDER: -, London (?)
DISPLACEMENT 1070 t

DIMENSIONS: Lpp 76.2 m, B 9.1 m, D
3.6 m

HULL: Wood

MACHINERY: Steam, side paddle

ENGINES: 1–2 cyl, 300 ihp, R Napier
BOILERS: 2

SPEED: (trials) 12.5 kts, (1880) 10 kts

BUNKERS: 250 t coal

COMPLEMENT: 135

ARMAMENT: (1865) 4–11 pdr
(1880) 3–90 mm, 2–37 mm
(1891) 4–76 mm QF (K), 2–37 mm

Ismail Ordered: 1864. Laid down:
1865 commissioned. 1898 decommissioned.
10.1909 sold for breaking up.

Hanya
TYPE: Avizo (despatch vessel)

BUILDER: J & W Dudgeon, London
DISPLACEMENT 816 t

DIMENSIONS: L 70.1 m, B 8.2 m, D 1.9 m

HULL: Iron

MACHINERY: Steam, side paddle

ENGINE: 1 cyl

BOILERS: 2

SPEED: (1868) 10 kts

BUNKERS: 120 t coal

COMPLEMENT: 105

ARMAMENT: (1868) 1–20 pdr (A)
(1880) 3–47 mm (H)
(1900) Disarmed

Hanya Ordered: 1863. Laid down:
1863 Run Her. Confederate Navy. 1863
launched at London. 1866 sold to Osmanli
Govt. 1866 commissioned, renamed
Hanya. 1890–94 refitted by Tersane-i
Amire, Istanbul. 1904 decommissioned.
9.1909 sold for breaking up.

Kandiya
TYPE: Avizo (despatch vessel)

BUILDER: -, Great Britain
DISPLACEMENT 820 t

DIMENSIONS: L 73.0 m, B 8.8 m, D 2.0 m

HULL: Iron

MACHINERY: Steam, side paddle

ENGINES: _

BOILERS: _

SPEED: (1867) 10 kts

BUNKERS: 120 t coal

COMPLEMENT: _

ARMAMENT: (1867) 6–30 pdr
(1888) 3–57 mm QF, 3–24.5 mm
(1897) Disarmed

Kandiya Laid down: 1865. Launched:
1865. Trials: Ordered by the
Confederate Navy. 1865 laid up. 1867
bought by Osmanli Govt. 1867 commis-
sioned. 1882 stationary at Beirut. 4.1896
returned to Istanbul, laid up. 1899
stricken.

Arkadi
TYPE: Avizo (despatch vessel)

BUILDER: W Potter & Son, London
DISPLACEMENT 767 t

DIMENSIONS: L 78.0 m, B 8.0 m, D 2.0 m

HULL: Wood

MACHINERY: Steam, side paddle

ENGINES: _

BOILERS: _

SPEED: (1867) 13 kts, (1877) 10 kts

BUNKERS: 150 t coal

COMPLEMENT: 120

ARMAMENT: (1867) 6–30 pdr
(1884) 2–76 mm QF, 1–60 mm

Arkadi Ordered: 1865. Laid down:
Ordered as Dream for Confederate
Navy. 1867 sold to Greek Govt. 1867
Arkadian Royal Greek Navy. 20.8.1867
captured by Ottoman warships north of
Elphanosia. 9.1867 commissioned,
renamed Arkadi. 1896 decommissioned.
1905 sold for breaking up.

Resmo
TYPE: Avizo (despatch vessel)

BUILDER: Jones Quiggin, Liverpool
DISPLACEMENT 1343 t

DIMENSIONS: Lpp 87.8 m, B 10.8 m,
D 4.5 m

HULL: Iron

MACHINERY: Steam, side paddle

ENGINE: 1

BOILERS: 2

SPEED: (1869) 13 kts

BUNKERS: 150 t coal

COMPLEMENT: 120

ARMAMENT: (1869) 2–40 pdr (A),
2–12 pdr (A)
(1880) 4–47 mm QF (K)

Eser-i Nusret Ordered: 1864. Laid
down: 1865. Launched: 1865. Trials:
1865. Launched as Rosina Confederate
Navy. 1865 laid up at Liverpool. 1869
sold to Osmanli Govt. 1869 commis-
sioned, renamed Eser-i Nusret. 1890
decommissioned.

Medar-i Zafer Ordered: 1864. Laid
down: 1865. Launched: 1865. Trials:
1865. Launched as Ruby Confederate
Navy. 1865 laid up at Liverpool. 1869
sold to Osmanli Govt. 1869 commis-
sioned, renamed Medar-i Zafer. 1890
decommissioned.

Ihsaniye
TYPE: Yat (yacht)
**OTTOMAN STEAM NAVY**

**Builder:** Maudsley, Sons & Field, London  
**Displacement:** 170t bm, 90nt  
**Dimensions:** Lpp 31.7m, B 5.4m, D 2.3m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engines:** 1–2 cyl, Maudsley  
**Boiler:** 1, Maudsley  
**Speed:** (1870) 8kts  
**Bunkers:**  
**Complement:**  
**Armament:** (1870) 2 guns (1884) 2–37mm QF

**İhsaniye**  

**Taif Class**  
**Type:** Avizo (despatch vessel)  
**Builder:** Tersane-i Amire, Istanbul  
**Displacement:** 160t bm  
**Dimensions:** L 71.6m, B 11.0m, D 5.1m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engines:** 1–2 cyl, 450ihp, Tersane-i Amire  
**Boilers:** 2 box, Tersane-i Amire  
**Speed:** (trials) 12kts, (1875) 8kts  
**Bunkers:**  
**Complement:** 250  
**Armament:** (1875) 4–126mm ML

**Taif**  

**Şerifiye/Beylerbeyi**  
**Type:** Yat (yacht)  
**Builder:**  
**Displacement:** 96t  
**Dimensions:** L 29.3m, B 4.6m, D 2.5m  
**Hull:** Wood  
**Machinery:** Screw, 1 shaft  
**Engine:** 1  
**Boiler:** 1  
**Speed:** (trials) 12kts  
**Bunkers:** 20t  
**Complement:**  
**Armament:** Unarmed

**Şerifiye/Beylerbeyi**  

**Şerifiye**  
**Type:** Yat (yacht)  
**Builder:**  
**Displacement:** 55t  
**Dimensions:** L 28.5m, B 3.2m, D 1.9m  
**Hull:** Wood  
**Machinery:** Steam, 1 shaft  
**Engine:** 1 compound 2 cylinder  
**Boiler:** 1  
**Speed:** (1893) 15kts  
**Bunkers:**  
**Complement:**  
**Armament:** Unarmed

**Erđurğul**  
**Type:** Yat (yacht)  
**Builder:** Armstrong, Mitchell & Co, Newcastle-upon-Tyne  
**Displacement:** 900t  
**Dimensions:** L 79.2m, B 8.3m, D 3.5m  
**Hull:** Steel  
**Machinery:** Steam, 2 shafts  
**Engines:** 2 triple expansion 3 cyl, 2500ihp, Hawthorn, Leslie  
**Boilers:** 2, Armstrong, Mitchell  
**Speed:** (trials) 21kts  
**Bunkers:**  
**Complement:**  
**Armament:** (1904) 8–47mm QF (A)

**Erđurğul**  

**Söğütî**  
**Type:** Yat (yacht)  
**Builder:** Armstrong, Mitchell & Co, Newcastle-upon-Tyne  
**Displacement:** 120gt, 8t  
**Dimensions:** L_m, B _m, D _m  
**Hull:** Steel

![Image: The Sultan's yacht Erduçul shortly after arriving at Istanbul from Britain. Gülersiz](Image)
**Machinery:** Steam, 1 shaft

**Engine:** 1 compound, 2 cyl, 250ihp

**Boiler:** 1

**Speed:** (1908) 14kts

**Bunkers:**

**Complement:**

**Armament:** Unarmed

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**Söğütlu**


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**Galata**

*Type: Avizo (despatch vessel)*

**Builder:** Day, Summers & Co, Southampton

**Displacement:** 120t

**Dimensions:** L 40.0m, Lpp 33.7m, B 4.9m, D 2.4m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, 1150ihp, Ramage & Ferguson

**Boilers:** 2

**Speed:** (1911) 12kts

**Bunkers:**

**Complement:**

**Armament:** (1911) 1–57mm QF, 2–37mm QF

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**Şipka**

*Type: Silahli yat (armed yacht)*

**Builder:** Ramage & Ferguson, Leith

**Displacement:** 420t

**Dimensions:** L 57.8m, B 6.9m, D 3.7m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 335ihp, Mair & Houston

**Boiler:** 1

**Speed:** (1911) 10kts

**Bunkers:**

**Complement:**

**Armament:** (1911) 1–57mm QF, 2–37mm QF

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**Trabuls**

*Type: Silahli yat (armed yacht)*

**Builder:** Murray Bros, Dumbarton

**Displacement:** 629t, 705t full load

**Dimensions:** Lpp 59.0m, B 7.7m, D 3.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 335ihp, Mair & Houston

**Boiler:** 1

**Speed:** (1911) 10kts

**Bunkers:**

**Complement:**

**Armament:** (1911) 1–57mm QF, 2–37mm QF

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**ŞIPKA**

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**Şipka**


**Beirut**

*Type: Mesaha germi (survey vessel)*

**Builder:** Ramage & Ferguson, Leith

**Displacement:** 411t

**Dimensions:** L 51.9m, B 6.9m, D 4.4m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, Ramage & Ferguson

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** (1911) 2–57mm QF, 2–37mm QF

**Beirut**

gunboats *Wolverine* and *Scorpion* at Urla (Gulf of Izmir).

## ARMED STEAMERS

### Sürat

**Type:** Vapur (armed steamer)  
**Builder:** Nicholls Booles & William Good, Bridport  
**Displacement:** 139nt  
**Dimensions:** L 32.4m, B 9.8m, D 2.9m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engine:** 1–1 cyl (installed 1822)  
**Boiler:** 1  
**Speed:** (1853) 5kts  
**Bunkers:** _  
**Complement:** 25  
**Armament:** (1828) Unarmed (1853) 2 guns  


### Peyk-i Şevket

**Type:** Vapur (armed steamer)  
**Builder:** SA Chantiers Benet, La Ciotat  
**Displacement:** 465t bm, 339nt  
**Dimensions:** L 62.0m, B 7.4m, D 2.7m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engine:** 1 vertical balance, low pressure (British)  
**Boiler:** 1  
**Speed:** _  
**Bunkers:** _  
**Complement:** 26  
**Armament:** (1838) 2 guns  


### Eser-i Hayir

**Type:** Vapur (armed steamer)  
**Builder:** Tersane-i Amire, Istanbul  
**Displacement:** 285t bm, 231nt  
**Dimensions:** L 39.6m, B 6.7m, D 2.7m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engine:** 1 horizontal 1 cyl, R Napier  
**Boiler:** 1  
**Speed:** (1837) 6kts  
**Bunkers:** _  


### Ereğli

**Type:** Vapur (armed steamer)  
**Builder:** Greenock  
**Displacement:** 217t bm  
**Dimensions:** L 40.5m, B 5.9m, D 3.0m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engine:** 1, 140nhp  
**Boiler:** 1  
**Speed:** (1853) 6kts  
**Bunkers:** _  
**Complement:** (1846) 45  
**Armament:** (1846) 2–5 OK guns  


### Pursat

**Type:** Vapur (armed steamer)  
**Builder:** British  
**Displacement:** 627t bm, 280nt  
**Dimensions:** L 54.3m, B 8.6m, D 4.1m  
**Hull:** Wood  
**Machinery:** Steam, side paddle  
**Engine:** 1 single acting, 482ihp, Maudslay  
**Boiler:** 1  
**Speed:** _  
**Bunkers:** _  
**Complement:** (1847) 45  
**Armament:** (1846) 4–5 guns  


### Gemlik

**Type:** Vapur (armed steamer)  
**Builder:** British  
**Displacement:** 219t bm  
**Dimensions:** L _m, B _m, D _m  
**Hull:** Iron  
**Machinery:** Steam, 1 shaft  
**Engine:** 1  
**Boiler:** 1  
**Speed:** _  
**Bunkers:** _  
**Complement:** _  
**Armament:** (1848) 2 guns  

Osmaniye. 1881 Osmanlı Bahriye, 1904 decommissioned. 11.1909 sold for breaking up.

**Peyk-i Şevket**

**Type:** Vapur (armed steamer)

**Builder:** Tersane-i Amire, İstanbul

**Displacement:** 465t bm

**Dimensions:** Lpp 47.2m, B 7.6m, D 2.9m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1 single acting 2 cyl

**Boiler:** 1

**Speed:** (1853) 8kts

**Bunkers:**

**Complement:** (1853) 44

**Armament:** (1853) 4–12pdr


**Medar-i Ticaret**

**Type:** Vapur (armed steamer)

**Builder:** Money Wigram, Blackwall, London

**Displacement:** 407t bm, 317nt, 426tons

**Dimensions:** L 41.2m, B 7.6m, D 3.0m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1 single acting 2 cyl, 480ihp, Maudsly

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:** (1853) 63

**Armament:** (1853) 4 guns

**Mesir-i Bahri**

**Type:** Vapur (armed steamer)

**Builder:** Tersane-i Amire, İstanbul

**Displacement:** 275t bm

**Dimensions:** Lpp 48.7m, B 6.7m, D 2.4m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1 single acting 2 cyl, R Napier

**Boiler:** 1

**Speed:** (1853) 8kts

**Bunkers:**

**Complement:** (1853) 25, (1853) 63

**Armament:** (1853) 4–12pdr


**Necum-i Şeref**

**Type:** Vapur (armed steamer)

**Builder:**

**Displacement:**

**Dimensions:** L_m, B_m, D_m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1

**Boiler:** 1

**Speed:** (1874) 15kts

**Bunkers:**

**Complement:** (1847) 83

**Armament:** (1856) 4 guns


**Hüma-i Tevfik**

**Type:** Vapur (armed steamer)

**Builder:** W Denny, Dumbarton

**Displacement:** 699gt, 476nt

**Dimensions:** L 68.5m, B 8.2m, D 4.8m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1–2 cyl, MacNab & Clarke

**Boiler:** 1

**Speed:** (1856) 9kts

**Bunkers:**

**Complement:** (1856) 76

**Armament:** (1856) 6 guns


**Hümayiş**

**Type:** Vapur (armed steamer)

**Builder:** D White, West Cowes, Isle of Wight

**Displacement:** 936gt, 748nt, 1350t

**Dimensions:** L 62.9m, B 9.5m, D 4.1m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1–2 cyl, 650hp Maudsly

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:** (1871) 2 guns


**Girit**

**Type:** Vapur (armed steamer)

**Builder:** Great Britain

**Displacement:**

**Dimensions:**

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:**

**Boilers:**

**Speed:** (1855) 8kts

**Bunkers:**

**Complement:** (1855) 63

**Armament:** (1853) 4–12pdr


**Girit**

**Type:** Vapur (armed steamer)

**Builder:**

**Displacement:**

**Dimensions:**

**Hull:**

**Machinery:** Steam, side paddle

**Engine:**

**Boilers:**

**Speed:** (1855) 8kts

**Bunkers:**

**Complement:** (1847) 20, (1855) 36

**Armament:** (1855) 2 guns

**Girit** Ordered: 1847. Laid down: 1847. Fevaid-i Osmanliye, İstanbul 1855 transferred to Osmanlı Bahriye, commissioned. 1866 transferred to Fevaid-i Osmanliye, İstanbul. 1873 out of service.

**Vasita-i Ticaret**

**Type:** Vapur (armed steamer)

**Builder:** D White, West Cowes, Isle of Wight

**Displacement:** 936gt, 748nt, 1350t

**Dimensions:** L 62.9m, B 9.5m, D 4.1m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1–2 cyl, 650hp Maudsly

**Boiler:** 1

**Speed:** (1874) 15kts

**Bunkers:**

**Complement:** (1847) 83

**Armament:** (1856) 4 guns


**Hüma-i Tevfik**

**Type:** Vapur (armed steamer)

**Builder:** W Denny, Dumbarton

**Displacement:** 699gt, 476nt

**Dimensions:** L 68.5m, B 8.2m, D 4.8m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1–2 cyl, MacNab & Clarke

**Boiler:** 1

**Speed:** (1856) 9kts

**Bunkers:**

**Complement:** (1856) 76

**Armament:** (1856) 6 guns


**Hümayiş**

**Type:** Vapur (armed steamer)

**Builder:** D White, West Cowes, Isle of Wight
OTTOMAN STEAM NAVY


**Eser-i Ticaret**

Type: Vapur (armed steamer)

Builder: Alexander Denny, Dumbarton

Displacement: 156t bm, 152gt, 92nt

Dimensions: L 38.1m, B 4.9m, D 2.8m

Hull: Iron

Machinery: Steam, side paddle

Engine: 1-1 cyl, Tulloch, Denny

Boiler: 1

Speed: 8kts

Bunkers: —

Complement: (1856) 2 guns

**Vesile-i Ticaret**

Type: Vapur (steamer)

Builder: Tersane-i Amire, Istanbul

Displacement: 193t bm

Dimensions: L 35.6m, B 5.4m, D 1.8m

Hull: Wood

Machinery: Steam, side paddle

Engine: 1 single acting 1 cyl, 350hp, R Napier

Boiler: 1

Speed: 8kts

Bunkers: —

Complement: (1841) 41, (1856) 34

Armament: (1856) 2 guns

**Silmstre**


**Sebber**

Type: Vapur (armed steamer)

Builder: J White, West Cowes

Displacement: 420gt, 116t

Dimensions: L 55.4m, B 8.3m, D 3.6m

Hull: Wood

Machinery: Steam, side paddle

Engine: 1

Boiler: 1

Speed: 8kts

Bunkers: —

Complement: —

Armament: (1856) 4 guns

**Eregli**

Type: Vapur (armed steamer)

Builder: British

Displacement: 40t bm (?)

Dimensions: L _m, B _m, D _m

Hull: Wood

Machinery: Steam, side paddle

Engine: 1

Boiler: 1

Speed: _
**BUNKERS:** _

**COMPLEMENT:** _

**ARMAMENT:** (1856) 2 guns

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**Peyk-i Ticaret**

**TYPE:** Vapur (armed steamer)

**BUILDER:** Tersane-i Amire, İstanbul

**DISPLACEMENT:** 193t bm

**DIMENSIONS:** L 35.6m, B 5.4m, D 1.8m

**HULL:** Wood

**MACHINERY:** Steam, side paddle

**ENGINE:** 1–1 cyl single acting, 280nhp

**BOILER:** 1 _

**SPEED:** (trials) 8kts

**BUNKERS:** _

**COMPLEMENT:** (1843) 20

**ARMAMENT:** (1857) 6 guns

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**Eğil**

**Ordered:** – Laid down: –

**Launched:** – Trials: 1856 commissioned.

1871 decommissioned.

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**Sudaver**

**TYPE:** Vapur (armed steamer)

**BUILDER:** Brown & Bell, New York

**DISPLACEMENT:** 385t bm

**DIMENSIONS:** L 47.5m, B 8.5m, D 3.0m

**HULL:** Wood

**MACHINERY:** Steam, side paddle

**ENGINE:** 1–1 cyl crosshead, 160nhp

**BOILER:** 1 _

**SPEED:** (1856) 10kts

**BUNKERS:** _

**COMPLEMENT:** (1856) 35

**ARMAMENT:** (1856) 6 guns

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**Pir-i Levend**

**TYPE:** Vapur (armed steamer)

**BUILDER:** British

**DISPLACEMENT:** _

**DIMENSIONS:** L _m, B _m, D _m

**HULL:** Wood

**MACHINERY:** Steam, side paddle

**ENGINE:** 1 _

**BOILER:** 1 _

**SPEED:** _

**BUNKERS:** _

**COMPLEMENT:** _

**ARMAMENT:** (1855) 4 guns

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**Hümâ-ı Pervaz**

**TYPE:** Vapur (armed steamer)

**BUILDER:** Glasgow, Alexandria

**DISPLACEMENT:** 627t bm

**DIMENSIONS:** L 52.4m, B 8.5m, D 3.8m

**HULL:** Wood

**MACHINERY:** Steam, side paddle

**ENGINE:** 1 _

**BOILER:** 1 _

**SPEED:** _

**BUNKERS:** _

**COMPLEMENT:** (1855) 36

**ARMAMENT:** (1855) 4 guns

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**Omer Paşa**

**TYPE:** Vapur (armed steamer)

**BUILDER:** –

**DISPLACEMENT:** _

**DIMENSIONS:** L _m, B _m, D _m

**HULL:** Iron

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1 _

**BOILER:** 1 _

**SPEED:** _

**BUNKERS:** _
**Complement:** 

**Armament:** (186) 2 guns


**Müverred-i Nusret Class**

**Type:** Vapur (armed steamer)

**Builder:** M Samuelson & Co, Hull

**Displacement:** 3029.5 bm, 2913.1t, 1625t

**Dimensions:** L 110.2m, B 12.2m, D 8.5m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1–2 cyl

**Boilers:** 2

**Speed:** --

**Bunkers:** --

**Complement:** --

**Armament:** (1866) 2 guns (1890) Disarmed


**Sarıye Class**

**Type:** Vapur (armed steamer)

**Builder:** --

**Displacement:** 103t

**Dimensions:** L 30.9m, B 7.5m, D 2.3m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1

**Boiler:** 1

**Speed:** --

**Bunkers:** --

**Complement:** --

**Armament:** (1870) 2 guns (1871) 1 gun (1877) Disarmed (1884) 5–76mm QF (1890) 3–57mm QF (1890) 2–47mm QF


**Sultühe**

**Type:** Vapur (armed steamer)

**Builder:** --

**Displacement:** 1733t bm

**Dimensions:** Lpp 79.2m, B 10.6m, D 4.8m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, Millwall SB

**Boilers:** 2, Millwall SB

**Speed:** (1869) 9kts

**Bunkers:** 300t coal

**Complement:** 70

**Armament:** (1871) 4 guns (1877) Disarmed (1884) 5–76mm QF (K) (1890) 3–57mm QF (K)


**Hayreddin Class**

**Type:** Taşıt gemi (transport)

**Builder:** J & R White, West Cowes, Isle of Wight

**Displacement:** 484t bm, carried 90t of cargo

**Dimensions:** Lpp 51.9m, B 7.5m, D 1.8m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1 set single acting, 350ihp, Day & Summers

**Boiler:** 1, Day & Summers

**Speed:** (trials) 11kts

**Bunkers:** --

**Complement:** 70

**Armament:** (1875) 2–18pdr


**Gör**

**Type:** Vapur (armed steamer)

**Builder:** T White, East Cowes, Isle of Wight

**Displacement:** 288gt, 122nt

**Dimensions:** Lpp 41.1m, B 6.0m, D 3.0m
Hull: Wood

Machinery: Steam, side paddle

Engine: 1–1 cyl, 60nhp, Maudsley

Boiler: 1

Speed: (1875) 6kts

Bunkers: 

Complement: 

Armament: (1875) 2–18pdr (1880) 1–37mm QF (1909) 1–76mm QF


Trabzon

Type: Vapur (armed steamer)

Builder: 

Displacement: 70t

Dimensions: L_m, B_m, D_m

Hull: Wood

Machinery: Steam, 1 shaft

Engine: 1

Boiler: 1

Speed: 

Bunkers: 

Complement: 

Armament: (1901) 1–70mm, 1–57mm QF

Trabzon Ordered: 1860s. Laid down: 1860s. Trials: 1860s. 1901 commissioned. 9.11.1912 torpedoed and sunk by Greek torpedo boat No.14 off Mytilini.

Halic

Type: Vapur (armed steamer)

Builder: 

Displacement: 

Dimensions: L_m, B_m, D_m

Hull: Wood

Machinery: Steam, 1 shaft

Engine: 1

Boiler: 1

Speed: 

Bunkers: 

Complement: 

Armament: (1911) 8


Kiyocya

Type: Vapur (armed steamer)

Builder: 

Displacement: 100t

Dimensions: L_m, B_m, D_m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1

Boiler: 1

Speed: 

Bunkers: 

Complement: 

Armament: (1890) 3–76mm QF(K)

Kiyocya Ordered: –. Launched: –. Trials: –. Private Osmanli steamship on Lake Iskodra. 1911 chartered by Osmanli Bahriye, commissioned. 5.1913 handed over to the newly formed Albanian navy.

Malakof Class

Type: Taşıt gemi (transport)

Builder: Denny & Renkie, Glasgow

Displacement: 1020gt, 826nt

Dimensions: L 66.1m, B 8.5m, D 3.0m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1–1 cyl

Boiler: 1

Speed: 

Bunkers: 

Complement: 45

Armament: Unarmed


Cidde

Type: Taşıt gemi (transport)

Builder: SA Cockerill, Antwerp

Displacement: 1826gt, 1190nt

Dimensions: L 84.4m, B 11.7m, D 6.5m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, Hawks

Boiler: 1

Speed: 

Bunkers: 

Complement: 

Armament: (1890) 3–76mm QF(K)


Note: There are two towns called Eregli in Turkey, differentiated officially by the prefixes KD (Kara Deniz – Black Sea) and MD (Marmara Deniz – Sea of Marmara).

Izmir

Type: Taşıt gemi (transport)

Builder: T Wingate & Co, Glasgow

Displacement: 2528gt, 1420nt

Dimensions: L 100.5m, B 11.2m, D 6.4m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, T Wingate

Boilers: 4

Speed: (1891) 7kts

Bunkers: 

Complement: 

Armament: Unarmed. Carried 6000 troops


Hüdeye

Type: Taşıt gemi (transport)

Builder: C Mitchell & Co, Glasgow

Displacement: 2057gt, 1325nt

Dimensions: L 98.6m, B 10.7m, D 5.6m

Hull: Iron

Machinery: Steam, 1 shaft

Engine: 1 quatt 4 cyl, Central E W

Boilers: 2

Speed: (1896) 10kts

Bunkers: 

Complement: 

Armament: (1896) 2–57mm QF

Marmara

**Type:** Depit gemi/Taşıt gemi (depot ship/transport)

**Builder:** London & Glasgow Co, Glasgow

**Displacement:** 2472gt, 1719nt

**Dimensions:** L 100.9m, B 111.2m, D 6.4m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, London & Glasgow Co

**Boilers:** 4, London & Glasgow Co

**Speed:** (1896) 7kts

**Bunkers:**

**Complement:**

**Armament:** (1896) 2–76mm QF


**Dolmabaçe**

**Type:** Taşıt gemi (transport)

**Builder:** _Glasgow

**Displacement:** 834gt, 522nt

**Dimensions:** L 66.1m, B 8.5m, D 5.2m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1, MacNab

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** (1896) 2–57mm QF


**Mekke**

**Type:** Depit gemi (depot ship)

**Builder:** London & Glasgow Co, Glasgow

**Displacement:** 2488gt, 171nt

**Dimensions:** L 100.9m, B 11.2m, D 6.4m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, London & Glasgow Co

**Boilers:** 4, London & Glasgow Co

**Speed:** (1896) 7kts

**Bunkers:**

**Complement:**

**Armament:** (1896) 2–76mm QF

**Bezm-i Alem**

**Type:** Taşıt gemi (transport)

**Builder:** Fairfield Shipbuilding Co, Glasgow

**Displacement:** 4527gt, 2950nt, 3286dwt

**Dimensions:** L 118.1m, B 13.4m, D 9.8m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple expansion 3 cyl, 3000ihp, Fairfield SB

**Boilers:** 2, Fairfield SB

**Speed:** (1906) 10kts

**Bunkers:**

**Complement:**

**Armament:** Unarmed


**Tirimiğiyan**

**Type:** Depo gemi (depot ship)

**Builder:** Barrow Shipbuilding Co, Barrow

**Displacement:** 4045gt, 2541nt

**Dimensions:** L 121.8m, B 12.9m, D 6.5m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound, 2 cyl, 450ihp, Barrow SB

**Boilers:** 2, Barrow SB

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** Unarmed


**Eser-i Ceddî**

**Type:** Taşıt gemi (transport)

**Builder:** T Royden & Son, Sunderland

**Displacement:** 1518gt, 981nt

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 1000ihp, Odero

**Boilers:** 2, Odero

**Speed:** (1909) 8kts

**Bunkers:**

**Complement:** (1909) 36

**Armament:** Unarmed


**Kosova**

**Type:** Taşıt gemi (transport)

**Builder:** P Odero, Sestri Ponente

**Displacement:** 1577gt, 1029nt

**Dimensions:** L 85.1m, B 9.2m, D 5.3m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 1000ihp, Odero

**Boilers:** 2, Odero

**Speed:** (1909) 8kts

**Bunkers:**

**Complement:** (1909) 36

**Armament:** Unarmed

**Mithat Paşa Class**

**Type:** Taşıt gemi (transport)

**Builder:** Sir Raylon Dixon & Co, Newcastle

**Displacement:** 4455gt, 2482nt

**Dimensions:** L 112.8m, B 14.1m, D 6.7m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl, Thompson & Co

**Boilers:** 2, Thompson & Co

**Speed:** (1911) 10kts

**Bunkers:**

**Complement:**

**Armament:** Unarmed

### Pleven (Yd No 100)


**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1

**Boiler:** 1

**Speed:** (1915) 10kts

**Bunkers:**

**Complement:**

**Armament:** Unarmed

### Urla

**Type:** Taşıt gemi (transport)

**Builder:** Denny Bros, Dumbarton

**Displacement:** 4179gt, 247nt

**Dimensions:** L 113.0m, B 13.7m, D 7.7m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl, 2500hp, Denny Bros

**Boilers:** 2, Thompson & Co

**Speed:** (1914) 12kts

**Bunkers:** 720t coal

**Complement:**

**Armament:** Unarmed

### Mahmut Şevket Paşa

**Type:** Taşıt gemi (transport)

**Builder:** J L Thompson & Son, Sunderland

**Displacement:** 2690gt, 2403nt

**Dimensions:** L 103.6m, B 12.2m, D 7.7m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl, 2000hp, Richardson

**Boilers:** 2

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** (1915) 2–57mm QF

**Mahmut Şevket Paşa (Yd No 201)**


### Trabzon

**Type:** Taşıt gemi (transport)

**Builder:** Kockums MV, Malmö

**Displacement:** 632gt, 369nt, 1200tdw

**Dimensions:** L 52.3m, B 8.1m, D 3.9m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl, _hp, Kockums

**Boiler:** 1 Scotch, Kockums

**Speed:** (1922) 8kts

**Bunkers:**

**Complement:**

**Armament:** (1922) 25
Samsun

Type: Taşıt gemi (transport)
Builder: C S Swan Hunter, Newcastle
Displacement: 1465gt, 857nt, 2130dw
Dimensions: L 78.0m, B 10.6m, D 5.4m
Hull: Steel
Machinery: Steam, 1 shaft
Engine: 1 triple 3 cyl, 750ihp, Wallsend EW
Boiler: 1
Speed: (1922) 9kts
Bunkers: _
Complement: (1922) 23
Armament: Unarmed


Speed: (1869) 9kts
Bunkers: _
Complement: 15
Armament: Unarmed

Yenikapi

Type: Römorkör (tug)
Builder: Stabilimente Technico, San Rocco
Displacement: 107t, 70gt, 30nt
Dimensions: L 26.4m, B 4.8m, D 2.9m
Hull: Wood
Machinery: _
Engine: 1 cyl, 150ihp, Stabilimente Technico.
Boiler: 1, Stabilimente Technico


Mesut

Type: Römorkör (tug)
Builder: _
Displacement: 162t, 116gt, 64nt
Dimensions: L 32.2m, B 5.3m, D _m
Hull: Iron
Machinery: Steam.
Engine: 1 compound 2 cyl vertical, _ihp (made 1882) Tersane-i Amire
Boiler: 1
Speed: (1896) 8kts
Bunkers: _
Complement: _
Armament: Unarmed

Menderes

Type: Römorkör (tug)
Builder: Scott & Sons, Bowling
Displacement: 105gt, 89nt
Dimensions: L 27.4m, B 5.6m, D 2.6m
Hull: Steel
Machinery: Steam, 1 shaft
Engine: 1 compound 2 cyl vertical, _ihp, Fisher, Paisley
Boiler: 1
Speed: _
Bunkers: _
Complement: _
Armament: Unarmed

Built as *Semender*. 1910 commissioned, based at Çanakkale. 1.5.1912 sunk by Turkish gunfire at Soganli (Dardanelles).

**Teshla**

**Type:** Römorkör (tug)

**Builder:**

**Displacement:**

**Dimensions:**

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** (1913) 1–37mm QF

**Teshla** Ordered: –. Laid down: –. Launched: –. Trials: –. Private tug at Selanik. 12.1911 seized by the Osmanli Bahriye at Selanik. 12.1911 commissioned, based at Selanik. 1913 based at Çanakkale.

**Muha**

**Type:** Römorkör (tug)

**Builder:**

**Displacement:** 200t

**Dimensions:**

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1

**Boiler:** 1

**Pump capacity:** 200h

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** Unarmed

**Muha** Ordered: Laid down: Launches: –. Private tug at Istanbul. 10.1912 commissioned as tug and pump vessel, based at Istanbul. 1923 decommissioned.

**Igtinam**

**Type:** Römorkör (tug)

**Builder:**

**Displacement:**

**Dimensions:**

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:**

**Armament:** Unarmed

**Igtinam** Ordered: –. Laid down: –. Trials: –. 1911 commissioned as tug and pump vessel, based at Istanbul. 1923 decommissioned.


**Memo**

**Type:** Römorkör (tug)

**Builder:**

**Displacement:**

**Dimensions:**

**Hull:**

**Machinery:** Steam, 1 shaft

**Engine:** 1

**Boiler:** 1

**Speed:**

**Bunkers:**

**Complement:** 1 officer, 8 ratings

**Armament:** Unarmed


**Express**

**Type:** Römorkör (tug)

**Builder:**

**Displacement:**

**Dimensions:**

**Hull:**

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl vertical, 7500hp, G T Gray

**Boiler:** 1

**Speed:** (1912) 12kts

**Bunkers:**

**Complement:**

**Armament:** Unarmed

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl, 160ihp

**Boiler:** 1

**Speed:** 8kts

**Bunkers:** 

**Complement:** 5

**Armament:** Unarmed


**Fatihye**

**Type:** Römorkör (tug)

**Builder:** Scott & Sons, Bowling

**Displacement:** 192gt

**Dimensions:** L 32.2m, B 7.0m, D 3.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl vertical, _ihp, Aitchison, Blair & Co

**Boiler:** 1

**Speed:** 

**Bunkers:** 

**Complement:** 

**Armament:** Unarmed


**France**

**Type:** Römorkör (tug)

**Builder:** Cox & Co, Falmouth

**Displacement:** 178gt, 25nt

**Dimensions:** L 36.2m, B 6.4m, D 3.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl vertical, 700ihp, Cox & Co

**Boiler:** 1

**Speed:** (1914) 10kts

**Bunkers:** 

**Complement:** 5 officers, 26 ratings

**Armament:** (1914) 2–57mm QF


**Bordeaux**

**Type:** Römorkör (tug)

**Builder:** S MacKnight & Co, ayr

**Displacement:** 142gt, 1nt

**Dimensions:** L 28.0m, B 6.1m, D 3.4m

**Hull:** Iron

**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl vertical, _ihp, Muir & Houston

**Boiler:** 1

**Speed:** 

**Bunkers:** 

**Complement:** 

**Armament:** Unarmed


**Maggie Grech**

**Type:** Römorkör (tug)

**Builder:** Admiralty Dockyard, Sheerness

**Displacement:** 642gt, 185nt

**Dimensions:** L 59.6m, B 8.5m, D 3.6m

**Hull:** Iron

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple 3 cyl vertical, _ihp, J & G Rennie

**Boilers:** 2

**Speed:** 

**Bunkers:** 

**Complement:** 

**Armament:** Unarmed


**Mary Louise**

**Type:** Römorkör (tug)

**Builder:** J P Rennoldson, South Shields

**Displacement:** 100gt, 10nt

**Dimensions:** L 30.0m, B 5.8m, D 2.9m

**Hull:** Wood

**Machinery:** Steam, side paddle

**Engine:** 1-2 cycl, _ihp, J P Rennoldson

**Boiler:** 1 single-ended

**Speed:** 

**Bunkers:** 

**Complement:** 

**Armament:** Unarmed


**Lutèce**

**Type:** Römorkör (tug)

**Builder:** S MacKnight & Co, Ayr

**Displacement:** 197gt, 21nt

**Dimensions:** L 53.6m, B 6.7m, D 3.7m

**Hull:** Iron

**Machinery:** Steam, 2 shaft

**Engines:** 2 compound 2 cyl vertical, _ihp, Ross & Duncan

**Boiler:** _

**Speed:** _

**Bunkers:** _

**Complement:** _

**Armament:** (1914) Unarmed


**Paris**

**Type:** Römorkör (tug)

**Builder:** D J Dunlop & Co, Port Glasgow

**Displacement:** 116gt, 33nt

**Dimensions:** L 27.9m, B 5.7m, D 2.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl vertical, _ihp, D J Dunlop

**Boiler:** 1

**Speed:** (1914) 8kts

**Bunkers:** _

**Complement:** (1914) 1 officer, 15 ratings

**Armament:** (1914) Unarmed


**Liverpool**

**Type:** Römorkör (tug)

**Builder:** D J Dunlop & Co, Port Glasgow

**Displacement:** 116gt, 33nt

**Dimensions:** L 27.9m, B 5.7m, D 2.6m

**Hull:** Steel

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl vertical, _ihp, D J Dunlop

**Boiler:** 1

**Speed:** (1914) 8kts

**Bunkers:** _

**Complement:** (1914) 1 officer, 15 ratings

**Armament:** (1914) Unarmed


**Elena**

**Type:** Römorkör (tug)

**Builder:** Guiffray Tersane, Izmir

**Displacement:** 125gt, 18nt

**Dimensions:** L 29.5m, B 5.8m, D 3.1m

**Hull:** Wood

**Machinery:** Steam, 1 shaft

**Engine:** 1 compound 2 cyl vertical, 250ihp

**Complement:** 5
**Gürcistan**
Ordered: 1900s. Laid down: 1900s. Trials: 1900s. Greek prize of 1912 or Osmanli private tug. 10.1914 chartered as tug and service boat at Izmir. 1915 sunk by gunfire by British submarine E 11 off Tekirdağ.

**Bayraklı**
Ordered: 1900s. Laid down: 1900s. Trials: 1900s. Private tug at Izmir. 11.1914 seized by Osmanli Bahriye at Izmir. 4.1919 returned to owner.

**Borno**
**TYPE:** Römorkör (tug)
**BUILDER:**
**DISPLACEMENT:**
**DIMENSIONS:**
**HULL:**
**MACHINERY:** Steam, 1 shaft
**ENGINE:** 1
**BOILER:** 1
**SPEED:**
**BUNKERS:**
**COMPLEMENT:**
**ARMAMENT:** Unarmed

**Cemil**

**Şevkiyatl**
**TYPE:** Römorkör (tug)
**BUILDER:**
**DISPLACEMENT:**
**DIMENSIONS:**
**HULL:**
**MACHINERY:** Steam, 1 shaft
**ENGINE:** 1
**BOILER:** 1
**SPEED:**
**BUNKERS:**
**COMPLEMENT:**
**ARMAMENT:** Unarmed

**Maltepe**

**Sa'na**
**TYPE:** Römorkör (tug)
**BUILDER:**
**DISPLACEMENT:**
**DIMENSIONS:**
**HULL:**
**MACHINERY:** Steam, 1 shaft
**ENGINE:** 1 compound 2 cyl vertical, 200hp
**BOILER:** 1
**SPEED:** (1915) 6kts
**BUNKERS:**
**COMPLEMENT:** 1 officer, 9 ratings
**ARMAMENT:** Unarmed

**Döfen**

**Alemdar**

**TYPE:** Römorkör (salvage tug)

**BUILDER:** Helsingors Jernsk & Mak., Helsingör

**DISPLACEMENT:** 363gt, 192nt

**DIMENSIONS:** L 49.4m, B 7.9m, D 3.9m

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1 triple 3 cyl vertical, 580ihp, Helsingör J & M.

**BOILERS:** 2, Helsingør J & M

**SPEED:** (1915) 10kts

**BUNKERS:** 90t coal

**COMPLEMENT:** 6

**ARMAMENT:** Unarmed


**Abdul Kadir**

**TYPE:** Römorkör (tug)

**BUILDER:** 

**DISPLACEMENT:** 79t

**DIMENSIONS:** 

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1

**BOILER:** 1

**SPEED:** 

**BUNKERS:** 

**COMPLEMENT:** 4

**ARMAMENT:** Unarmed

**Abdul Kadir** Ordered: --. Laid down: --. Launched: --. Trials: --. **Abdul Kadir** Ahmed ve Süleyman Beyler, Istanbul. 4.1915 chartered by the Osmanli Bahriye, commissioned, based at Gelibolu. 4.1919 returned to owner.

**Arslan**

**TYPE:** Römorkör (tug)

**BUILDER:** 

**DISPLACEMENT:** 90t

**DIMENSIONS:** 

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1

**BOILER:** 1

**SPEED:** 

**BUNKERS:** 

**COMPLEMENT:** 6

**ARMAMENT:** Unarmed


**Süleymanıye**

**TYPE:** Römorkör (tug)

**BUILDER:** 

**DISPLACEMENT:** 98t

**DIMENSIONS:** 

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1

**BOILER:** 1

**SPEED:** 

**BUNKERS:** 

**COMPLEMENT:** 2

**ARMAMENT:** Unarmed

**Süleymanıye** Ordered: Laid down: 1909. **Süleymanıye** Ahmed ve Süleyman Beyler, Istanbul. 1915 chartered by Osmanli Bahriye, commissioned, based at Gelibolu. 1919 returned to owner.

**Leonida**

**TYPE:** Römorkör (tug)

**BUILDER:** J Readhead & Co, South Shields

**DISPLACEMENT:** 377gt, 109nt

**DIMENSIONS:** L 49.2m, B 7.5m, D 3.7m

**HULL:** Iron

**MACHINERY:** Steam, side paddle

**ENGINE:** 1 L2 cyl, 1200ihp, J Readhead

**BOILERS:** 2 single-ended (made 1895)

**SPEED:** 8kts

**BUNKERS:** 

**COMPLEMENT:** 6

**ARMAMENT:** Unarmed


**Menfaat**

**TYPE:** Römorkör (tug)

**BUILDER:** 

**DISPLACEMENT:** 30t

**DIMENSIONS:** 

**HULL:** Steel

**MACHINERY:** Steam, 1 shaft

**ENGINE:** 1

**BOILER:** 1

**SPEED:** 

**BUNKERS:** 

**COMPLEMENT:** 21

**ARMAMENT:** (1858) 1 pivot gun forward (1863) 2 guns (1872) 2–115mm (K) (1880) Unarmed


**Çatalca**

**TYPE:** Römorkör (tug)

**BUILDER:** J & R White, West Cowes, Isle of Wight

**DISPLACEMENT:** 82t bm
OTTOMAN STEAM NAVY

DIMENSIONS: Loa 24.3m, Lpp 22.4m, B 4.8m, D 0.9m
HULL: Iron
MACHINERY: Steam, 1 shaft
ENGINE: 1 single acting 1 cyl 25nhp, Day & Summers
BOILER: 1, Day & Summers
SPEED: (trials) 9.5kts
BUNKERS: _
COMPLEMENT: 15
ARMAMENT: Unarmed


Oltanca
TYPE: Römorkör (tug)
BUILDER: J & R White, West Cowes, Isle of Wight
DISPLACEMENT: 82t bm
DIMENSIONS: Loa 24.3m, Lpp 22.4m, B 4.8m, D 0.9m
HULL: Iron
MACHINERY: Screw steamer, 1 shaft
ENGINE: 1 single-acting 1 cyl, 25nhp, Day & Summers
BOILER: 1, Day & Summers
SPEED: (trials) 9.5kts
BUNKERS: _
COMPLEMENT: 15
ARMAMENT: Unarmed

Oltanca Ordered: 1857. Laid down: 1858. Launched: 1858. Trials: 1858. Built under temporary name Golden Horn. 15.5.1858 commissioned. 30.5.1858 left Southampton for Istanbul. 1884 decommissioned

Suda
TYPE: Römorkör (tug)
BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 186bm, 136t
DIMENSIONS: Lpp 30.5m, B 5.8m, D 1.8m
HULL: Wood
MACHINERY: Steam, side paddle
ENGINE: 1 1 cyl
BOILER: 1
SPEED: _
BUNKERS: _
COMPLEMENT: _
ARMAMENT: Unarmed

Şeref Nûma
TYPE: Römorkör (tug)
BUILDER: _
DISPLACEMENT: 104t bm
DIMENSIONS: Lpp 53.2m, B 7.9m, D _m
HULL: Wood
MACHINERY: Steam, side paddle
ENGINE: 1 1 cyl
BOILER: 1
SPEED: _
BUNKERS: _
COMPLEMENT: _
ARMAMENT: Unarmed


Sarîye
TYPE: Vapur (steamer & tug)
BUILDER: _
DISPLACEMENT: 103t
DIMENSIONS: Lpp 30.9m, B 7.5m, D _m
HULL: Wood
MACHINERY: Steam, 1 shaft
ENGINE: 1 1 cyl
BOILER: 1
SPEED: _
BUNKERS: _
COMPLEMENT: _
ARMAMENT: Unarmed


Ereğli
TYPE: Römorkör (tug)
BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 166t bm, 125t
DIMENSIONS: Lpp 29.3m, B 6.3m, T 1.9m
HULL: Wood
MACHINERY: Steam, side paddle
ENGINE: 1 1 cyl
BOILER: 1
SPEED: _
BUNKERS: _
COMPLEMENT: _
ARMAMENT: Unarmed


İslahat
TYPE: Römorkör (tug)
BUILDER: Tersane-i Amire, Istanbul
DISPLACEMENT: 166t bm, 125t
DIMENSIONS: Lpp 29.3m, B 6.3m, T 1.9m
HULL: Wood
MACHINERY: Steam, side paddle
ENGINE: 1 1 cyl
BOILER: 1
SPEED: _
BUNKERS: _
Complement: 15
Armament: Unarmed


Alos
Type: Römorkör (tug)
Builder: 
Displacement: 77t, 141t bm
Dimensions: L 35.6m, B 6.5m
Hull: Wood
Machinery: Steam, side paddle
Engine: 1 1 cyl, 150hp
Boiler: 1
Speed: (1873) 8kts
Bunkers: 
Complement: 
Armament: Unarmed

Kabatas
Type: Römorkör (tug)
Builder: 
Displacement: 78t
Dimensions: L 35.6m, B 6.5m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 1 cyl
Boiler: 1
Speed: (trials) 8kts
Bunkers: 
Complement: 15
Armament: Unarmed


Medvet Resan
Type: Römorkör/Su tanker (tug/water tanker)
Builder: Tersane-i Amire, Istanbul
Displacement: 78t
Dimensions: L 22.5m, B 4.5m, D 1.5m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 1 cyl
Boiler: 1
Speed: (trials) 8kts
Bunkers: 
Complement: 15
Armament: Unarmed

Nüzhet
Type: Römorkör (tug)
Builder: 
Displacement: 105t
Dimensions: L 52.4m, B 9.2m, D 1.8m
Hull: Wood
Machinery: Steam, side paddle
Engine: 1 1 cyl, 150hp
Boiler: 1
Speed: 
Bunkers: 
Complement: 
Armament: Unarmed


Fazilillah
Type: Römorkör (tug)
Builder: 
Displacement: 77t, 141t bm
Dimensions: L 35.6m, B 6.5m
Hull: Wood
Machinery: Steam, side paddle
Engine: 1 1 cyl, 150hp
Boiler: 1
Speed: (1873) 8kts
Bunkers: 
Complement: 
Armament: Unarmed


Kabatas
Type: Römorkör (tug)
Builder: Tersane-i Amire, Istanbul
Displacement: 112t, 107t bm
Dimensions: L 24.3m, B 5.1m, D 1.5m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 1 cyl
Boiler: 1
Speed: (trials) 8kts
Bunkers: 
Complement: 
Armament: Unarmed


Kasim Paşa
Type: Römorkör/Su tanker (tug/water tanker)
Builder: Tersane-i Amire, Istanbul
Displacement: 112t, 107t bm
Dimensions: L 24.3m, B 5.1m, D 1.5m
Hull: Wood
Machinery: Steam, 1 shaft
Engine: 1 1 cyl
Boiler: 1
Speed: (trials) 8kts
Bunkers: 
Complement: 
Armament: Unarmed

MACHINERY: Steam, 1 shaft

ENGINE: 1 1 cyl

BOILER: 1

SPEED: (trials) 10kts

BUNKERS: —

COMPLEMENT: 15

ARMAMENT: Unarmed


**Rüşçuk**

TYPE: Römorkör (tug)

BUILDER: Tersane-i Amire, Istanbul

DISPLACEMENT: 112t, 107t bm

DIMENSIONS: Lpp 24.5m, B 5.1m, D 1.5m

HULL: Wood

MACHINERY: Steam, 1 shaft

ENGINE: 1 1 cyl

BOILER: 1

SPEED: (trials) 10kts

BUNKERS: —

COMPLEMENT: 15

ARMAMENT: Unarmed


**WARTIME ACQUISITIONS AND CONVERSIONS**

**Dere**

TYPE: Q-ship

HULL: Wood/2-mast sailing craft

MACHINERY: None

COMPLEMENT: (1915) 1 officer, 6 ratings, 4 ratings for the gun (*Hamidiye* crew)

ARMAMENT: (1915) 1–47mm QF(40)


**Nur-ül Bahrı**

TYPE: Karakol gemi (guard ship)

BUILDER: Gourlay Bros & Co, Dundee

DISPLACEMENT: 295gt

DIMENSIONS: Lpp 45.7m, B 7.0m, D 3.5m

HULL: Steel

MACHINERY: Steam, 1 shaft

ENGINE: 1 triple expansion 3 cyl, 350ihp, Gourlay Bros

BOILER: 1, Gourlay Bros

SPEED: (1903) 12kts

BUNKERS: —

COMPLEMENT: —

ARMAMENT: (1894) 1 Gardner QF (1903) 1–47mm QF, 1–37mm QF


**Rüşmet No 1**

TYPE: Karakol gemi (guard vessel)

BUILDER: J T Eltringham & Co, South Shields

DISPLACEMENT: 143gt, 43nt, 200t

DIMENSIONS: L 30.5m, B 6.1m, D 3.1m

HULL: Steel

MACHINERY: Steam, 1 shaft

ENGINE: 1 triple expansion 3 cyl, ihp, G.T. Gray

BOILER: 1 Scotch, J T Eltringham

SPEED: (1914) 9kts

BUNKERS: —

COMPLEMENT: (1915) 3 officers, 16 ratings

ARMAMENT: (1914) 2–37mm QF


**Rüşmet No 2**

TYPE: Karakol gemi (guard vessel)

BUILDER: — Great Britain

DISPLACEMENT: 120t

DIMENSIONS: —

HULL: Steel

MACHINERY: Steam, 1 shaft

ENGINE: 1 triple expansion 3 cyl

BOILER: 1

SPEED: (1915) 6kts

BUNKERS: —

COMPLEMENT: (1914) 1 officer, 15 ratings

**Rüşmet No 3**

TYPE: Karakol gemi (guard ship)

BUILDER: J T Eltringham & Co, South Shields

DISPLACEMENT: 143gt, 43nt, 200t

DIMENSIONS: L 30.5m, B 6.1m, D 3.1m

HULL: Steel

MACHINERY: Steam, 1 shaft

ENGINE: 1 triple expansion 3 cyl, ihp, G T Gray

BOILER: 1 Scotch, J T Eltringham

SPEED: —

BUNKERS: —

COMPLEMENT: (1914) 4 officers, 16 ratings

ARMAMENT: (1914) 2–37mm QF


**Rüşmet No 4**

TYPE: Karakol gemi (guard vessel)

BUILDER: —

DISPLACEMENT: 310t

DIMENSIONS: Lpp 29.8m, B 8.6m, D 3.2m

HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1
BOILER: 1
SPEED: _
BUNKERS: _
COMPLEMENT: (1915) 5 officers, 16 ratings
ARMAMENT: (1914) 2–37mm QF

Rüstem No 4 Ordered: 1891. Launched: 1891. Trials: 1891. Formerly British trawler. 1913 Rüstem No 4, Gümrük Dairesi, İstanbul. 8.1914 transferred to Osmanlı Bahriye, commissioned. 8.1914 minesweeper. 4.1915 guard ship. 11.1918 laid up at KD-Eregli. 10.6.1919 joined the TBMM Armed Forces. 30.9.1921 beached on strand at Görele Burnu, after gunfire by Greek warships. 14.10.1921 wreck totally destroyed by gunfire of Greek warships.

Rüstem No 5
TYPE: Karakol gemi (guard vessel)
BUILDER: Hall, Russell & Co, Glasgow
DISPLACEMENT: 155gt, 61nt, 200t
DIMENSIONS: L 31.8m, B 6.1m, D 3.3m
HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1 triple expansion 3 cyl., 1,200hp, Hall, Russell
BOILER: 1 Scotch, Hall, Russell
SPEED: (1915) 4kts
BUNKERS: _
COMPLEMENT: (1915) 1 officer, 15 ratings
ARMAMENT: (1914) 2–37mm QF (1.915) Disarmed


Aydin
TYPE: Karakol gemi (guard vessel)
BUILDER: Stabilimento Technico, Trieste
DISPLACEMENT: 75gt, 35nt, 210t
DIMENSIONS: Loa 31.7m, Lpp 29.8m, B 4.2m, D 1.9m
HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1 compound 2 cylinder, 200hp, Stabilimento Technico, Trieste
BOILER: 1, Stabilimento Technico, Trieste
SPEED (1915) 8kts
BUNKERS: 25t coal
COMPLEMENT: (1915) 3 officers, 17 ratings
ARMAMENT: (1915) 1–47mm QF

Aydin (Yd No 264) Ordered: 1890. Launched: 1890. Trials: 1890. 1890 Aydin Osmanlı Rej İdaresi, İstanbul. 4.1915 transferred to Osmanlı Bahriye, commissioned. 10.1918 decommissioned, laid up at Istanbul.

Bahr-i Sefid
TYPE: Karakol gemi (guard vessel)
BUILDER: Tersane-i Amire, İstanbul
DISPLACEMENT: 210t
DIMENSIONS: Lpp 38.6m, B 5.4m, D 1.9m
HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1 triple expansion, 400hp, Tersane-i Amire
BOILER: 1 double-ended, Tersane-i Amire
SPEED: (1915) 6kts
BUNKERS: 80t coal
COMPLEMENT: (1915) 4 officers, 17 ratings
ARMAMENT: (1915) 1–47mm QF, 1–37mm QF


İskenderun
TYPE: Karakol gemi (guard vessel)
BUILDER: J Fullerton & Co, Paisley
DISPLACEMENT: 142gt, 30nt
DIMENSIONS: L 35.2m, B 5.8m, D 3.4m
HULL: Steel
MACHINERY: Steam, 1 shaft
ENGINE: 1 compound 2 cyl., 1,200hp, Ross & Duncan
BOILER: 1
SPEED: (1915) 5kts
BUNKERS: _
COMPLEMENT: (1915) 2 officers, 6 ratings, 8 civilians
ARMAMENT: (4.1915) 1–37mm QF

Sakiz

Giresun
TYPE: Mayın depo gemi (mine transport)
BUILDER: Robert Napier & Son, Glasgow
DISPLACEMENT: 4663tdw, 3065gt, 1880nt
DIMENSIONS: L 106.3m, B 11.3m, D 8.7m
HULL: Iron
MACHINERY: Steam, 1 shaft
ENGINE: 1 triple expansion 3 cyl. vertical, 2400hp (made 1892) Fairfield Co
BOILERS: 2
SPEED: (1910) 10kts, (1916) 7kts
BUNKERS: _
COMPLEMENT: (1914) 90
ARMAMENT: (1910) 1–88 QF L45 (K) (1917) Disarmed


Selanik
TYPE: Mayın dökme gemi (minelayer)
BUILDER: _
DISPLACEMENT: 270t
DIMENSIONS: _
HULL: Steel
**Machinery:** Steam, 1 shaft

**Engine:** 1 triple 3 cyl

**Boiler:** 1

**Speed:** (1911) 12kts

**Bunkers:**  -

**Complement:**  -

**Armament:** (1911) 1–37mm QF, 25 mines

*Selenik* Ordered: –. Laid down: –. Launched: –. Trials: –. 1900s. *Selenik* Selenik Limanı İlemini, Selenik, tugboat. 9.1911 seized by Osmanlı Bahriye, converted into minelayer. 9.1911 commissioned. 1927 decommissioned, laid up at Gölcük.

**Samsun**

**Type:** Mayın dökme gemi (minelayer)

**Builder:** W A Stevens, Birkenhead

**Displacement:** 275gt, 48nt

**Dimensions:** L 43.8m, B 6.8m, D 3.5m

**Hull:** Iron

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple 3 cyl vertical, 1670hp, Rankie & Blackmore

**Boilers:** 2

**Speed:** (1912) 12kts

**Bunkers:**  -

**Complement:** (1915) 12 officers, 46 ratings

**Armament:** (1915) 1–76mm QF(K), 2–47mm QF(A), 50 mines


**Muzaffer**

**Type:** Mayın dökme gemi (minelayer)

**Builder:** _

**Displacement:** 70t

**Dimensions:** _

**Hull:** _

**Machinery:** Steam, 1 shaft

**Engine:** _

**Boiler:** _

**Speed:** (1914) 7kts

**Bunkers:** _

**Complement:** _

**Armament:** (1914) 10 mines


**Nusret**

**Type:** Mayın dökme gemi (minelayer)

**Builder:** Schiff & Maschinenbau AG ‘Germania’, Kiel

**Displacement:** 365t

**Dimensions:** L 40.2m, B 7.5m, D 3.4m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple 3 cyl vertical, 1200hp, ‘Germania’

**Boilers:** 2 Schultz watertube, ‘Germania’

**Speed:** (trials) 15kts, (1914) 12kts

**Bunkers:** _

**Complement:** _

**Armament:** (1913) 2–47mm QF(K), 40 mines

(1927) 2–57mm QF, 60 mines


**Gayret**

**Type:** Mayın dökme gemi (minelayer)

**Builder:** J & G Thompson, Glasgow

**Displacement:** 1088gt, 753nt, 1545ts

**Dimensions:** L 80.7m, B 10.6m, D 3.6m

**Hull:** Steel

**Machinery:** Steam, 2 shafts

**Engines:** 2 triple 3 cyl vertical, 5500hp, J & G Thompson

**Boilers:** 2, J & G Thompson

**Speed:** (1914) 15kts

**Bunkers:** 95t coal

**Complement:** 55

Ron

Type: Mayin dökme gemi (minelayer)

Builder: J P Rennoldson & Co, South Shields

Displacement: 216gt, 33nt

NUSRET

Date 1916

Armament: 1-57mm QF, 60 mines

Dimensions: L 36.7m, B 6.4m, D 3.2m

Hull: Steel

Machinery: Steam, 2 shafts

Engines: 2 triple expansion 3 cyl, 600ihp, Rennoldson

Boilers: 2 surface condenser, _

Speed: (1914) 9kts

Bunkers: _

Complement: 2 officers, 12 rating

Armament: 20 mines


Castor Class

Type: Mayin tamara gemi (minesweeper)

Builder: Stettiner AG für Schiffs- und Maschinenbau, Stettin

Displacement: 52t

Dimensions: Lpp 22.6m, B 4.7m, D 1.6m

Hull: Steel

Machinery: Steam, 1 shaft

Engine: 1 compound 2 cyl, 120ihp, Stettiner AG

Boiler: 1 locomotive-type, Stettiner AG

Speed: (1914) 6kts

Bunkers: _

Complement: (1914) 1 officer, 5 ratings

Armament: (1914) 1-37mm QF (1915) Disarmed


STEAM LAUNCHES AND SERVICE BOATS


Bahir Launched: 1900s. Commissioned: 1900s. Steam launch for government personnel.


Mesrutiyete Launched: 1889. Commissioned: 1889. 56t. 1889–1915 service boat for Marmara-group. (1915 2 officers, 7 ratings.)


MOTORBOATS

Motor gunboat No 1 Class

Type: Motorgunboat (motor gunboat)

Builder: J T Thornycroft, Southampton–Woolston

Displacement: 12t, full load 20t

Dimensions: Lpp 18.3m, B 3.3m, D 1.6m, D 0.7m

Hull: Wood, hull and wheelhouse sheathed with bulletproof nickel steel.

Machinery: Motorboat, 1 shaft

Engines: 2 paraffin 6 cyl, 70ehp, J T Thornycroft

Speed: (trials) 11.9kts

Bunkers: 1.9t paraffin

Complement: 2 officers, 4 ratings

Armament: (1911) 2–37mm QF(V) (1000)

(1911) 1–37mm QF(V) (1000)

Ordered: Yd Nos 576–585: 31.5.1911

598–610: 15.6.1911

652: 1.9.1911

No 1 (Yard No 576). Launched: 1911. 1911 commissioned at Basra. 7.11.1914 sunk by British gunboat near Abadan (Shat el Arab).


No 3 (Yard No 578). Launched: 1911. Not commissioned by the Osmanli Bahriye.

No 4 (Yard No 579). Launched: 1911. 1911 commissioned at Hodeid (Red Sea). 2.10.1911 sunk by gunfire by Italian destroyers at Hodeid.

No 5 (Yard No 580). Launched: 1911. 1911 commissioned at Basra. 5.7.1915 scuttled by crew at Mecayise (Nasiyye, River Euphrates).


No 7 (Yard No 582). Launched: 1911. 1911 commissioned at Basra. 1917 left at Baghad.

No 8 (Yard No 583). Launched: 1911. 1911 commissioned at Basra. 24.7.1915 sunk by gunfire by British gunboat Shushar at Nasiyye (River Euphrates).
**Motorboat No 23**

**Type:** Motor boat (motorboat)

**Builder:**

**Launched:**

**Displacement:** 48t

**Dimensions:**

**Engine:** 1 petrol

**Complement:** 4 officers, 7 ratings

**No 23** 1910s. *Lady Abondert* British Embassy, Istanbul. 3.11.1914 seized by Osmanli govt. 3.1915 Commissioned as No 23 based at Gelibolu. 2.1919 Returned to British govt.

**Motorboat No 30**

**Type:** Motor boat (motorboat)

**Builder:** F. Lürssen, Vegesack

**Launched:** 1912

**Displacement:** 19t

**Dimensions:** L 15.0m, B 3.1m, D 0.7m

**Engine:** 1 petrol, 40shp

**No 30** 1912 *Bremia* J Klatte, Berlin. 11.1914 132 German Navy. 1.9.1917 based on River Danube. 10.1918 transferred to Osmanli Bahriye as No. 30. 3.1918 commissioned, Naval Air Base Canakkale. 2.1919 Decommissioned, sold privately.

**Motorboat No 31**

**Type:** Motor boat (motorboat)

**Builder:** C Englbrecht, Zeuthen

**Launched:** 1906

**Displacement:** 17t

**Dimensions:** L 13.5m, B 2.7m, D 0.6m

**Engine:** 1 petrol, 22shp

**No 31** 1906 *Putz* H Steinworth, Kassel. 11.1914 528 German Navy. 1.9.1917 based on River Danube. 10.1917 transferred to Osmanli Bahriye. 3.1918 commissioned, Naval Air Base Canakkale as No 31. 2.1919 Decommissioned, sold privately.

**MB1 Class**

**Type:** Motor boat (motorboat)

**Builder:** Schlosserwerft, Holz, Harburg

**MB1-MB5, MB10-MB12; Kremer Sohn, Elmshorn MB6-MB9, MB13, MB14**

**Displacement:** 13.5t

**Dimensions:** Lpp 16.5m, B 3.0m, D 0.6m

**Material:** Wood

**Machinery:** Motorboat, 2 shafts

**Engines:** 2 petrol, 70shp, Hanomag-Lloyd

**Bunkers:**

**Speed:** (trials) 4.8kts

**Complement:** 4

**Armament:** MB1-MB7, MB10, MB11 1MG
MB8, MB9, MB12 1-60mm QF (K), 1 MG

**Ordered:** 13.6.1917 MB1-MB10, 8.1917 MB12-MB15

23 boats were ordered for service in the Ottoman province of Irak. The last eight boats did not leave Germany.

**MB1** Launched: 1917. 6.11.1917 arrived Crabulus. 17.11.1917 commissioned. 13.9.1918 decommissioned, left at Crabulus.

**MB2** Launched: 1917. 10.1917 arrived Mersin. 11.1917 commissioned, Naval Air Base Mersin. 2.1919 seized by French govt.

**MB3** Launched: 1917. 6.11.1917 arrived Crabulus. 6.12.1917 commissioned. 27.3.1918 scuttled at Ana. 8.1918 salvaged by British forces.

**MB4** Launched: 1917. 6.11.1917 arrived Crabulus. 28.12.1917 commissioned. 8.9.1918 decommissioned, left at Crabulus.

**MB5** Launched: 1917. 6.11.1917 arrived Crabulus. 6.1.1918 commissioned. 13.9.1918 decommissioned, left at Crabulus.

**MB6** Launched: 1917. 11.11.1917 arrived Taberiye Göl (Palestine). 1917 commissioned.


**MB9** Launched: 1917. 11.11.1917 arrived Crabulus. 23.11.1917 commissioned. 27.3.1918 scuttled at Ana.
Appendices

GLOSSARY OF TERMS USED IN APPENDICES

Organisational terms

Donama | fleet
Filo | division
Filotilla | flotilla
Firka | squadron
Grup | group
Tümen | squadron
muhrip tümen | destroyer squadron
torpidobot tümen | torpedo boat squadron

Geographical terms

Akdeniz | Mediterranean Sea
Anadolu | Asiatic
Boğazi | Bosphorus
Çatıka kale Boğazi donanma | Dardanelles fleet
İstanbul Boğazi filo | Bosphorus division
(İstanbul based)
Karadeniz Boğazı donanma | Bosphorus fleet (Black Sea based)
Karadeniz | Black Sea
Karadeniz Karargah | Black Sea Fleet
Rumeli | European
Tuna | Dardanelles

Other terms

Absap | wooden-hulled
Mayın | mine
Mayın Taman Filo | Minesweeping Division
Muharebe | armoured
Zirhli | ironclad

Frikata (Frigates)
MÜH-Y RAHMET | 1828 | 40
AVNULLAH | 1832 | 50
YAYER-I TEFİK | 1832 | 32
SURİYE | 1833 | 56
TAIR-I BAHRI | 1833 | 62
MİRAT-I ZAFER | 1834 | 44
ŞİHAB-I BAHRI | 1837 | 58
PİR-I SEVKET | 1837 | 64
NAVEK-I BAHRI | 1834 | 42

Korvet (Corvettes)
NECM-I FESAN | 1824 | 26
FAZLUYAH | 1828 | 22
FEYZ-I MABUT | 1828 | 22
CEYRAN-I BAHRI | 1828 | 26
KAREM-I BAHRI | 1828 | 26
NECAT-I FER | 1831 | 22
GÜL-I SEFİD | 1831 | 22
SIR-I ZAFER | 1832 | 26
FERAŞ | 1835 | 22
MESİR-I FERAH | 1829 | 16

Brig (Brigs)
MANSURYEH | 1827 | 16
TIR-I ZAFER | 1837 | 11
AFTER | 1834 | 20
FETH-I BÜLEND | 1833 | 20
NECM-I SEFİD | 1831 | 20
FERC-I SEFİD | 1830 | 16
SEYYAH | 1830 | 12

Vapur (Steamers)
SAĞİR | 1824 | 2
SÜRAT | 1804 | 2
PEYK-I SEVKET | 1836 | 4
ESER-I HAYIR | 1839 | 2

Fleet List 1839

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<th>Built</th>
<th>No of guns</th>
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<td>MAHMUDİYE</td>
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<td>MEMDÜHIYE</td>
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<td>TEŞRİFIYE</td>
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<td>TEŞVİKIYE</td>
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<td>64</td>
</tr>
<tr>
<td>FETHİYE</td>
<td>1836</td>
<td>96</td>
</tr>
</tbody>
</table>

APPENDIX 1

APPENDIX 2

FLEET ORGANISATION 1 October 1853

Topal Mahmud Paşa's fleet

Ships of the Line
MUKADDIME-I HAYIR, TEŞRİFIYE, PEYK-I MESI RET, HALEP MEFTA CIHAT, BEN ZUHAF

Frigates
NUSRETİYE, RESİD, PERVAZ-I BAHRI

Steamer
PERVER-Z-I BAHRI

Mustafa Paşa's fleet

Steam frigates
TAİF, MECİDİYE, SAIK-I SADI, FEYZ-I BAHRI

Osman Paşa's fleet

Frigates
AVNULLAH, DİMYAD, NİZAMIYE, NAVİK-I BAHRI, KAAD-I ZAFER, FEYZ-I MABUT, NECM-I ZAVER

Corvettes
FAZLUYAH, NECM-I FESAN, GÜL-I SEFİD

Steamers
EREĞLI, GEMLİK, MEDAR-I TİCARET

Kaysirli Ahmet Paşa's fleet

Frigates
BAHRI, ZİR-I CIHAT, SERAFEDDİN

Corvettes
CIHAT BAKER, CENA BAHİR, SAMAN BAHİR, MESİR-I FERAH, BURCUŞERE, NECM-I FER, ALAYIS-I DERYA

Brigs
FERAHNUMA, TIR-I ZAFER, TABİDAR, AFTER, BERGÜZIDE, FERY-I SEFİD, KAVIZAHER, FETH-I HÜNER

APPENDIX 3

AEGEAN SEA DISPOSITIONS March 1866

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<tr>
<th>Base</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Selanik</td>
<td>PEYK-I ZAFER, REHBER, AKKA, SELANIK</td>
</tr>
<tr>
<td>Galos</td>
<td>ŞEVKET NUMA</td>
</tr>
<tr>
<td>Pire</td>
<td>SINOP</td>
</tr>
<tr>
<td>Preveze</td>
<td>PEYK-I SEVKET</td>
</tr>
<tr>
<td>Bar</td>
<td>BEYRUT, EDİRNE</td>
</tr>
<tr>
<td>Midilli</td>
<td>TAIR-I BAHRI</td>
</tr>
<tr>
<td>Ayvalık</td>
<td>BOYANA</td>
</tr>
<tr>
<td>İzmir</td>
<td>MUBİR-I SÜRÜR</td>
</tr>
<tr>
<td>Sisam</td>
<td>ŞUNNE</td>
</tr>
<tr>
<td>Rodos</td>
<td>İSKENDERİYE</td>
</tr>
</tbody>
</table>
APPENDIX 4

FLEET ORGANISATION April/May 1866

Rumeli Filo (Ferik Ethem Paşa)
I Tümen (Ferik Ethem Paşa)
SADIYE, FETHİYE, ERTÜĞRUL, MUBİR-İ SÜRÜR, ESER-İ CEDID, TALİA, MEDAR-İ ZAFER
II Tümen (Albay Selim)
ŞEVKET NUMA, SINOP

Anadolu Filo (Ferik Ibrahim Paşa)
I Tümen (Ferik Ibrahim Paşa)
PEYK-İ ZAHER, MEDAR-İ ZAHER, İSKERDERİYE, MERİC
II Tümen (Albay Hasan Hüsnü)
AKKA, VARNA

APPENDIX 5

FLEET ORGANISATION 1869

Anadolu Filo (Ferik Ibrahim Paşa)
I Tümen (Ferik Ibrahim Paşa)
ASAR-İ TEVFİK, NECM-İ ŞEVKET, ASAR-İ ŞEVKET
II Tümen (Amiral Hobart Paşa)
HİFZ-UL RAHMAN, LÜTF-Ü CELİL, AVNIYALLAH, MUIN-İ ZAFER
III Tümen (Albay Hüseyin)
NASAR-İ AZIZ, MUBİR-İ SÜRÜR, MANSURE, MERİC, ZUHAF, SEDdüLBAHİR, SÜNE, PEYK-İ ŞEVKET, ESER-İ HAYIR, ESER-İ CEDİD, MUSUL, SEYYAR, GEMLİK

APPENDIX 6

FLEET DISPOSITIONS 1877

Mediterranean Fleet

I Filo (Base: Volo)
MAHMUDİYE, ASAR-İ ŞEVKET, BURSA, RETMO
II Filo (Base: Crete)
AZİZİYE, MUKADDEME-İ HAYIR, İKLİYE, LİBNAH, MUZAFFER, EDİRNE
III Filo (Base: Preveze)
ORHANIYE, MUIN-İ ZAFER, ASAR-İ TEVFİK, SINOP

Bosporus Fleet
MESUDİYE, OSMANİYE, FETH-İ BÖLÜN, SURAR, İZZEDDİN, KANDİA, TALİA, İSTANBUL

İstanbul
AVNIYALLAH, NECM-İ ŞEVKET, SELİMİYE, HÜDAYENİGAR

Guard vessels
FETHİYE (at Buğkdere), SADIYE (in the Halic), MANSURE (at İzmir)

Under repair at Tersane-ı Amire, İstanbul
TAHİR-İ BAHİR, PEYK-İ ŞEVKET, KOSOVA, PEYK-İ ZAFER, ERTÜĞRUL, HISBER, KANDİA, AKADIYE, ESER-İ NUSRET, İSKERLİYE

APPENDIX 7

FLEET ORGANISATION DURING THE RUSSO-OTTOMAN WAR (March 1877)

Karadeniz Filo (Ferik Boçkaadalı Hasan Hüsnü Paşa)
Karadeniz Zirhli Firka (Liva Mustafa Paşa)
ASAR-İ TEVFİK, ORHANIYE, ASAR-İ ŞEVKET, NECM-İ ŞEVKET, İKLİYE, FETH-İ BÖLÜN, MUİN-İ ZAFER, AVNIYALLAH
Karadeniz Ahsap Firka (Liva Ahmet Paşa)
HÜDAVENDİGAR, MUBİR-İ SÜRÜR, SINOP, MUZAFFER, İZMİR, EDİRNE, ASIR, İSKERLİYE, MECİDİYE

Akdenez Filo (Ferik Giritli Hüseyin Paşa)
Akdenez Zirhli Firka (Miralay Fuat Bey)
MESUDİYE, AZİZİYE, OSMANİYE, MAHMUDİYE, MUKADDEME-İ HAYIR
Akdenez Ahsap Firka (Liva Hasan Paşa)
SELİMİYE, MANSURE, UTAİRİT, ESER-İ CEDİD, SEHIR, TAIF, FEVAID, TALİA

Karadeniz Boğazi Firka
FEHTİYE, İZZEDDİN, KANDİA, HANYA, MEDAR-İ ZAFER, ASAR-İ NUSRET

Tuna Firka (Ferik Mehmet Arif)
LÜTF-Ü CELİL, HİFZ-ÜR RAHMAN, HİZBER, SEYFI, SEMENDİRE, FETH-ÜL ISLAM, BÖGÜRTLE, ISKODRA, PODGORICE, AKKA, VARNA, ŞEVKET NUMA, SULTANIYE, MÜREVİ-İ NUSRET, MÜSERİ-İ BAHİR, FEEVİ-İ BAHİR, SERAFFEDE, MEDAR-İ TEVFİK, KAYSERİYE, BATUM, SELANİK, MERSİN, LÜFTERİ, PURSUŞ, CANIK, KILIÇ ALI

İdare-i Nehriye
HÜSEYİN, NÜZHEYT, ARKADI, İSLAHAT, RUSCUK, AZİZİYE, SEYYAR, LOM, VİDİN, NİŞ, ZİŞTOVİ, SOFİA, SEYYAR

Karadeniz Filo = Black Sea Fleet
Karadeniz Zirhli Firka = Black Sea Ironclad Squadron
Karadeniz Ahsap Firka = Black Sea Wooden Hulled Squadron

Akdenez Filo = Mediterranean Fleet
Akdenez Zirhli Firka = Mediterranean Ironclad Squadron
Akdenez Ahsap Firka = Mediterranean Wooden Hulled Squadron

Karadeniz Bogazi Firka = Bosporus Squadron
Tuna Firka = Danube Squadron
Idare-i Nehriye = Ottoman Danube Steamship Company

APPENDIX 8

DANUBE SQUADRON DISPOSITIONS 1877

Base Units
27 April
Vinç VARNİA, ZİŞTOVİ
Lom RUSCUK
Rahova PODGORICE
Nigbolu ISKODRA, BÖGÜRTLE
Rusçuk AZİZİYE, SEYYAR, SOFİA, İSLAHAT, LOM, VİDİN, NİŞ
Tutaket HİZBER, ŞEVKET NUMA, SEMENDİRE, ARKADI

APPENDIX 9

FLEET ORGANISATION DURING THE GRECO-OTTOMAN WAR OF 1897 (March)

Fleet Commander: Müşirimalir Hasan Rami Paşa
I Firka (Ferik Hayri)
MESUDİYE, HAMIDIYE, AZİZİYE, ORHANIYE, EJDER, BERKEŞAN, SEHAM, PERVIN, GİLYUM, TARİK, TIR-İ ZAFER, ESER-İ TERAKKI (plus transports İZMİR, MEKKE)
II Firka (Ferik Mehmet Rest)
OSMANİYE, NECM-İ ŞEVKET, HİFZ-ÜL RAHMAN, PELENG-İ DERYA, VESELİ-İ NUSRET, FAITH, ŞİHAB, MECİDİYE, BUKHANEDDİN (plus transports MARMARA, HÜDEYDE)

APPENDIX 10

FLEET ORGANISATION DURING THE ITALO-OTTOMAN WAR (29 October 1911)

Filo (Albay Tahir)
BARBAROS HAYREDDİN (Bินbashi Enver Hakki), TORGUD REİS (Bınbashi Aris), MESUDİYE (dry-docked), ASAR-İ TEVFİK (dry-docked), HAMIDIYE (Bınbashi Arif/Bınbashi Hüseyin Rauf), MECİDİYE (Yuzbasi Arif Nebil)
Filolilla (Bınbashi Hakki)
MUAVİ-İ MILLİYE (Yuzbasi Sabri), GAYRET-İ VATANIYE (Yuzbasi Sabri), NUMUNE-İ HAMİYET (Yuzbasi Ali Riza), YADIGAR-İ MILLET (Yuzbasi Fahri Aziz), BÂRSA (Yuzbasi Ali Riza), TAŞOZ (Yuzbasi Ali Riza), SAMSUN (Yuzbasi Uğur), YARHİSAR (Yuzbasi Osman)

İzmir detachment (Bınbashi Hikmet)
MUİN-İ ZAFER, YUNUS, SELANİK, TIMSAH, İZZEDDİN, RÔMA, ARŞİPEL, TRABZON

Selanik detachment (Bınbashi Bekir Raşit)
FETH-İ BÖLÜN, FAUD, SELANİK, ŞÜRAT, TESİLHAT, KATERİN

Trablusgrav detachment (Bınbashi Ahmet)
SEYYAD-İ DERYA

Lake İskodra detachment (Yuzbasi Yahya)
GÖR, İSKODRA

Preveze detachment (Bınbashi Tevfik)
HAMIDIYE, ALPAGOT, TOKAD, ANTALYA, TRABLUS, NO 9, NO 10
Kızildeniz group (Binbaşı Hamid)

PEYK-İ, ŞEVKET, ORDU, BAFRA, AYINTAB, MALATYA, GÖKÇEDAĞ, REFALİYE, ŞİPKA, BEYRUT, MOHA, HALİC, YOZGAT, KASTAMONU, TAŞKÖPRÜ, BAHRİYE, AHMER

Beyrut detachment (no naval commander)

AVNİLLAH, ANKARA

Donama Komontan = Commander of the Fleet
Filo = Fleet
Filotilla = (Destroyer) Squadron

APPENDIX 11

FLEET ORGANISATION DURING THE BALKAN WAR (16 October 1912)

Karadeniz Boğazı Donanması (Albay Tahsin)
BARBAROS HAYREDDIN (Yüzbaşı Enver Hakkı), TÖRGÜD REİS (Yüzbaşı Ismail Ahmer), MUAVENET-İ MILLİYE (Özyaşlı Galata Ali), YADİGAR-İ MILLİET (Özyaşlı Fahri Cemal), NUMUNE HAMİ- YET (Binbaşı Hamdi Mahmut), SAMSUN (Özyaşlı Osman İzzet), BASRA (Özyaşlı Cemal Ali), TAŞOZ (Özyaşlı Mehmet Emin), MUSUL, AKHİSAR, SULTANHİSAR, SİVİRİHİSAR, ZUHAF, NEVŞEHİR

Çanakkale Boğazı Donanması (Binbaşı Tefik)
MESUDİYE (Binbaşı Tefik), ASAR-İ TEFİK (Binbaşı Şükrü Süleyman), HAMİDBAD

Karadeniz Kararşah (Özyaşlı Hüseyin Rauf)
HAMİDİYE (Özyaşlı Hüseyin Rauf), MECİDİYE (Binbaşı Arif Nebil)

Tersane-i Amire, İstanbul
BERK-İ SATVET, GAYRET-İ VATANİYE, YARHİSAR, BERKEFŞAN, KÜTAHYA, DRAÇ, DEMİRİHİSAR

Tersane = İstanbul Naval Dockyard

APPENDIX 12

VESSELS CHARTERED IN SEPTEMBER 1912 AS TROOP TRANSPORTS

<table>
<thead>
<tr>
<th>Name of Marmara</th>
<th>Built</th>
<th>Tonnage</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANOSIS</td>
<td>1363t</td>
<td>Greek prize</td>
<td></td>
</tr>
<tr>
<td>BEZM-İ ALEM</td>
<td>4572t</td>
<td>Osmanli SSI</td>
<td></td>
</tr>
<tr>
<td>HEYBELEIADA</td>
<td>927t</td>
<td>Adalar</td>
<td>Kumpanyası</td>
</tr>
<tr>
<td>PLEVNE</td>
<td>1154t</td>
<td>Osmanli SSI</td>
<td></td>
</tr>
<tr>
<td>EDREMIT</td>
<td>414t</td>
<td>Osmanli SSI</td>
<td></td>
</tr>
<tr>
<td>NİMET</td>
<td>310t</td>
<td>Osmanli SSI</td>
<td></td>
</tr>
<tr>
<td>NİLÜFER</td>
<td>1088t</td>
<td>Osmanli SSI</td>
<td></td>
</tr>
<tr>
<td>ISKALAMANGA</td>
<td>1591t</td>
<td>Greek prize</td>
<td>Şirketi</td>
</tr>
<tr>
<td>BASLANGIC</td>
<td>381t</td>
<td>Hıdavendigor</td>
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<table>
<thead>
<tr>
<th>Name of Black Sea</th>
<th>Built</th>
<th>Tonnage</th>
<th>Owner</th>
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<tbody>
<tr>
<td>ON TEMMUZ</td>
<td>2132t</td>
<td>Gümüşiyani</td>
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<table>
<thead>
<tr>
<th>Name of Sea</th>
<th>Built</th>
<th>Tonnage</th>
<th>Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEYYAR</td>
<td>1893</td>
<td>3338t</td>
<td>Gümüşiyani Şirketi</td>
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<tr>
<td>GÜZEL GİRİT</td>
<td>1891</td>
<td>1232t</td>
<td>Hilal Şirketi</td>
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<td>NECAT</td>
<td>1870</td>
<td>1523t</td>
<td>Trabzon Hasan</td>
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<tr>
<td>SELAMET</td>
<td>1853</td>
<td>1692t</td>
<td>Osmanli SSI</td>
</tr>
<tr>
<td>KİYOS</td>
<td>1853</td>
<td>540t</td>
<td>Greek prize</td>
</tr>
<tr>
<td>KEŞENDERE</td>
<td>1902</td>
<td>438t</td>
<td>Şirketi</td>
</tr>
<tr>
<td>ARYOS</td>
<td>1874</td>
<td>123t</td>
<td>Greek prize</td>
</tr>
<tr>
<td>GÜLCEMAL</td>
<td>1874</td>
<td>5071t</td>
<td>Osmanli SSI</td>
</tr>
<tr>
<td>MARMARA</td>
<td>1872</td>
<td>2472t</td>
<td>Osmanli SSI</td>
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<tr>
<td>HALEP</td>
<td>1881</td>
<td>3684t</td>
<td>Osmanli SSI</td>
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<tr>
<td>AKDENİZ</td>
<td>1906</td>
<td>5062t</td>
<td>Osmanli SSI</td>
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<td>MİTHAT PAŞA</td>
<td>1901</td>
<td>4455t</td>
<td>Osmanli SSI</td>
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<tr>
<td>MAHMUT</td>
<td>1886</td>
<td>2690t</td>
<td>Osmanli SSI</td>
</tr>
<tr>
<td>ŞEVKET PAŞA</td>
<td>1888</td>
<td>233t</td>
<td>Osmanli SSI</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Built</th>
<th>Gross tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARILOSK TRIKOPIS</td>
<td>1620t</td>
<td></td>
</tr>
<tr>
<td>ASOS ROMANOS</td>
<td>1500t</td>
<td></td>
</tr>
<tr>
<td>MARELLA</td>
<td>1500t</td>
<td></td>
</tr>
<tr>
<td>PAXLI</td>
<td>145t</td>
<td></td>
</tr>
<tr>
<td>ITHAKI</td>
<td>283t</td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE</td>
<td>1259t</td>
<td></td>
</tr>
<tr>
<td>KİYOS</td>
<td>340t</td>
<td></td>
</tr>
<tr>
<td>MANOSIS</td>
<td>1363t</td>
<td></td>
</tr>
<tr>
<td>ARYOS</td>
<td>510t</td>
<td></td>
</tr>
<tr>
<td>ASOS</td>
<td>400t</td>
<td></td>
</tr>
<tr>
<td>ANNA</td>
<td>1131t</td>
<td></td>
</tr>
<tr>
<td>ISKALAMANGA</td>
<td>1591t</td>
<td></td>
</tr>
<tr>
<td>LEON IZAKROS</td>
<td>1864t</td>
<td></td>
</tr>
<tr>
<td>SAMI</td>
<td>291t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAVUS</td>
<td>534t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAUS KOSTANTINIUS</td>
<td>3050t</td>
<td></td>
</tr>
<tr>
<td>KATINA</td>
<td>500t</td>
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</tr>
</tbody>
</table>

Steamers

<table>
<thead>
<tr>
<th>Name</th>
<th>Built</th>
<th>Gross tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARROS TRİKOPIS</td>
<td>1620t</td>
<td></td>
</tr>
<tr>
<td>ASOS ROMANOS</td>
<td>1500t</td>
<td></td>
</tr>
<tr>
<td>MARELLA</td>
<td>1500t</td>
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</tr>
<tr>
<td>PAXLI</td>
<td>145t</td>
<td></td>
</tr>
<tr>
<td>ITHAKI</td>
<td>283t</td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE</td>
<td>1259t</td>
<td></td>
</tr>
<tr>
<td>KİYOS</td>
<td>340t</td>
<td></td>
</tr>
<tr>
<td>MANOSIS</td>
<td>1363t</td>
<td></td>
</tr>
<tr>
<td>ARYOS</td>
<td>510t</td>
<td></td>
</tr>
<tr>
<td>ASOS</td>
<td>400t</td>
<td></td>
</tr>
<tr>
<td>ANNA</td>
<td>1131t</td>
<td></td>
</tr>
<tr>
<td>ISKALAMANGA</td>
<td>1591t</td>
<td></td>
</tr>
<tr>
<td>LEON IZAKROS</td>
<td>1864t</td>
<td></td>
</tr>
<tr>
<td>SAMI</td>
<td>291t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAVUS</td>
<td>534t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAUS KOSTANTINIUS</td>
<td>3050t</td>
<td></td>
</tr>
<tr>
<td>KATINA</td>
<td>500t</td>
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</tbody>
</table>

APPENDIX 13

GREEK MERCHANT VESSELS SEIZED
16 October 1912

Name of Steamers

<table>
<thead>
<tr>
<th>Name</th>
<th>Built</th>
<th>Gross tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARROS TRİKOPIS</td>
<td>1620t</td>
<td></td>
</tr>
<tr>
<td>ASOS ROMANOS</td>
<td>1500t</td>
<td></td>
</tr>
<tr>
<td>MARELLA</td>
<td>1500t</td>
<td></td>
</tr>
<tr>
<td>PAXLI</td>
<td>145t</td>
<td></td>
</tr>
<tr>
<td>ITHAKI</td>
<td>283t</td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE</td>
<td>1259t</td>
<td></td>
</tr>
<tr>
<td>KİYOS</td>
<td>340t</td>
<td></td>
</tr>
<tr>
<td>MANOSIS</td>
<td>1363t</td>
<td></td>
</tr>
<tr>
<td>ARYOS</td>
<td>510t</td>
<td></td>
</tr>
<tr>
<td>ASOS</td>
<td>400t</td>
<td></td>
</tr>
<tr>
<td>ANNA</td>
<td>1131t</td>
<td></td>
</tr>
<tr>
<td>ISKALAMANGA</td>
<td>1591t</td>
<td></td>
</tr>
<tr>
<td>LEON IZAKROS</td>
<td>1864t</td>
<td></td>
</tr>
<tr>
<td>SAMI</td>
<td>291t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAVUS</td>
<td>534t</td>
<td></td>
</tr>
<tr>
<td>NIKOLAUS KOSTANTINIUS</td>
<td>3050t</td>
<td></td>
</tr>
<tr>
<td>KATINA</td>
<td>500t</td>
<td></td>
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</table>

APPENDIX 14

FLEET DISPOSITIONS 10 October 1912

<table>
<thead>
<tr>
<th>Base</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>İstanbul-Haydarpaşa</td>
<td>BARBAROS HAYREDDIN, TÖRGÜD REİS, MECİDİYE</td>
</tr>
<tr>
<td>İstanbul-Halic (shipyard)</td>
<td>GAYRET-İ VATANİYE, BERKEFŞAN, PELEN-İ DERYA, BERK-İ SATVET, DRAÇ, NÜRULBAHİR, IÇALİYE, BASRA, ERTÜRGUL</td>
</tr>
<tr>
<td>İstanbul-Halic</td>
<td>INSTANBUL SÜGÜTLÜ</td>
</tr>
<tr>
<td>İstanbul-Dolmabahçe</td>
<td>YADİGAR-İ MILLET, MUAVENET-İ MILLİYE, NUMUNE-İ HAMİYET, SAMSUN, TAŞOZ, SİVİRİHİSAR, DEMİRİHİSAR, SULTANHİSAR, MUSUL, KÜTAHYA, ZUHAF, NEVŞEHİR, TİRMİĞAN HAMİDİYE</td>
</tr>
<tr>
<td>İstanbul-Arnavutköy</td>
<td>SINOP ÇANAKKALE, MESUDİYE, ASAR-İ TEFİK, YARHİSAR, HAMİDBAD, AKHİSAR</td>
</tr>
<tr>
<td>Bosphorus-Büyükdere</td>
<td>PREVEZE</td>
</tr>
<tr>
<td>Bosphorus-Büyükdere</td>
<td>SELANIK</td>
</tr>
<tr>
<td>Bosphorus-Büyükdere</td>
<td>İZMİR</td>
</tr>
<tr>
<td>Bosphorus-Büyükdere</td>
<td>SUEZ (intermediate)</td>
</tr>
<tr>
<td>Bosphorus-Büyükdere</td>
<td>PEYK-İ ŞEVKET, BEYRUT, MALATYA, TAŞKÖPRÜ, YOZGAT</td>
</tr>
</tbody>
</table>

APPENDIX 15

FLEET ORGANISATION 19 December 1912

<table>
<thead>
<tr>
<th>Division</th>
<th>Owned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Muharebe Division (Albay Ramiz)</td>
<td>BARBAROS HAYREDDIN, TÖRGÜD REİS, MESUDİYE, ASAR-İ TEFİK, DEMİRİHİSAR, SULTANHİSAR, SİVİRİHİSAR, HAMİDBAD</td>
</tr>
<tr>
<td>I (Destroyer) Division (Özyaşlı Hüseyin Rauf)</td>
<td>BERK-İ SATVET, YADİGAR-İ MILLET, MUAVEN-İ MILLİYE, TAŞOZ, BASRA</td>
</tr>
<tr>
<td>II (Destroyer) Division (Yarbaşi Hakki Eşref)</td>
<td>MECİDİYE, NUMUNE-İ HAMİYET, GAYRET-İ VATANİYE, YARHİSAR</td>
</tr>
<tr>
<td>III Division (Binbaşı İsmail)</td>
<td>TİRMİĞAN (Workshop ship), İNTİBAH (Salvage tug), REŞİT PAŞA (Hospital ship), SAMSUN (Tug), AKHİSAR (Destroyer), SAMSUN (Destroyer)</td>
</tr>
</tbody>
</table>
APPENDIX 16

FLEET ORGANISATION after 20 December 1912

Muharebe Division (Albay Ramiz)
BARBAROS HAYREDĐIN, TORGUD REİS, MESUDİYE, DEMİRİŞAR, SİVRİŞAR, SULTANİHİSAR, HAMİDĐAD, REŞİT PAŞA (Hospital ship)

I (Destroyer) Division (Özybaşı Hüseyin Rauf)
MECIDİYI, MUAVÎN-ı MILLIYE, GAYRET-ı VIATANIYE, NÜMUNE-ı HAMİYET

II (Destroyer) Division (Yarbaşı Hakki Eşref)
BERK-ı SATVET, TASOZ, YARHİSAR, BASRA

III Division (Binaşı İsmail)
ASAR-ı TEVÎFİK, SAMSUN (Destroyer), TİRİMİMİGAN (Workshop ship), İNTEBAH (Salvage tug), SAMSUN (Tug)

Muharebe Division = Armoured Warship Division

APPENDIX 17

CASUALTIES DURING THE BALKAN WAR

16 December 1912

Killed Wounded
BARBAROS 7 14
HAYREDĐIN 20
TORGUD REİS 8 20
MESUDİYE 3 7
Total 18 41

18 January 1913

Killed Wounded
BARBAROS 4 28
HAYREDĐIN 5 50
TORGUD REİS 9 2 47
Total 4 37 7 97

APPENDIX 18

AMMUNITION CONSUMPTION DURING THE SARKÖY LANDING 8-11 February 1913

280 mm 150 mm 120 mm 105 mm 88 mm

BARBAROS HAYREDĐIN 22 156
TORGUD REİS 250 180
BERK-ı SATVET 84

APPENDIX 19

FLEET ORGANISATION 27 October 1914

Donama Komutan: Amiral Souchon
Donama Kurmay Başkan: Amiral Arif

I Tümen
YAVUZ (Kapt z S Ackermann), BARBAROS HAYREDĐIN (Albay Mustafa Paşalı Muzaffer), TORGUD REİS (Yarbaşı Sultanselimin Namık Hasan), MESUDİYE (Binaşı Beşiktaşlı Arif Nebi)

II Tümen
MİDİLLİ (Freg Kapt Kettner), MAMİDİYI (Yüzbaşı Kasımpaşaşlı Vasif Muḥiddin), PEY-İ ŞEVKET (Albay Üsküdarlı İbrahim Cevat), BERK-ı SATVET (Binaşı Küçükmustafapaşaşlı Hamdi)

I Malırcı Tümen
NÜMUNE-ı HAMİYET (out of service in drydock), MUAVÎN-ı MILLIYE (Binaşı Ayasofyaî Ahmet Saddet), GAYRET-ı VIATANIYE (Yüzbaşı Kasımpaşaşlı Cemil Ali), YAPRÎGAR-ı MILLET (Yüzbaşı Yeniçerîvelî Raif Said)

II Malırcı Tümen
SAMSUN (Yüzbaşı Üsküdarlı Nezir Abdullah), TASOZ (Yüzbaşı Tevfîk Halît), BASRA (out of service in drydock), YARHİSAR (Yüzbaşı Ahmet Hulusî Hasan)

I Torpidobot Tümen
DRÂC (Yüzbaşı Aziz Mahmut Ali), KÜTAHYA (Yüzbaşı Kasımpaşaşlı İbrahim Halî), MUSUL (Yüzbaşı Piyaleîî Ahmet Naim Hüsnü), AKHİSAR (out of service in drydock)

II Torpidobot Tümen
SULTANİHİSAR (Yüzbaşı Beşiktaşı Rıza Mehmet), DEMİRİŞAR (Yüzbaşı İstanbulu Ahmet Şefik Hasan), SİVRİŞAR (Yüzbaşı Kasımpaşaşlı Mehmet Sabri), HAMİDIYI (Yüzbaşı İbrahim Roza Kerîm)

Mayun Grup (Binaşı Kasımpaşaşlı Nazmi Emin)
YUNUS (Yüzbaşı Kasımpaşaşlı Ahmet Mahmut), NUSRET (Yüzbaşı Tophanîî Halîk), İHİBE (Binaşı Ahmet Halît Bekir), NİLOFER (Yüzbaşı Cübbilîî Hasan Murad)

Donama Komutan = Fleet Commander
Donama Kurmay Başkan = II Fleet Commander
Mayun Grup Komutan = Mine Group Commander

APPENDIX 20

COMPOSITION OF FLEET DETACHMENTS 1915–1917

Marmara Filo
1915–1916
Gunboats
Armed steamers
Guard vessels
Minelayers
Motor gunboats
Fast transports
Tugs
Motorboats
2 November 1916
Gunboats
Armed steamers

Guard vessels
ISKENDERUN, AYDÎN, BAHRİSEFİD
Tugs
FRANCE
Motorboats
I September 1917
Minelayers
Armored steamers
Guard vessels
Tugs

Čanakkale Boğazı Filo
1915–1916
Motor gunboats
Minelayers
Tugs
Motorboats
I September 1917
Minelayers
Armored steamers
Guard vessels
Tugs
Motorboats

İstanbul Boğazı Filo
1915–1916
Gunboats
PREVEZE, SAKİZ, MALATYA, BERİKA-ı ZAFAF
Tugs
POLLUX, ZAFER, GANYMEDE, BOSPOROK, GAYRET
Motorboats
KAMER, CEMAL, NO 23
I September 1917
Guard vessels
Tugs

Motorboats
Transports
Filot vessels
Torpedo boats
Service boats

ZAFER
HALİC 6, HALİC 7, HALİC 10

APPENDIX 21

COMPOSITION OF MINESWEEPING GROUPS 1914–1917

1 Mayin Tamara Filo (Base: Iştınyn, Commissioned: September 1914)

16 September 1914
CASTOR, POLLUX, İSTİNİE, BOSPOROK
1 August 1915
TAŞKÖPRÜ, MALATYA, YOZGAT, BAHRİSEFİD
1 June 1916
PREVEZE, SAKİZ, MALATYA,
BERİKA-ı ZAFFER, POL-
LUX, BOSPOROK
1 September 1917
BURAK REIS, KEMAL
REIS, SAKİZ, HIZIR REIS,
ANNA IX, ANNA X, ELSE,
ERNST WETZL III,
GUSTAV BRÜNNER,
EUGEN RÜDENBERG III
II Mayin Tamara Filo (Base: Zonguldak, Commissioned: 15 February 1915)

15 February 1915  RÜSUMET NO 5 (sank May 1915, replaced by RÜSUMET NO 4), MARTHA
1 June 1916  RÜSUMET NO 4, MARTHA
1 May 1917  RÜSUMET NO 2, MARTHA, GÜNEŞ, ARMINGAN, YARDIMCI
1 July 1917  RÜSUMET NO 2, MARTHA, YORGIOS

Mayin Tamara Filo = Minesweeping Division

APPENDIX 22

CASUALTIES DURING THE LOSS OF THE MESUDİYE 13 December 1914

<table>
<thead>
<tr>
<th>Rescued</th>
<th>Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Division</td>
<td>95</td>
</tr>
<tr>
<td>2nd Division</td>
<td>110</td>
</tr>
<tr>
<td>3rd Division</td>
<td>105</td>
</tr>
<tr>
<td>4th Division</td>
<td>106</td>
</tr>
<tr>
<td>5th Division</td>
<td>147</td>
</tr>
<tr>
<td>NCOs</td>
<td>11</td>
</tr>
<tr>
<td>Officers</td>
<td>53</td>
</tr>
</tbody>
</table>

Total 627 34

Of the 34 killed, 10 officers and 10 ratings were on duty in the engine and boiler rooms.

APPENDIX 23

SENIOR COMMANDERS OF THE OTTOMAN NAVY

Admirals of the Fleet (Kaptan-i Derya or Derya Kaptaan) 1827-1867

<table>
<thead>
<tr>
<th>Name</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Topçu İzzet Mehmet Paşa</td>
<td>9 Feb 1827</td>
<td>24 Oct 1828</td>
<td>became Grand Vizier</td>
</tr>
<tr>
<td>Pabuçoğlu Ahmet Paşa</td>
<td>24 Oct 1828</td>
<td>13 Jan 1830</td>
<td>died in office</td>
</tr>
<tr>
<td>Demat Halil Rıfat Paşa</td>
<td>13 Jan 1830</td>
<td>16 Nov 1832</td>
<td></td>
</tr>
<tr>
<td>Çengel algu Tahir Mehmet Paşa</td>
<td>16 Nov 1832</td>
<td>10 Nov 1836</td>
<td></td>
</tr>
<tr>
<td>Firari Ahmet</td>
<td>10 Nov 1836</td>
<td>8 Jan 1840</td>
<td>dismissed</td>
</tr>
<tr>
<td>Demat Mehmet Said</td>
<td>8 Jan 1840</td>
<td>29 Mar 1841</td>
<td></td>
</tr>
<tr>
<td>Çengel algu Tahir Mehmet Paşa</td>
<td>29 Mar 1841</td>
<td>6 Feb 1843</td>
<td>dismissed</td>
</tr>
<tr>
<td>Demat Halil</td>
<td>16 Feb 1843</td>
<td>10 Aug 1845</td>
<td>dismissed</td>
</tr>
<tr>
<td>Tahir Paşa</td>
<td>10 Aug 1845</td>
<td>20 July 1847</td>
<td>dismissed</td>
</tr>
<tr>
<td>Demat Halil</td>
<td>20 July 1847</td>
<td>27 April 1848</td>
<td>dismissed</td>
</tr>
<tr>
<td>Demat Mehmet</td>
<td>27 April 1848</td>
<td>11 Mar 1849</td>
<td></td>
</tr>
<tr>
<td>Ali Paşa</td>
<td>11 Mar 1849</td>
<td>6 Aug 1851</td>
<td>dismissed</td>
</tr>
<tr>
<td>Demat Mehmet</td>
<td>6 Aug 1851</td>
<td>3 Dec 1852</td>
<td>became Grand Vizier</td>
</tr>
</tbody>
</table>

APPENDIX 25

Translations of Ottoman Ship Names

<table>
<thead>
<tr>
<th>Name</th>
<th>Translation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abdülhamid</td>
<td>Named after Sultan Abdul Hamid (1876-1899)</td>
</tr>
<tr>
<td>Abdulkadir</td>
<td>Named after son of Sultan Abdulhamid II</td>
</tr>
<tr>
<td>Abdülmecid</td>
<td>Named after Sultan Abdul Mecid (1839-1861)</td>
</tr>
<tr>
<td>Ak</td>
<td>Star</td>
</tr>
<tr>
<td>Akkâ</td>
<td>Turkish city</td>
</tr>
<tr>
<td>Alem</td>
<td>Acre, Lebanon</td>
</tr>
<tr>
<td>Alemdar</td>
<td>Standard bearer</td>
</tr>
<tr>
<td>Ali Saib Paşa</td>
<td>Ottoman minister of the mid-nineteenth century</td>
</tr>
<tr>
<td>Alpâgät</td>
<td>A former Turkish city in the Balkans</td>
</tr>
<tr>
<td>Ankara</td>
<td>Turkish city</td>
</tr>
</tbody>
</table>

APPENDIX 24

MÜLZİM-ı-SÂNİ TEŞEŞMEN SUB-LIEUTENANT
MÜLZİM-ı-EVEL ÜST-TEŞEŞMEN LIEUTENANT
YÜZBAŞI YÜZBAŞI LIEUTENANT COMMANDER
KOLSİNİ ŞÛYÜZBAŞI COMMANDER
KÖLEVEL KÜŞEKLI YÜZBAŞI (SENIOR COMMANDER) (no equivalent)
BİNBASI BİNBASI CAPTAIN (junior)
KAYMAKAN YARBAT CAPTAIN (senior)
MİRALAY ALBAY REAR ADMIRAL
MİRÜVA TUŞMİRAL VICE ADMIRAL
FİRİK TÜŞMİRAL ADMIRAL
MÜŞİR AMİRAL ADMIRAL OF THE FLEET

GOLD = SILVER

<table>
<thead>
<tr>
<th>Name</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amiral Bozcaadî Hasan Hüsnü Paşa</td>
<td>1877</td>
<td>1894</td>
</tr>
<tr>
<td>Amiral Hüseyin Paşa</td>
<td>1894</td>
<td>1897</td>
</tr>
<tr>
<td>Hasan Rami Paşa</td>
<td>1897</td>
<td>1906</td>
</tr>
<tr>
<td>Tuğgeneral Sir Douglas Gamble</td>
<td>1908</td>
<td>8 Feb 1910</td>
</tr>
<tr>
<td>Subay Ford</td>
<td>Feb 1910</td>
<td>Apr 1910</td>
</tr>
<tr>
<td>Tuğgeneral H P Williams</td>
<td>Apr 1910</td>
<td>1910</td>
</tr>
<tr>
<td>Altbay Cibali Tahir Mehmet Bey</td>
<td>20 Dec 1910</td>
<td>24 July 1912</td>
</tr>
<tr>
<td>Altbay Sermet Fazlı Bey</td>
<td>24 July 1912</td>
<td>18 Aug 1912</td>
</tr>
<tr>
<td>Altbay Cibali Tahir Mehmet Bey</td>
<td>18 Aug 1912</td>
<td>29 Nov 1912</td>
</tr>
<tr>
<td>Altbay Selankılı Ramiz Namık Bey</td>
<td>29 Nov 1912</td>
<td>6 Feb 1913</td>
</tr>
<tr>
<td>Altbay Cibali Tahir Mehmet Bey</td>
<td>6 Feb 1913</td>
<td>14 Nov 1913</td>
</tr>
<tr>
<td>Tuğgeneral Sir A H Limpos</td>
<td>14 Nov 1913</td>
<td>3 Aug 1914</td>
</tr>
<tr>
<td>Yarbay Arrif Ahmet Bey</td>
<td>3 Aug 1914</td>
<td>3 Sept 1914</td>
</tr>
<tr>
<td>Amiral Wilhelm Souchon</td>
<td>3 Sept 1914</td>
<td>24 Aug 1917</td>
</tr>
<tr>
<td>Amiral Von Rebuff Paeschwitz</td>
<td>24 Aug 1917</td>
<td>3 Nov 1918</td>
</tr>
<tr>
<td>Tuğgeneral Arrif Ahmet Paşa</td>
<td>3 Nov 1918</td>
<td>22 Apr 1920</td>
</tr>
<tr>
<td>Altbay Hamdi Tevfik Bey</td>
<td>22 Dec 1922</td>
<td>23 Jan 1924</td>
</tr>
<tr>
<td>Yarbay Hasan Fuat Kayacan</td>
<td>23 Jan 1924</td>
<td>11 May 1924</td>
</tr>
</tbody>
</table>

Antalya Turkish city
Arkadi Formerly Ottoman, now Greek, city on Crete
Asur-i Sevket Work of God
Asur-i Tevfiq God's Favour
Asir City in Saudi Arabia
Asvâhib Divine Assistance
Aydin Reis Ottoman admiral of the sixteenth century
Ayinâtb Turkish town now called Gaziantepe
Ayinâkavak District of Istanbul
Aziziye Named after Sultan Abdülaziz (1861-1876)

Babil Babylon
Bafra Turkish town
Bahri The Sea
Bahri-i Ahmer The Red Sea
Bahter-i Sefid The Mediterranean
Bandirma Town on the Sea of Marmara
Barbaros Hayreddin Ottoman admiral of the sixteenth century
Barıku-i Zafar Flash of Triumph
Basra City in Iraq
Berkefiğ Lightening Speeder
Berk-i Sıfat Lightening of the Almighty
Beylerbeyi District of Istanbul
Beirút Beirut, Lebanon
Bezmi Alem Council of the Universe
Bigna Town on the Sea of Marmara
Bögarten Town on the river Donau
Bolayır Turkish town on the Dardanelles
Boyana - Turkish town in Albania
Bozcaada - Island in the Dardanelles
Burak Reis - Ottoman admiral of the sixteenth century
Burhaneddin - Named after son of Sultan Abdülmecid II
Bursa - Great
Büyük-ı Zafer - Fortress of Victory
Catalca - Town in Romania
Çibali - District of İstanbul
Demirhisar - Ottoman castle
Derne - Town in Libya
Doğan - Falcon
Draç - Town in Albania
Durak Reis - Ottoman admiral of the sixteenth century
Edirne - Adrianople
Edir - Dragon
Eregli - Town on the Black Sea
Ertuğrul - Named after Sultan Ertugrul (1231-1288)
Eser-i Cedid - Innovation
Eser-i Hayri - Charitable works
Eser-i Terakki - Progressive works
Eser-i Ticaret - Trade works
Faith - Conqueror
Faith Sultan Mehmed - Named after Sultan Mehmed the Conqueror (1451-1481)
Fazilullah - Holy Superiority
Fethiye - Conquest
Feth-i Bülend - Great Victory
Feth-i İslâm - Victory of Islam
Fethi - Conqueror
Feyz-i Bahri - Abundance of the Seas
Firat - Euphrates
Galata - District of İstanbul
Gayret - Endeavour
Gayret-i Vataniye - National Endeavour
Gazal - Antelope
Gemlik - Turkish town on the Sea of Marmara
Gilyaz - Wilhelm (named after Kaiser Wilhelm I)
Giresun - Turkish town on the Black Sea
Girit - Crete
Gökçeada - Turkish town
Gökova - River running into the Bosporus
Halic - The Golden Horn
Hamidabad - Turkish town
Hamidiye - Named after Sultan Abdülmecid
Hanya - Chania, Crete
Hareket - Action
Heybetnâme - Awe-inspiring
Hidayet - The Right Path
Hiz-i ar Rahman - Merciful Protector
Hizir - Lion
Hizir Reis - Another name of Barbaros Hayreddin
Huvardavardar - Sovereign
Hüma-i Tevfik - Holy Felicity
Hümanpervaz - Felicitous
Hümaniyat - Felicity
İcéliye - Glorious
İntibah - Vigilance
İsa Reis - Ottoman admiral of the sixteenth century
İskenderiye - Alexandria
İskodra - City in Albania
İslahat - Progress
İsmail - Masculine forename
İstanköy - Island of Kos
İstinye - District of İstanbul
İzmir - Turkish city
Izzeddin - Masculine forename
Jamer - Moon
Kanatı - Candia, on Crete
Kasımpaşa - Turkish city
Kavak - Early name of the İstanbul district of Anadolucağı
Kebir - Great
Kemal Reis - Ottoman admiral of the sixteenth century
Kemal Paşa - Ottoman minister of the nineteenth century
Kervan-i Bahri - Planet of the Sea (ie Saturn)
Kesşaf - Explorer
Kılıç Ali - Ottoman admiral of the sixteenth century
Kılıçbahri - Turkish town on the Dardanelles
Kosova - Serbian town and site of famous Turkish victory in the fifteenth century
Kütahya - Turkish city
Lavazım - Supplier
Lübnan - Lebanon
Lütuf-ü Ceil - Divine Grace
Lütuf-ü Hümayun - Imperial Favour
Mahabat - Friendship
Mahmut Paşa - Named after Sultan Mahmud (1808-1839)
Mahmut Şevket Paşa - General and minister killed 1912
Malatya - Turkish city
Maltepe - Turkish city near İstanbul
Mansure - City in Egypt
Marmara - Sea of Marmara
Marmaris - Turkish city
Mecidiye - Named after Sultan Abdülmecid
Mehmet Selim - Named after Sultan Abdullahaz
Meriç - River on Greko-Ottoman border
Merin - Turkish city
Mesiret - Rejoicing
Mesratiye - Constitution
Mevleviye - Happiness
Mesut - Happy
Meymen - Prosperity
Midilli - Greek island of Mithile
Millet - Nation
Mithat Paşa - Reforming minister of the mid-nineteenth century
Muavvet-i Miliye - Support of the Nation
Muhtar-i Sura - Informer of Happiness
Mu'in-i Zafar - Aid to Triumph
Müjderesan - Bearer of Good Tidings
Mukaddeme-i Hayır - Great Abundance
Mukaddeme-i Nurett - Advance of God's Help
Mukaddeme-i Şerif - Advance of Honour
Musul - City in Iraq (Mosul)
Musteşir Onbaşı - Named after the army officer whose field gun forced the French submarine Turquoise to surrender
Musul - Triumph
Musur - Aid to Victory
Musur-i Aziz - Holy Greatness
Necmi-i Şerif - Star of Majesty
Nedim - Masculine forename
Nevar - Old religious New Year
Nevehir - Turkish city
Nilüfer - Water Lily
Nimet - Richness
Nimet-i Hüdâ - Blessed Prosperity
Nâmune-i Hamiyet - Symbol of Patriotism
Nur-i Bahri - Holy Light of the Sea
Nurset - Divine Victory
Nûsret - Divine Help
Nüçhet - Joy
Omer Paşa - Ottoman minister of the mid-nineteenth century
On Temmuz - 10 July (1908) - Revolution Day
Ordu - Turkish city
Osmaniye - Named after Sultan Osman (1288-1326)
Peleng-i Derya - Tiger of the Sea
Pervâne - Light
Peyk-i Mesret - Satellite of Happiness
Peyk-i Nasret - Satellite of Divine Help
Peyk-i Şerif - Satellite of Glory
Peyk-i Şevket - Satellite of Grandeur
Peyk-i Ticaret - Satellite of Trade
Peyk-i Zafer - Satellite of Victory
Podgorica - City on the river Donau, now Podgorica
Preveze - Turkish city, now Greek Prevese
Rehber - Guide
Rekfat - Escort
Rehber-i Tevfik - Divine Guidance
Regaidev - Named after Sultan Resad (1909-1918)
Resit Paşa - Reformist Ottoman minister of the mid-nineteenth century
Rodos - Rhodes
Rusçuk - City on the River Donau, now Russe in Bulgaria
Sadıye - The Happy One
Sagır - Small
Şahab - Shooting Star
Şahn - Falcon
Şahîn-i Derya - Falcon of the Sea
Sahir - Vigilant
Saik-i Sadi - Sender of Joy
Sakiz - Greek island of Chios
Samsun - Turkish city on the Black Sea
Şanavzer - Messenger of Glory
Sark - East
Şat - The River Tigris
Savet - Might
Seddâlbahir - Hellespont
Sehâm - Arrow
Selenik - Greek city of Saloriki
Selimîye - Named after Sultan Selim (1789-1807)
Selmanpah - Village on the River Tigris
Semenâr - City on the river Donau
Sems - Sun
Seref Nâma - Guide to Honour
Şerifiyede - The Honourable One
Servet - Treasure
Şevket Nâma - Guide to Majesty
Seyf - Sword
Seyfi - Swordfish
Seyf-i Bahri - Sword of the Sea
Seyyad - Wanderer
Seyyar - Travel
Şile - City on the River Donau, now Silistran in Bulgaria
Sinop - Turkish city on the Black Sea
Şipka - Pass in the Balkan mountains
Sivrihisar - Old Ottoman castle
Sığâtiyye - Birthplace of Sultan Osman I
Sâdik - Bay on Crete
Sahulet - Facility/Ease
Sultanâniye - Belonging to the Sultan (ie the Sultan’s yacht)
Sultan Osman-i Evvel - Sultan Osman I (1288-1326)
Sütün - City on the River Donau, now in Romania
Taif - City in Arabia
Talya - Turkish city
Taşköprü - Turkish city
Taşoz - Greek island of Thasos
Tayyar - Flyer
Timsah - Crocodile
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