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Occasional List:
Gallipoli photographs from
on board HMS Beagle



(detail no. 2)

Photographs of Gallipoli: small archive of twenty-three photographs taken from on board HMS Beagle during the Dardanelles campaign of 1915.

Group of 23 original photographs, 6 approximately 110 x 150 mm., the remainder approximately 80 x 110 mm. (exact sizes below), 21 with early captions to verso, a few chipped to the edges and four with slight loss at a corner (seemingly from early album-mounting), some cracking to the surface, several with a distinct sepia-tone, but otherwise in very good condition. chiefly from Turkish waters, on board HMS Beagle, 1915-1917.

A remarkable group of twenty-three unrecorded photographs, including detailed views of the Gallipoli landings and beachheads, taken from on board one of the supporting destroyers, HMS *Beagle*. The *Beagle* was the southernmost of the destroyers involved on 25 April, landing troops south of Ari Burnu around Victoria's Gully, from whence most of the force headed inland past McCay's Hill towards Brown's Dip.

Each of the photographs is a real contribution to the history of Gallipoli, particularly the naval aspects of the campaign from April to December 1915, because the *Beagle* remained in the Dardanelles for its duration. Undoubtedly the most moving show Australian troops gathered on the decks of the *Beagle* prior to the landings on 25 April (no. 2, detail opposite), or the men gathered in the small boats alongside (no. 3).

Apart from the flurry of photographs collected in the 1920s and 1930s, chiefly because of the efforts of C.E.W. Bean while preparing the official history, original unpublished images of the Gallipoli landings are very scarce indeed. An album of photographs taken by an air-gunner called Charles Pilley was recently found by chance in Vancouver, while another small cache taken by Private Frederick Murphy were uncovered in Western Australia (and is set to be on permanent display at the Army History Museum of WA in Fremantle in 2015). The diary of a New Zealander, Private George Petersen, was sold to an overseas collector in Sydney in 2008.

Sadly, the original name of the sailor of the *Beagle* who owned and most likely took these photographs is not recorded; all of the photographs show signs of having been for many years preserved in an album.

Although quite small in format, the photographs all have marvellous depth of field and can be studied in great detail. All but two have captions to the reverse in ink, although it should be stressed that these captions were quite evidently added some time after the event (hence, for example, the rough dating of "1915" on the bulk of the Gallipoli photos, and the small errors of memory that are obvious on several). The captions where they exist are here simply transcribed, but are discussed in the relevant note.

Such intimate images of the action at Gallipoli are exceptionally scarce.

\$38,000

1. Soldiers and sailors playing water polo, probably in Mudros Harbour.

Possibly April 1915.

Caption: "Polo match in progress between Soldiers & Sailors Gallipoli 1915."

84 x 109 mm., small tear at upper right corner.

Probably taken in Mudros Bay during the initial preparations for the campaign. Given this is likely taken on board the *Beagle*, and given that the vessel's main troop-carrying role was for the 25 April landings north of Gaba Tepe, it is possible that this represents some of the troops relaxing in mid-April. There are famous Gallipoli stories about cricket and football, but this photograph is evidence of a more unexpected pastime.

In the photograph sixteen men are clearly visible in the water, playing between two goals that have been rigged off the side of the ship. The railing is lined with soldiers and sailors. In the background can be seen four other vessels, and in the remote background, a coastline.





2. Australian troops waiting to go ashore.

25 April 1915.

Caption: "Troops approaching "Y beach to land. Gallipoli 1915."

77 x 110 mm.

The foredeck of the *Beagle* on 25 April. The landing was undertaken by ten main Royal Navy vessels, three battleships (*Queen*, *Prince of Wales*, *London*) each trailing four "tows", in tandem with seven smaller destroyers, the southernmost of which was the *Beagle*, with C Coy 12 Bn, and C & D Coys 9 Bn on board. In the event, the *Beagle* landed the troops about one thousand yards south of Little Ari Burnu, above Hell Spit.

This photograph is taken in the period immediately before the landing of the second wave, and shows a large group of men gathered on the forward deck. Only one man appears to be wearing a slouch hat; the men are otherwise wearing the now rather unfamiliar flat-peaked hats of British Army issue. Many of the men look back towards the camera and are clearly identifiable, but others look down at their feet or gaze towards the coast, a dark shape on the horizon. An officer uses binoculars to scan towards the south-east (and Gaba Tepe); on his arm can be made out the dark-on-light colour patch of the 9th Battalion, and it is almost certain that the officer pictured is Captain John Alexander Milne, in command of this part of the landing.

This photograph makes a pair with a famous image held in the Australian War Memorial, curiously said to have been taken by a United States photographer from the "USS *General J.H. Macrae*" (AWM, WDJ0157). The caption for that image reads: "Australian soldiers on board the British destroyer HMS *Beagle* on their way to Gallipoli for the landing on the 25 April 1915. HMS *Beagle* carried D Company, 9th Battalion, commanded by Captain J.A. Milne and half of C Company, 12th Battalion and was the southern most of the British destroyers landing Australian troops during the initial Gallipoli landings. 'On the first alarm the Turks on Gaba Tepe at once sighted the *Beagle*, and opened upon her with every rifle and machine-gun. The range was long but one machine-gun had it accurately. Its shots pattered on the high bows of the destroyer like hail on an iron roof, and the water through which the boats had to move was whipped to spray by bullets.' (Bean, Vol. 1, p. 266) The soldiers from D Company were landed just south of Hell's Spit where the 400 Plateau sloped to the sea. After clashes with the Turks they started to climb the plateau making their way inland joining up with C Company, who had landed to the north, and together fought their way to Brown's Dip."



(detail)

3. Australian troops in the last minutes before striking out for the Gallipoli coast. 25 April 1915.

*Caption: "Troops leaving "H.M.S. Destroyer Beagle" at daybreak on the 18th March. 1915."
78 x 110 mm.*

Two boats are here shown moored alongside HMS *Beagle* while naval ratings on board watch on; the boats' oars are held vertically so as not to entangle them as they push away. In the background the land is sloping up to the left, seemingly towards Ari Burnu, which would make the low ground in the middle of the photograph "Brighton Beach".

The date of 18 March would seem to be a simple error: the writer seemingly conflated the date of the ANZAC landings with the earlier attempt to force the Dardanelles with a naval strikeforce, which did indeed take place on 18 March 1915. The failure of the naval expedition in March hastened planning for the ground assault.







4. HMS Scourge landing troops at Gallipoli.

25 April or 6 August 1915.

Caption: "H.M.S. Cornwallis and H.M. Destroyer Beagle at Gallipoli. 1915"

85 x 113 mm.

Of all the images in this collection, this perhaps gives the most impressive sense of the hustle and bustle of landings at Gallipoli, with almost every surface of the destroyer lined with troops and with at least eight other vessels visible in the background. The photograph also gives a good panoramic sense of the coastline, the details of which may make it possible to pinpoint the exact location from which it was taken. At left can be seen a battleship here called the *Cornwallis* with two small ships' boats at the stern; if this photograph was indeed taken on 25 April it is probably more likely that this is the *Prince of Wales*, the battleship which was the vanguard for this part of the landing.

The destroyer in the centre of the photograph is called the *Beagle* in the caption to this image and the *Bulldog* in the following item, but it is clear that the same destroyer is photographed in both: enquiries to the Australian War Memorial have proven that the vessel photographed here is actually the *Scourge*, a Beagle class destroyer involved in both the 25 April and 6 August 1915 landings (in the latter British troops were landed at Niburnesi Point, the southern headland of Suvla Bay).

The fact that it is the same vessel in both this and the following image can be seen from the identifying stripes painted on the funnels, and its identification as the *Scourge* seems confirmed by a group of images now held in the Australian War Memorial (see two taken by C.E.W. Bean, G00897 & G00899, as well a third at A05768).

(detail)



(detail)

5. HMS Scourge coming into position beside a battleship.

25 April or 6 August 1915.

Caption: "H.M.'s Destroyer Bulldog loaded with troops taking up her position preparatory to landing them. Gallipoli 1915." 85 x 112 mm.

The *Scourge* took part in the landings on 25 April, when it landed two companies of the 10th Battalion at Ari Burnu near Shrapnel Gully. The *Scourge* was also involved in the British landings on 6 August 1915 when, together with the *Beagle* and several other ships, she landed troops at C Beach, Niburnesi Point (southern tip of Suvla Bay). During this action the *Scourge* was hit in the engine room by a Turkish shell and had to retire for repairs. As with the previous photograph, the identifying stripes painted on the funnels confirm that this is in fact the destroyer *Scourge* (and not the *Bulldog* as noted in the caption).





6. Submarine E14 returns from its famous mission through the Dardanelles.

Probably 18 May 1915.

*“Australian Submarine A.E.1. returning from the sea of Marmae after being given up as lost after 14 days absence from her base. 1915.”
78 x 110 mm.*

A confusing slip of the pen: this cannot be the Australian submarine AE1 which had been lost near Papua New Guinea in September 1914. It is an E class submarine, and it is tempting to believe that it is actually Stoker's AE2 before the famous attack on the Dardanelles, but that vessel is recorded as having a slightly different conning tower (see AWM, P01075.042) even if it did have the curious lip at the front.

Given the comment about being lost for “14 days” the most likely conjecture is that this is E14, which was indeed long overdue after spending 21 days in the Sea of Marmara including making a chance meeting with Stoker on the AE2. After a successful mission, E14 returned on 18 May, surfacing near a French battleship off Cape Helles. The commander Boyle, who was awarded the VC, raised the flag and a British destroyer escorted them to Imroz where they were cheered around the fleet. It seems likely that it is part of this triumphant processional that is photographed here.

The ship in the background with a large “S” painted on the funnel should be identifiable.

7. A second dramatic image of the submarine E14.

Probably 18 May 1915.

Caption: “Submarine B.11. returning after penetrating under the Narrows and torpedoing 2 Turkish transports 1915.”

78 x 110 mm., surface rather cracked and faded.

The submarine is coming towards the photographer on an oblique angle, and no other ships nor any part of the coastline is visible in the background. This is an E class submarine, and details of the photograph including the lack of a deck gun, the ensign flying at the mast, and the crew gathered on the conning tower, bear such evident similarities with the previous image that it is clear that the later caption suggesting that this is Holbrook's B11 does not hold water. As the previous description suggests, it is likely that this is actually E14, photographed just after the return from its long mission in the Dardanelles.



8. The sinking of HMS Majestic.

27 May 1915.

Caption: "The ram of H.M.S. Majestic after she turned turtle after being struck by torpedo at Gallipoli 1915. Hundreds of her men were trapped by her torpedo nets when she turned over, and drowned like rats 1915."
110 x 153 mm.

In February 1915 the *Majestic* was assigned to the Dardanelles and was part of the squadron that tried to force the Dardanelles on 18 March. During the first Gallipoli landings on 25 April the old battleship provided covering fire. On 27 May 1915 while stationed off W Beach at Cape Helles, the *Majestic* was torpedoed by the German submarine U21 (Commander Otto Hershing) and soon rolled and capsized in relatively shallow water. Given the frantic efforts being made by the smaller craft around the hull, it is likely that this image was taken soon after the wreck; also compare another image of the *Majestic* listing heavily, published in the *War Illustrated* for 26 June 1915 (used on the Wikipedia page for the battleship).





(see also detail on front cover)

9. A small boat strikes out for Anzac Cove.

Probably May or June 1915.

Caption: "View of Anzac 1915"

85 x 105 mm., a few original flaws in the image.

An arresting image of Anzac Cove with a small launch in the foreground pulling towards the shore, probably taken quite early in the campaign.

It is not possible to be firm in the dating of this image, but it would seem to be not too long after the original landings, before any of the substantial piers and stores were built. There is a small cluster of tents in the middle ground and a handful of launches pulled on shore at left. A few men and horses are standing openly on the beach, and a long line of men is gathered at the water's edge underneath the sharp cliff-face at right. The tracks leading over the ridgeline seem well established; at the right, a horse-drawn carriage is clearly seen heading towards the beach and, higher again, two men are silhouetted against the skyline.

10. E class submarine near the heads of the Dardanelles.

After May 1915.

No caption.

84 x 109 mm.

Heavily silhouetted E class submarine with what appears to be Cape Helles in the background. Eight men are standing on the conning tower, five on the small stern. Although uncaptioned, the presence of the deck gun here would suggest that this is from slightly later in the campaign, as the early raiders AE2, E11, and E14 are recorded as sailing without a deck gun. One of the few known to have carried a deck gun was E2 (Commander Stocks).

In the immediate background is a small warship and, further back, a freighter is at extreme right. The vessel just discernible above the bow of the warship may be the *River Clyde*, deliberately beached on 25 April (see catalogue no. 19).





11. ANZAC reinforcements at Gallipoli.

Mid-1915.

*Caption: "Transport awaiting the signal to land reinforcements Gallipoli 1915"
84 x 109 mm., torn at bottom left corner (apparently where removed from an album).*

ANZAC troops – at least three are wearing slouch hats – on board a merchant marine or freighter, waiting to go ashore at Gallipoli. All of the troops are crowded along the rails or lounging around on the deck near the cranes, and the facial features of many are surprisingly distinct. Most are bare-headed or wearing the peaked cap of British Army issue. There are probably not enough details to work out which boat is photographed, but the high angle of the image is interesting, perhaps implying that it was taken from a low-lying vessel or a dock. If the original caption is correct (“awaiting the signal to land”) they must be off the Gallipoli coast.

12. Rare image of one of the floatplanes used during the Gallipoli campaign.

Probably mid-1915.

*“Naval Seaplane returns after bombing Turkish positions. Gallipoli 1915.”
77 x 112 mm., torn at lower left corner from earlier mount.*

Rare operational photographs of the Sopwith Admiralty Type 860 of the RNAS in service at the Dardanelles. A ship is clearly visible in the background, but the plane seems to be motoring towards the photographer, and thus appears to have actually rendezvoused with the *Beagle*.

The Australian War Memorial (private correspondence) writes that the 860 was intended as a torpedo bomber but was not judged a success and did not see wide service. Only 18 of the aircraft were completed between December 1914 and early 1915. Records about their service are very sparse, and Francis Mason in the *British Bomber since 1914* was only able to make the comment that “two may have been present during the Dardanelles campaign.” This photograph, then, confirms that the 860 did fly missions at Gallipoli, most likely out of Imbros.

Gallipoli represented one of the earliest deployments of naval aircraft for reconnaissance and bombing missions. The *Ark Royal* was the first vessel to bring seaplanes to Gallipoli, and in June the HMS *Ben-My-Chree* arrived, and the seaplanes were used throughout the campaign, notably helping cover the August landings at Suvla Bay.

As an aside, the steamer in the background is markedly similar to that shown in an image held by the Australian War Memorial (CO1413), which has the caption “Troops leaving the Greek island of Lemnos on a steamer to land at Suvla Bay on the Gallipoli Peninsula.” This comparison may help identify the vessel, but if nothing else confirms that these smaller freighters were active in the Dardanelles.



(no. 12)

13. Close view of Type 860 floatplane from on board the *Beagle*.

Probably mid-1915.

No caption.

80 x 109 mm., small chip in lower edge.

Seemingly taken immediately after the preceding image, the floatplane has here come directly alongside the *Beagle* and can be seen in some detail. Two men can be made out, one standing and apparently gesticulating on the closest float, and secondly the pilot with both of his hands visible above the top of the wing.

Researchers at the Australian War Memorial have suggested that the aircraft pictured here may actually be 860 No. 931, which is “identical in wing configuration, with a two-bay layout and king-posts on the top wing.”





14. The French munitions ship *Carthage* sunk by a German submarine.

4 July 1915.

Caption: "Sinking of the S.S. *Cartiledge* which was loaded with ammunition for the Dardanelles campaign, she was hit with a shell, blowing up instantly, her bow is just seen disappearing, and destroyers are seen rushing to the rescue of possible survivors, unfortunately there were none. Gallipoli 1915."

110 x 154 mm., rather chipped to the edges.

Harrowing image of the French munitions ship *Carthage*, after she was hit and sunk in action on 4 July 1915 (there was no ship by the name of the "Cartiledge", but the close homophone is obvious). The vessel was sunk by the German submarine U-21, commander Otto Herring, which had earlier sunk HMS *Triumph* near Gaba Tepe and HMS *Majestic* off Cape Helles (see no. 8). This dramatic photograph, which shows the stern of the stricken vessel almost vertical, captures the drama of the moment, the destroyer in the foreground pouring on steam with, in the background, two other ships clearly visible.

15. Forward gun on the *Beagle*.

1915.

Caption: "Gun in action on H.M.S. Destroyer *Beagle*. Gallipoli 1915"
84 x 109 mm.

An intriguing snapshot of the forward gun on the *Beagle* in action. Of all the photographs here, this seems the most difficult to comprehend, as it is hard to see how the photographer, thought to be part of the crew of the *Beagle*, could have found time to take a photograph while the vessel was at action stations. Five men are closely grouped around the gun – the four-inch gun mounted on the forward deck – while a sixth is just visible at far left, ready to swab the deck. Such intimate images of action are scarce.





(no. 16)

16. Companion vessel for the Beagle, HMS Bulldog, heavily damaged by a mine.

Mid-1915 or later.

Caption: "Damage done by a mine to H.M.'s Destroyer Bulldog in which 11 men were killed and 9 wounded. Gallipoli 1915."

112 x 154 mm., some wear at corners.

Remarkable photograph of the heavy damage sustained by the destroyer *Bulldog*.

We have not been able to date this because we cannot get access to the log of the *Bulldog*, but it would obviously be possible to clear up the details. The *Bulldog* and the *Beagle* do appear to have sometimes worked in tandem during the campaign, including spending time patrolling the entrance to the Dardanelles, and this dramatic image of heavy damage may well be the result of bombardment from the shore batteries. The presence of a civilian here, talking to the officer at top right, would suggest that the photograph was taken in port, possibly Mudros.

17. Airship and hangar at Mudros.

1915.

Caption: "General view of Mudros 1915."

113 x 154 mm., a few cracks to the surface and a few marks to the reverse.

Particularly interesting image of the airship hangar and accompanying camp near Mudros, the small port on the island of Lemnos which was used as the base of operations in the Dardanelles. The airship is clearly seen in the sky above Mudros. At left is the enormous hangar and on the right of the road is a small complex of tents which must have formed part of the associated camp. Four large aerials are seen in the middle-ground, and there is a series of curious structures visible on the remote skyline. While there are a handful of known photographs of this aerial observation balloon, very few give any sense of the associated camp. It is interesting to compare this photograph with a painting by Horace Moore-Jones now held in the Australian War Memorial. The painting is taken from the heights visible in the background here, looking back over the harbour with the hangar prominent in the distance (AWM, ART03246).





18. Detailed image of Suvla Bay.

Mid- to late-1915.

Caption: "Suvla Bay 1915"

84 x 109 mm.

A very clear and detailed photograph of the scene at Suvla Bay taken on a calm day from reasonably close offshore. At left are grouped two (perhaps three?) small freighters, but it is the detailed picture of life on shore which is particularly good. The photograph shows the imposing cliff-face at left with, on the plateau above, a great number of tents and other signs of habitation. Wharves and a number of lighters are in the shallows at the right and any number of tents are pitched in the low-lying areas around the road heading inland.

19. The base at Cape Helles with the landing vessel the River Clyde.

Late 1915.

Caption: "H.M.S. River Clyde Gallipoli. 1915."

84 x 109 mm. , clean tear at upper right from earlier mount.

Interesting view of Cape Helles relatively late in the campaign, with the collier *River Clyde* at far left. The vessel was deliberately run aground on 25 April 1915 as a "Trojan Horse", but the landing was considered a costly failure. The *River Clyde* remained in place for the duration of the campaign, becoming the lynch-pin in the elaborate series of wharves which were put in place. After the beach-head was established Cape Helles (or "V" Beach) became the base for the French contingent.

This photograph shows extensive activity ashore, including banks of tents, newly constructed roads, and scores of men and horses. The holes cut in the side of the *River Clyde* are clearly seen, as is the never completed camouflage paintwork. At far right can be seen part of the old Turkish fort of "Sedd el Bahr", a famous landmark of the campaign (see following item).





20. The view at Cape Helles.

1915.

Caption: "Entrance to the Dardanelles showing "Short Gully Beach" 1915."

86 x 114 mm., older pencil caption "Short Gully Beach" roughly struck through in ink.

View of the old fort of "Sedd el Bahr" at Cape Helles, with just a few tents towards the shoreline at very far left. Cape Helles at the head of the Dardanelles was the site of "V" Beach where landings were made on 25 April 1915, and became the main base of the French contingent. The small bow-wave visible in the lower left of the photograph suggests that the *Beagle* is under steam. Interestingly, we have not seen the description of "Short Gully Beach" used in any of the usual reference works.

21. The evacuation of Gallipoli.

December 1915.

*Caption: "H.M. Destroyer Louis after running aground. Gallipoli 1915."
84 x 109 mm., rather blurred.*

HMS *Louis* wrecked near Kangaroo and West Beaches, Suvla Bay, on 31 October 1915 after running aground in a storm. This photograph might well have been taken later again, as the vessels that can be glimpsed at far left would seem to be the deliberately scuttled ships *Pina* and *Fieranosca*, sunk in position to form breakwaters. If this is true, this photograph would date from around the time of the evacuation, as the breakwaters were only put in place on 18 December. Given the blurred shapes just inland from the scuttled ships, it may even be possible that this dates from during the evacuation itself.





(no. 22)

**22. The Beagle in the North Sea.
1916.**

Caption: "Explosion of a depth charge which was dropped on a German submarine in the North Sea 1916."

110 x 153 mm., chipped at the corners.

Very dramatic image taken from the rear deck of the *Beagle*, which was evidently serving in the North Sea but which, as the next image confirms, had returned to the Mediterranean by early 1917. This and the following photograph provide important context by confirming that the whole group was associated with a sailor on board the destroyer.

**23. The sinking of HMS Cornwallis while returning from Gallipoli.
7 January 1917.**

Caption: "H.M.S Cornwallis sinking 60 miles from Malta after being torpedoed twice while on her way to England after the Dardanelles campaign January 7th 1917. Photo taken from the escorting Destroyer H.M.S. Beagle"

109 x 153 mm., torn at lower left corner, creased on lower edge.

This photograph shows the dramatic scene as the battleship *Cornwallis* sinks near Malta. The *Cornwallis* served with distinction throughout the Dardanelles campaign, remaining in the region long after the evacuation from Gallipoli. As the caption confirms, the ship was torpedoed while returning from duty near the Dardanelles. As with the previous photograph, the caption is important as it states that the image was taken from the *Beagle*, helping confirm that the whole group was in the possession by a sailor on board that vessel.





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