

# Australian Military History

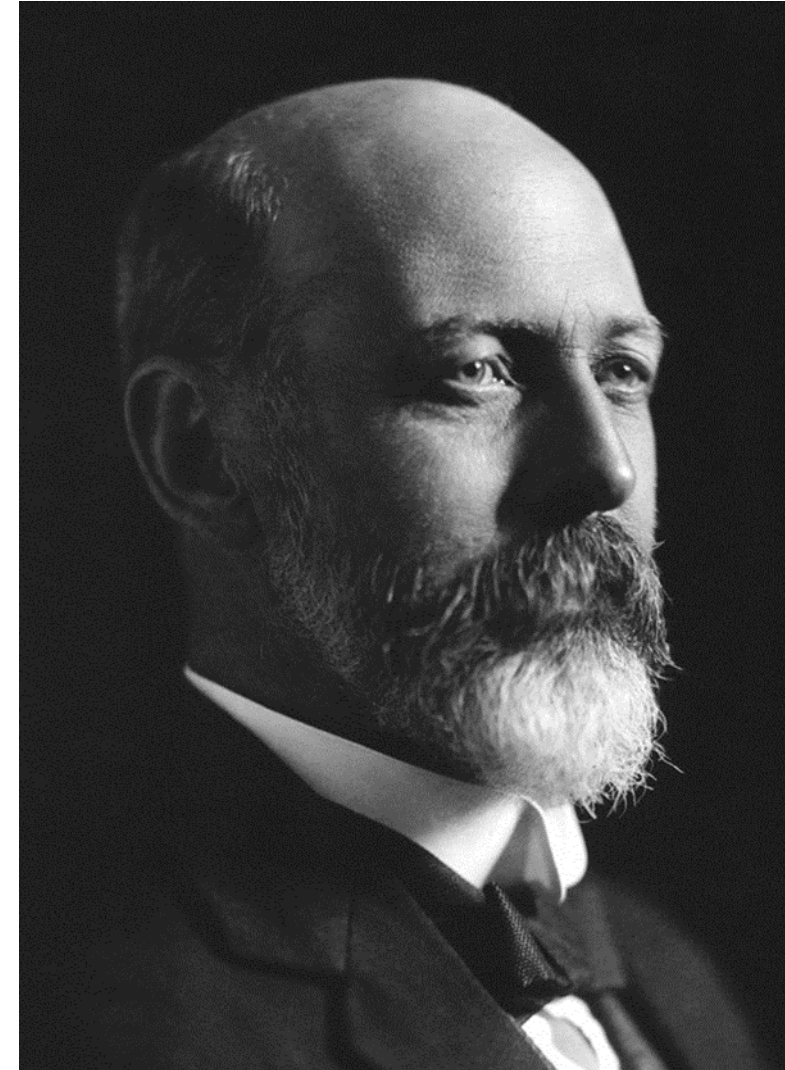
## Sinai, Palestine & Syria WW1



The AIF reaches Egypt just as  
the Turks invade

# Australia 5 August

- A cable was despatched from London at 12.30 a.m. on August 5th:
- “War has broken out with Germany. Send all State Governors.”
- This cablegram was received by the Governor-General on August 5th at 12.30 p.m. (Melbourne time). He initialled it, “R.M.F.,” and minuted it: “Copy sent to Prime Minister and Minister for Defence. News at once despatched all State Governors in form: War has broken out between Great Britain and Germany”
- Mr. Cook (photo) gave the news to the representatives of the newspapers at 12.45, saying to them:
- “ I have received the following despatch from the Imperial Government-War has broken out with Germany.”
  - Official History 1936



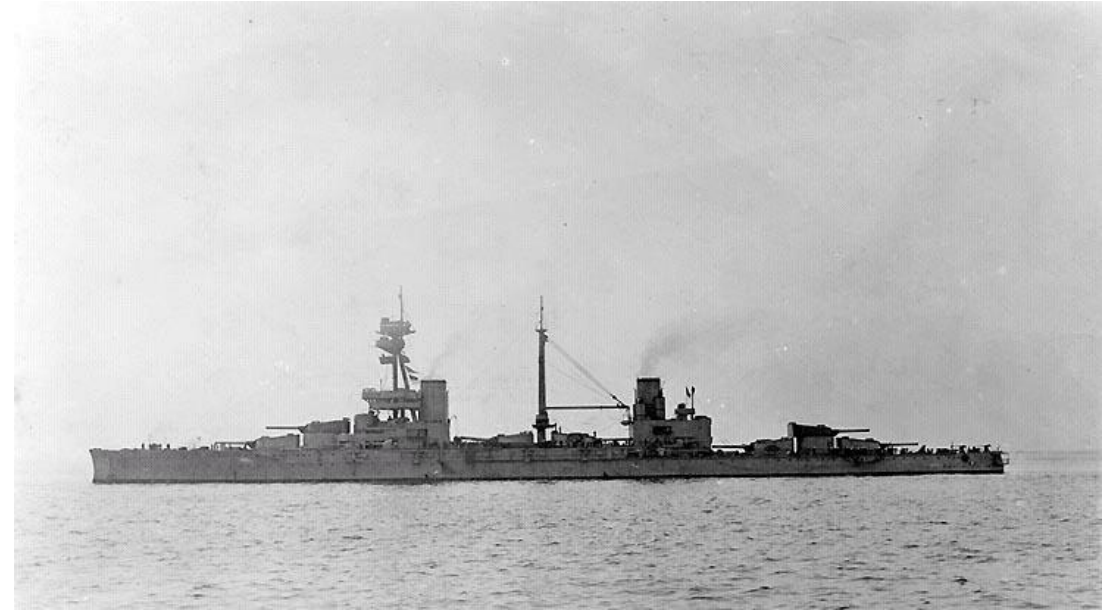
# 5 August 1914

- On 5 August, a day after Britain declared war on Germany, Winston Churchill, the First Lord of the Admiralty seized two Ottoman battleships nearing completion in British shipyards for wartime service with the Royal Navy and to prevent them from being used by Germany or German allies.
- The decision aroused anger across the Ottoman Empire, as the ships had already been paid for by public subscription.
- Photo: Winston Churchill in the official dress of First Lord of the Admiralty taken in 1914 at the beginning of World War I.



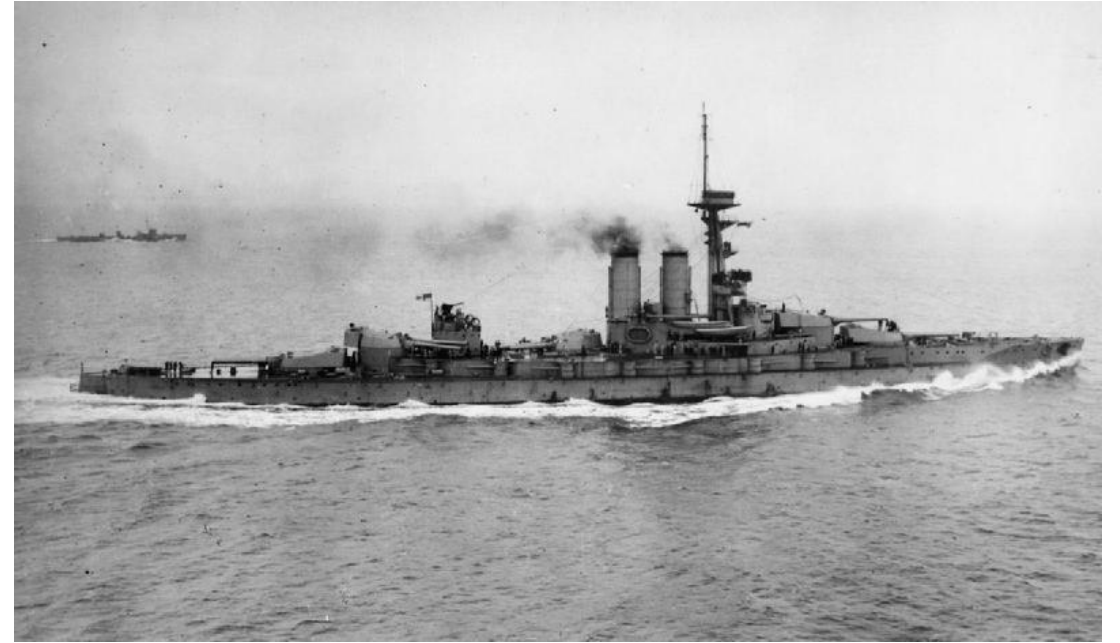
# 5 August

- Originally part of Brazil's role in a South American naval arms race, Agincourt holds the distinction of mounting more heavy guns (fourteen) and more turrets (seven) than any other dreadnought battleship, in keeping with the Brazilians' requirement for an especially impressive design.
- Brazil ordered the ship in 1911 as Rio de Janeiro. However, the collapse of Brazil's rubber boom and a warming in relations with Argentina, the country's chief rival, led to the ship's sale while under construction to the Ottoman Empire.
- The Ottomans renamed her Sultan Osman I, after the empire's founder, and the ship was nearly complete when the First World War broke out.
- Photo: HMS Agincourt in 1918



# 5 August

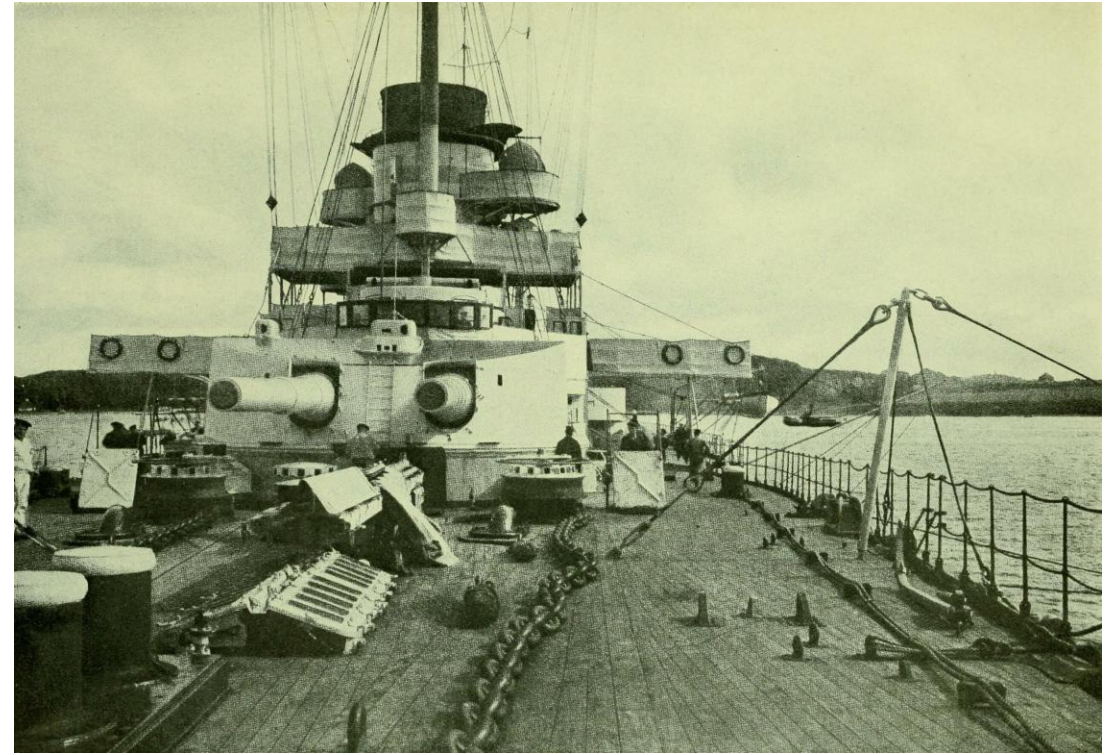
- Originally ordered by the Ottoman government from the British Vickers Company. Erin was to have been named Reşadiye when she entered service with the Ottoman Navy.
- The Reşadiye class was designed to be at least the equal of any other ship afloat or under construction.
- When the First World War began in August 1914, Reşadiye was nearly complete.
- Photo: HMS Erin underway in the Moray Firth, Scotland.





# 5 August 1914

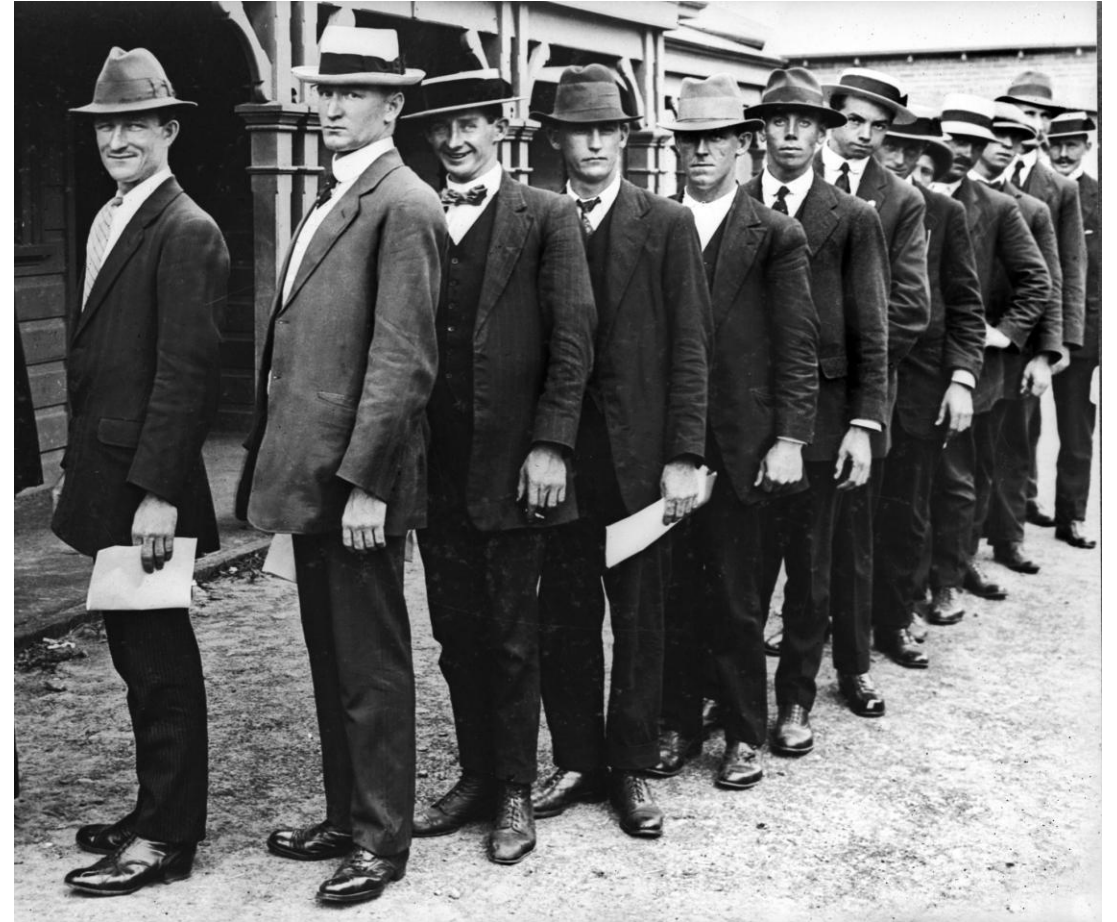
- After partially replenishing Goeben's coal on the 5th, Souchon arranged to meet a collier in the Aegean. Goeben and Breslau left port the following morning bound for Constantinople, pursued by the British Mediterranean Fleet.
- That evening, the 1st Cruiser Squadron, commanded by Rear Admiral Troubridge, intercepted the Germans; Breslau briefly exchanged fire with the light cruiser Gloucester before Troubridge broke off the attack, fearing Goeben's powerful 28 cm (11 in) guns.



Goeben's forward main battery turret

# August 6th

- On August 6th, the Secretary of State for the Colonies telegraphed that the British Government "gratefully accepted the offer . . . to send a force of 20,000 men. and would be glad if it could be despatched as soon as possible."
- But already before that date men had begun to appear from all directions at the headquarters in Sydney and Melbourne begging to enlist, and on August 5th a small staff had been established in the Victoria Barracks, Melbourne, for registering their names.
- The British Government had not stated what composition it desired. An inquiry was therefore despatched as to whether the War Office preferred the force to be sent organised as a division, or otherwise.



Volunteers queuing to enlist in the Australian Imperial Force outside Victoria Barracks, Sydney.  
Australian War Memorial A03406

# August 6th

- Major White, who was well acquainted with the British Staff, had fears that the latter would prefer the Australian force to be organised in small formations-such as infantry brigades, so that each Australian unit could be separated from the others and incorporated in a British division.
- From the British Staff Officer's point of view the Australian troops were unlikely to be so efficiently organised or disciplined as those coming from the British army depots. Moreover the British Staff would probably mistrust the capacity of senior Australian officers to command a division in the field.
- For these reasons the acting-Chief of Staff, although he drafted the cable so as to hint that Australia was capable of organising a division, rather feared that the War Office would ask for Australian troops in a form in which they could be split up amongst British divisions.



*Captain White as ADC, November 1904*



# Australia 6 August

- A cable message came from the King, on August 6<sup>th</sup>
- “I desire to express to my people of the overseas dominions with what appreciation and pride I have received the messages from their Governments during the last few days. These spontaneous assurances of their fullest support recall to me the generous self-sacrificing help given by them in the past to the Mother Country. I shall be strengthened in the discharge of the great responsibilities which rest upon me by the confident belief that in this time of trial my Empire will stand united, calm, and resolute, trusting in God.-  
GEORGE.”

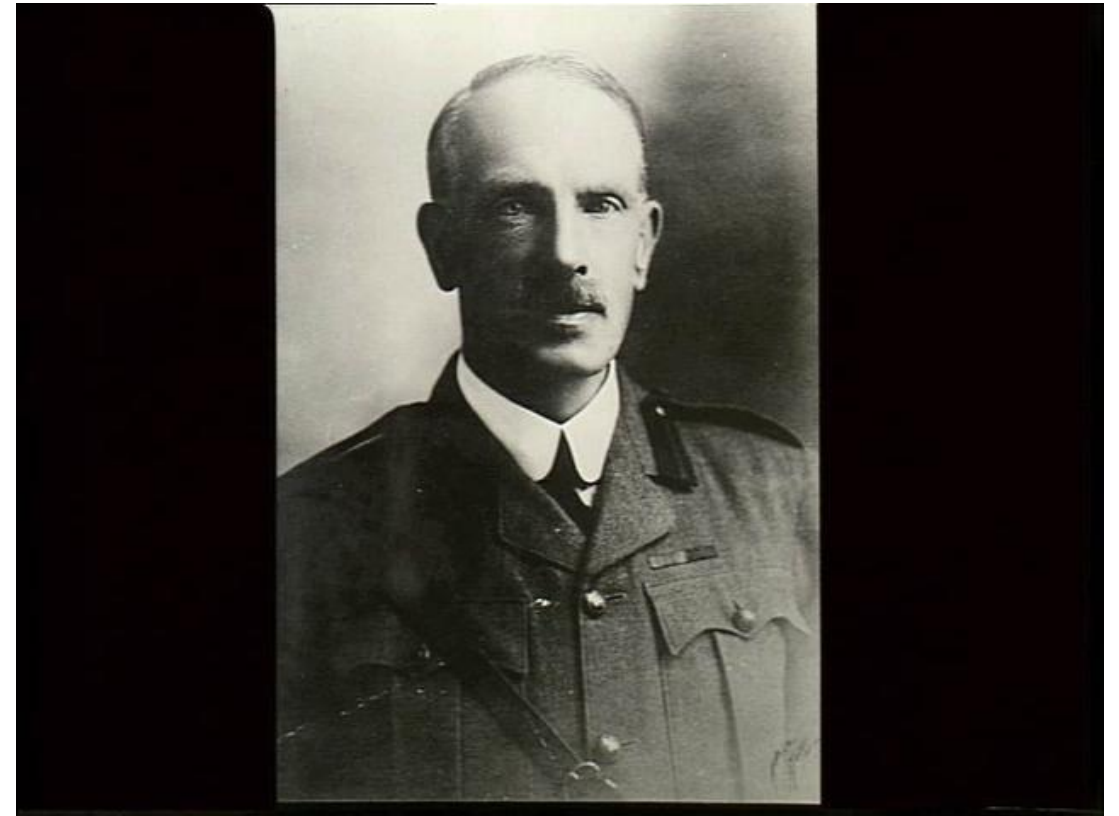
- Official History 1936



The King-Emperor and Queen-Empress at the Delhi Durbar, 1911

# August 7th

- The British Government's answer, on August 7th, ran: "The Army Council suggest that a suitable composition of the expeditionary force would be two infantry brigades, one light horse brigade, and one field artillery brigade."
- It was quite clear that any force so composed would be dis-membered and incorporated with units from other parts of the Empire in such a way that its national character would be lost.
- General Bridges, Inspector-General of the Australian Military Forces, had been in Queensland when the war broke out, but had been recalled to Melbourne.
- From August 5th, when he reached Melbourne and was entrusted with the organising of the expeditionary force, he was determined that Australia should send to this war an Australian "division"-a compact unit, to be kept and fought as an Australian unit wherever it might go.



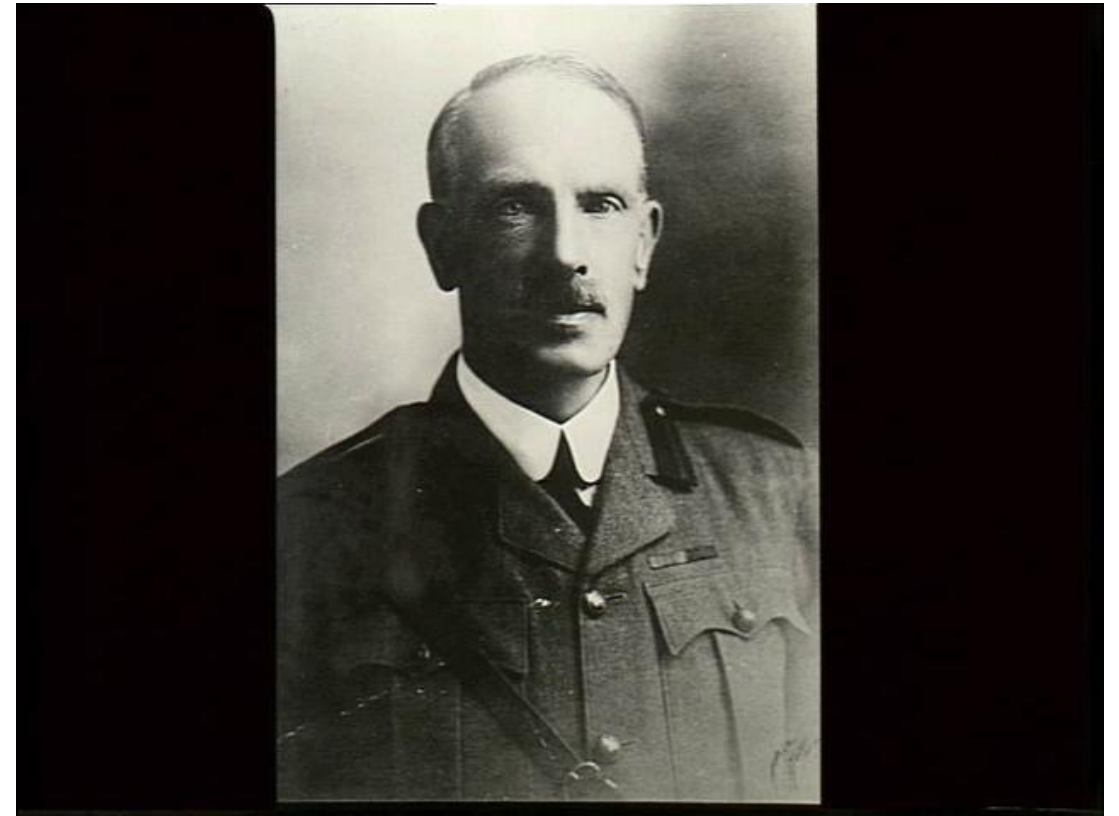
AUSTRALIAN WAR MEMORIAL

100125

Major General Sir William T. Bridges, Commandant, Royal Military College, Duntroon from 1910-1914.

# August 7th

- The reply he drafted for the Minister stated that Australia “fully expected 20,000 to go” and had begun organising a division of infantry, including -in accordance with the regular Home Army organisation- three brigades of 3-gun batteries of artillery, but without the howitzer brigade and heavy battery prescribed for a British division.
- (A full British division at that time would amount to 18,000 men). The telegram added that, in addition, a light horse brigade was being constituted, consisting of 2,226 men and 2,315 horses. “Do you concur,” it ended, “or still wish your proposal adopted? Anticipating embarking in four to six weeks. An early answer is requested.”
- Bridges saw that this was to be mainly an infantry war and he considered that Australia would best be represented at the heart of it by an infantry division.
- At the same time he believed that light horse was the national arm of Australia, and he desired that arm to be represented.



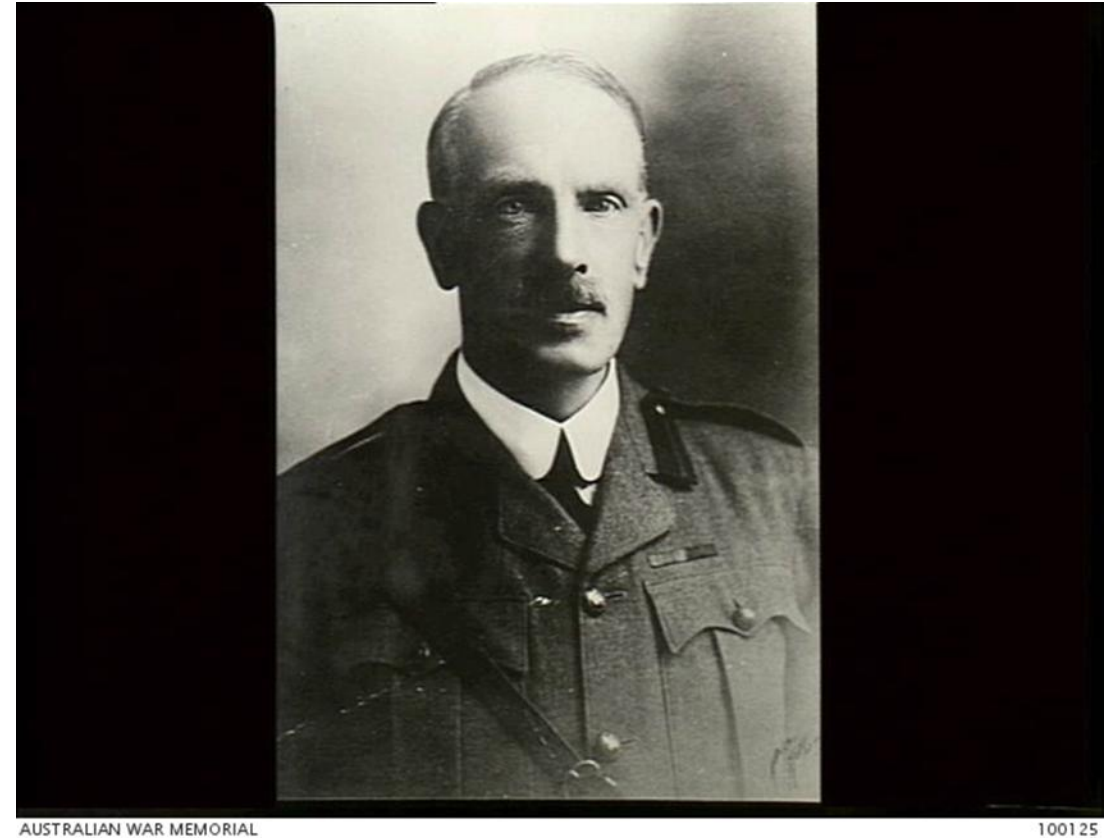
AUSTRALIAN WAR MEMORIAL

100125

Major General Sir William T. Bridges, Commandant, Royal Military College, Duntroon from 1910-1914.

# 8th August

- Next day the British Government replied that it gladly availed itself of this offer in place of the force which the Army Council had suggested.
- The Australian Government refused General Bridges' suggestion that the command of the AIF should be offered to General Hutton. The command was given to Bridges himself, and the work of creating the force was put into his hands.
- Bridges commanded the Infantry division in person, administering both that division and the light horse brigade.



# August 8th

- The plan for the Australian Imperial Force was completed by General Bridges and Major White on August 8th.
- The force was to be drawn, as far as possible, from men who had undergone some training: half of them were to be men then serving in the citizen army of Australia—mainly youngsters in their twentieth year and upwards; the other half were to be men not then in the forces, but who had once been in the militia or had served in the South African or other wars.
- The units were to be connected with the different States in Australia; they were to be definitely local and territorial.
- The light horse were allotted to the States as follows:
  - 1st Australian Light Horse Regiment—New South Wales.
  - 2nd - Queensland
  - 3rd South Australia and Tasmania.
- A further regiment of light horse went with the infantry division as its “divisional” cavalry. This (the 4th Australian Light Horse Regiment) was raised in Victoria.

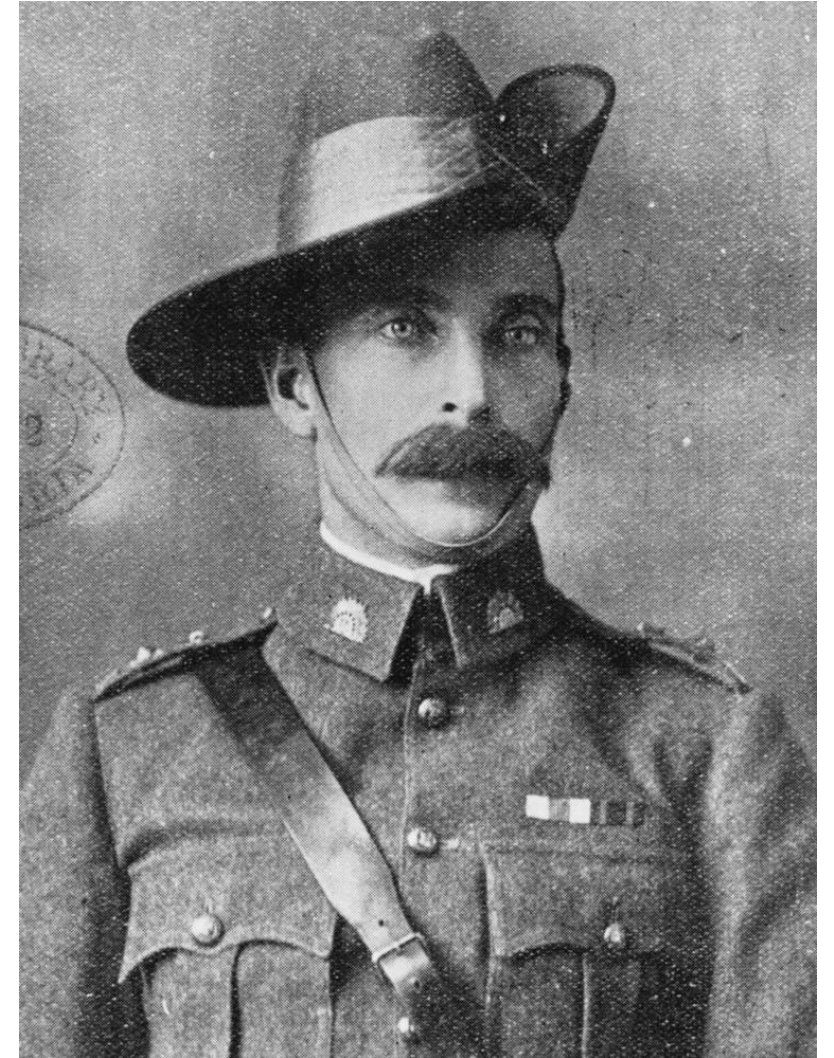


*Captain White as ADC, November 1904*



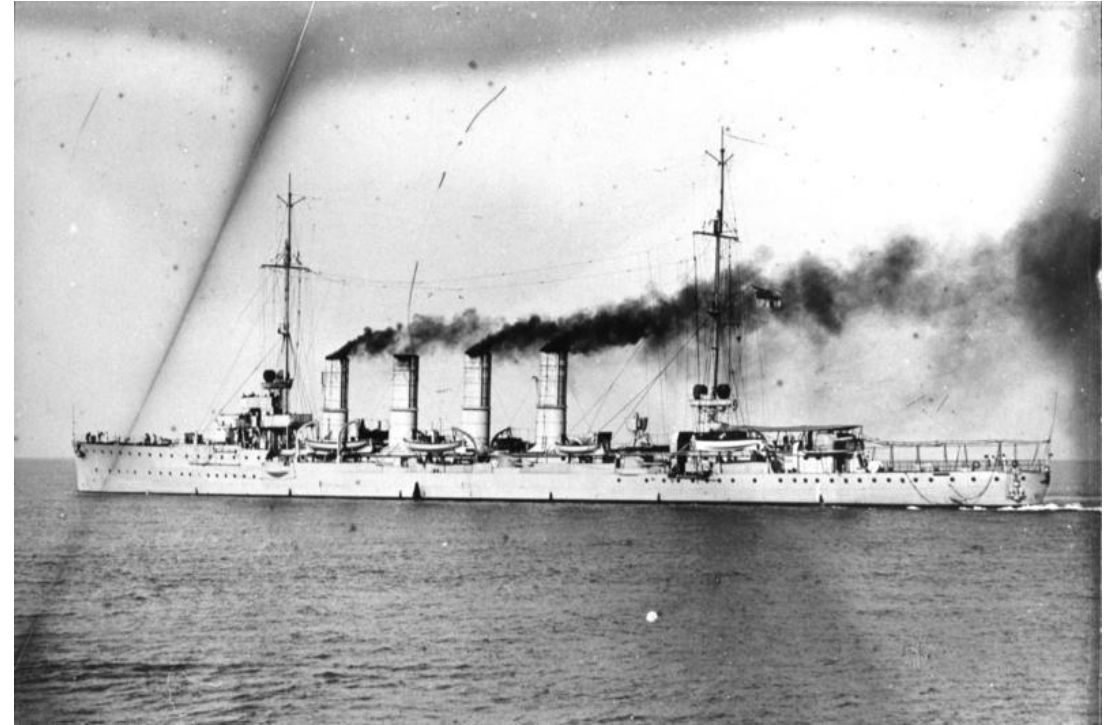
# August 8th

- For the 1st Light Horse Brigade there was chosen a senior officer of the Australian permanent forces, Colonel Harry Chauvel, then in England as Australian representative on the Imperial General Staff. He was instructed by telegraph to join the brigade on its arrival overseas.
- A quarter of the men in the light horse were civilians, who had never in their lives been connected with any military force.
- The age for enlistment ran from 19 to 38. two-fifths of the rank and file was over 25; nearly the same number between 21 and 25; one-fifth under 21.
- Nearly 90 per cent were single men, although of the officers a quarter were married, a proportion which rose to one-third in the case of light horse officers.
- Photo: Lieutenant Colonel H. G. Chauvel, 31 May 1902



# 10 August 1914

- At 17:00 on 10 August, the German battlecruiser Goeben and the light cruiser Breslau appeared off the Dardanelles, after evading the French and British fleets in a daring dash through the Mediterranean.
- They requested passage through the straits to Constantinople. After delicate negotiations – and over Sait's objections – they were allowed to proceed.
- A week later the two warships – complete with their German crews – were officially 'transferred' to the Ottoman Navy and renamed the Yavuz Sultan Selim and Midilli.
- The British refused to recognise the transfer unless the German crews were removed, and the Royal Navy blockaded the entrance of the Dardanelles to enforce this demand.
- This led to the withdrawal of the British mission to the Ottoman Navy.



Breslau at sea, c. 1912–1914

# Mid August

- At each Australian Capital, about the middle of August, the infant regiments began to take shape. In most cases the officer chosen to command one of them received between the 13th and 17th of August a telegram informing him of the fact and instructing him to organise his unit and choose its officers.
- The brigadier, who had selected him, generally helped by suggesting a second-in-command, an adjutant (always a regular officer or adjutant of militia), and allotted him four permanent non-commissioned officers—often old British N.C.O.'s—to form the backbone of the regimental staff.
- The commanding officer then began to pick the rest of his staff, mainly from the militia officers who volunteered in the areas allotted to his unit, and on or about August 17th, all over Australia, the regiments, battalions, and companies of the Australian Imperial Force began to concentrate in some camp near the capital cities of the States.
- Those in Qld concentrated at Enoggera.



Enoggera Army Camp, ca. 1914

# Mid/Late August

- Bridges advised that the pay for privates in the new force, when abroad, should be higher by one-quarter than the pay-4s. a day-of the citizen force in Australia.
- It was eventually fixed at 5s. a day “active” pay and 1s. a day “deferred” (that is, to be paid to them on discharge).
- Australian soldiers who were married were given no separation allowance for their families. Instead, they were obliged to sign a declaration agreeing to allot not less than two-fifths of their active pay to their family.
- 6 shillings a day was 93% of the Average Male Adult Weekly Wage in Australia in 1913 (2 pounds 5 shillings).
- Advert from Brisbane Courier early August.

**Studebaker**  
“4.”

12 months ago it was considered impossible for a car to be built having full floating rear axle, electric starter and electric lights and to sell for less than £600.

But the man who says a thing can't be done is always interrupted by somebody doing it.

Studebaker built just such a car and marked it £340. And Paul wasn't obliged to pay Paul either. Every single part of the car was built 100 per cent. efficient and 100 per cent. luxurious.

108 inch wheelbase, European streamline body, clear running boards, full 11 doors, deep hand-made cushions—all these are included in the cost.

If you want to find another car that has even more than these modern features—electric starter, electric lights, and full floating rear axle—you must start looking 250 above the Studebaker price.

It's really wonderful when you begin to compare values. You realize then why Studebakers are sold ahead of deliveries. It's a powerful reason that influences a man to wait for delivery of a Studebaker when he can get immediate delivery of another car.

There are 20 buyers definitely waiting now and a host of country folk write to say they will try the Studebaker first when they arrive for show. If they like it, they'll buy.

That's all we ask. You try a ride. When may we pick you up?

Have you a book of owners' opinions?

**£340.**



STUDEBAKER "4" CAR FROM A JETTABLE

**Canada Cycle & Motor Agency (Q.) Ltd.,**  
Corner Creek and Adelaide Streets, Brisbane.  
BRANCHES: ROCKHAMPTON AND CHARTERS TOWERS.

# Mid/Late August

- The first fine rush to enlistment brought to the 1st Australian Division and the light horse brigades a class of men not quite the same as that which answered to any later call.
- All the adventurous roving natures that could not stay away, whatever their duties and their ties; all those who plunged heads down into war, reckless of anything else, because it was a game to be played and they were players by nature; all the romantic, quixotic, adventurous flotsam that eddied on the surface of the Australian people concentrated itself within those first weeks upon the recruiting offices of the A.I.F.
- One man rode 460 miles, and travelled still further by railway, in order to join the Light Horse in Adelaide. Finding the ranks full he sailed to Hobart and was finally enlisted in Sydney.
- The recruiting offices were in the cities. In the great pastoral districts inland, and in some newly settled farming areas, especially in Western Australia, news of the war arrived late and irregularly. When Liege fell and it became clear that the struggle would not be over in a few months, the younger men began flocking to the Capitals to enlist, in some cases they locked their houses and left their paddocks untended during the war.
  - All from the official history.

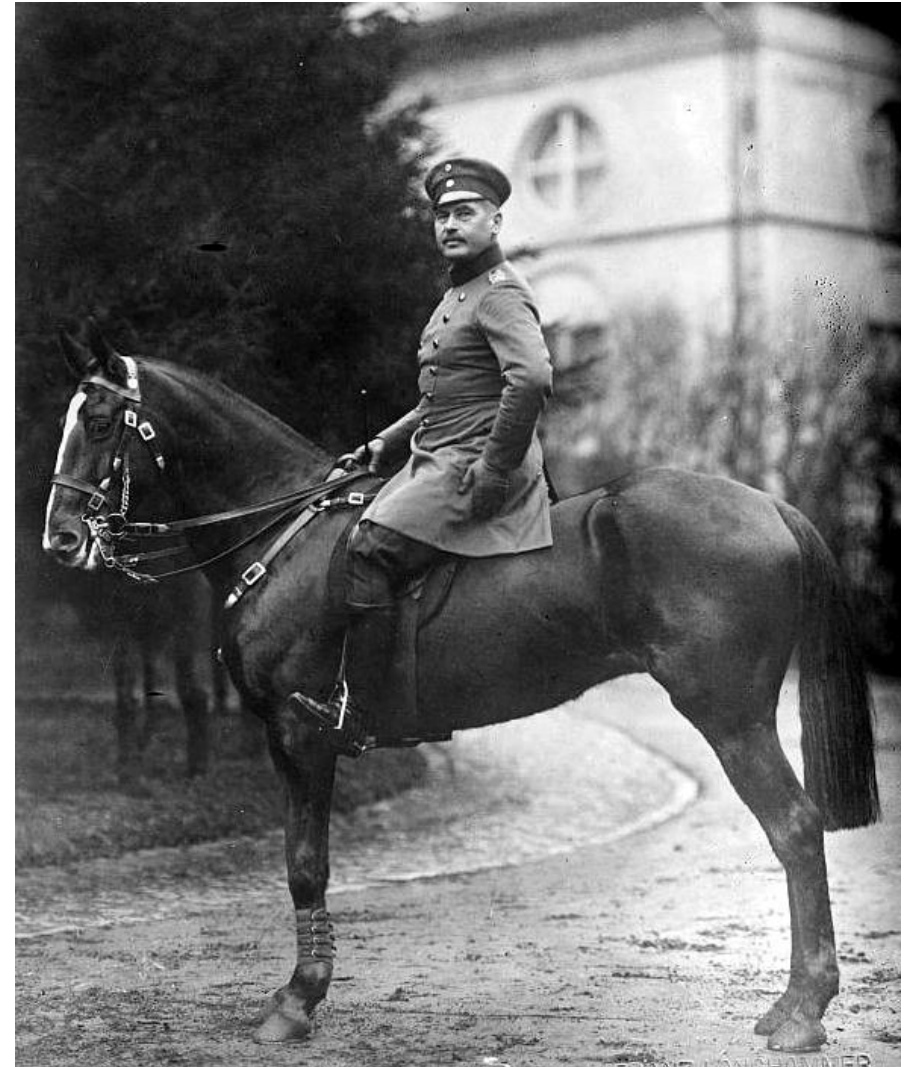


Men at the recruiting office at the Town Hall, Melbourne, to enlist for service in World War I.



# Late August 1914

- In late August, General Liman von Sanders (photo), head of the German military mission to the Ottoman Empire, was appointed commander of the Ottoman First Army. Rear-Admiral Wilhelm Souchon, the German naval commander of the Goeben and Breslau, was appointed by Cemal Pasha to command the Ottoman Navy.
- Cemal then appointed German Vice-Admiral Guido von Usedom as 'Inspector-General of Coastal Defences and Mines'. Von Usedom's job was to help the Ottoman Army strengthen the coastal defences along both the Bosphorus and the Dardanelles. He arrived in Constantinople on 19 August with a specialist military team of 500 German officers and men.



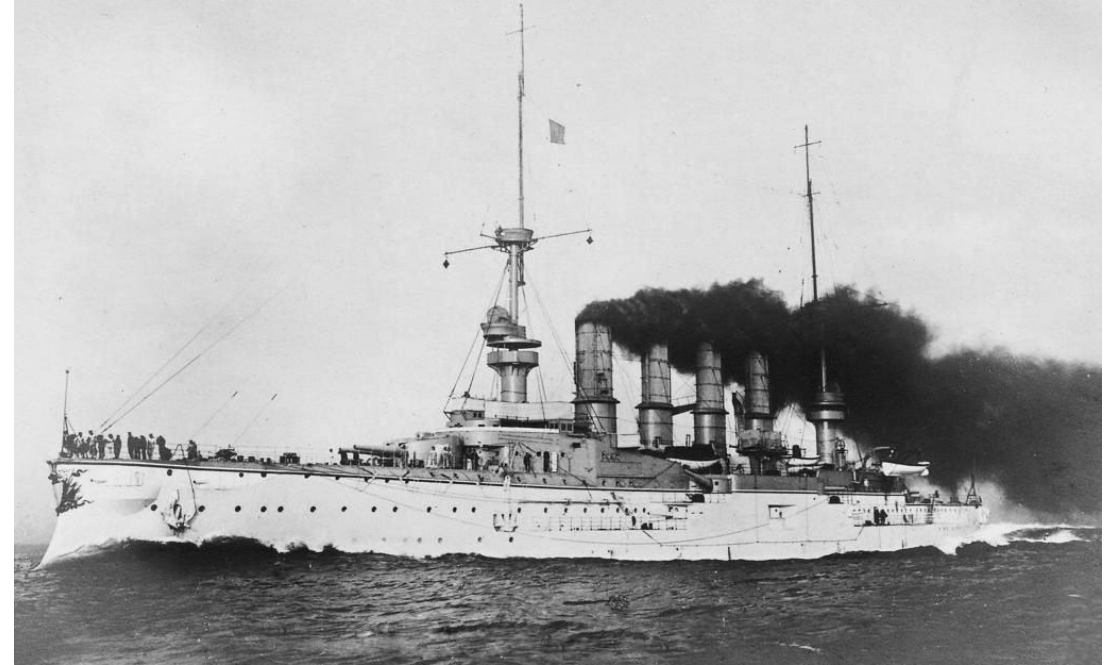
# September 3rd

- The rush of Australians to enter the light horse being very great, an additional light horse brigade was offered on September 3rd, at the same time as a 4th Australian Infantry Brigade.
- This 2nd Light Horse Brigade was raised:
  - 5th Regiment-Queensland.
  - 6th Regiment-New South Wales.
  - 7th Regiment-New South Wales.
- Australian light horsemen on Walers in 1914, prior to their departure from Australia to serve in World War I



# 14 September

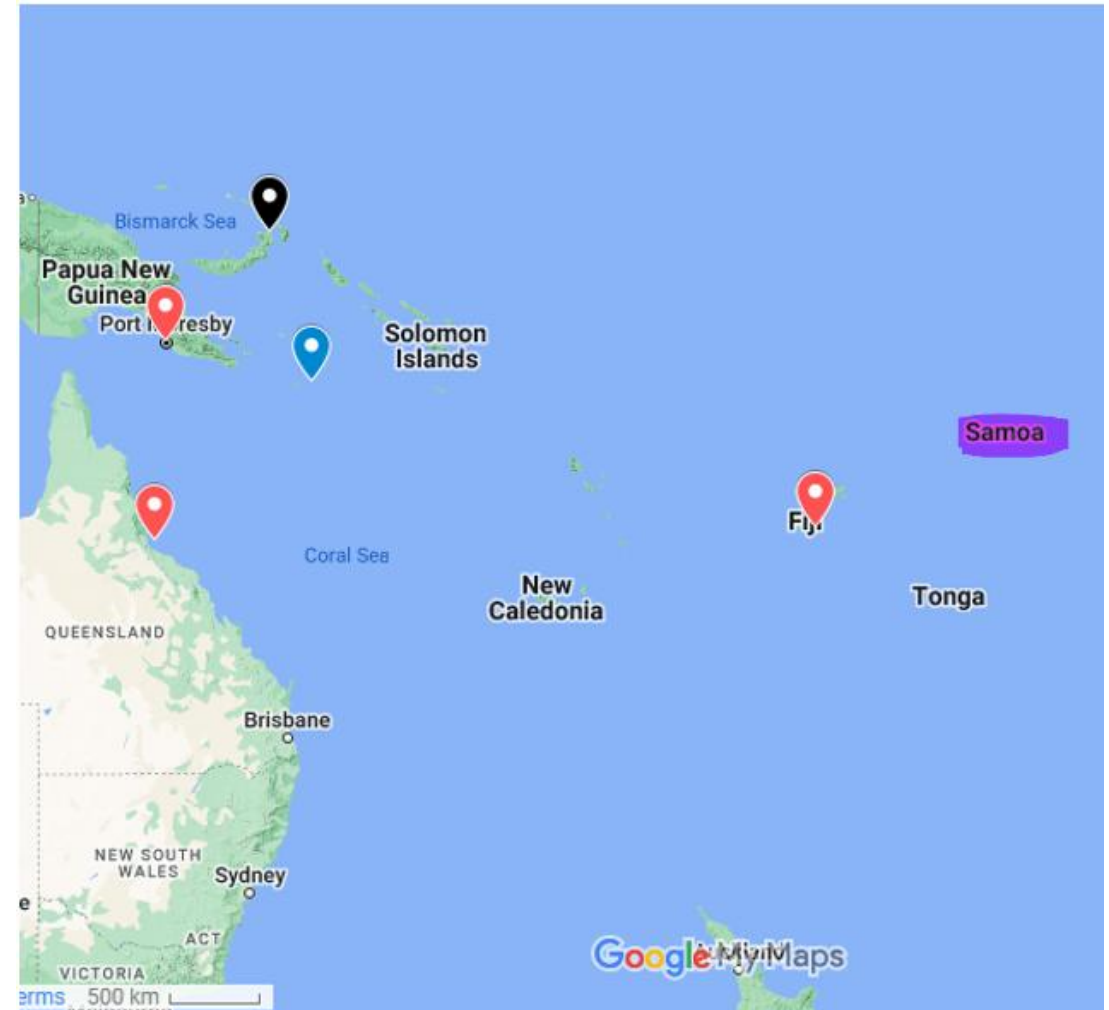
- The units of the first contingent all over Australia were complete and ready to sail by September 21st.
- The transports for the first contingent had been chartered by the Australian Government from among the largest ships then in Australian ports.
- The Australian staff had intended to begin shipping the horses away in the slower vessels, from about August 26th. the other transports following as they were ready.
- But the Admiralty warned against allowing any portion of the expedition to sail at that moment. There were known to be German warships somewhere near the probable route, and until these were either hunted away or sunk, said the Admiralty, the transports should on no account leave without a convoy.
- The Admiralty had undertaken to provide an escort for the transports. What the escort was to be, and when it could arrive, would depend upon the position of the German squadron in the Pacific-and the German squadron had vanished.



*Scharnhorst* steaming at high speed around 1908, probably while on her sea trials

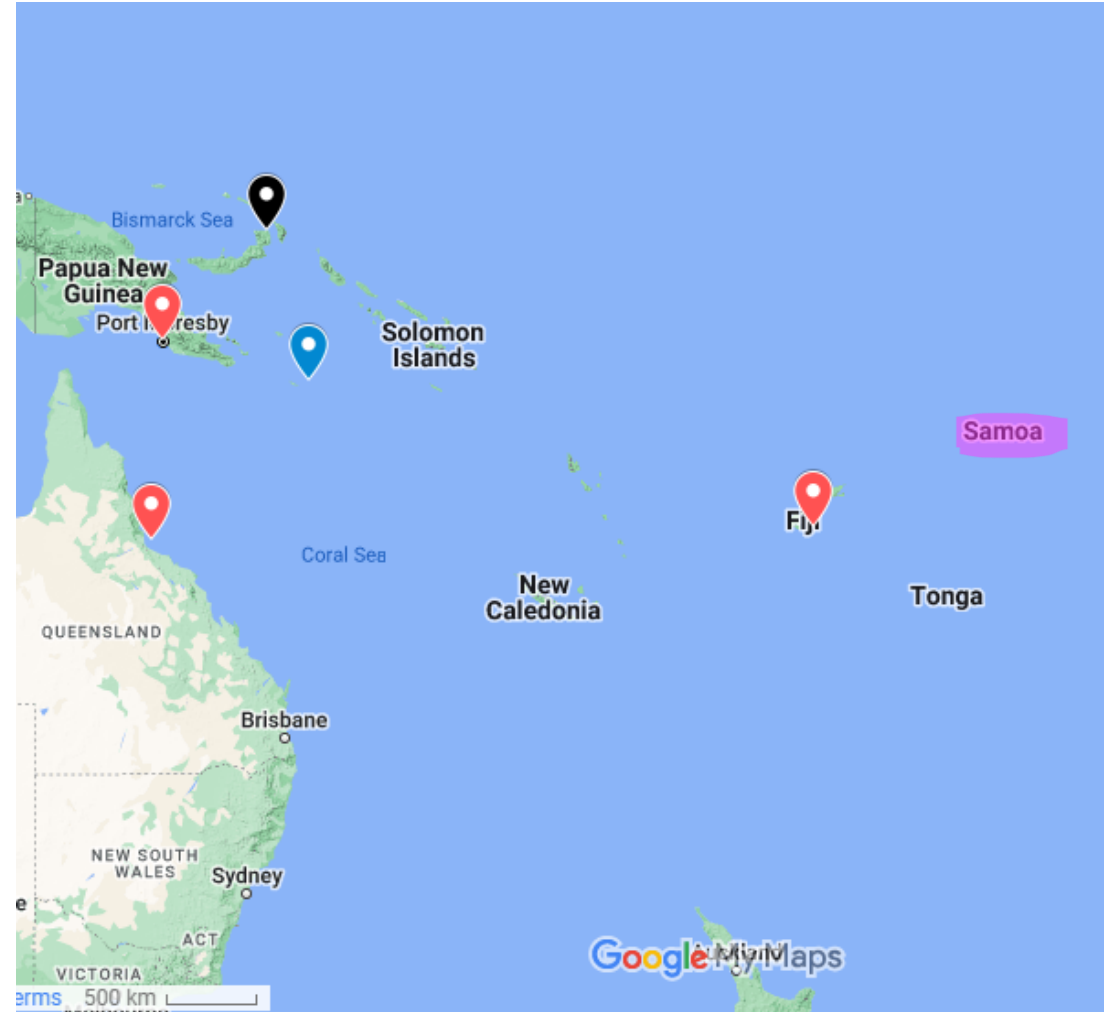
# 14 September

- On the 14<sup>th</sup> September the German armoured cruisers Scharnhorst and Gneisenau appeared off Apia and left it steering north-west, and the Emden's first exploits in the Bay of Bengal came to light.
- The risk now seemed much more serious. Of the prospective escort, the Hampshire had been ordered off to find the Emden; the Australia and Sydney were held in the Pacific to stand guard over the Rabaul expedition; and only the Melbourne was on its way south to cover the Australian transports.
- Instead of the Australian Squadron, the Admiralty ordered the Minotaur with the powerful Japanese cruiser Ibuki to meet the convoy at Fremantle on the 4th of October.
- But, with the German squadron -now possibly within striking distance, the Tasman Sea might be dangerous, and for traversing it the New Zealand force had been given no better escort than three small "P-class" cruisers.
- The Governor of New Zealand expressed acute concern.
- The Admiralty could not, however, recall the Australia-the only powerful ship within reach-without laying the Australian attack upon New Guinea, then in progress, open to a counter-attack.



# 15 – 19 September

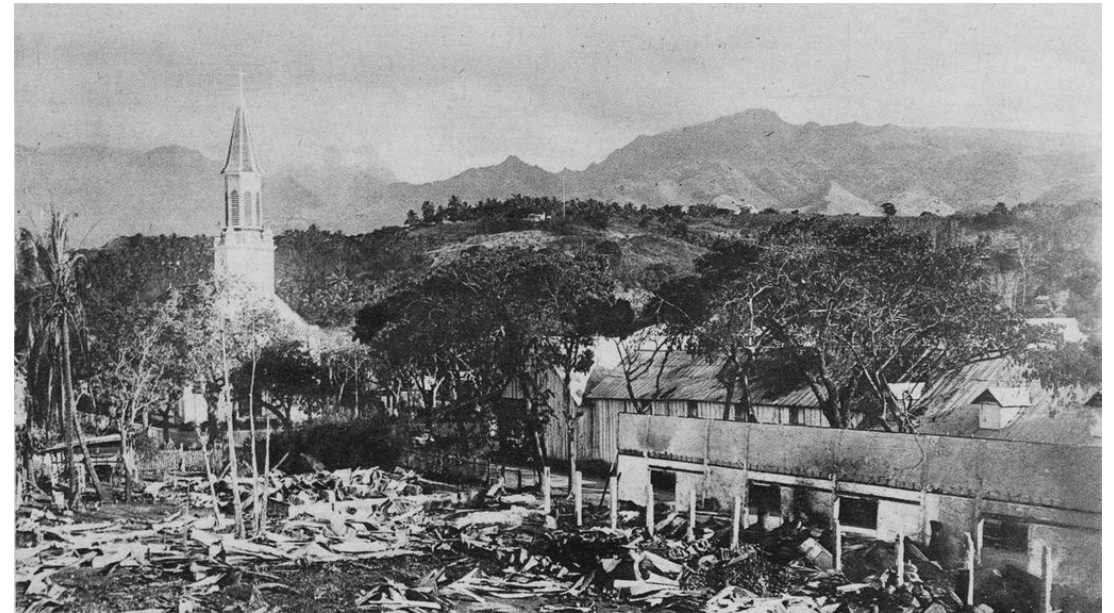
- Patey had to leave Rabaul at latest by the 15<sup>th</sup> to escort the Aden convoy; and punctually at noon on that day the Australia steamed out of Rabaul.
- Late in the evening of the 17th, Admiral Patey was reading the following telegram from the Admiralty:-
  - “Situation changed by appearance of Scharnhorst and Gneisenau at Samoa on 14th September and Emden in Bay of Bengal.
  - Australia and Montcalm to cover Encounter and expeditionary force from attack and then search for the two cruisers.
  - Melbourne to be used at Rear Admiral’s discretion.
  - Sydney to return for convoy of Australian troops to Aden.
  - Hampshire and Yarmouth to sink Emden.
  - Minotaur to arrive at Fremantle by 4th October for Australian convoy; one Japanese cruiser to accompany Minotaur.”
- Admiral Patey interchanged Sydney for Melbourne and took the Sydney back with him posthaste to Rabaul, which he reached at 4.30 p.m. on the 19th.





# 22 September 1914

- The German armoured cruisers SMS Scharnhorst and Gneisenau entered the port of Papeete on the island of Tahiti and sank the French gunboat Zélée and freighter Walküre before bombarding the town's fortifications.
- French shore batteries and a gunboat resisted the German intrusion but were greatly outgunned.
- The main German objective was to seize the coal piles stored on the island, but these were destroyed by the French at the start of the action.
- The German vessels were largely undamaged.
- Spee's raid allowed the British Admiralty to receive word on his position and heading, when a French steamer reported his presence allowing them to inform Rear Admiral Christopher Cradock of the German intentions



The results of the bombardment of Papeete on 22 September 1914 by the German cruisers. Photographs published by the weekly Le Miroir of December 6, 1914.

# 24 September

- That the German squadron should steam 2,000 miles south "into waters where (there is) no possible coal for them" seemed to the Admiralty "incredible."
- They therefore urged this view upon the New Zealand Government and informed it that the route of its transports was perfectly safe without escort.
- No strong naval force was then available, and, if New Zealand insisted upon having one, its troops must wait for the Second Convoy to Europe six weeks later; meanwhile the Australian contingent would sail alone on the date arranged.
- In view of these messages the New Zealand Government decided to send its transports at once with their diminutive escorts. Two of them had actually left Auckland on the 24th of September.



# 23 September

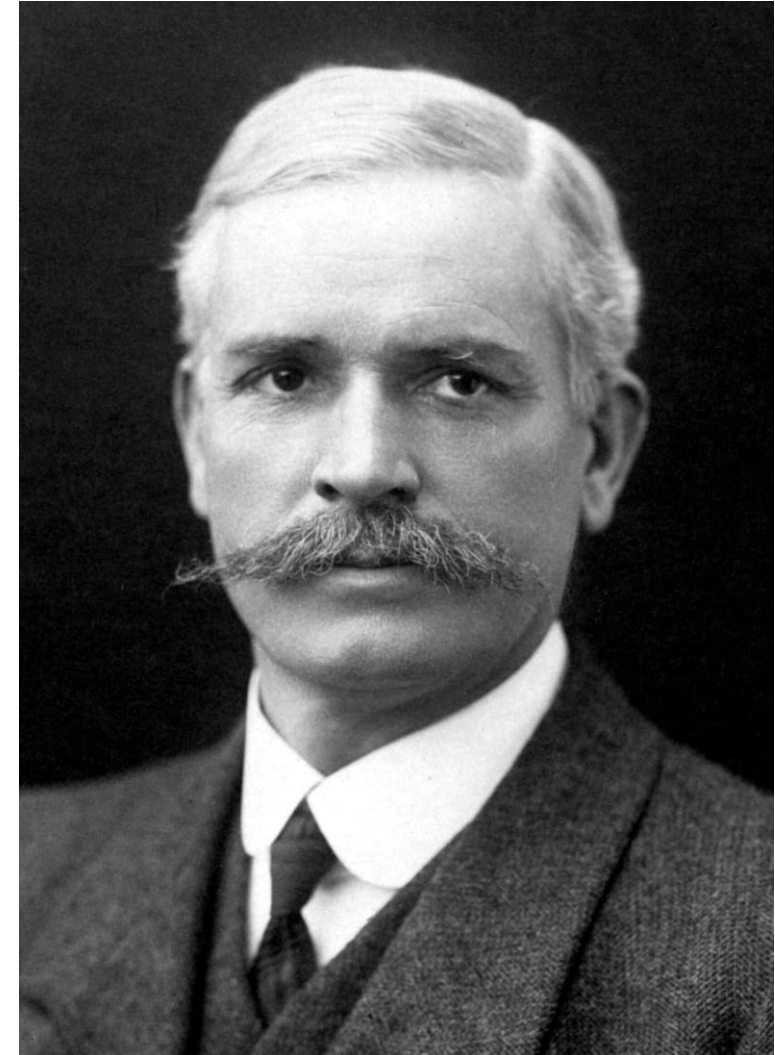
- The units of the first contingent all over Australia were complete and ready to sail by September 21st.
- An order was received, on September 23rd, to embark the guns and waggon.
- When this had been carried out other orders came reversing it.



**Cobb+Co Museum's other military wagon.** The humble german wagon of the type farmer-soldiers took on camp, and the Australian Army conveniently adopted as 'Approved for Army transport.'

# 24 September

- The Fisher Government had taken office three days after the German cruisers had left Samoa (17/9), and anxiety concerning the transports had never been absent from its mind.
- On the 22nd of September, since the German cruisers might then be approaching the coast, Fisher and the new Minister for Defence, Senator Pearce, visited the Navy Office.
- They mistrusted the opinion, urged by one of the staff, that the enemy could not coal in the open sea; and the outcome was that Cabinet, on the recommendation of the Naval Board, decided in favour of a precautionary delay.
- On the 24th the following telegram was sent to London:
  - “We have no definite information locating Scharnhorst and Gneisenau since September 14, when they were sighted off Apia. Commonwealth Government ask do you think it safe to begin moving transports independently from eastern ports to Albany without escort.”
- In New Zealand The Philomel and her two transports were recalled.



Andrew Fisher



# 2nd October

- Before the end of September it was found in the other States that many country-bred men fit for mounted work were enlisting in the infantry, the artillery, transport, and other mounted corps being full.
- Accordingly, yet another light horse brigade was offered on 2<sup>nd</sup> October and was accepted.
- This, the 3rd Australian Light Horse Brigade, was raised:
  - 8th Regiment-Victoria.
  - 9th Regiment-South Australia and Victoria.
  - 10th Regiment-Western Australia.
- The three light horse brigades had their attached signal troops, light horse field ambulances, and brigade trains, but neither horse artillery nor field troops of engineers.
- Such were the light horse units which had within a month to be filled with men and officers, equipped, and at least partially trained.
- Photo: Australian light horsemen on Walers in 1914, prior to their departure from Australia to serve in World War I





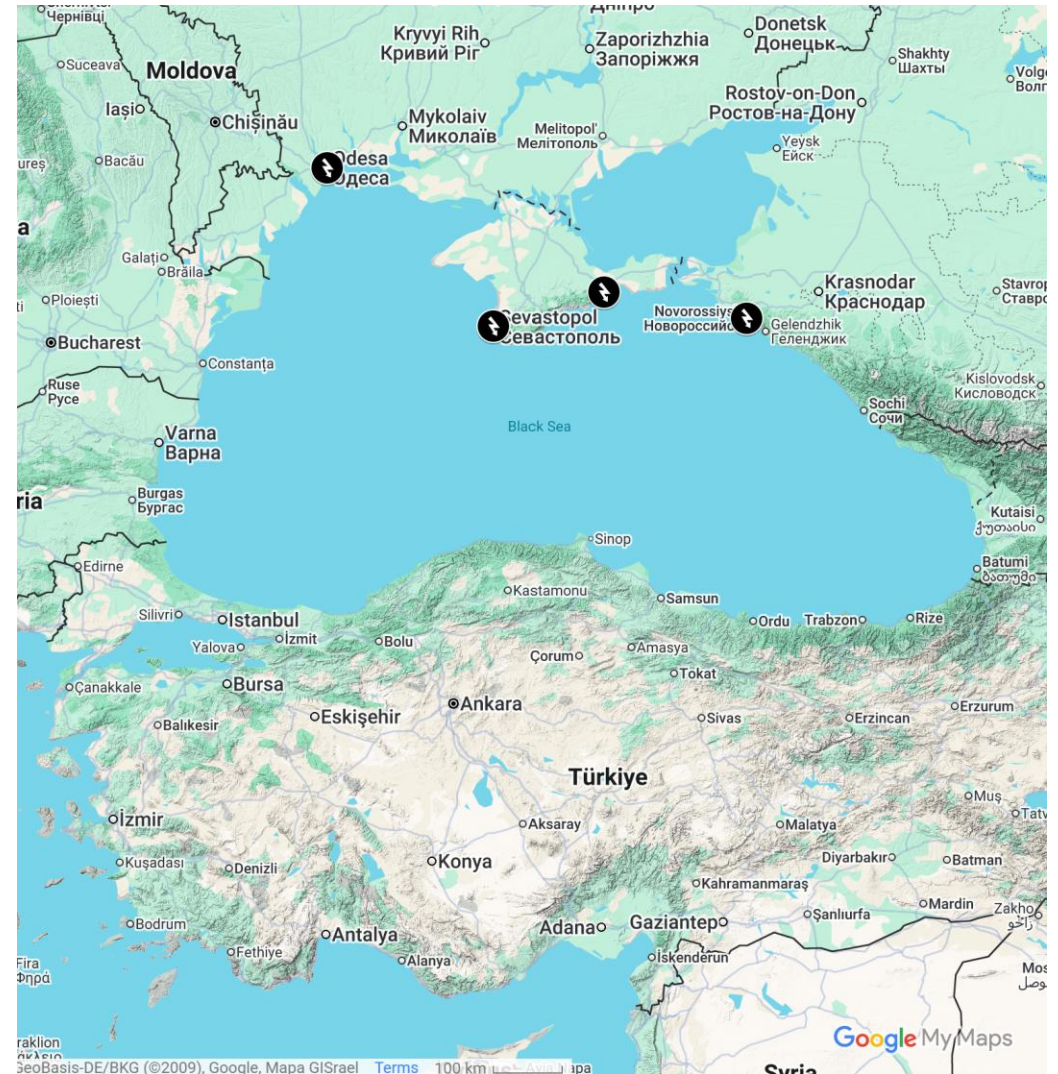
# 16 October

- On the 16th of October at 7 a.m. the Minotaur, Ibuki, Philomel, and Psyche, with ten transports in charge, left Wellington for Albany, touching at Hobart on the way.
- The Naval Board at once issued orders that all Australian transports must reach Albany by the 28th; they proceeded independently, although the Melbourne was instructed to cruise off Gabo Island until the last transport from Sydney had safely passed that point.
- The Queensland ships, which had been waiting in Melbourne nearly a month since their voyage was stopped, sailed also.



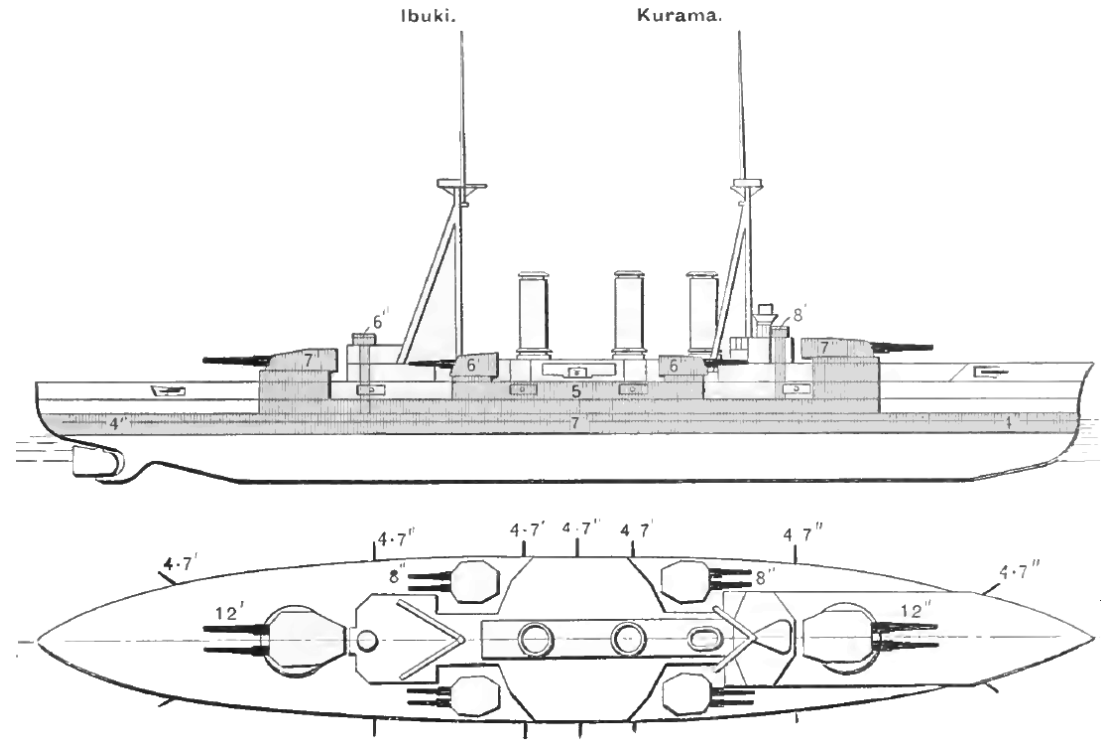
# 22 October 1914

- Over the following month, the German and Ottoman governments negotiated the terms of the agreement that would bring the Ottomans into the war on the side of the Central Powers.
- By 22 October, the situation was resolved, and the Ottoman war minister, Enver Pasha, ordered the fleet to mobilize and prepare for offensive operations against Russia.
- There would be no declaration of war first, however.
- On 25 October 1914, without consulting any of his ministerial colleagues, Enver ordered Admiral Souchon to take the Ottoman fleet, including the German-crewed ships, into the Black Sea to attack the Russians. The fleet carried out surprise raids on Theodosia, Novorossisk, Odessa and Sevastopol, sinking a Russian minelayer, a gunboat and 14 civilian ships.



# 25 – 28 October 1914

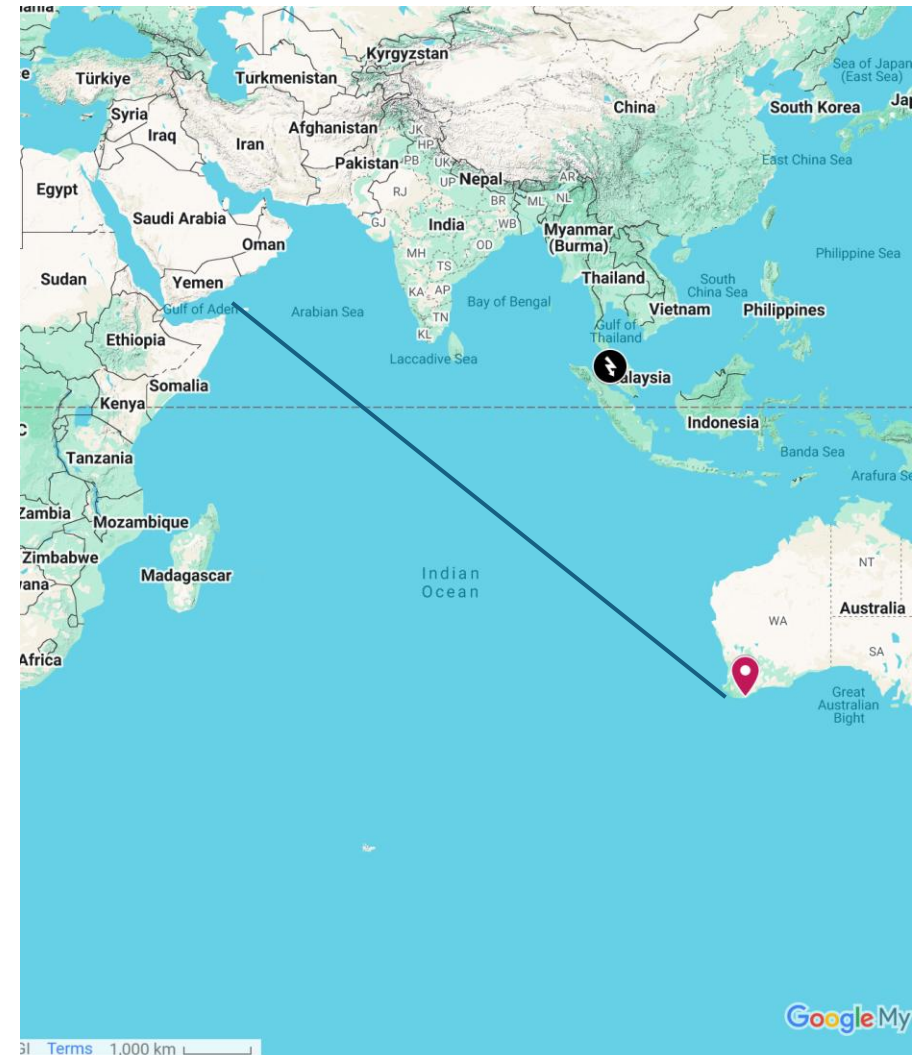
- On October 25th the British cabinet decided that the Australian and New Zealand convoy must come to Europe by way of the Cape instead of by Egypt.
- A revolt had broken out among some of the Dutch in South Africa. and the only troops by whom General Botha could be quickly reinforced were the Australasian contingents.
- The commander of the British cruiser Minotaur, Captain Kiddle, R.N., had now taken control of the whole fleet assembled in Albany.
- On the morning of October 28th a conference was held aboard the Minotaur, at which the new arrangements were discussed. The main difficulty of the Cape route was the immense fuel consumption of the Japanese cruiser Ibuki, which needed 200 tons of coal each day. Even at economical speed she could barely reach Mauritius to replenish her supply. It was decided that, if this route were taken, she could not be included.



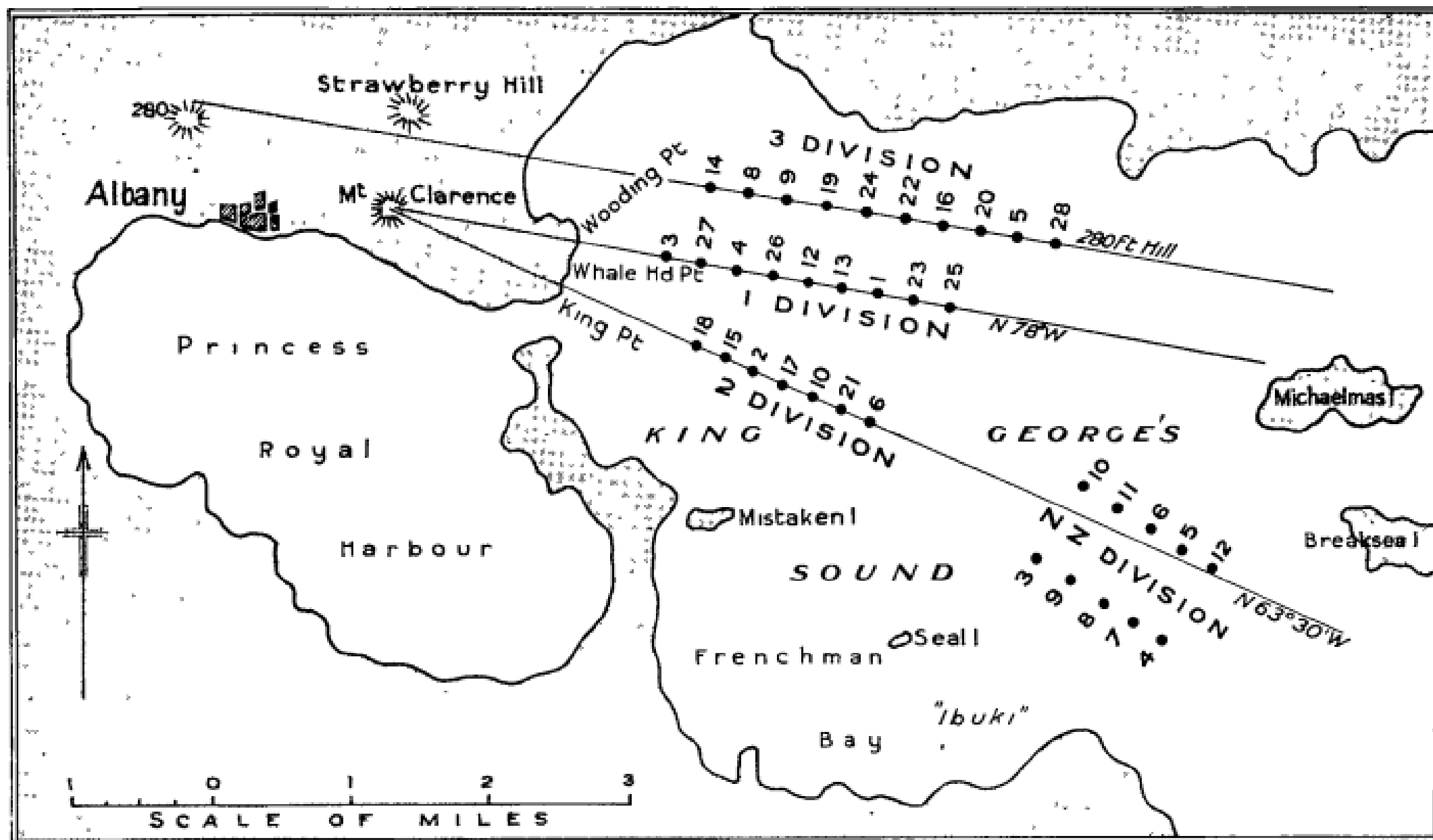
Right elevation and plan of the Ibuki-class cruisers from Brassey's Naval Annual 1915; the shaded areas represent armor.

# 28 October

- By the 28th the whole Australian convoy—twenty-six vessels, ranging from the 15,000-ton Euripides to the 5,000 ton horse-transport—was assembled at the port of concentration, and was on that day joined by the New Zealanders.
- Then at dawn on October 28th the Emden raided the port of Penang in the Straits Settlements, steamed into the harbour, sank the Russian cruiser Zemtchug at anchor, and destroyed the French destroyer Mousquet, and disappeared again into the high seas.







POSITION OF THE AUSTRALIAN AND NEW ZEALAND TRANSPORTS IN KING GEORGE'S SOUND, OCTOBER 1914



# 30 October 1914

- But by October 30th Botha had defeated the rebels, and on the very eve of the starting of the convoy the Suez route was again adopted.
- Photo: GENERAL LOUIS BOTHA, PRIME MINISTER OF THE UNION OF SOUTH AFRICA, 1910 – 1919.



# October 31st

- By the night of October 31st the coaling and watering of transports, two by two at the pier in the inner harbour, were completed.
- The last sick man had been sent ashore.
- No leave had been given to the men in Albany, and General Bridges had therefore on principle refused it to officers.
- At 6.25 on the morning of November 1st, in bright sunlight, with the harbour glassily smooth, the Minotaur and Sydney up-anchored and moved out to sea.
- The life on the ships depended upon whether they carried troops or horses. Aboard the troopships the force carried out the second part of its training. In the horse-ships, some of which carried as many as five horses to each man, the herculean task of cleaning the stalls, the rubbing down of horses as a substitute for exercise, and in some ships walking them round the decks, left no time for training.



## 2 November 1914

- On 2 November, Russia declared war on the Ottoman Empire.
- France and the British Empire, Russia's wartime allies, followed suit on the 5th.
- Enver Pasha had succeeded in bringing the Ottoman Empire into the First World War on the side of the Central Powers, Germany and Austria-Hungary.
- The Ottoman Empire“ proclaimed a jihad against the Entente powers (Britain, France, and Russia) in November 1914 to rally Muslims globally and within the empire's territories to revolt against their colonizers and support the Central Powers.



Ottoman authorities announce the Jihad against France, Britain and Russia, 11 November 1914.

# November 1914

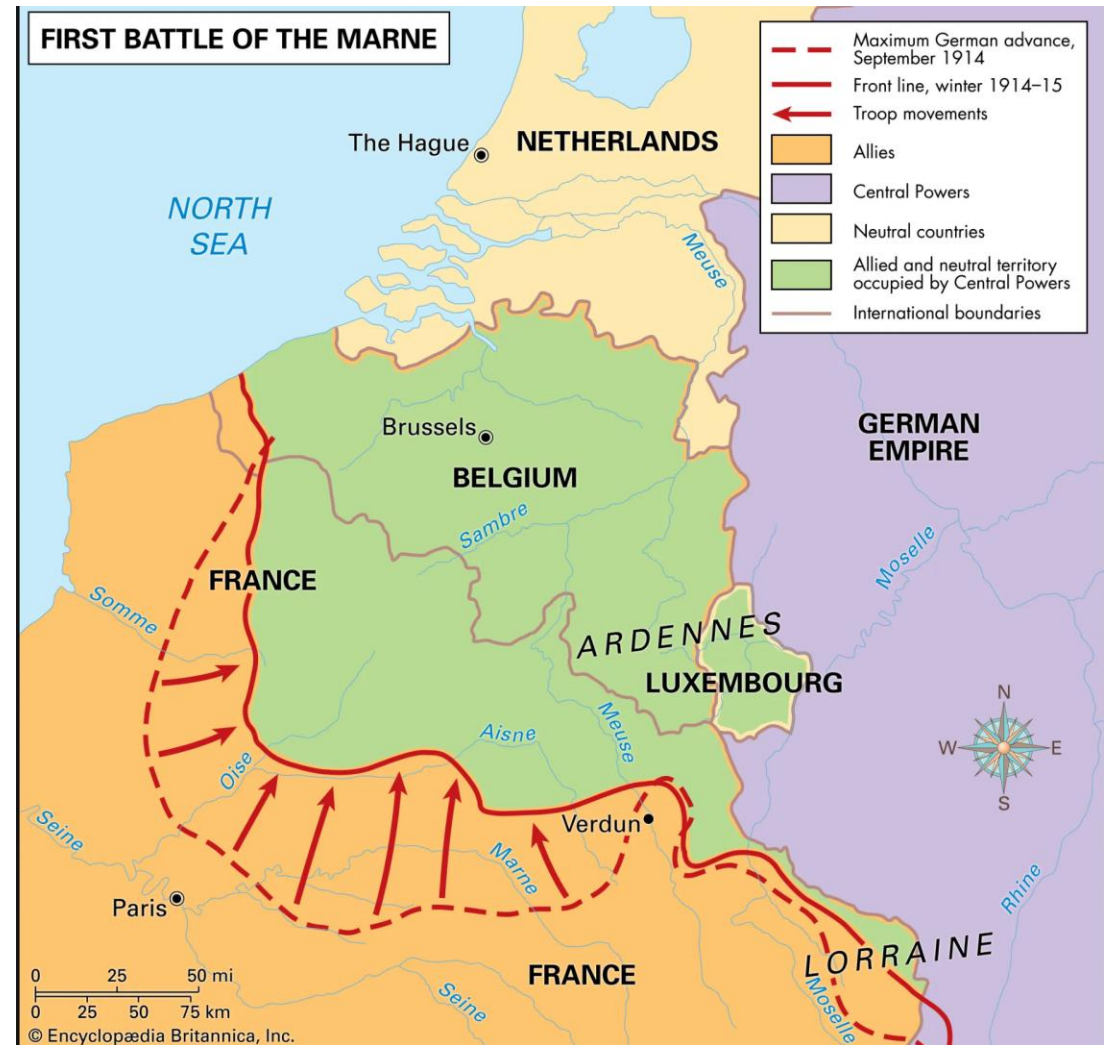
- The Ottoman Empire entered the First World War with an army and economy already badly strained by three wars in the preceding three years.
- The First Balkan War had cost the Ottoman Army 250,000 casualties large amounts of weapons and equipment.
- When the army was ordered to mobilise in 1914, many reservists reported to their unit depots to find that there were not even enough uniforms and boots to go round.
- The disruption caused by the Balkan Wars and a primitive railway network meant that the Ottoman Empire was the slowest of the great powers to mobilise in 1914. It took three months for the army to complete mobilisation and gather in the last of its one million reservists.
- This delay was an important factor in the Turkish decision not to enter the war immediately – the army simply wasn't ready. And even when it reached full strength in manpower terms, it still lacked key weapons and equipment – especially modern artillery.



Ottoman infantry pass through the city of Aleppo in Syria, circa 1914.

# 2 November 1914

- War had been declared against Turkey since the Australian convoy had sailed. When the news of this fact arrived on November 2nd, the question at once arose in many minds: “Shall we be stopped in Egypt?”
- The troops, to a man, desired to go to the Western front.
- Map shows movements to date and current state on the Western Front.





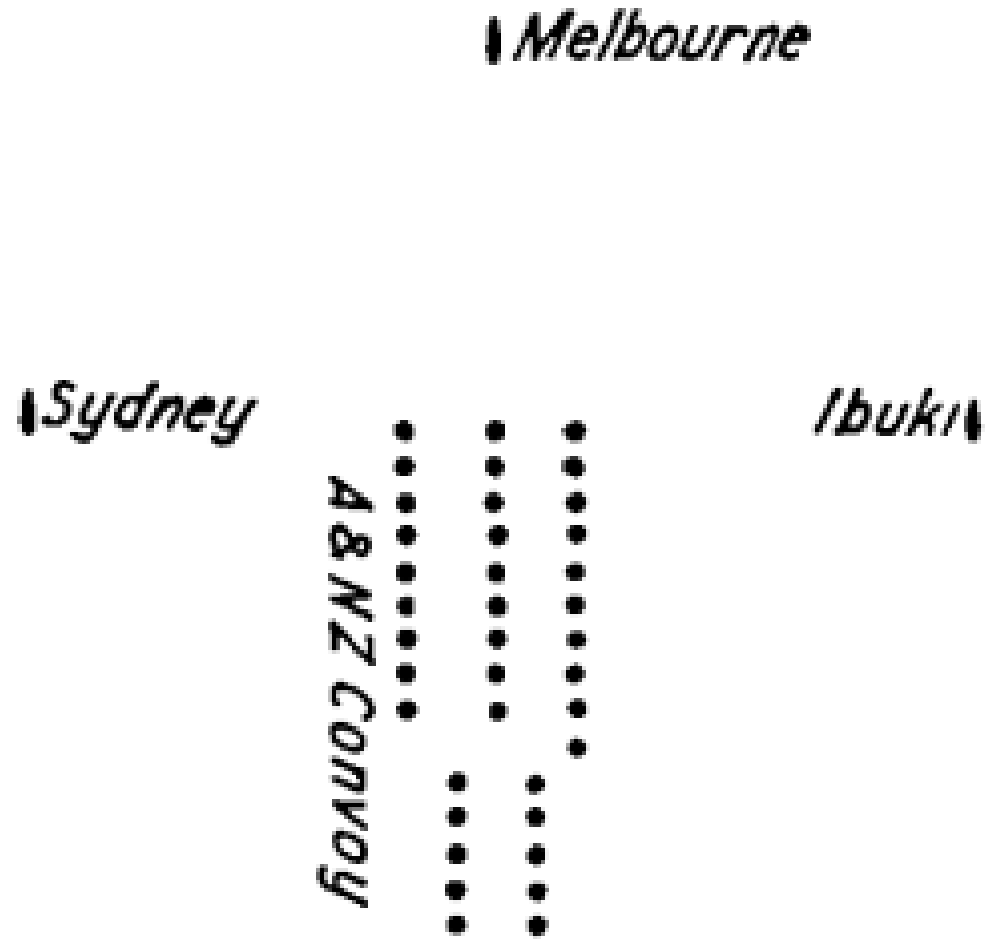
# 6 November 1914

- Initially the Ottoman war effort focused on fighting the Russians in the Caucasus and protecting its remaining European territory and the coast of western Anatolia from Allied attack.
- Sinai/Palestine and Mesopotamia (Iraq) were seen as low priorities; the Turks didn't think the British would mount large-scale offensives in either region.
- On 6 November 1914, the British navy bombarded the old fort at Fao, where the Shatt-al-Arab meets the Persian Gulf. At the Fao Landing, the British Indian Expeditionary Force D was opposed by 350 Ottoman troops and 4 guns.
- After a short engagement, the fort was overrun, killing many enemy troops. By mid-November the Poona Division was fully ashore and began moving towards the city of Basra.
- This and other early successes encouraged the British to mount a full-scale invasion of Mesopotamia with a force of mostly Indian troops. Opposing them was the under-strength Ottoman Sixth Army.



# 8 November

- Early on the 8th the Minotaur was called away to hurry to the Cape, leaving the Melbourne in charge, and therefore in the lead.



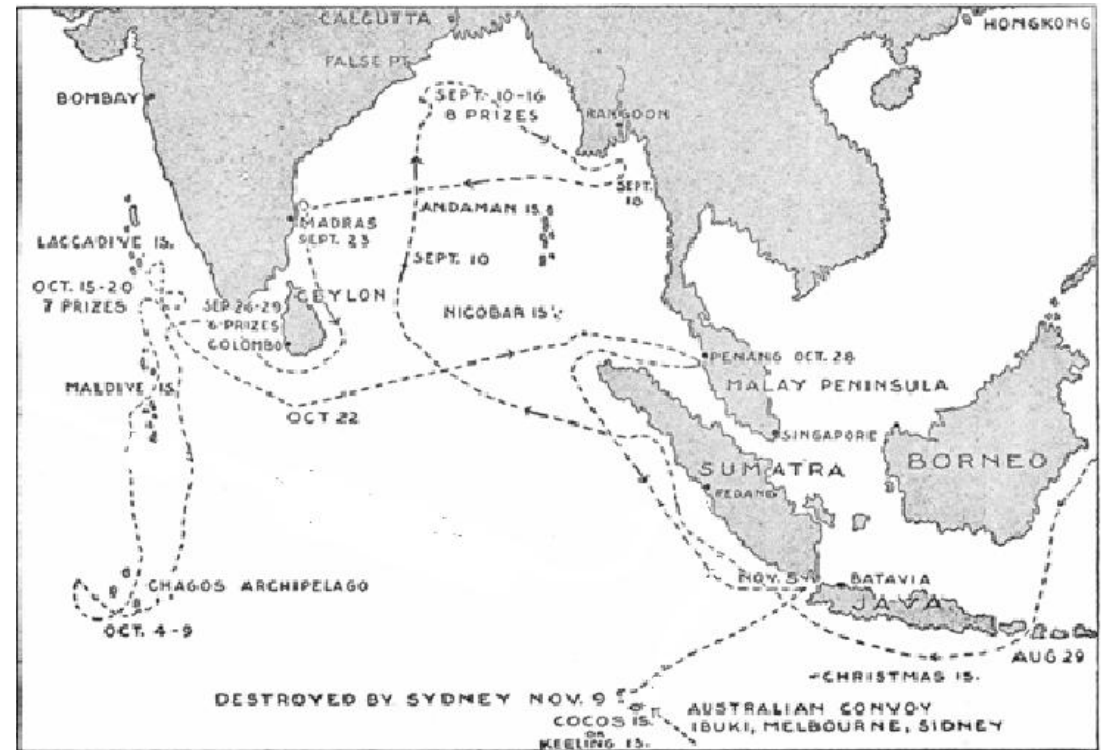
# 9 November

- The convoy was timed to pass the Cocos about dawn on the 9th of November.
- A little Before half-past six in the morning of the 9th the wireless operators in the escorting warships as well as in several transports intercepted a message in an unknown code and an immediate response from the Cocos wireless station, "What is that code?"
- About ten minutes later Cocos called up the Minotaur, which by then, however, was far on her way, and at a second call added " Strange warship approaching," which was then repeated with the prefix S.O.S.
- At the same time the telegraph operator cabled to Australia that a three-funnelled warship was off the island and was landing a party in boats.
- At once the Melbourne, now in the Minotaur's place ahead of the convoy, increased her speed and turned sharply westwards towards the threatened island; then, as her captain remembered his responsibility, he slackened speed again, swung back to station at the head of the convoy, and signalled to the Sydney to raise steam for full speed and run down to the Cocos.



# 9 November

- By 7 a.m. the Sydney was away, doing twenty knots. At 9.15 she sighted the island and the enemy cruiser simultaneously: she could not tell whether the ship was the Emden or the Königsberg (both were supposed to be at large in the Indian Ocean at that time), but knew she had the speed of either, and slowed down to complete her preparations for the fight.
- At about the same time von Müller sighted her and after warning the landing party (for which he could not wait), steamed out to sea so as to have manoeuvring room.
- The Emden's first salvo at 10,500 yards range was excellently ranged along a rather extended line, but every shot fell within two hundred yards of the Sydney. The next was better still: and for ten minutes the Sydney moved through a hail of shell, though, just because of the narrow target she presented to shell arriving from so high an angle, only fifteen hits were actually made on her, and of those only five burst.
- It was during these early minutes that all her casualties occurred.



# 9 November

- The Sydney's first salvo went far over the Emden, the second fell short and wide, and the third produced two hits only-even these were not known at the time.
- Soon the superior weight of the Sydney's six inch shells versus Emden's four inch told. Sydney's shells smashed the wireless installation, wrecked the steering-gear, shot away both range-finders and cut through the voice-pipes between the conning tower and the guns.
- Soon the forward funnel went over the side; then the foremast, carrying with it the primary fire-control station and incidentally wrecking the fore-bridge; then a shell fell into the after-ammunition-room, which had to be flooded promptly to prevent a disastrous explosion.
- Then, just as his third funnel went by the board, von Muller found himself some three miles nearer land than his opponent and ran his ship aground on the reef.



The light cruiser HMAS Sydney



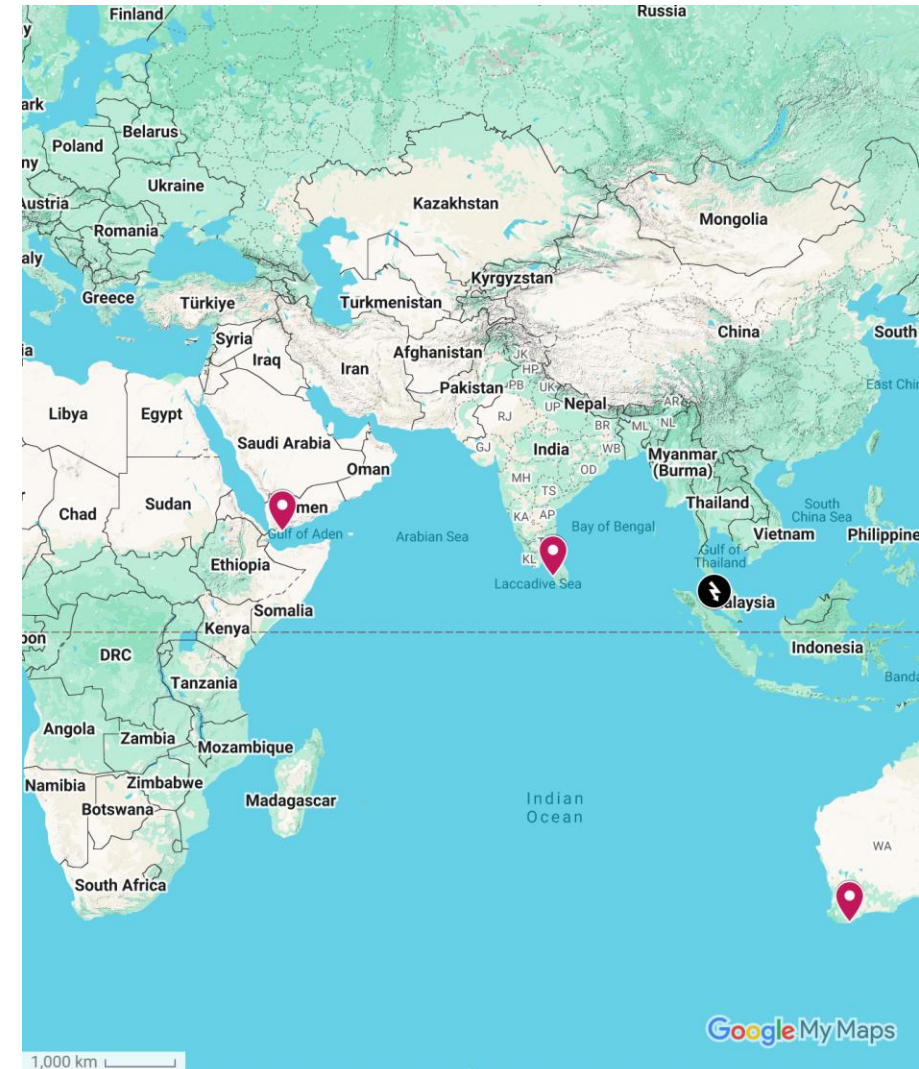
# 12 November

- For another day and night the utmost precautions were enforced on the convoy, since the Konigsberg was still unaccounted for.
- Then came the news that she had been located on the African coast.
- The Konigsberg was discovered in hiding up the Rufiji River on October 30 and the fact was known in London next day.
- The Indian Ocean was thus clear of enemy ships.
- Immediately on receiving news of the Sydney-Emden fight the Admiralty telegraphed to the Naval Board:-
  - “As the Pacific and Indian Oceans are now clear of all description of enemy ships, Admiralty desire to utilise Melbourne and Sydney for service in the Atlantic Ocean, where fast cruisers are urgently required Ships have accordingly been ordered to Malta.”



# 26 November 1914

- The fleet sailed from Colombo by divisions at such times and speeds as were convenient. The third division, which, being the fastest, had been left to sail last, caught up to the remainder on November 20th on the way to Aden.
- But when on November 26th the whole convoy left Aden with its destination still Great Britain, the fear of being stopped in Egypt began to vanish.



# 27 November 1914

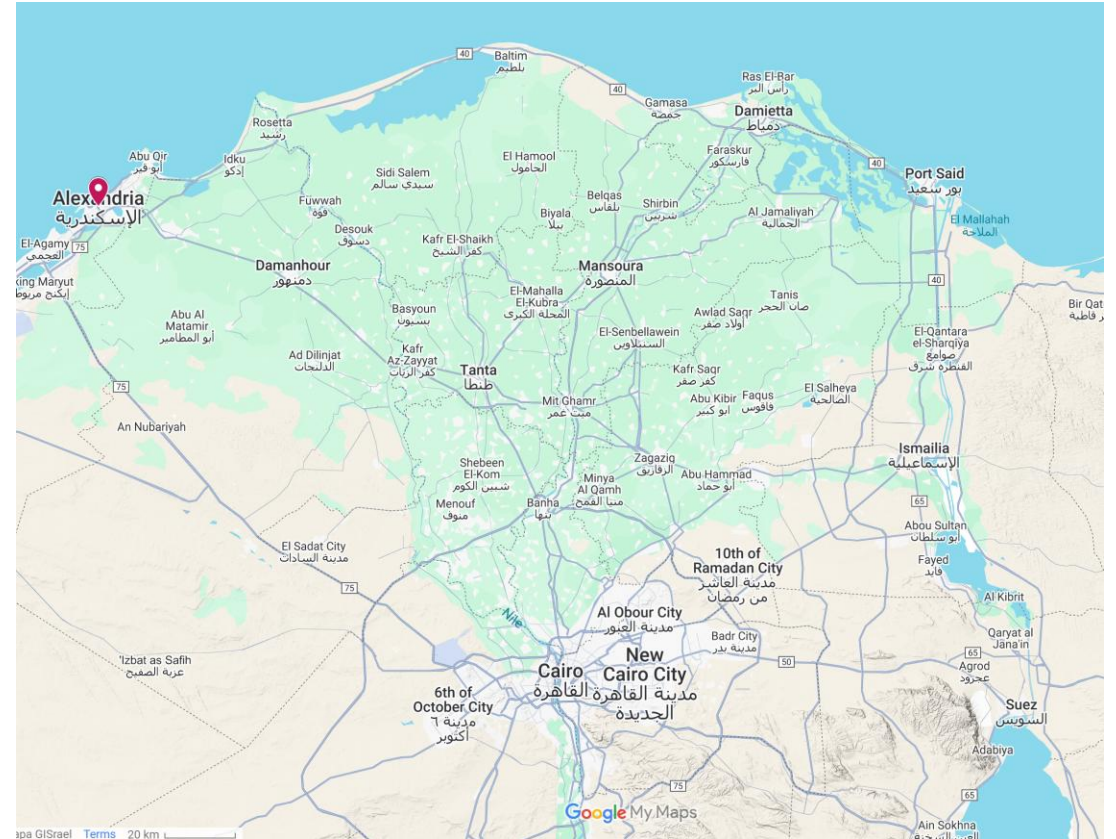
- Late upon the following night, however, there came a telegram from Sir George Reid, High Commissioner for Australia in London. “Unforeseen circumstances,” it said, “decide that the force shall train in Egypt and go to the front from there.
- The Australians and New Zealanders are to form a corps under General Birdwood.
- The reason for this change at the eleventh hour was then unknown, but it had been too generally anticipated for it to cause any great disappointment.
- Photo: Sir George Reid in 1915. He had previously served as Premier of NSW 1894-99 and Prime Minister of Australia 1904-05.





# December 3<sup>rd</sup> 1914

- This change had been initiated by Colonel Chauvel and Sir George Reid. The Canadian Expeditionary Force had been sent to train in England-where it had been sent into camp on and around Salisbury Plain.
- As the winter came down on these camps and those in which the newly-raised British units were training, it became clear that troops kept under canvas through the winter were being asked to undergo extremes of unnecessary hardship.
- With the resources available wooden huts could not be improvised in time to shelter the men.
- Sir George immediately telephoned to Lord Kitchener and managed to persuade him that the Australian troops must be diverted to Egypt at once.
- Great fault was afterwards found with the camps near Cairo. Possibly they were too close to that city. Certainly they were dismally unprovided with the amusements which could easily have been furnished. But the camps of Egypt were an infinitely better alternative than Salisbury Plain during the winter of 1914.
- The New Zealand ships and the first of the Australian convoy reached Alexandria on December 3<sup>rd</sup>. The troops began to disembark the same day, and moved by train to Cairo



# December 1914

- The 1st Light Horse Brigade, whose particles were scattered throughout the transports, gradually crystallised on the edge of the desert south of Cairo at Maadi Camp.
- The Australian and New Zealand contingents were formed into the Australia and New Zealand Army Corps. General Birdwood was appointed the British Corps Commander.
- The corps was organised in two divisions, the 1<sup>st</sup> Division AIF and the second being formed from the New Zealand Infantry Brigade, the 4th Australian Infantry Brigade, and two mounted brigades (1st A.L.H. and N.Z.M.R.) under the orders of General Godley commanding the New Zealand Expeditionary Force.
- New Zealand provided all its artillery. The title chosen for it was “New Zealand and Australian Division.”
- The 2nd and 3rd Australian Light Horse Brigades, when they arrived, were not at once incorporated into either of the divisions but remained “corps troops.”
- Photo: Godley (centre) confers with fellow generals Chauvel (left) and Birdwood, Gallipoli, 1915.





# December 1914

- The 1st Australian Division, on its arrival at the Pyramids, plunged at once into the work of training. The staff divided the desert around Mena into three large training areas, one for each infantry brigade.
- The divisional light horse, artillery, and engineers were given stretches of desert outside of these; the transport and ambulances were allotted ground nearer camp.
- The various commanders were asked to submit, within the first few days, schemes of training. They were told that they could expect to devote a month to the training of companies, squadrons, or batteries; then ten days to training as battalions or regiments; after which they might work for ten days as brigades.
- If the division were not then required for the front, it would begin exercising as a whole division.
- Subsequently many visitors from Great Britain and the Western front declared that the Australians and New Zealanders in Egypt and Gallipoli were the biggest men that they had seen in any force.



AUSTRALIAN WAR MEMORIAL

P50576

Mena camp, Egypt.

# December 1914

- The troops had been cooped up for nearly two months in transports without leave at any port.
- A few broke ship by climbing down the anchor-chains, or by similar pranks—largely youngsters who wanted to see Colombo, and who considered the visit cheaply bought with a fine of a month's pay.
- Straight from that voyage there were poured on to the desert round Cairo twenty thousand Australians. They had money. The youngsters among them were bursting with high spirits, ready for any adventure, reckless of the cost.
- At Maadi the English residents had provided a recreation tent at the camp entrance, where one of their number always served.
- But Mena was in the desert, at the end of five miles of causeway, without a decent place of amusement in the whole length of it. The camp streets were dimly dark of nights. Within the first few days the youngsters had written their names on the Pyramids, where those of Napoleon's soldiers in 1801 and of British soldiers in the same year could still be read.
- They had seen the Sphinx and the desert sights. The one place of life and movement was the great half-European pleasure resort of Cairo.



AUSTRALIAN WAR MEMORIAL

H02273

# The Suez Canal





# The Suez Canal

- Looking aft on a ship heading south.
- The right Eastern bank is desert.
- The left Western bank is largely green.



# The Suez Canal





# The Suez Canal



# Background

- To strike a blow against Britain in Egypt, where her rule was believed to be insecure and where her line of communications with India and Australia was exposed, was one of the first objectives of both Germans and Turks.
- Early in November, Djemal Pasha started from Haidar Pasha railway station, opposite Constantinople, to take command of the 4th Turkish Army in Syria, which was to invade Egypt.





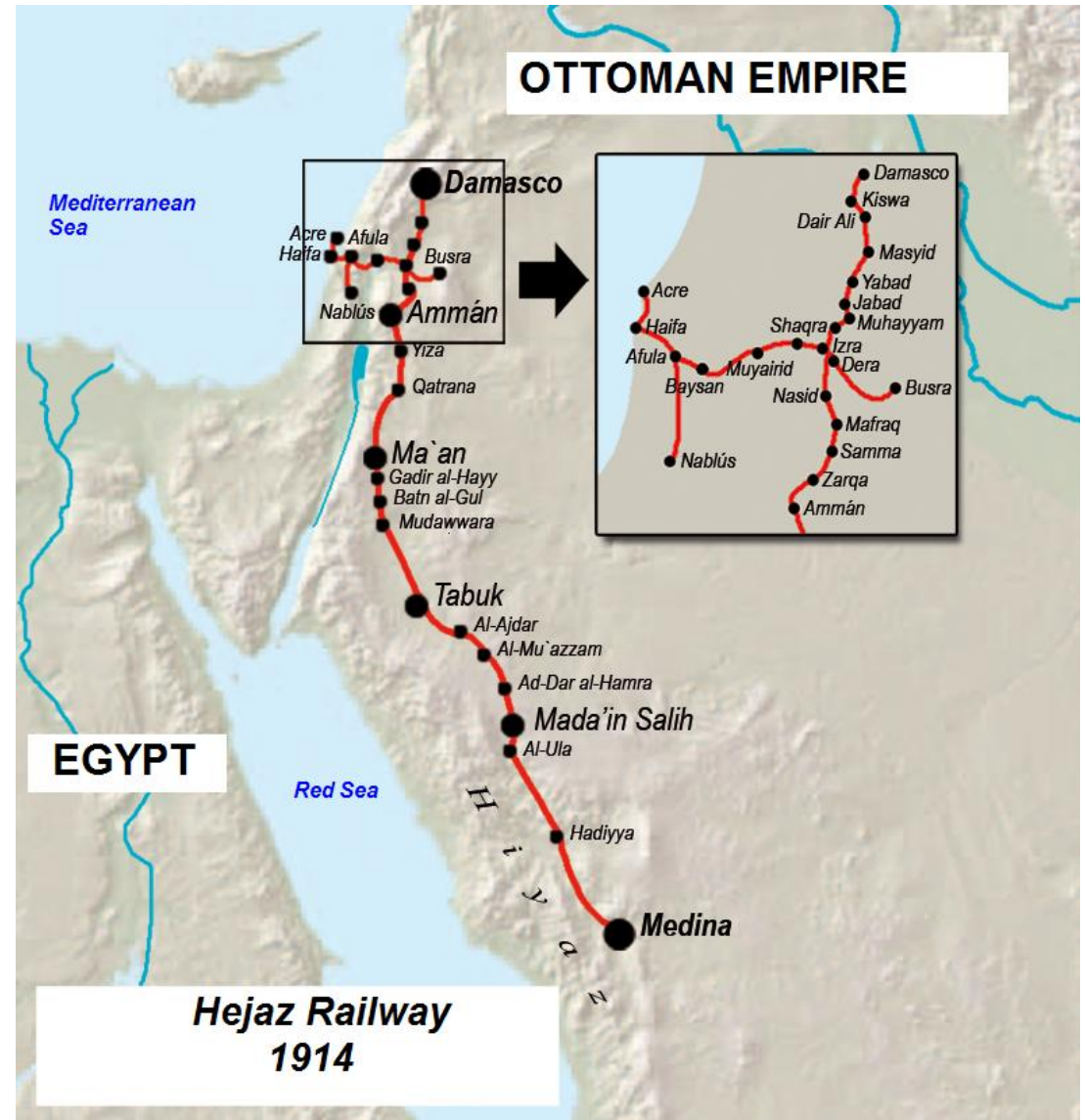
# Background

- Many Englishmen in Egypt would not believe that the Turks seriously intended to attempt to invade Egypt across the Sinai but were convinced that the threat was only made in order to detain British troops in Egypt.
- There was no continuous railway connection between Turkey and Palestine; German and Swiss constructing companies were still working on the tremendous difficulties of the tunnels through the Taurus and Amanus mountains.
- Troops were sent by rail to Alexandretta, the Turkish port in the angle of the Mediterranean between Asia Minor and Syria; from Alexandretta they marched straight over the Amanus mountains to rejoin the railway beyond the break.
- The railway to Alexandretta and the road up the mountains were completely open to the guns of any warship, and on December 17th and 18th the British cruiser Doris shelled this stretch of railway and destroyed certain bridges and a train loaded with camels.



# Background

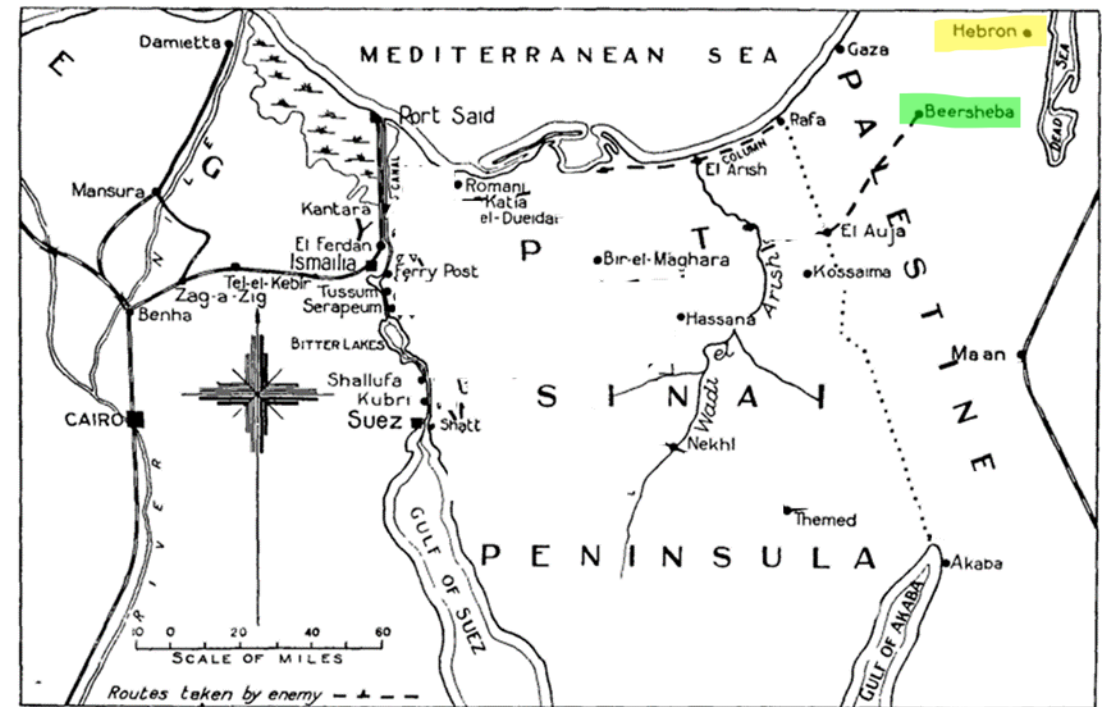
- From the southeastern end of the Amanus mountains a continuous railway led through Palestine, but it ended short of Nablus, north of Jerusalem.
- The famous “pilgrims’ railway,” which ran through the desert on the far side of the Dead Sea and of the Sinai desert to Medina, could not safely be made the sole line of communications of an army.
- Ever since the outbreak of war with Turkey it had been known that an expedition to Egypt was in preparation.
- The Sinai desert stretches for 130 miles east of the Canal. It was not occupied by the British, and very little news reached Egypt of anything that happened in it.





# December 1914

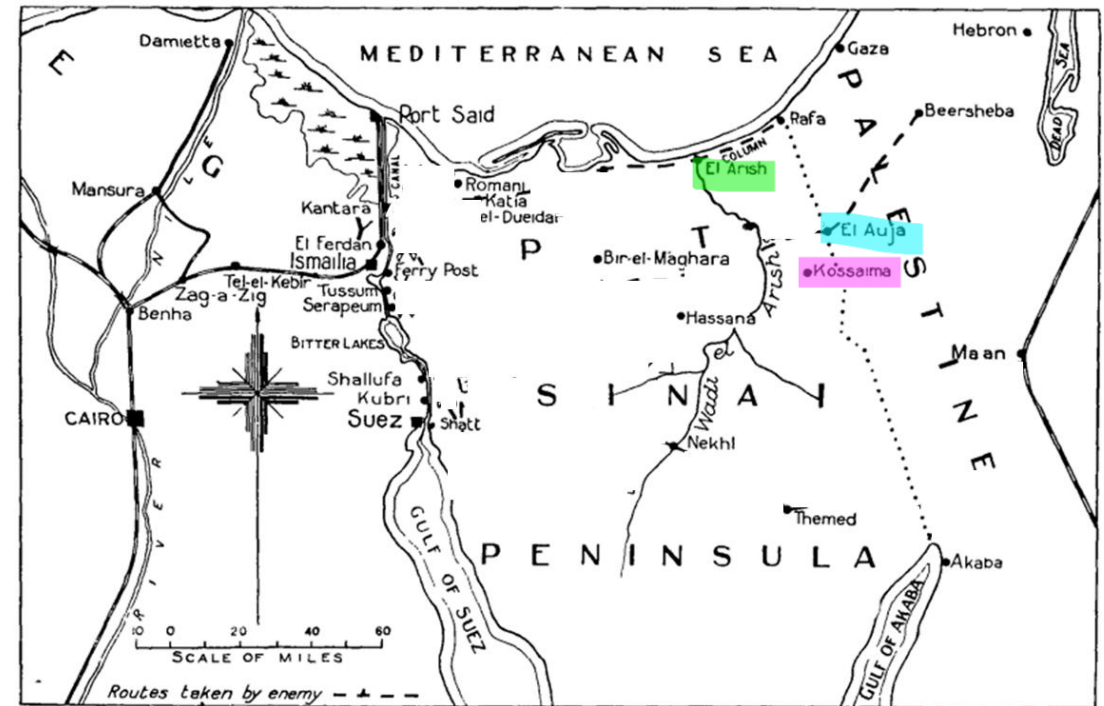
- About Christmas rumour after rumour arrived in Egypt of vast preparations in progress on the other side of the Sinai desert.
- The staff of the 4th Turkish Army was requisitioning camels, fodder, and utensils of every sort.
- At least 80,000 troops were in Palestine, and a large proportion of them was gradually being concentrated in the south, not close to the sea where they would be within range of British naval raids, but thirty miles inland at Hebron and further south at Beersheba, forty miles by road from the Egyptian frontier.
- The railway towards Nablus and Jerusalem was being hurriedly built with rails pulled up from other lines.





# January 1915

- Early in January advanced parties from the troops at Beersheba were heard of at **El Auja**, a police post on the Turkish side of the Egyptian border, and at **Kossaima**, a few miles on the Egyptian side.
- Others had appeared on the coast of the Mediterranean **at El Arish**, the main town on the coast road, thirty miles within the Egyptian border.
- Even now there was much belief in Egypt that the expedition was a spoof. It was a gigantic undertaking, and many held that it was far too difficult for a Turkish staff to attempt.



# January

- Early in January the 3rd Field Company of Australian Engineers had been sent down to construct trenches and floating bridges on the Canal.
- Within a week some were detached to man searchlights, others had taken over the power-house at Ismailia, others were surveying for artillery ranges or for maps, while the main body was making bridgeheads at Serapeum, Ismailia, and Kantara, and also a floating bridge for Ismailia ferry-post.

Image: "Suez Canal Zone. c. 1915. An Australian Army trench system on the banks of the canal."  
AWM H12484.



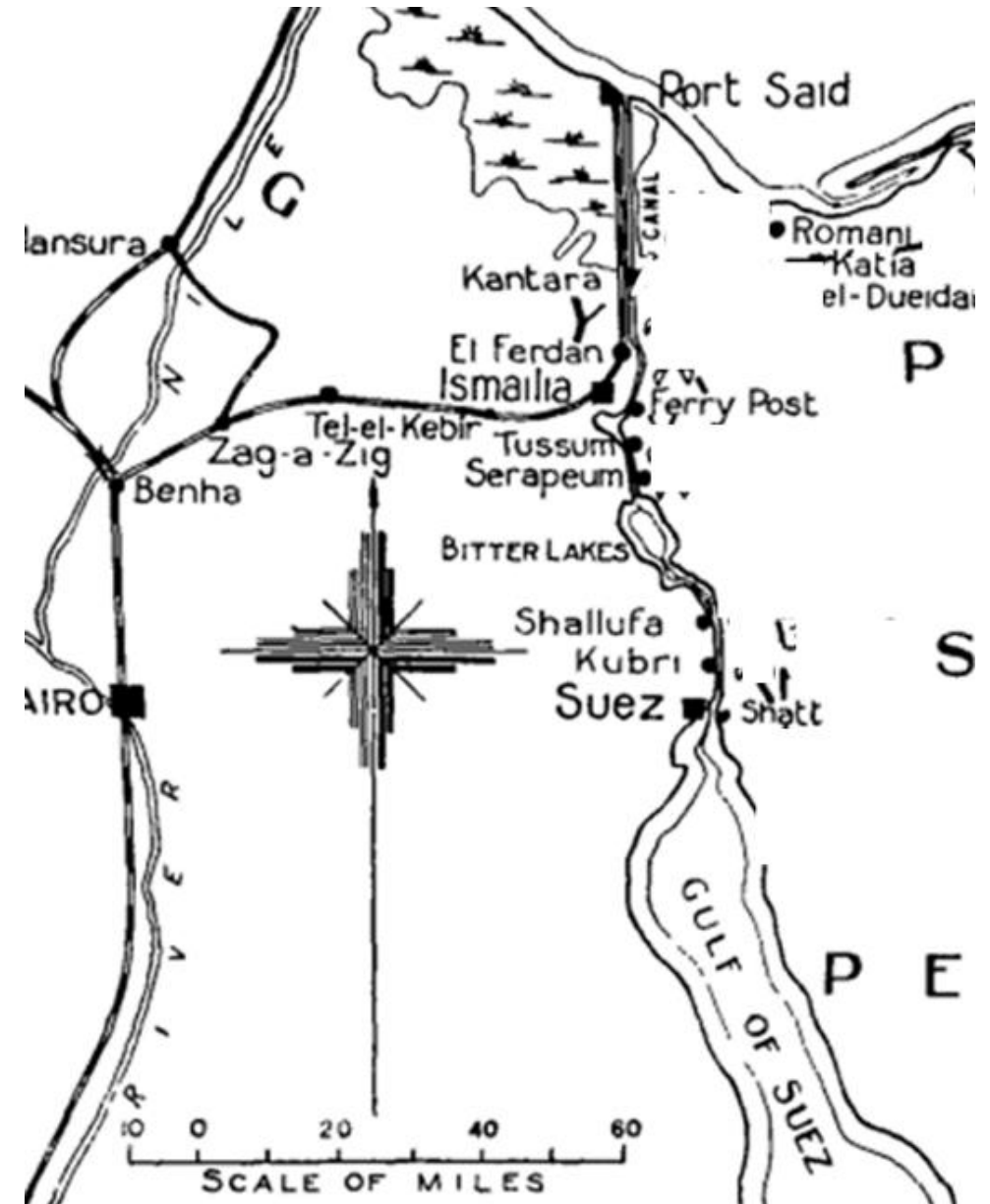
# January

- On a day in January 1915, two horsemen rode down to the eastern edge of the Suez Canal.
- The few sentries or other troops who happened to be doing the work of the day on the western bank cast an idle glance at them.
- There was nothing unusual in a couple of officers riding along the high desert banks of the Canal. The horsemen presently turned away to the east.



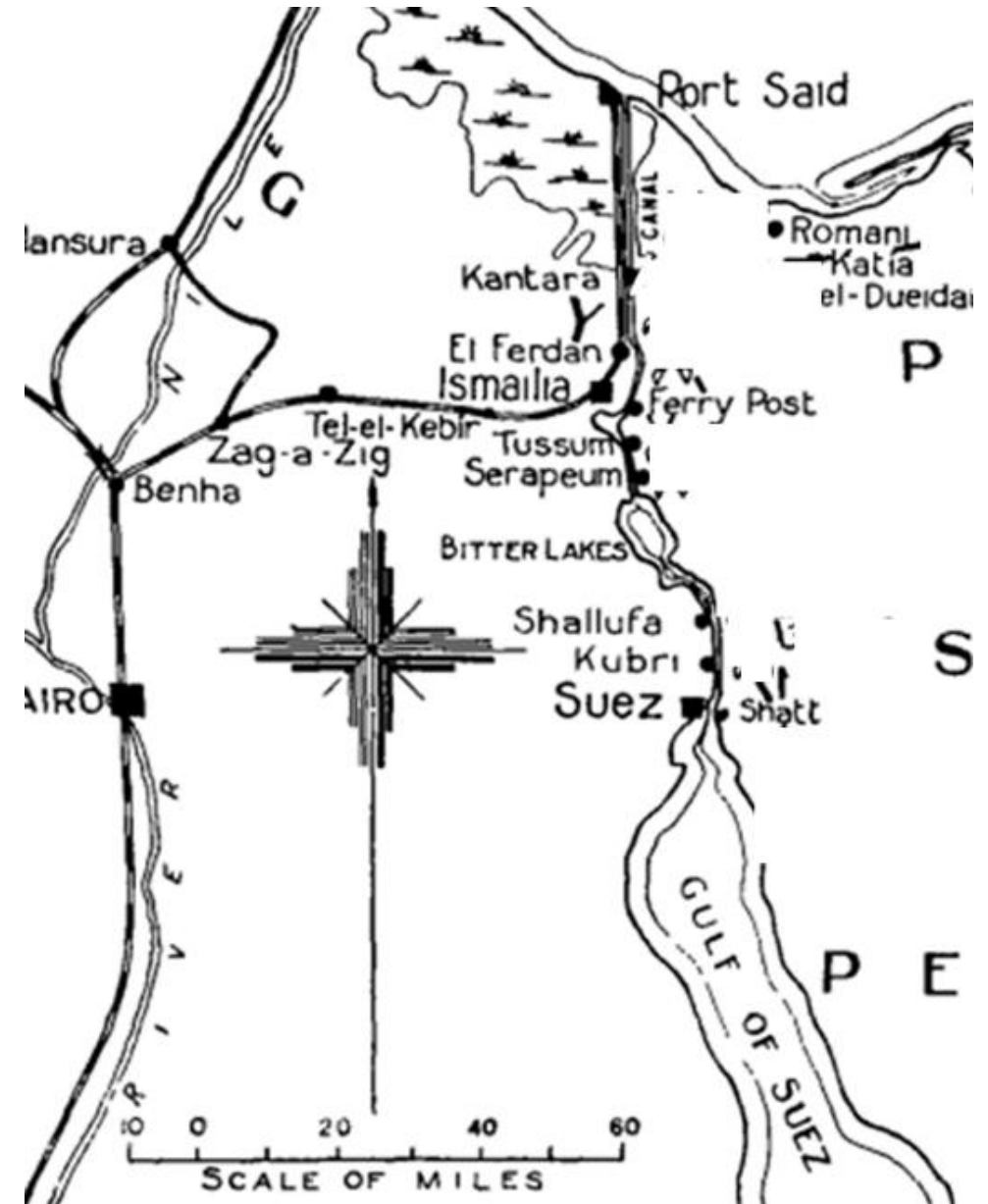
# January

- The troops defending Egypt were entirely new arrivals, who had taken the place of the British garrison.
- The Canal, which runs 99 miles from Suez at the head of the Red Sea to Port Said on the Mediterranean, was nowhere less than seventy yards in width.
- At the northern end, where the desert had been intentionally flooded, it was unapproachable, and the same was the case where it ran through the Bitter Lakes.
- A series of posts manned by Indian troops, had been placed along the rest of the Canal. The desert of Sinai had been entirely given up, the Canal becoming the Egyptian border.



# January

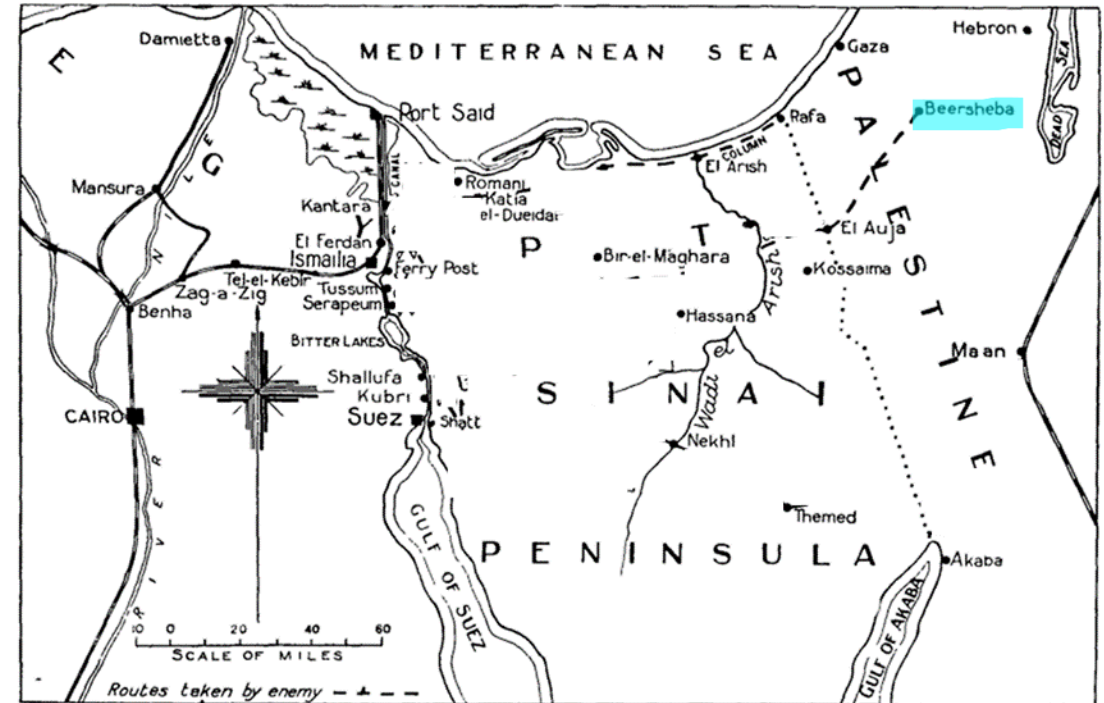
- The eastern bank was held only at a few ferry-heads, so that troops could be thrown across, if necessary, during battle.
- The bulk of the garrison was in the posts on the western bank. The trenches of the posts were on the top of the Canal bank, which was often fairly high because of the embankment thrown up in digging the channel.
- Often the garrisons of the posts were camped behind the slope of this bank, their tents being hidden from the desert of Sinai and sometimes from the ships.
- The infantry on the Canal consisted of the 10th and 11th Indian Divisions. They had no artillery except a few small Egyptian guns, but in Cairo were the Lancashire Division (42nd), the Australian and New Zealand Army Corps, and the British Yeomanry, all of which possessed artillery.





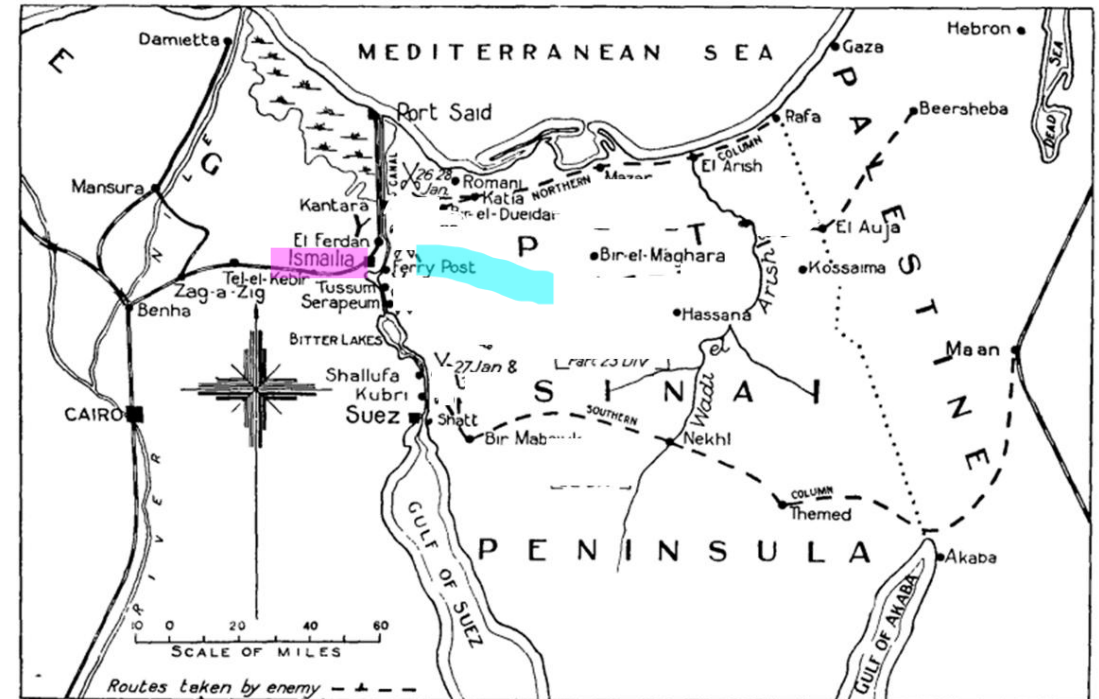
# 18 January

- On January 15th came news that Turkish troops had entered Sinai in considerable numbers.
- On January 18th a French seaplane flew from the sea to **Beersheba**, where it found a force of 8,000 to 10,000 troops.



# 26 January

- Two comparatively small bodies of 2,000 or 3,000 men each were sighted opposite **Ismailia**. The authorities in Egypt were expecting a force of at least 30,000 men and possibly an army far more numerous.
- The force which now began to appear at the mouth of the **Wadi Muksheib** was therefore judged to be either the advance guard of a much greater army or else a smaller force intended for a demonstration.
- The artillery of the East Lancashire Division had been brought up and distributed behind the western bank, and the trenches were now lightly garrisoned by detachments of Indians from the reserve brigades.



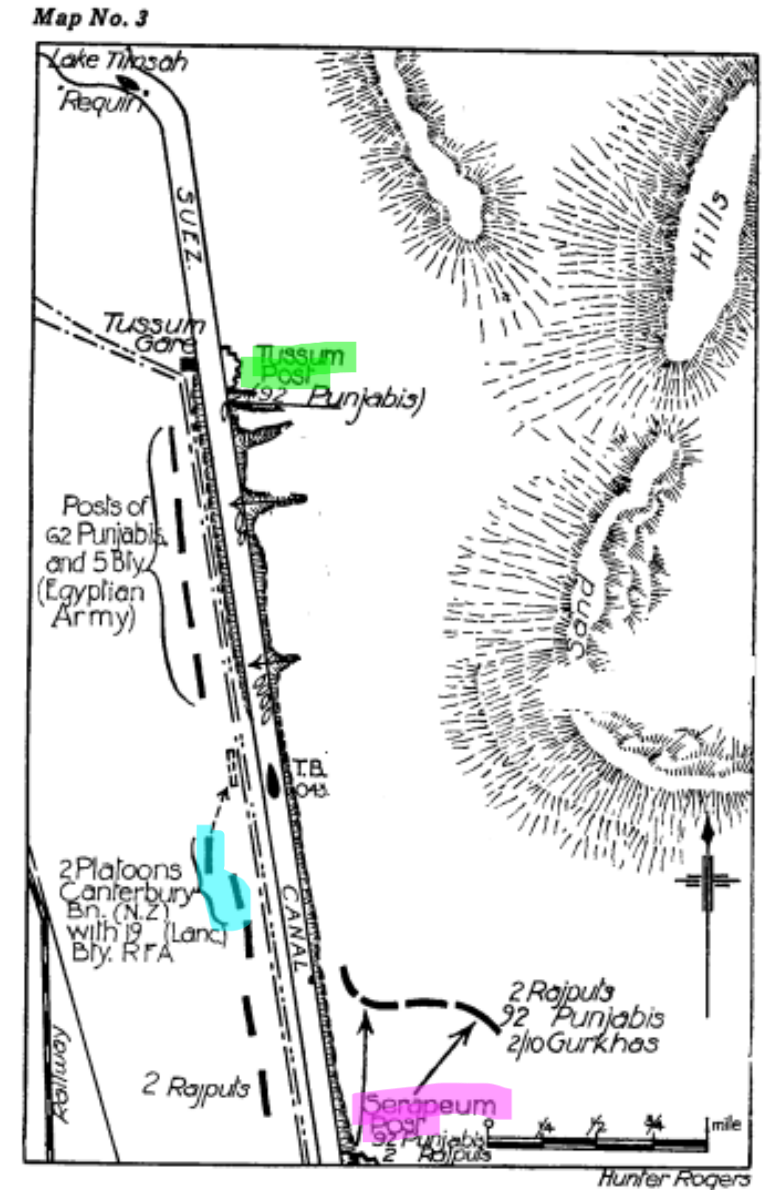
# 26 January

- On the 26th the warships were moved to their stations in the Canal.
- Further Indian troops were placed upon the western bank, and the New Zealand Infantry Brigade arrived from Cairo.
- The Wellington and Otago Battalions were sent to Kubri, above Suez; the rest remained in reserve at Ismailia.
- A few New Zealanders were posted in the trenches at El Ferdan and Ismailia Ferry.



# 26 January

- Two platoons (a hundred men) of the Nelson Company, Canterbury Battalion, were detached to reinforce the garrison of Serapeum. These formed two small posts on the western bank.
- About a mile south of them was the Serapeum ferry; about two miles north was the Tussum ferry. At each of these there was an Indian post on the Turkish side of the Canal. Between Tussum Post and Serapeum Post the high sandy eastern bank was empty.





# 26 January

- The small posts of New Zealanders, like the 62nd Punjabis and other Indian troops garrisoning the western bank, looked down over the water of the Canal at the bare bank opposite and the small wave-like tussocks and hillocks surmounting it.
- Here and there, where the bank was low, they could see past some dip in the desert to the high sandhills five or ten miles away on the horizon.



East Bank



# 3 February

- About 3.20 a.m. 3 February 1915 an Indian sentry on the western bank of the Canal some half a mile south of Tussum, looking out towards the dark empty bank opposite, heard an order given in a gruff voice on the other side of the water. Peering in the direction of the sound, he made out dark figures busily engaged upon some work. He fired. A short splutter of rifle shots broke out. Then there was peace for ten minutes.
- Ten minutes later another sentry, half a mile further north, noticed movements at the foot of the Canal bank opposite. Men were launching a boat. The sentry fired, and a vigorous fusillade followed. The western bank at this point was held by half a company of the 62nd Punjabis. The officer commanding, Captain Morgan, was woken by the roar of rifle fire and ran to the top of the bank. Below a boat with a number of dark figures was just arriving at the west bank.
- Morgan charged with his half company down the slope and met the Turks as they were landing. Morgan was hit through the shoulder, but the twenty-five Turks in that boat were shot down. One other boat struggled across at this point under a terrible fire. It reached the Egyptian bank; the survivors were seen to scramble ashore ; they began to scrape the hard sand with their fingers in an effort to get cover. Six were killed, four captured on the spot. Lying close under the bank, the remainder were difficult to see, but they surrendered in the morning to a party of Indians from further south.
- Three-quarters of a mile southward another boat reached the British bank, but a party of the 62nd Punjabis charged this also and killed or wounded all its occupants. An Egyptian battery, firing shrapnel with zero fuse from the top of the bank, was said to have sunk another.

# 3 February

- The two platoons of New Zealanders were further south, in two posts rather nearer to Serapeum than to Tussum, with some distance between them. Behind them, along the whole length of this portion of the Canal, was a narrow plantation of pine trees, and in the rear of this was the 19th Battery of Lancashire Field Artillery.
- At 3.20 the New Zealand sentries had heard a sound like the rumble of waggons in the desert beyond the Canal. They knew it must come from the enemy and imagined that he was moving his artillery. A messenger was on his way up the bank to report it to Major C. B. Brereton commanding the New Zealand posts, when heavy rifle fire broke the silence to the north of them.



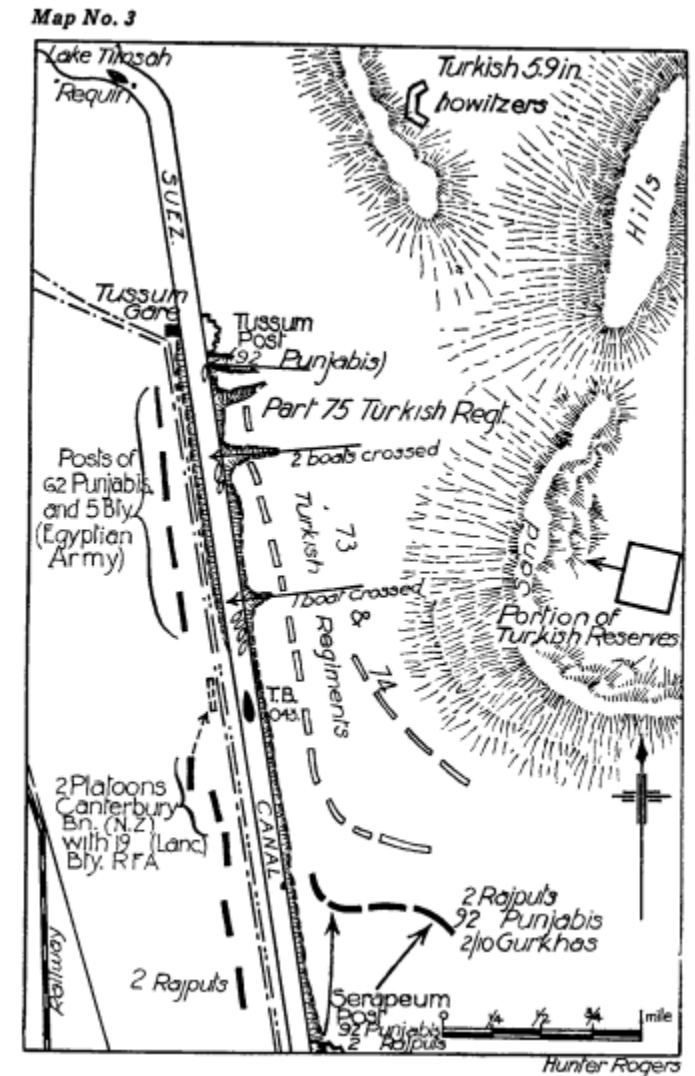
West Bank between El Ferdan and the Bitter Lakes

# 3 February

- Presently above the rifle shots the bark of three Turkish machine-guns could be distinguished.
- Major Brereton ran to his northern post, in which there were about thirty men. From there could be seen the stab of flame from a machine-gun on the far side of the Canal, about 300 yard further north.
- As no certain enemy was visible, Brereton ordered the officer in charge to hold his fire and returned to his southern post. Shortly afterwards a message came from the left asking the northern post to move up thither. The New Zealanders hurried towards the flashes. Presently they made out in the water ahead of them several boats. Men could be seen trying to get them under way.
- The water's edge here spread out into a narrow beach, along which were some thirty or forty large tree-stumps, which seemed to have been pulled from the Canal during its construction and left there.
- The New Zealanders ran to these stumps and opened a heavy fire upon the boats. The crews appeared to be staggered by it and the boats, after muddling or drifting with the slow current for about fifty yards northwards, put back to the eastern shore. Until daylight there were forms round them busy upon some work or another.

# 3 February

- Other Turks were moving among the tussocks above the opposite bank. A line of them stood against the skyline digging, and this line was always extending southwards, until it reached a point opposite the southern post of the New Zealanders.
- Although the New Zealanders fired at them continuously, the figures worked on until daylight. There was no sound except the fire of the rifles. Only once in the night the New Zealanders heard a human cry.
- With daylight Brereton, now with the northern party, withdrew his men to the top of the bank in order not to have them overlooked. The Turkish rifle-pits crowning the opposite slope were completed, and the only sign of the Turks was a row of Turkish rifles stuck up against the sky like the hairs of an eyelash.



# 3 February

- The New Zealanders had the trees behind them whereas the Turks were on the sky-line. This, and the spirit of the men, gave them a complete mastery of fire over the enemy. They were able to keep their heads up, literally enjoying the game, while the Turk kept his down.
- A rifle in the line opposite would be slowly lowered until it pointed at the British bank. Every Indian or New Zealand rifle in sight would instantly be aimed at it. A Turkish skullcap would cautiously appear behind the lowered rifle and a Turk would attempt a hurried shot.
- At once a score of New Zealanders or Indians would let fly at him. Below, by the Canal's edge, the boats floated idly with a cargo of dead and dying. The Turks had mostly retired up the bank before daylight. But a few remained, trying to hide behind their boats. During the day, as these bolted up the bank, they were riddled with bullets.
- Nevertheless four Turks, who had dug themselves into four small rifle-pits at the water's edge, kept up all day an annoying fire.

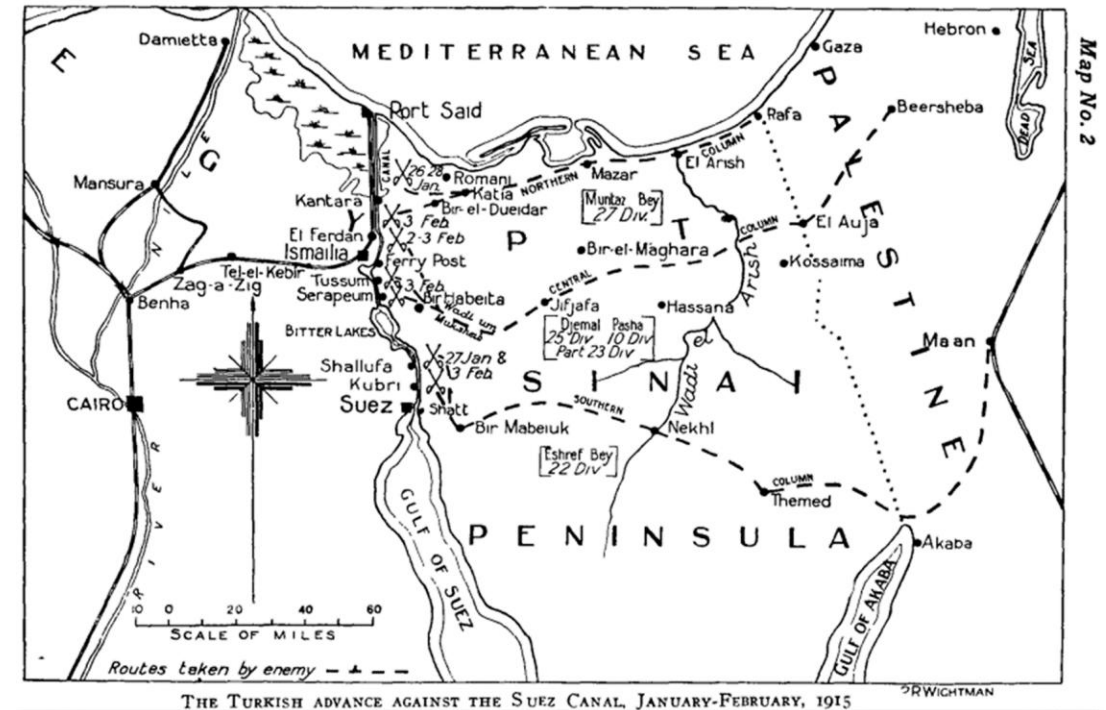


West Bank between El Ferdan and the Bitter Lakes



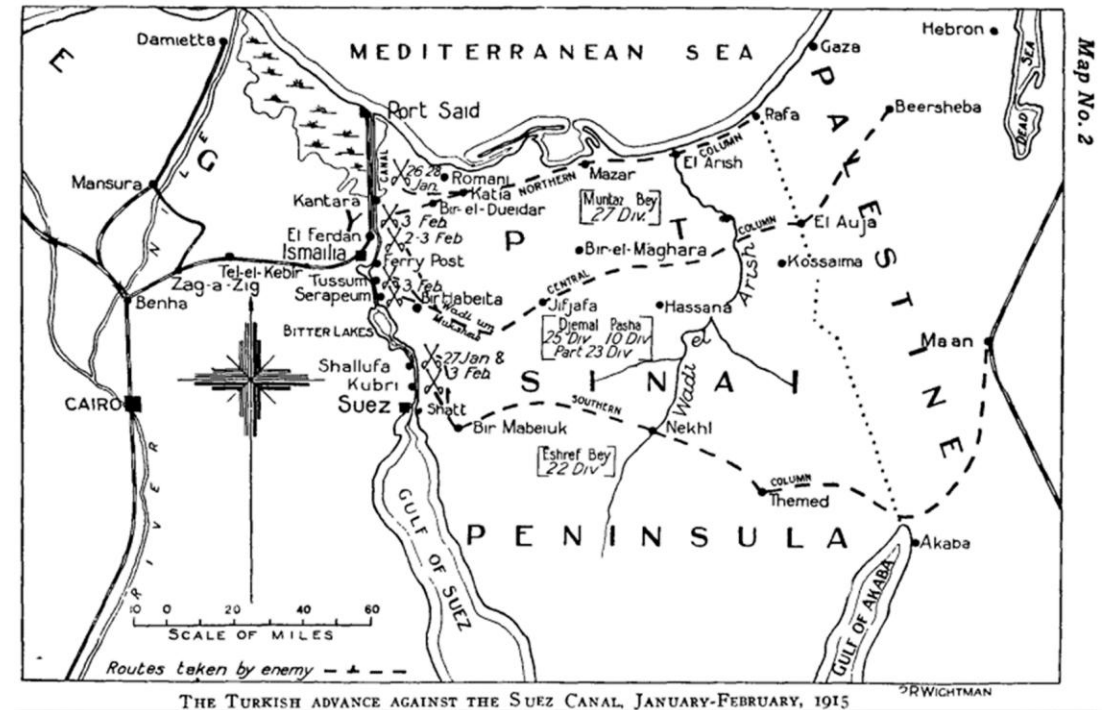
# 3 February

- Dawn found a fairly strong force of the enemy lining the eastern summit of the Canal bank but pinned down by heavy rifle fire. On the Canal floated ten or eleven of their iron pontoons, the dead still in and about them. The Turks had brought their boats through certain openings in the bank which afforded a gentle path to the water's edge.' One of these was seventy yards from the sentries in Tussum post.
- The Turks for their part did not know of this post, and a detachment of them actually carried a pontoon down this channel without being seen or heard. When met by fire from the far bank, they retired into the gutter and thence into one of the outer trenches of the post only occupied by day.
- From that position they kept up a rifle fire during the night. In the morning they found themselves in a trap, Indian machine guns, under Captain Hastings of the 92nd Punjabis, looking into them from both sides. Of some 200 Turks here huddled together 50 were killed and 60 wounded. Two small parties of Indians were sent out during the day. and the survivors surrendered to them.



# 3 February

- For two miles south of this point, however, the Turks were holding a position along the bank from which no British force could drive them except by crossing the Canal. The enemy had lost very heavily, the Indians and British scarcely at all. But there were certainly other Turks in the desert behind, and eleven Turkish pontoons lay along the water's edge.
- Accordingly Brigadier-General Geoghegan, commanding the 22nd Indian Infantry Brigade decided to send what troops he could spare across to the Turkish side at Serapeum ferry, cut off the Turks lining the bank to the north of the post, and clear at least the Canal bank of them.
- At the same time he asked Lieutenant Commander Palmes, who commanded torpedo-boat No. 043, to blow up those pontoons which were still undestroyed.



# 3 February

- Palmes in his torpedo-boat moved up the Canal under the eyes of the Turks, but they could not raise themselves to fire at him.
- He blew up with gun-cotton or with his small bow-gun the boats on the water's edge.
- Seeing the bows of a pontoon on top of the eastern bank, he landed in a dinghy with two or three seamen. On reaching the summit of the bank he found himself almost stepping upon five Turks lying in rifle-pits. He raised his rifle, when, under his elbow, he saw another prostrate Turk with fifty or more behind him. The nearest men were looking up at him in surprise and clumsily shifting their rifles.
- With a whoop, amid the laughter of the New Zealanders, he dashed back down the bank and reached his boat.



TB 25 lead ship of the class which included TB 43.

# 3 February

- With daybreak the Territorial battery behind the New Zealanders opened up on the Turkish supports in the hummocks, and later, upon bodies of Turks whom their observers could see in the desert behind. Considerable numbers were moving into the hollow some miles east of the Canal. But the Territorial artillery quickly found the range.
- Many New Zealanders stood up cheering at the shots, until the enemy's field artillery opened upon the plantation where they stood. The Turkish column flinched under the fire of the Lancashire battery. The reserves drew off.
- The attack towards the ferry post at **Ismailia** had also been checked by the artillery. The Turkish rushes stopped 700 yards from the post, and the men dug in.
- With this retirement of the reserves the attack really ceased. The enemy remained all day in occupation of the eastern bank although pinned down by the fire from the western.
- The fighting died down to an active sniping, which was looked upon by Indians and New Zealanders as a game. It was thought at dusk that only snipers remained near the Canal, and that the assaulting troops had retired.



# 3 February

- On the night of 3 February half of the 2nd Australian Infantry Brigade-the 7th and 8th Battalions and the brigade staff-had arrived from Mena Camp under Colonel M'Cay and had bivouacked on the desert near Ismailia station.
- With these reinforcements to hand, a strong sortie by cavalry and infantry was planned by General Wilson for the next day.

L/Cpl. Horace Arthur Hart, 8th Battalion Australian Infantry, described the strength of the Suez Canal's defences in a letter to his father at Dunedin, New Zealand, from Egypt on 21st February 1915.

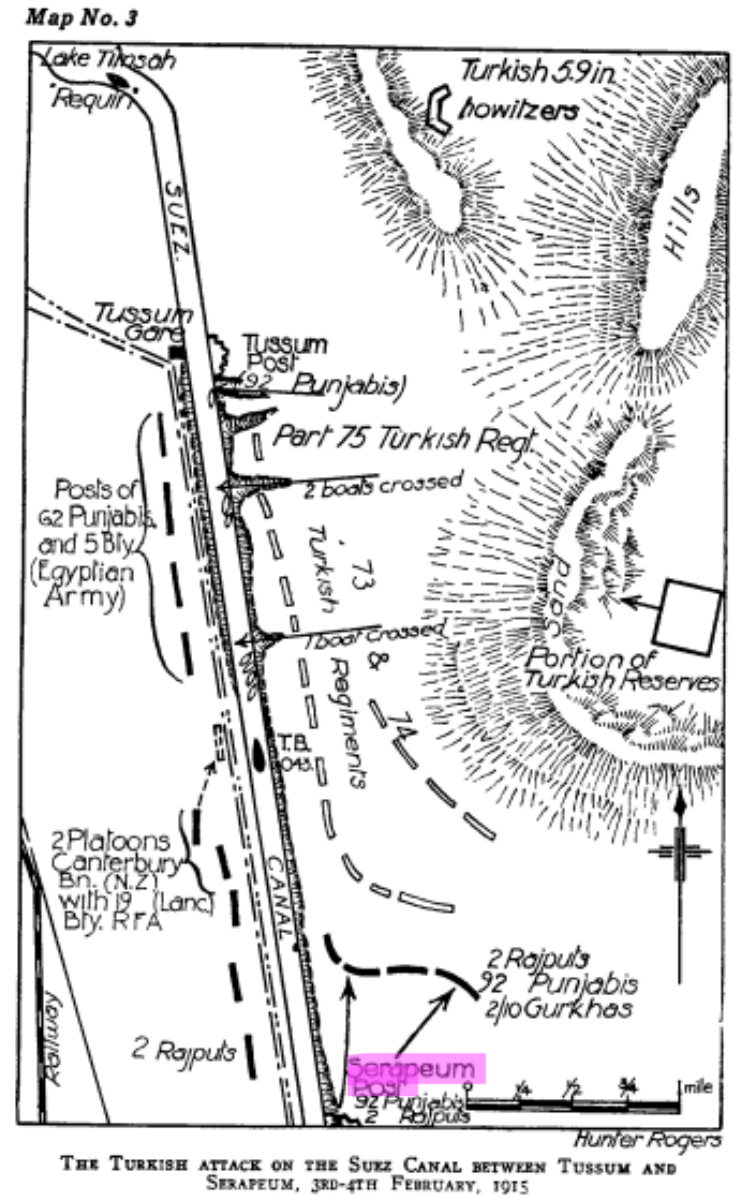
"It was a revelation to me at Ismailia. We got there on the Tuesday, just as the engagement finished, but we were ready for any emergency. We had three days' rations ready to serve out at a moment's notice, and another 100 rounds of ammunition per man in addition to the 150 rounds we carried in our pouches. We bivouacked behind the Ismailia station, and all caught colds, as you get exceedingly hot in the day and a heavy dew at night. We did ordinary training while we were waiting for orders. We did not get orders to occupy the trenches until the following Monday morning. All the Turks had been driven back, and it was only to give us the satisfaction of having been in the trenches, I think, as we were all out of them and back in Cairo on Wednesday. The aeroplanes had done their work too well for our fancy. We were in hopes of having a bit of a skirmish.

"My eyes were opened while in the trenches at the modern entanglements (barbed wire, etc.). Modern murdering plants would be more like it. In



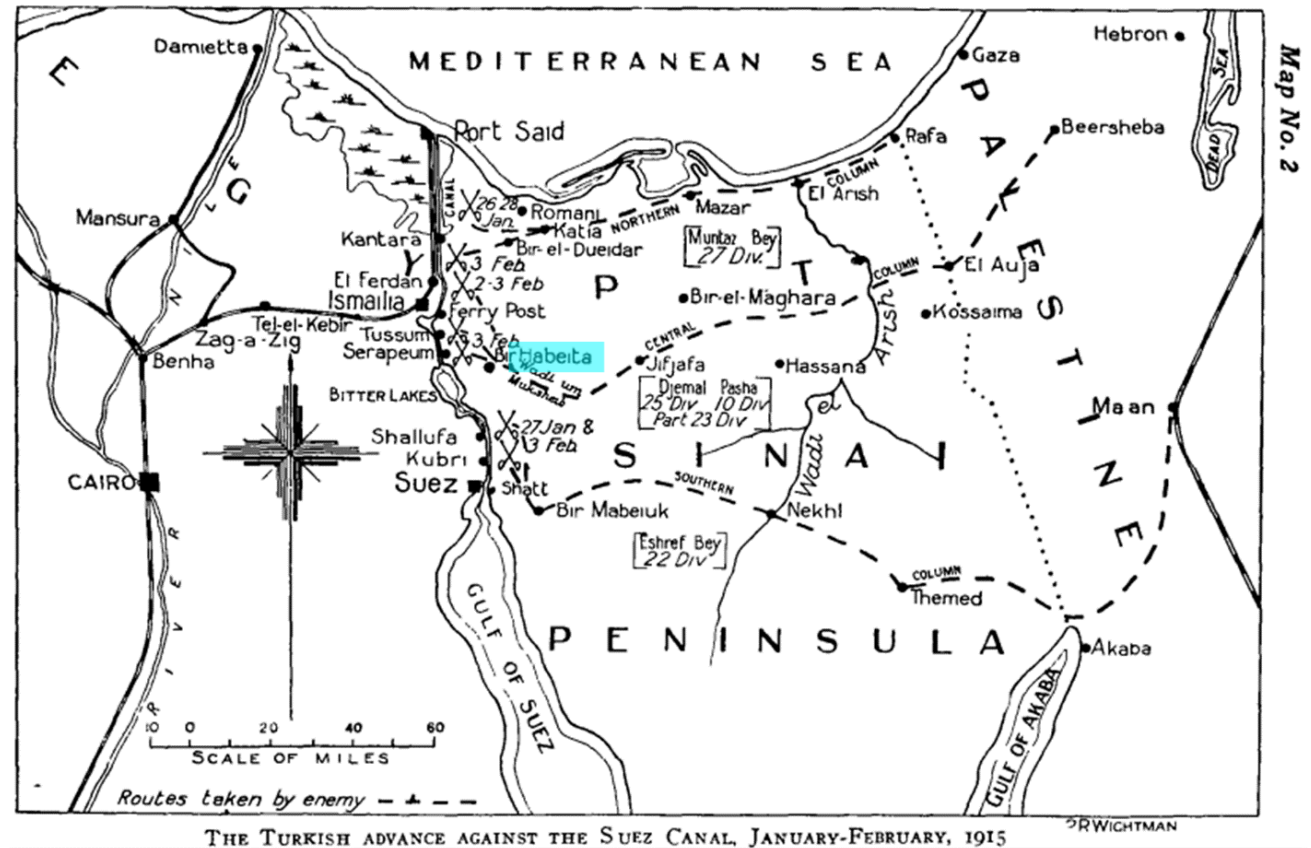
# 4 February

- Actually many men from the Turkish supports, who had reached the Canal bank in the morning, were there still, and not all of them were disposed to surrender.
- When the battleship Swiftsure came along the Canal on the morning of February 4th, her look-out man was hanging dead over the Crow's nest, having been sniped from the bank.
- Half of the 92nd Punjabis were sent out on the morning of the 4<sup>th</sup> from Serapeum. Although a few Turks held up their hands, others behind them refused to recognise the surrender and continued to fire. The Indian force had to be doubled and a second attack made before these, greatly outnumbered and half-surrounded, threw down their arms. Some 250 Turks, with three machine-guns, were taken; 59 others had been killed.



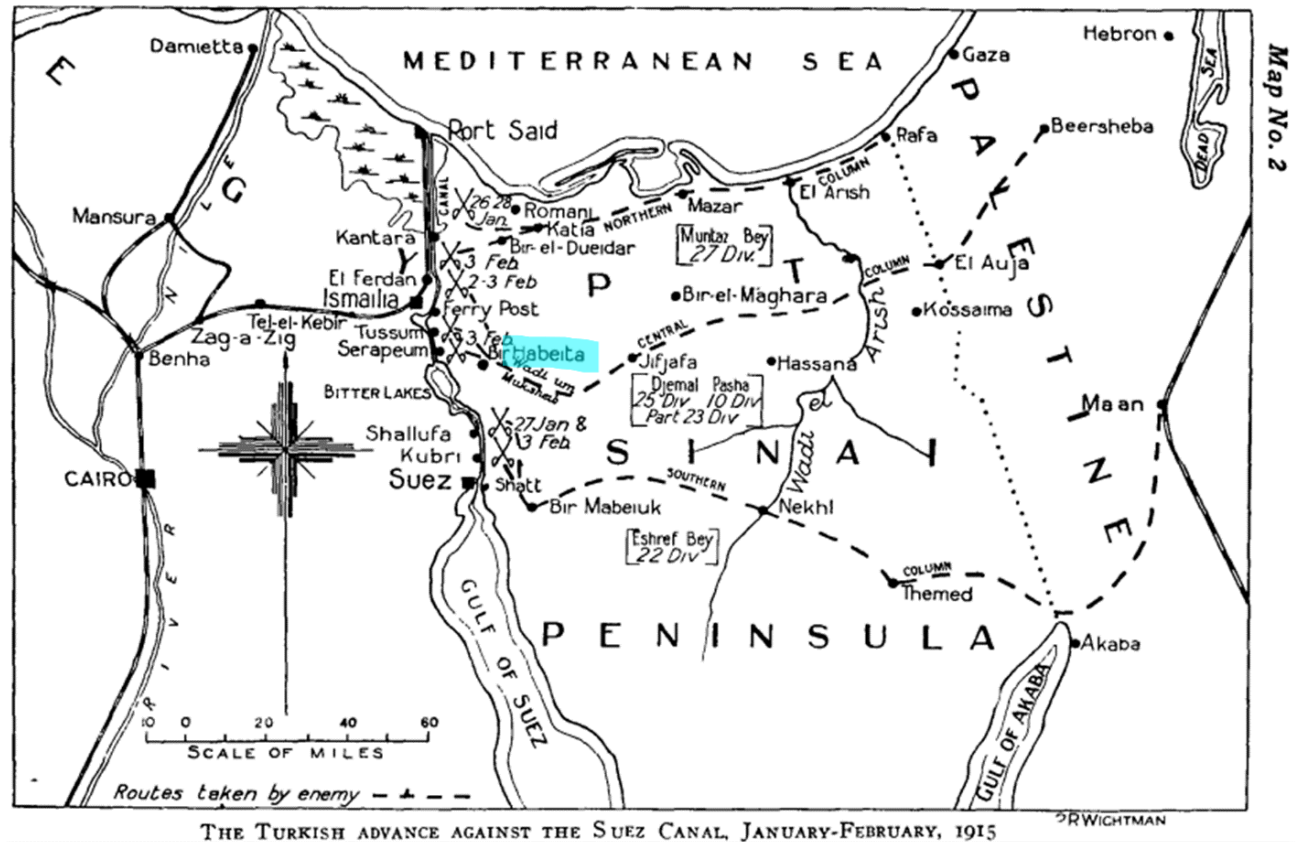
# 4 February

- A large body of Turkish troops was however, still at its old camp at **Habeita**, in the sandhills a few miles from Serapeum, and prisoners said that a strong reinforcement was expected.
- The British staff had from the first believed that the Tussum attack of February 3rd, in which only some 12,000 Turks had been closely engaged, might be merely preliminary to a much heavier attack by a main army still to arrive. The sortie was therefore abandoned, and the troops remained on the defensive.



# 7 February 1915

- On February 7th aeroplanes found the camp at **Habeita** deserted. The Turkish army had withdrawn into the valleys leading up to the plateau.
- Along each of the three routes it fast disappeared.
- Until Djemal Pasha had withdrawn, taking with him along the way he had come his troops, his guns, his animals, and most of his stores, the British staff could scarcely believe that the serious attack, so loudly heralded, had actually come and gone.



- Thanks for your attention.