

FORCES POSTAL HISTORY SOCIETY  
JOURNAL

Whole Number 300

Summer 2014

Vol XXX No 6

ISSN 1752-0975

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Gallipoli 1916

Keith Tranmer

Marschall Liman von Saunders



1916 Army Ober Kommando 5, Turkish 5<sup>th</sup> Army. Bilingual postmark on a personal Feldpost card from von Sanders at his HQ, thanking a well-wisher for his greetings on his victory against the Allies, sent to Vienna. His HQ was located in the town of Gallipoli.

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## Editorial

Unfortunately the Spring paper edition went out late due to Alistair Kennedy's medical problems, which hopefully will be resolved by the time members receive this edition. I am sure members will all wish Alistair a speedy and full recovery. That and the fact that I had to prepare this issue earlier than usual for personal reasons has meant that Feedback has had little time to get included: if you have feedback please continue to send in – it is a very valuable service to members. Those able to access the online version will not have such problems – so do think about going paperless in future if you possibly can, and get a reduced subscription.

Otherwise all is well, with some excellent articles awaiting the Autumn edition, but please do keep on sending them in.

**Editor's Contact details:** Colin Tabcart, 238 Hunts Pond Road, Fareham. PO14 4PG.  
[colintabcart@btinternet.com](mailto:colintabcart@btinternet.com)

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## British Forces Post Codes

### Michael Dobbs

In *Journal* 293 (Autumn 2012) I said that I hoped to produce a listing of Royal Mail Postcodes allocated to BFPO numbers. This has taken longer to put together than first envisaged. However, here it is!

In April 2012 Royal Mail issued special UK postcodes for BFPO numbers that could be used when ordering goods from UK-based websites. This meant that Forces personnel were able to order goods online and have them delivered to their postings outside the UK. The new postcode scheme would allow members of the armed forces and their families to shop online and maintain a UK credit history. With the increase of "good addressing" and postcode led systems, members of the Forces have found ordering items on the Internet, over the phone, or on other systems with "good addressing" solutions more difficult. This was not because the companies they were dealing with had any reason to exclude acceptance of BFPO addresses (although there are some prohibited items) but that the problem was that not all systems accepted a non-Royal Mail postcode such as a BFPO number.

This was solved by the addition of a special "BF" postcode to cover BFPO addresses. Rather than a number such as "BFPO 15" being the postcode, the postcode "BF1 0AA" has been allocated to BFPO 15 and provided with it is a full Royal Mail Postal Address File (PAF®) address (a standard address format for sorting and routing instructions for Royal Mail, in particular for automated sorting). This now means that any computer-based addressing solution can automatically include support for BFPO address with no modifications to software required. This meant that BFPO recipients are able to order in the same way as any other UK resident.

For these reasons I do not expect to see them in unit datestamps, BFPO datestamps or in unit addresses (but I could be proved wrong!).

BFPO No	Postcode	Location	BFPO No	Postcode	Location
2	BF1 3AA	Washington, USA	4	BF1 3AD	Kathmandu, Nepal
6	BF1 2AA	Lisbon, Portugal	8	BF1 2AB	Naples, Italy
10	BF1 3AF	Nairobi, Kenya	11	BF1 3AG	Seria, Brunei
12	BF1 3AH	Belize, City Belize	14	BF1 3AJ	Suffield, Canada
15	BF1 0AA	Herford, Germany	16	BF1 0AB	Sennelager, Germany
17	BF1 0AD	Munster, Germany <i>(Due to close 30/8/2013)</i>	18	BF1 2AE	Maastricht, The Netherlands
19	BF1 0AE	Monchengladbach, Germany	22	BF1 0AF	Paderborn, Germany
23	BF1 0AG	Celle, Germany	26	BF1 2AG	Casteau, Belgium
28	BF1 2AH	Brunssum, The Netherlands	30	BF1 0AH	Hohne, Germany
31	BF1 0AJ	Hameln, Germany	35	BF1 0AL	Elmpt, Germany
38	BF1 0AN	Fallingbostel, Germany	39	BF1 0AP	Bielefeld, Germany
40	BF1 0AQ	Rheindahlen, Germany	44	BF1 0AR	Dulmen, Germany
47	BF1 0AS	Gutersloh, Germany	49	BF1 2AN	Brussels, Belgium
50	BF1 2AQ	Stavanger, Norway	52	BF1 2AR	Gibraltar
53	BF1 2AS	Episkopi, Cyprus	57	BF1 2AT	Akrotiri, Cyprus
58	BF1 2AU	Dhekelia, Cyprus	59	BF1 2AW	Ayios Nikolaos, Cyprus
61	BF1 2AY	Milan, Italy	63	BF1 3AQ	Virginia, USA
65	BF1 2BA	Rome, Italy			
105	BF1 0AX	Isolated Detachments – <i>see table below</i>			
BFPO 105 Box Nos		Location		BFPO 105 Box Nos	Location
-	589	British Alpine Centre (Bavaria)		2002	British Consulate General, Dusseldorf
-	2003	NATO School Oberammergau		2004	ICAOC (Kalkar)/RF Air
-	2005	CAOC2 Uedem		2006	ADV Trg Centre, Kiel
-	2007	BLO Sigs, Pocking		2008	British Element, MOD Bonn
-	2010	NETMA/BCG/BSSO MUNICH		2011	Units located in Cologne
-	2013	Other units Bonn		2014	OCCAR/COBRA
-	2016	BLO Pionierschule		2017	BLO GARFCOM Koblenz
-	2019	Naval Exchange Officer, Bremerhaven		2020	German Armed Forces Staff College, Hamburg
-	2021	The Naval Outdoor Centre		2022	Exchange Officer in Jever
-	2023	Wesel		2024	UK Ex Officer Stuttgart
-	2025	UK Ex Officer (RAF) Stuttgart		2026	RAF Liaison Officer Erding
-	2027	RAF Ex Officer Konigsbrunn		2028	RAF Personnel MEA 4 Manching

-	2029	RAF Liaison Officer Eurofighter WSWSC		2030	OC IEST (UK) Manching
-	2031	Defence Section, British Embassy, Berlin		2032	BLO Berlin
-	2033	RN Exchange Pilot, Nordholz			
<b>BFPO</b>	<b>Postcode</b>	<b>Location</b>	<b>BFPO</b>	<b>Postcode</b>	<b>Location</b>
109	BF1 0DL	Ramstein, Germany	113	BF1 0DN	Mansergh Barracks, Germany
115	BF1 0DP	Heidelberg, Germany	140	BF1 0DQ	JHQ Rheindahlen, Germany
150	BF1 2BF	Karup, Denmark	622	BF1 6BD	IMATT (SL) Sierra Leone
642	BF1 6DD	BMM, Kuwait City, Kuwait	655	BF1 6DU	Mount Pleasant Airport, Falkland Islands
655	BF1 6DU	Stanley, Falkland Islands	655	BF1 6DU	Mount Alice, Falkland Islands
655	BF1 6DU	Byron Heights, Falkland Islands	655	BF1 6DU	South Georgia, Falkland Islands
677	BF1 6EX	RAF Ascension, Ascension Island	801	BF1 1AA	Lisburn, Northern Ireland
802	BF1 1AB	Ballykelly, Northern Ireland	805	BF1 1AD	Ballykinler, Northern Ireland
806	BF1 1AE	Hollywood, Northern Ireland	808	BF1 1AG	Aldergrove, Northern Ireland
825	BF1 1AH	Lisburn, Northern Ireland			

### HM Ships

<b>BFPO</b>	<b>Postcode</b>	<b>Location</b>	<b>BFPO</b>	<b>Postcode</b>	<b>Location</b>
204	BF1 4AF	HMS Albion	205	BF1 4AG	HMS Ambush
208	BF1 4AL	HMS Archer	210	BF1 4AP	HMS Argyll
213	BF1 4AS	HMS Artful	214	BF1 4AT	HMS Astute
215	BF1 4AU	HMS Atherstone	221	BF1 4BB	HMS Blyth
222	BF1 4BD	HMS Bangor	229	BF1 4BN	HMS Biter
231	BF1 4BQ	HMS Blazer	241	BF1 4DB	HMS Brocklesby
243	BF1 4DE	HMS Bulwark	251	BF1 4DQ	HMS Cattistock
252	BF1 4DR	HMS Charger	254	BF1 4DT	HMS Chiddingfold
255	BF1 4DU	HMS Clyde	267	BF1 4EJ	HMS Defender
268	BF1 4EL	HMS Dragon	269	BF1 4EN	HMS Duncan
270	BF1 4EP	HMS Daring	271	BF1 4EQ	HMS Dasher
272	BF1 4ER	HMS Dauntless	273	BF1 4ES	HMS Diamond
275	BF1 4EU	HMS Echo	276	BF1 4EW	HMS Enterprise
277	BF1 4EX	HMS Edinburgh	279	BF1 4EZ	HMS Endurance
280	BF1 4FA	HMS Explorer	281	BF1 4FB	HMS Example
282	BF1 4FD	HMS Express	285	BF1 4FG	HMS Exploit
288	BF1 4FL	HMS Gleaner	292	BF1 4FR	HMS Grimsby
300	BF1 4GA	HMS Hurworth	305	BF1 4GG	HMS Illustrious
309	BF1 4GN	HMS Iron Duke	318	BF1 4GY	HMS Kent
323	BF1 4HE	HMS Lancaster	324	BF1 4HF	HMS Ledbury
334	BF1 4HT	HMS Mersey	335	BF1 4HU	HMS Middleton

338	BF1 4HY	HMS Monmouth	339	BF1 4HZ	HMS Montrose
345	BF1 4JG	HMS Northumberland	350	BF1 4JP	HMS Ocean
357	BF1 4JX	HMS Pembroke	358	BF1 4JY	HMS Penzance
361	BF1 4LB	HMS Portland	362	BF1 4LD	HMS Puncher
363	BF1 4LE	HMS Pursuer	365	BF1 4LG	HMS Queen Elizabeth
366	BF1 4LH	HMS Quorn	367	BF1 4LJ	HMS Protector
368	BF1 4LL	HMS Ramsey	369	BF1 4LN	HMS Ranger
375	BF1 4LU	HMS Richmond	377	BF1 4LX	HMS Raider
378	BF1 4LY	HMS Sabre	380	BF1 4NA	HMS Sceptre
381	BF1 4NB	HMS Scott	382	BF1 4ND	HMS Severn
384	BF1 4NF	HMS Scimitar	386	BF1 4NH	HMS Shoreham
387	BF1 4NJ	HMS Smiter	395	BF1 4NU	HMS Somerset
398	BF1 4NY	HMS Sutherland	399	BF1 4NZ	HMS St Albans
401	BF1 4PB	HMS Talent	402	BF1 4PD	HMS Tireless
403	BF1 4PE	HMS Torbay	404	BF1 4PF	HMS Trafalgar
405	BF1 4PG	HMS Trenchant	406	BF1 4PH	HMS Triumph
407	BF1 4PJ	HMS Trumpeter	408	BF1 4PL	HMS Turbulent
409	BF1 4PN	HMS Tracker	412	BF1 4PR	HMS Tyne
418	BF1 4PY	HMS Vanguard	419	BF1 4PZ	HMS Victorious
420	BF1 4QA	HMS Vigilant	421	BF1 4QB	HMS Vengeance
426	BF1 4QH	HMS Westminster	430	BF1 4QP	HMS York
431	BF1 4QQ	RFA Wave Ruler	432	BF1 4QR	RFA Wave Knight
433	BF1 4QS	RFA Argus	435	BF1 4QU	RFA Black Rover
436	BF1 4QW	RFA Cardigan Bay	438	BF1 4QY	RFA Diligence
439	BF1 4QZ	RFA Fort Austin	441	BF1 4RB	RFA Fort Rosalie
442	BF1 4RD	RFA Fort Victoria	443	BF1 4RE	RFA Gold Rover
447	BF1 4RJ	RFA Lyme Bay	448	BF1 4RL	RFA Mounts Bay
449	BF1 4RN	RFA Orangeleaf	465 *	BF1 4SG	* MV Anvil Point
466 *	BF1 4SH	* MV Beachy Head	467 *	BF1 4SJ	* MV Eddystone
468 *	BF1 4SL	* MV Hartland Point	469 *	BF1 4SN	* MV Hurst Point
470 *	BF1 4SP	* MV Langstone			

\* = BFPO only activated when Royal Navy personnel are onboard.

### Naval Parties

BFPO	Postcode	Location	BFPO	Postcode	Location
485	BF1 4TG	NP1002: Diego Garcia (BIOT)	487	BF1 4TJ	NP1010: (BDLS Ottawa) Canada
488	BF1 4TL	NP1011: Mine Warfare Centre(MWC) / Autec Portsmouth, UK / Miami	489	BF1 4TN	NP1022: (RNLO) Singapore
490	BF1 4TP	NP1023: (RNLO Gulf) Dubai	494	BF1 4TT	NP2010: Falkland Islands
495	BF1 4TU	NP1005: Den Helder Holland,	496	BF1 4TW	OP Atalanta, Djibouti
497	BF1 4TX	Op Atalanta, Attached to Foreign Ships	% 2	BF1 3AA	HMS Saker: (Washington) USA
% 63	BF1 3AQ	NP1964: (Norfolk, Virginia) USA	% 150	BF1 2BF	NP1004: Karup, Denmark
% 806	BF1 1AE	HMS Caroline: (Holywood) Northern Ireland			

## Operations

BFPO	Postcode	Operation Name	BFPO	Postcode	Operation Name
562	BF1 5ED	OP VOCATE – Benghazi Libya	576	BF1 5EW	OP VOCATE – British Embassy, Tripoli, Libya
567	BF1 5EJ	OP TOSCA – UNFICYP, Cyprus	601	BF1 6AB	OP NEWCOMBE
602	BF1 6AD	OP NEWCOMBE	603	BF1 6AE	OP NEWCOMBE
604	BF1 6AF	OP NEWCOMBE	605	BF1 6AG	OP NEWCOMBE
606	BF1 6AH	OP NEWCOMBE	607	BF1 6AJ	OP NEWCOMBE
608	BF1 6AL	OP NEWCOMBE	609	BF1 6AN	OP NEWCOMBE
651	BF1 6DQ	OP VERITAS – Tampa, Florida, USA	715	BF1 7AU	OP HERRICK – Lashker Gah, Afghanistan
755	BF1 7DU	OP HERRICK – FOB Price, Gereshk, Afghanistan	758	BF1 7DY	OP HERRICK – Camp Souter, Kabul, Afghanistan
764	BF1 7EF	OP HERRICK – HQ ISAF, Kabul, Afghanistan	772	BF1 7ER	OP HERRICK – Kandahar, Afghanistan
779	BF1 7EZ	OP HERRICK - ??, Afghanistan	792	BF1 7FR	OP HERRICK – Camp Bastion, Afghanistan
793	BF1 7FS	OP HERRICK - ??, Afghanistan	795	BF1 7FU	OP HERRICK - ??, Afghanistan
796	BF1 7FW	OP HERRICK - ??, Afghanistan	797	BF1 7FX	OP HERRICK - ??, Afghanistan
798	BF1 7FY	OP HERRICK - ??, Afghanistan	632	BF1 6BR	OP KIPION – Bahrain
639	BF1 6BZ	OP KIPION – RAF Al Udeid, Qatar	767	BF1 7EJ	OP KIPION – Seeb Air Base, Oman

## Exercises

BFPO	Postcode	Exercise Name	Outside Dates
510	BF1 5AP	Ex CLOCKWORK	12 Nov – ongoing
521	BF1 5BB	Ex CETUS	3 Jan – ongoing
527	BF1 5BJ	Ex WINTER WARRIOR	4 Jan – ongoing
670	BF1 6EP	Ex PRAIRIE THUNDER	Ongoing
680	BF1 6FA	Ex ASKARI THUNDER	4 May – Ongoing
683	BF1 6FE	Ex AFRICAN WINDS	29 Jul – 22 Nov

## References:

1. BFBS British Forces News website (retrieved 22/8/2013):  
<http://bfbs.com/news/afghanistan/overseas-troops-issued-uk-postcodes-56636.html>
2. AFD Software (Address Management Solutions) website (retrieved 22/8/2013)  
<http://www.afd.co.uk/bfpo.asp>
3. BFPO Indicator List downloaded 16 May 2012; for current example go to:  
<https://www.gov.uk/government/publications/british-forces-post-office-locations> (first published 26 April 2012 and last updated 7 August 2013)

## Overland Route to the East 1917-1919.

Andrew Brooks

My entry for the informal FPHS 9-sheet competition (York 2012) had the above title. It was based on a collection of picture postcards sent by Lt Hubert Brooks to his mother as he made his way, mainly overland, to the Middle East. The entry focussing on one man's journey gave little space to elaborate on many other interesting features about this route, both from the point of view of postal history and military history.

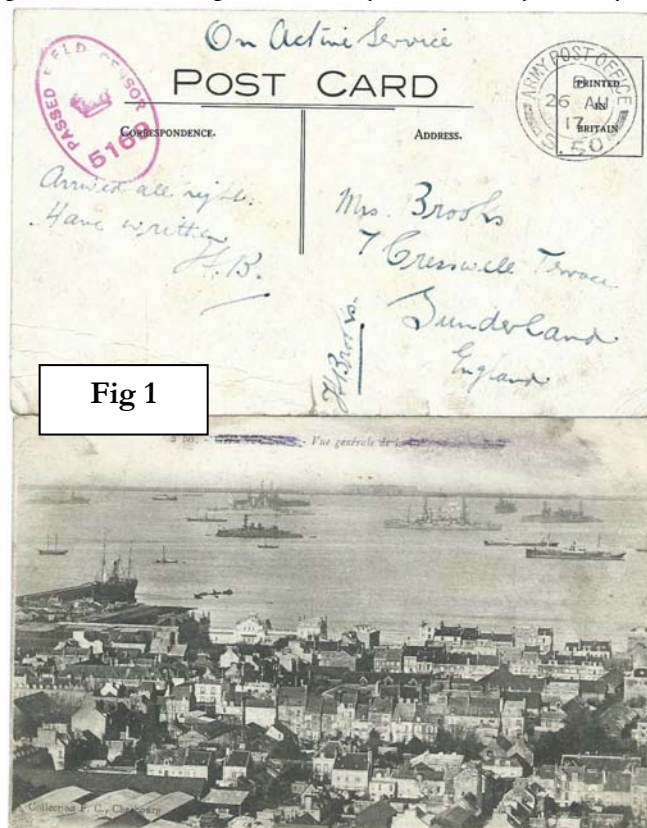


Fig 1

By the end of 1916 the movement of British troops by sea via Marseilles to the Middle East had been seriously interrupted by the intensive German submarine presence in the Mediterranean. The possibility of establishing an overland route between Cherbourg and Taranto was reconnoitred by the War Office in January 1917, with a second reconnaissance in May. On the first sheet of the competition entry was a letter sent from the Ministry of Shipping to a Commander A Rowland RN. It was dated 15<sup>th</sup> May 1917 and contained a rail warrant allowing him to travel to Taranto via Modane. A separate sheet with a large 'Secret' cachet warned him that hotels were full of spies. It suggests that he was part of the second survey. The route was soon up and running. Lt Brooks sent a card dated 26/8/1917 (Fig 1) from Cherbourg with the postmark APO S50. The majority of troops who made this journey went via the

Alps but a significant number made a diversion southwards, along the French/ Italian Riviera before re-joining the Alps route at Voghera in Italy. The route was not used exclusively by troops heading for the Middle East as after the Battle of Caporetto many British divisions were sent to North-East Italy using both routes.

The indomitable Frank Daniel has already covered the same ground and I can only hope to add to his published article with information that has surfaced in the twenty years since we corresponded on the subject. Picture postcards and their associated messages help to 'flesh out' the story of this arduous (but safer) journey. The map (Fig 2) on which Daniel based his information is to be found in the Official Histories (Medical Section) as one of the main reasons for setting up the route was to bring back to the UK the sick and wounded.

This article has been organised to follow the route from Cherbourg to Taranto (through the Alps) with a further explanation of the longer route via the Riviera. As men moved outwards and inwards from 1917 to 1919 the items of postal history may also be described for any one place at any time. One of the difficulties when studying the mail sent from places along the line is working out if the writer was moving eastwards or westwards especially in 1918 and 1919. Obvious clues might come from the postcard message but as the cards could only be posted at certain APOs along the line this might also give an indication e.g. if a postcard of Cherbourg was posted at the next available stop along the line, then the man was on his way out. The mail originates almost entirely from the four main Rest Camps i.e. Cherbourg, St Germain au Mont d'Or, Faenza and Taranto; however there are exceptions. It was a long rail trip with as many as

six trains a day each way and stops were frequent. This gave the troops the opportunity to post mail at places other than the main Rest Camps e.g. Cannes, Genoa, Modane etc.

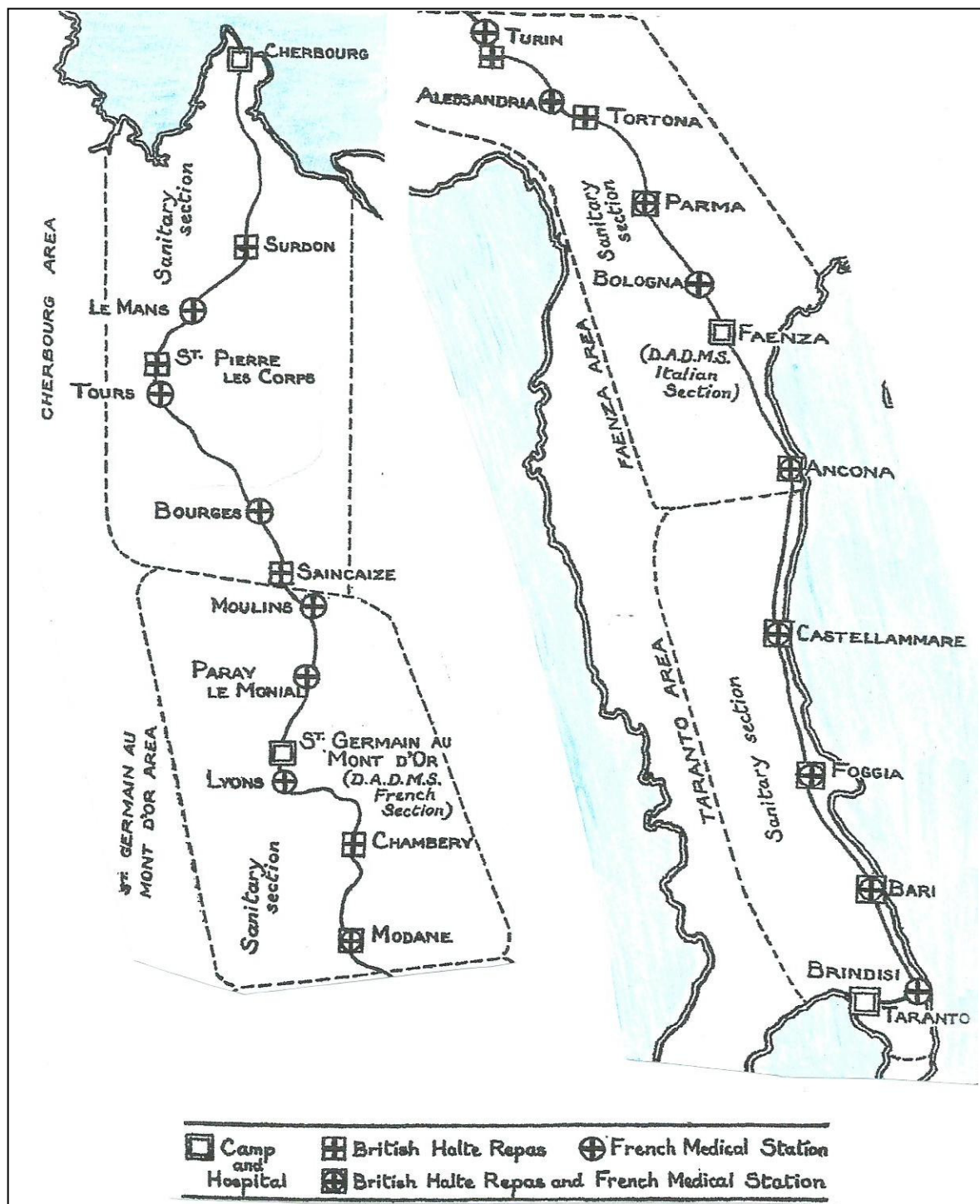


Fig 2.

The crossing to Cherbourg was usually from Southampton and apart from Lt Brooks a postcard sent by Pte Walter Godfrey (APO S50 dated 19/9/17) to his wife gave his forwarding address as ‘No.12 Reinforcement Camp, Salonika, c/o GPO, London’. In an account by Lt IL Read, newly commissioned into the 4<sup>th</sup> Sussex Battalion, he describes his arrival at Cherbourg in March 1918 commencing with a 5 Km march from the port to Rest Camp No 1 at Tourlaville (Fig 2a). This camp, also used in World War 2, was in an elevated position above Cherbourg and had hospitals, YMCA huts, canteens and postal facilities. He was advised to stock up with food and to purchase a ‘Tommy Cooker’ for the long days ahead. Lt Read entrained the following day



onto 'an immensely long train of shabby green Italian rolling stock.' He was to remain in this train all the way to Taranto (via the Riviera route). During the period of use of Censor Type 5 (CM 5), No. 5169 is the only censor mark seen by the author used in Cherbourg.



Fig 2a



Fig 3



Fig 4



Fig 5

The trains rumbled along through Normandy taking a diagonal path across France towards the Alps at an average speed of 30 mph. This course was almost certainly chosen to avoid the main French movement of troops along the N-S lines. Stops were made every now and again but there appears to have been no rigid timetable. As the trains must have started off from both ends of the route at differing times and with hold-ups for breakdowns etc they would have had to have flexibility. The mail and personal accounts show much variation in the time and places where the train stopped and even at the four Rest Camps it could vary from a few hours to weeks, although this was only at Taranto. A train leaving Cherbourg at 9 pm would arrive at Rest Camp No 2, St Germain au Mont d'Or just over 40 hours later and it might have stopped at Le Mans, Tours, Nevers and Paray-le-Monial en route. Two nights would be spent sleeping on the train before they reached St Germain au Mont d'Or. This was a small town just north of Lyons and today the *Rue des Anglais* takes a circular route round the original WW1 camp site. Luckily it was a short walk from the station and usually troops would spend at least 24 hours here before continuing their journey. Many postcards record every aspect of the camp, station, town and the surrounding area (Fig 3, 4 & 5). Although most of postcards have the postmark ASO S85 and CM5 No 5252, postcards of this town can be seen posted all along the line. Such an example was sent from Taranto on the 1<sup>st</sup> January 1918 to a Miss M Crump in Winston Green, Birmingham. Part of the message reads '*... but I only wish I were back again with you for I am fed up with this lot already and I am not on the ship yet....*'. *Will*. He was obviously on his way eastwards. Another card addressed to Miss Dot Thompson, The Running Horse, Sandling, Kent has an APO S58 postmark dated 13/12/17 and the message reads '*... another stage over after (censored) in train, snow & frost, nearly frozen. Some trains have no windows. Leaving here at (censored). Worst part to come, through the Alps...Billie*'. Lt KW Chambers writing home to his parents in Manchester on a postcard of the Chateau de Quinsonas, British Camp in St. Germain '*...Our H.Q. &*

*Hospital. Cost of day's feeding – Coffee, lunch, tea & dinner – 5frs. Concert was very good indeed. Officers & men composed orchestra & contributed items...*

From St Germain au Mont d' Or the train passed Lyon and on to Chambéry, a *Halte Repas*. Apart from one postcard, posted at Modane, which has a view of Chambéry there is no other evidence of troops stopping here. Less than ten miles south is Montmelian and as can be seen by the postcard (Fig6) it was a designated British *Halte Repas*. Montmelian is not marked on the map as a stopping point but as there are more postcards of this town when compared to Chambéry it poses the question, was the *Halte Repas* changed at some later stage? It seems unlikely to have two so close together. The final stop before the frontier and tunnel through the Alps was at Modane, designated APO L13 and a postcard sent by 'George' to Liverpool (Fig7) noted that he was passing through the Alps on the way to Italy. He was making his way eastwards (10/7/19) when most soldiers were travelling westwards on their way home. Another card from Alfred Manning to his wife with a manuscript 16/9/17 has a French postmark for 26/9/18 and a cachet 'Le Commissaire Militaire Gare Modane'.



Fig 6



Fig 7



Fig 8



Fig 9

From Modane (Fig 8) the train passed through the Alps by the Frejus tunnel (40 minutes according to one account) and it seems that trains were expected to arrive at the tunnel at specific times and as opposed to trains on the 'Riviera' Route, Pte FT Mills of the 570<sup>th</sup> Devon RE Company changed trains at Modane but whether this always happened is not clear. Lt IL Read described the longer passage via the Riviera in his book. After St Germain au Mont d' Or the train followed the Rhone valley past Avignon and made a stop at Arles. The train then turned eastwards past Toulon, San Raphael and then stopped again at Cannes. Read spent an hour waiting at the Italian frontier station of Ventimiglia where he changed his francs for wads of lire before continuing to Genoa where the train spent the night in a siding. Arthur Wren sent a postcard to his wife in Lincoln on the 28/11/17 from Genoa (Fig 9) and presumably this was

posted at the station through the Italian Red Cross. He wrote '*... wee bit tired of travelling, now 5 days...this is the first time where we could drop a line... have not received any letters from you since we started on the long trip. The scenery has been lovely all the way, we have a long way to go yet.*' The APO L3 at Genoa did not open until 19/12/17. After Genoa the train turned inland and sometimes halted at Voghera (APO L6) and here it linked up with the route through the Alps.



Fig 10

Once through the Alps the Rest Camp No. 3 at Faenza was reached in approximately 36 hours and it is from this camp that most of the mail seems to emanate. Army Post Office S70 is a very common postmark and the camp, set up in 1917, became an extremely comfortable stopping place with almost every facility a soldier could wish for; baths, theatre, sports grounds, YMCA huts, an officers' club, ornamental gardens and only a short walk into the town for

souvenirs. At least 20 postcards of the camp are known as well as troops sending back views of Faenza. (Fig 10) Between July 1917 and November 1919 over half a million men passed through the camp which was a creation of wonder to the men and was the work of Lt. Col. Harry Spencer Scott-Harden who was far away from the interference of GHQ, France. Most of the censor marks are either CM5 No 5278 or CM8 No 254, with one card sent by a Major AM Houston of the 69<sup>th</sup> Punjabis being struck with CM6 No 4502 (Fig11). The route from here followed the Adriatic coast to Taranto and there were at least six possible *Halte Repas* in this final section which took about 48 hours. It was in this stretch that the men were given the first of their injections for malaria and Private F.R.Mills described how he had to wait 18 hours for his next meal after leaving Faenza. This was at Castellamare where they were given breakfast and the opportunity to bathe in the sea.

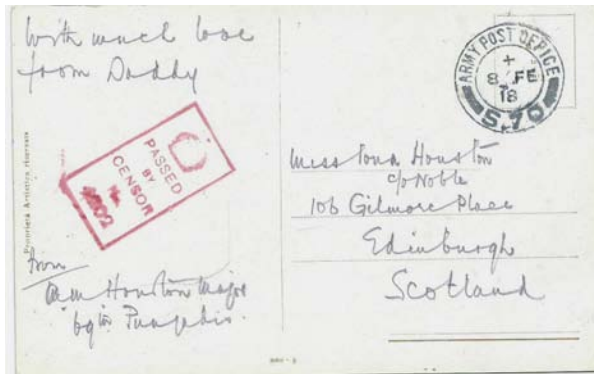


Fig 11



Fig 12



Fig 13



Fig 14

The British troops do not seem to have been impressed with Taranto for various reasons even though this was where they would receive their first mail since leaving home. Firstly it was a place where they could be stuck for a few weeks if they were unlucky whilst waiting for a boat to Greece or Egypt and secondly the living conditions were not satisfactory for a long time as so much work needed to be done to the port itself as well as the infrastructure of what became a very large camp. The town itself was frequently described as dirty and unwelcoming. Both APO S95 and APO S100 are found used at Taranto (Figs 12 & 13) and in my correspondence with Frank Daniel he suggested that APO S95 could have been used at Brindisi at some time. It was a major port but Austrian submarine activity in the Adriatic made it too exposed and therefore Taranto became the naval base of choice with its very secure harbour. (Fig 14). From this port the sea journey to Alexandria (four days) was a fairly comfortable experience although the threat of a submarine attack was still a possibility and the ships maintained a blackout. Pte Mills only had to wait for a week in Taranto before he sailed in the P&O ship *Kashmir*, under destroyer escort, through the narrow bottle-neck entrance spanned by a swing bridge depicted on many of the postcards that were sent home to the UK. 2<sup>nd</sup> Lt Hubert Brooks left Taranto on the 8/9<sup>th</sup>

September 1917, arriving in Alexandria on the 13<sup>th</sup> and described on a postcard (dated the 16<sup>th</sup>) as having written a letter on the 15<sup>th</sup> September. He then spent four weeks in the city before sending another card home dated the 29<sup>th</sup> October BAPO Z stating ‘...Leaving here today.’ Brooks was just in time to take part in the 3<sup>rd</sup> Battle of Gaza which resulted in the capture of the town on the 7<sup>th</sup> November 1917. APO SZ 27 was opened in Gaza on the 6<sup>th</sup> November but Brook’s postcard was sent from APO SZ 14 at Deir el Balah, a few miles south of Gaza (Fig 15).

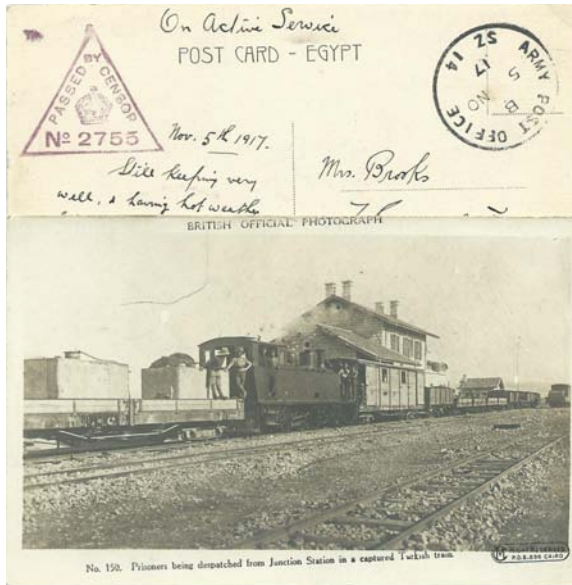


Fig 15



Fig 16



Fig 17



Fig 18

The onward journey to Salonika was not so straightforward or as comfortable! At first the British hoped to make a short sea crossing to Valona, which was held by the Italians in southern Albania, but for many reasons this was impracticable. Instead the sea passage went partway through the Gulf of Corinth to the small Greek port of Itea. This route was only opened in October 1917 (Fig 16 APO SX10) and previous to this time it meant a much longer sea journey. Today the tourists disembark to be transported by coach to visit Delphi but in 1917 the troops had to land at a small wooden jetty and the Rest Camp was a long climb up a bare rocky slope. From here wagons and trucks in a convoy had to travel only 30 miles but the road was so tortuous, and climbed to 2,900 feet to surmount the Parnassus Range, that it took four hours. Once the convoy reached Bralio a town on the main railway line between Athens and Salonika the men entrained and 48 hours later would have reached their final destination.

Otto Haines, a British Army dentist, spent ten days returning from leave in England to his post in Salonika which was in fact quite a fast time for the journey and many men preferred to take their leave in Salonika than face such a horrendous trip. When the ‘Y’ scheme

commenced (to bring chronic cases of malaria back to the UK) there was very little room on the trains for troops to return to the UK anyway. Seriously ill or wounded men would be put on a hospital train which could arrive at Cherbourg two to three days after leaving Taranto.

Pte John Blinman of the 1/2 Wessex RE 81<sup>st</sup> Brigade, 27<sup>th</sup> Division sent two postcards home to his sister and parents in Shepton Mallet, Somerset from Taranto on the 16<sup>th</sup> September 1917 and a further two from Itea on September 27<sup>th</sup> (Fig 17). Although there are no cards from Salonika his last two surviving cards were postmarked FPO 82 and dated 17/12/17. They are censored with CM 7 No.81 (Fig18). These Christmas postcards were sent from Kilo 70 on the Serres Road.

In conclusion it is obvious that there is more to be added to the story of the Mediterranean Communications line especially where mail has been posted from places other than the four Rest Camps. It is also worth remembering that away from the hundreds of cemeteries we find on the Western front men died and were buried at Commonwealth War Grave sites along this route:

Tourlaville Communal (Cherbourg) 68 World War 1.

St Germain au Mont d'Or Communal Military Extension 100+ WW1.

Faenza Communal 54 WW1.

Taranto Communal. 102 were removed into from here the Military Extension after the armistice making a total of 449 WW1.

As well as the four main Rest Camps 95 World War 1 burials are found at the CWGC in Bralo. It is said that these were mainly men who died in the influenza pandemic.

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Brooks, Lt H: Postcards to his mother.

Blinman, Pte J: Postcards to his family.

### Gallipoli 1915/1916

Keith Tranmer

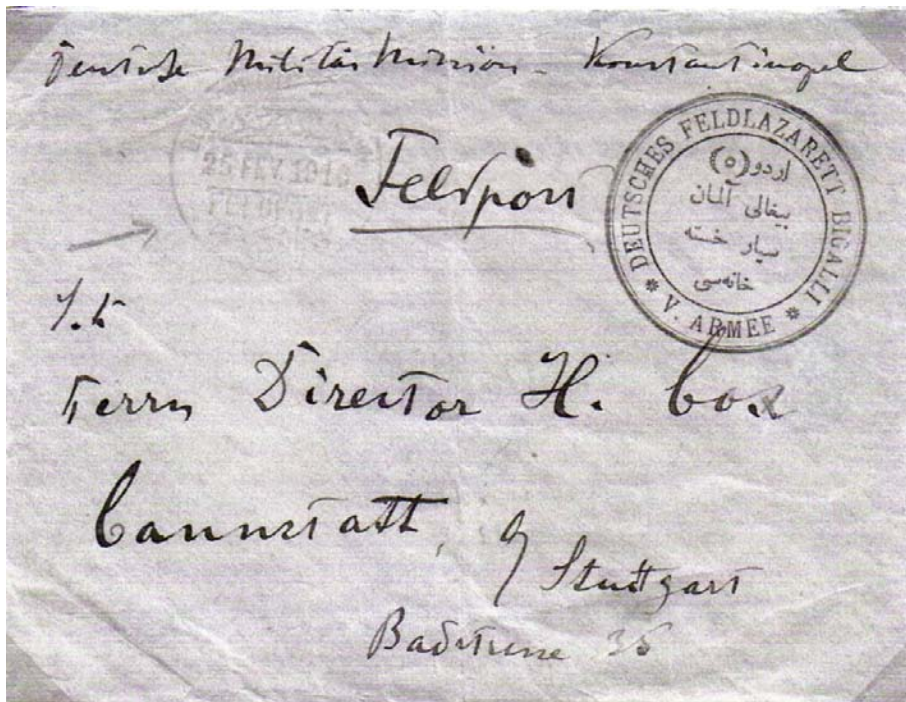
#### Turkish Hospital Ship *Rechid-Pasha*



Ship's cachet and bilingual Turkish/German LAZARETT-SCHIFF cachet, posted via the German Ambassador in Constantinople and Depot Ship *General* with Deutsche Marine Schiffspost No 14, to the Cipher Bureau in Berlin. Dated Dardanelles 18.11.15. "I am on the Hospital

Ship *Rechid Pasha* and there are many German wounded here. I travel between Akbash and Stambul." Akbash is on the headland above Kilia Liman (the supply port for the Turkish Army), but is closer to the German hospital at Bigalli (see below).

#### German Field Hospital at Bigalli



From a doctor at the German Field Hospital at Bigalli set up to receive the casualties from the campaign. Hospital cachet and first type date stamp FELDPOST (faint on the cover by the

pencilled arrow, so reproduced above). Covers from staff at this hospital are rare.

## Greek-Italian War 1940-1941: Italian Prisoner of War mail

Marc Parren

### Introduction

The battle for Greece started in the autumn of 1940 under the Italian war plan, codenamed *Emergenza G* (Contingency G[reece]). On 28 October 1940 Italy embarked on the invasion of Greece from Albania, which it had occupied since April 1939. In total the force facing the Greeks comprised about 85,000 men. The immediate opposing Greek forces amounted to about 35,000 men, but could be quickly reinforced by the neighbouring formations in southern Greece and Macedonia. The Greek Army was very effective in resisting the invaders and in counterattack, and was even able to force the Italian Army to retreat. Around mid-December, in their turn, the Greeks occupied around a quarter of the Albanian territory including practically the entire area of southern Albania known as "Northern Epirus" to the Greeks. By the end of January 1941, due to a combination of Italy finally gaining numerical superiority and their own bad logistical situation, the Greeks' advance was finally stopped. Early in March 1941 the British sent four divisions including two armoured ones (57,000 soldiers) to Greece, but they did not reach the front in time to fight. At the same time Germany prepared to intervene to secure the soft southern belly against an Allied advance. The Italians, wishing to achieve a success in the Albanian front before the impending German intervention, gathered their forces to launch a new offensive, codenamed *Primavera* (Spring). They assembled 17 divisions opposite the 13 by the Greeks, and launched a determined attack on 9 March which failed once more.

From 6 April the Italians recommenced their offensive in Albania in connection with the German *Operation Marita* initiated from Bulgaria. The initial attacks made little progress, but on 12 April, the Greek High Command, alarmed by the rapid progress of the German invasion, ordered a withdrawal from Albania. The inferior Greek army, both in numbers and equipment, proved to be in no condition to oppose the joint Axis troops. Finally Athens was occupied on 27 April 1941 and the battle of Greece was over the next day, while the Allies at the last minute were able to evacuate around 50,000 troops. Next the country was divided into three occupation zones between the Germans, Bulgarians and Italians, until the retreat of the Italian troops in 1943 and the defeat of the Germans in October 1944. During the occupation the Germans controlled Athens, Central Macedonia, Western Crete, Milos, Amorgos and the islands of the Northern Aegean. Bulgaria annexed Thrace and Eastern Macedonia, while Italy occupied the rest of the country.

### The Red Cross scheme

The Italian post regulated the correspondence, packages, money orders and telegrams from and to Italian prisoners of war and civilian internees abroad by providing several circulars. The regulations were agreed upon by the military, the ministry of interior and the Italian Red Cross concerning the composition, transmission and censorship of letters and other communications (Healey 1985). The earliest correspondence I possess is an Italian Red Cross cover containing a message of a family member to a Sergeant held prisoner of war in Greece after the initial attack (Fig 1). The unfranked cover is cancelled at the Rome Railway station post office on 28 December 1940. It was opened in Rome and after censorship the 32 mm double circle 'Commissione Prov. Di Censura Roma' with number 109 (Mattiello: Rome Type 2) in blue. It reached Greece a fortnight later on 15 January 1941 as the straight line datestamp in blue shows, when also the censorship mark E27 in the same ink was applied.





Figure 1. Described above.

Almost all correspondence bears the 23 mm single ring handstamp with the royal coat of arms at the centre over a star reading ΕΛΛΗΝΙΚΗ ΛΟΓΟΚΡΗΣΙΑ (Hellenic Censorship) in purple. In addition we find on most correspondence the censorship mark of the letter E with number as described by Bellas (1980) being civilian in nature and applied in Athens.

Next I discuss some Greek Red Cross letter sheets (2) and postal cards (3) sent by Italian prisoners of war held by the Greeks between January 1941 and the fall of Athens late April 1941 to relatives in Italy. The Prisoner of War (POW) letter sheets and postal cards were all printed in red with the text in both Greek and French and depicting the Red Cross. Small variations in printing exist. All items at hand were sent from the same POW Camp 1 and by two different persons.

The earliest one is a letter sheet dated 22 January 1941 and written by a soldier POW No. 725 to his wife in Bari (Fig 2a) In his letter he mentions that he was taken POW on 7 November 1940 in Greece and it seems that this is the first message home. Interestingly the letter sheet contains two handwritings, the main text very regular and readable as well as some short lines scribbled down in a hard to read handwriting which might be the soldier's own hand writing and the other of a more literate friend. Censorship took only place in Greece on 6 February 1941 as the straight line datestamp in purple shows, when also the censorship mark E92 in the same ink was applied. On the inside of the letter sheet a 3-line handstamp (Fig 2b) was applied reading in Italian: *CENSURA ELLENICA / NEL VOSTRO INTERRESSE E PER EVITARE RITARDI / SLATE BREVI E CHIARI* (Greek Censorship / in your own interest to avoid delay / write briefly and clearly).



Fig 2a (above) and 2b (below)



Next follow four items sent by the same *sottotenente* (lieutenant) Giovanni Vicchi to his family in Ravenna which we will discuss sequentially.

1. **Fig 3.** Post card written 2 February 1941 and the 3-line handstamp in Italian as discussed above. Next the card was handled by Greek censor on 7 February as the straight line datestamp in purple shows, when also the censorship mark E27 in the same ink was applied. Handled by the Rome Railway station post office on 19 March 1941, and in manuscript Ravenna arrival the next day.

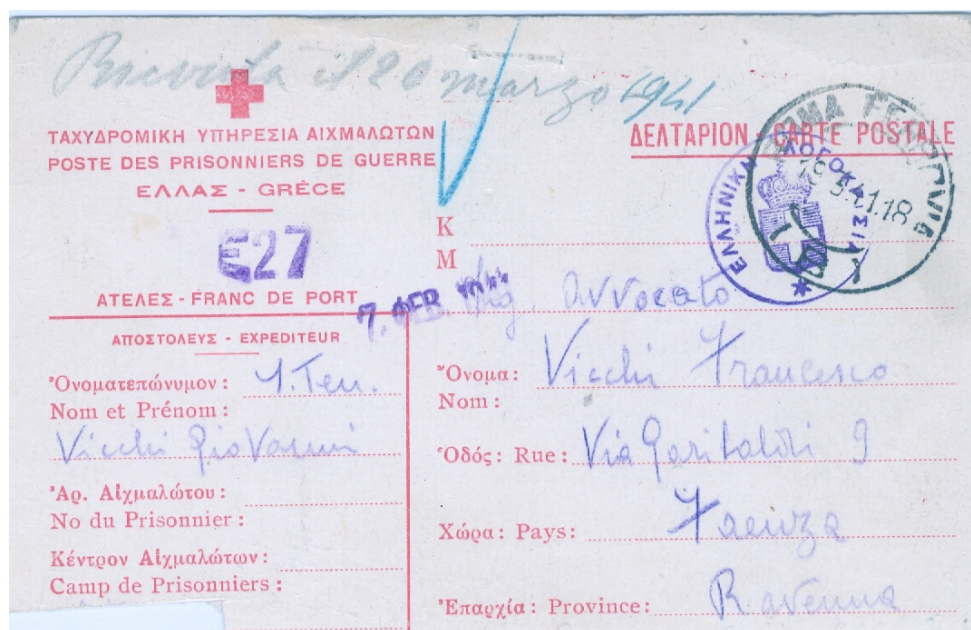


Fig 3 (above) and Fig 4 (below)



2. **Fig 4.** Letter sheet written 9 February 1941 and handled by Greek censor on 17 February as the straight line datestamp in red shows, when also the censorship mark E53 in the same ink was applied. Handled by the Rome Railway station post office on 2 April 1941 and censored when the 32.5 mm triple circle ‘Commissione Prov. Di Censura Roma’ with number 1 (Mattiello: unreported Rome Type) in blue.
3. **Fig 5.** Post card written 17 February 1941 and the 3-line handstamp in Italian as discussed above. Next the card was handled by Greek censor on 22 February as the straight line datestamp in purple shows, when also the censorship mark E27 in the same ink was applied. Censored in Rome and cancelled with the 33 mm double circle ‘Commissione Prov. Di Censura Roma’ with number 146 (Mattiello: Rome Type 2) in blue.

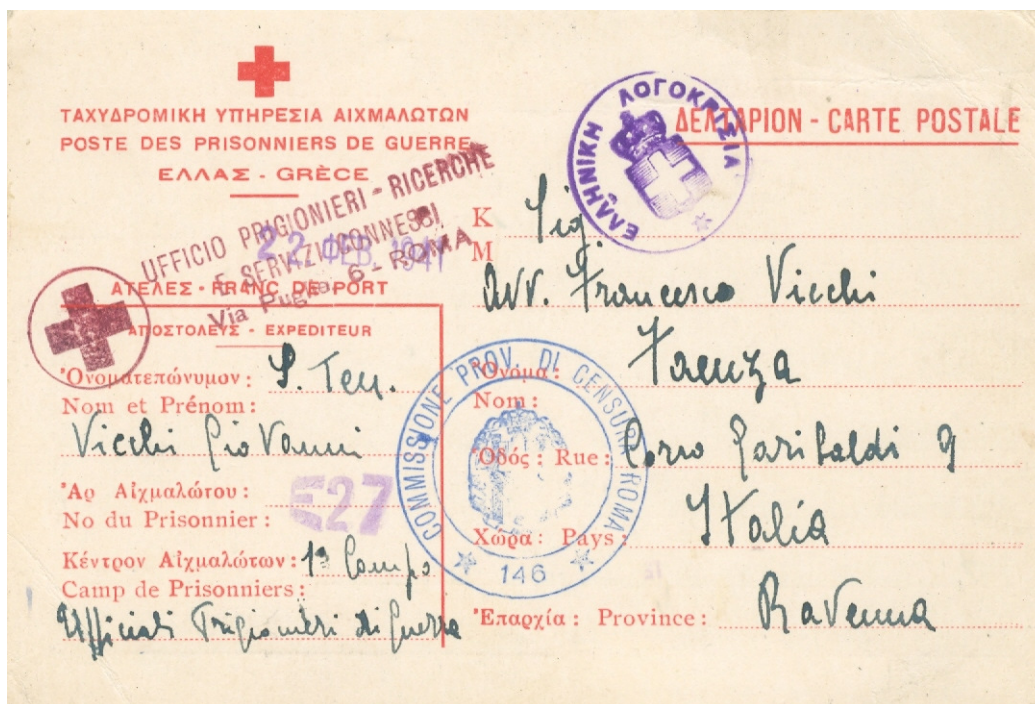
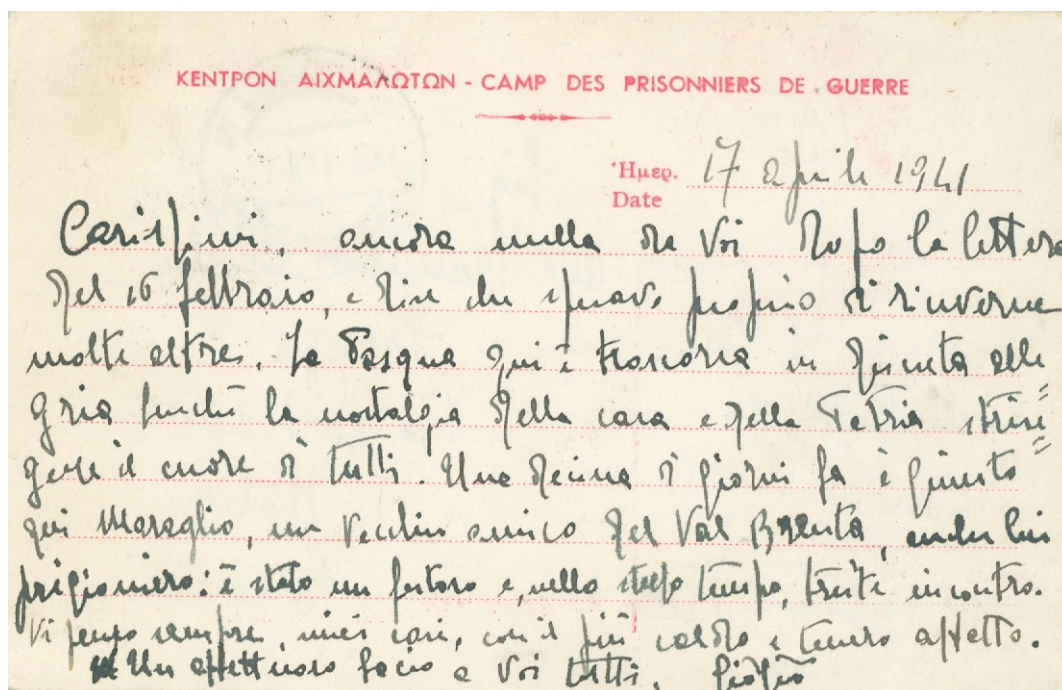


Fig 5 (above) and Fig 6a (below)



4. **Fig 6a and 6b.** Post card written 17 April 1941 just a couple of days before the surrender of the country to the Axis forces. In view of the Italian army post office *Posta Militare N. 550 Sez. A* postmark dated 21 September 1941 the card was held in Greece until that time (Fig 6b), by which time the prisoner would presumably have been repatriated to Italy. According to Cadioli and Cecchi (1991) *Posta Militare 550* was established to serve the Italian troops in the Aegean and started to operate in June 1940 on Rodi (Rhodes) an Italian possession since 1912 when together with the rest of the Dodecanese, it was officially assigned to Italy. The *Posta Militare N. 550 Sezione A* only operated at San Nicola di Creta (Agios Nicolaos) on the island of Crete where it started operating on 14 June 1941 and was closed once more on 9

November 1941. It leaves us to believe that the POW Camp 1 where the Italian POWs were kept during the Greek-Italian war up to April 1941, was most likely also based on the island. It was located far from the war front on one of the largest islands in the hands of the Greeks.

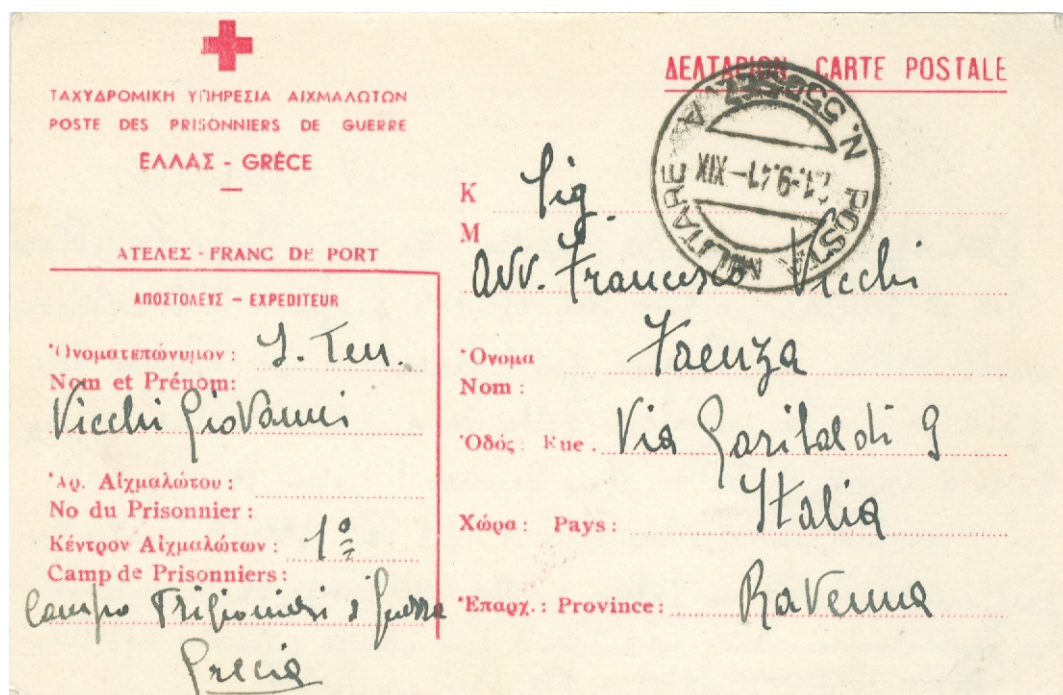


Fig 6b

### The Vatican message scheme

Much less known to the general public is that the Vatican also operated a communication scheme between the belligerent countries. It involved next to the Vatican in Rome, a vast international network of diplomatic nunciatures, apostolic delegations and various Roman Catholic organisations while most messages were related to Italians and not so often other nationals. The scheme was not regulated by the postal authorities but seem to have functioned under diplomatic protection between delegations of the Holy See around the globe with a special role played by the Catholic Mission in Fribourg, Switzerland. The latter was most likely involved because of its neutral status and the possibility to link up with postal routes such as the Lisbon connection, which allowed for exchange of mail between belligerent countries.

I can show two inter-related items concerning a search for an Italian pilot of a seaplane, with a crew of five persons, which was shot down by a British fighter plane at 11 am on 30 December 1940. The location was described as Preveza, a town on the periphery of Epirus, north-western Greece. The first message was sent from the Vatican and written in the Italian language dated 5 January 1941 (Fig 7). The date of despatch is confined in the 33 mm double ring handstamp with the Papal Arms of the Secretary State at the top and the wording *SEGRETARIA DI STATO DU SUA SANTITA* between the two circles. A dated handstamp not reported by Carnévalé-Mauzan (1981), he rather reported the undated 28 mm double ring stamp which we find placed next to it as being in use for the year 1941. The message was forwarded to the Catholic Mission in Fribourg, Switzerland where it was translated to the French language on 31 January and next forwarded to Greece for further treatment (Fig 8). It looks like the Vatican Radio had picked up a Greek radio message of this fateful event first as they refer to a Greek message describing events on 31 December in which a British fighter plane strafed the wreckage once more.

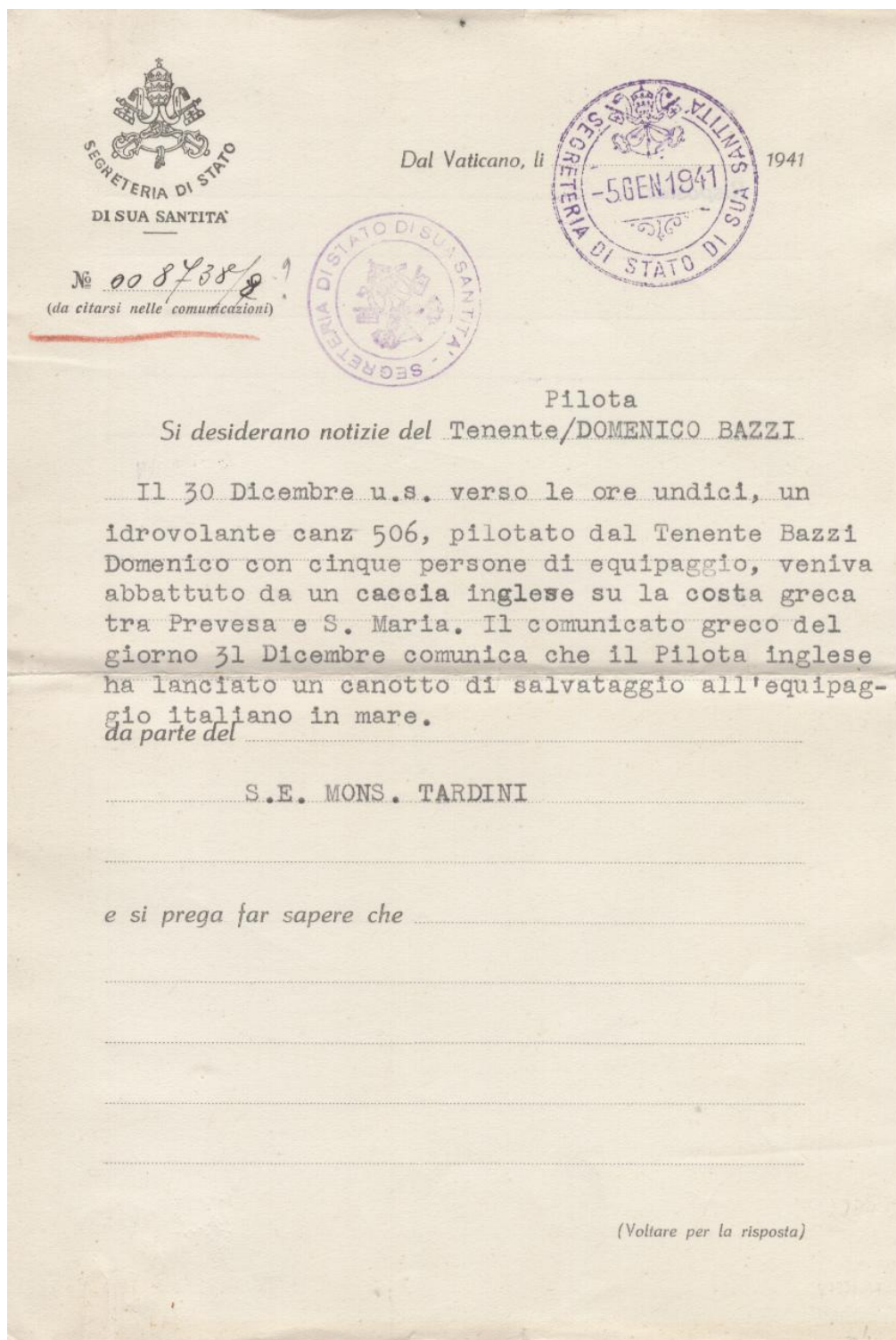


Fig 7

## Conclusions

The Greeks were quite swift in arranging communications between POWs and their families, who even had a choice between the Red Cross and Vatican schemes as described above. Special forms for correspondence by the Red Cross scheme were printed and came in use at least during January 1941. The exact communication routing of these messages we still do not know but they might have transited by Switzerland. Based on the archives of the International Committee of the Red Cross in Geneva, Carnévalé-Mauzan (1989) states that the Greek Red Cross transmitted 203,412 messages since 23 December 1940 until the end of World War II, while the Italian Red Cross transmitted almost 3 million such messages starting 15 June 1940

during the same period. Most unfortunately the archives of the Holy See are not accessible to know the exact extent of the Vatican message scheme. However, Pirozzi (1998) mentions that during the entire war Vatican Radio transmitted over one million messages. What would still be of interest would be to find out the exact location of the POW Camp 1 in Greece and whether the linkage to Crete as for the post card that was handled by the Italian army post office on this island after Greece surrendered makes sense.

Pays : ITALIE 547  
 Nom et prénoms : BAZZI Domenico, Tenente Pilota  
 Adresse :  
 Renseignements : le 30 décembre, vers 11 heures, un hydravion  
 com. 504, piloté par le lieutenant Bazzi Domenico, avec cinq  
 personnes d'équipage, a été abattu sur la côte grecque entre Prevesa  
 et S. Maria par un chasseur anglais. Le communiqué grec du 31 déc.  
 suite au verso  
 Requérant : Nonciature 008738/9

---

Service de guerre : Mission catholique suisse  
 et Assoc. cath. internat. des Œuvres de la protection de la jeune fille.

Fribourg (Suisse), le 30 I 41.

Fig 8

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1. Bellas, Ulysses (1980). *The Albanian War and its postal history*. Hellenic Philatelic Society of Great Britain.
2. Cadioli, B and Cecchi, A. (1991). *La posta militare italiana nella seconda guerra mondiale. Chronologia*. Stato Maggiore dell'Esercito, Ufficio Storico, Roma, Italia.
3. Carnévalé-Mauzan, Marino (1981). *Vatican messages during World War II*. Fil-Italia VIII: 3-12.
4. Carnévalé-Mauzan, Marino (1989). *Les messages croix-rouge pendant la seconde guerre mondiale et jus qu'à nos jours*. Club Marcophile de la 2<sup>e</sup> guerre mondiale. Bulletin 17.
5. Healey, Barth (1985). *Prisoner of war and internee mail. W.W.II*. Fil-Italia XI: 51-71.
6. Mattiello, Gianfranco (2007). *Italian censorship on civil mail 1940-1945. History, censor marks, resealing labels*. Second edition. Published by the author, Lodi, Italia.
7. Pirozzi, Greg (1998). *The Holy See and communications during WWII: A survey*. Fil-Italia XXIV: 163-178.

## Feedback

### Query 373. From Konrad Meyer

At the beginning of the Allied occupation of the Rhineland (the British reached Cologne on 6 December and occupied their bridgehead east of the Rhine on 13 December), all postal services with unoccupied Germany and other countries were interrupted. Starting at the end of December 1918 the ban was lifted a little bit for mail within the British zone of occupation. Later the services were extended. All covers to and from neutral countries like Denmark had to be sent to the Head Censor's Office at Cologne. Sub-offices were at Bonn, Düren, Montjoie and Solingen. From the end of December 1918 until the signing of the Versailles Peace Treaty on 28th June 1919 the restrictions were gradually loosened and almost ended when the Peace Treaty came into effect on 10 January 1920, although the Allies (mainly the French) reserved the right to censor the mail and occasionally even did. The latest British censor cachet I have seen was from March 1920.

The other Allies (Americans, Belgians and French) did their own censorship in their zones of occupation. Bonn was in the British zone until 12 February 1920, when the southern part of the Cologne Bridgehead with Bonn was handed to the French.

Initially all letters had to be posted **open to facilitate censorship**, so covers with censorship labels from that period, where postal service was rather limited, are not easy to find. So far three different types of censor labels are known:

No. 1:      Size:        about 90 x 45 mm  
              Colour:        white paper, red print  
              Inscript.:      EXAMINED BY / BRITISH / MILITARY / CENSORSHIP.  
              Printer's code:    K 1196.

No. 2:        same as No. 1, but printer's code: A.P. AND S.S. PRESS A-3/19

No. 3:        Size:        about 88 x 50 mm  
              Colour:        white paper, red print  
              Inscript.:      EXAMINED BY / BRITISH / MILITARY / CENSORSHIP.  
              Printer's code:    none

The censor cachets are mainly red, but also black and blue examples have been seen. Known numbers so far range from 3 to 29. Further information always welcome.

### Query 374. From Alistair Kennedy

I think I have the answer - from Post Office Archives file POST33/6067 which I saw fairly recently. This file deals with supplementary mail services etc, principally post WW2. Relevant extracts follow, not necessarily verbatim:

27/11/45 - Pre-war: ships in home waters registered letters listed on form S.579a and taken by ship's postman to a post office at the port, where local registered labels are affixed and numbers entered on form S.579a. Ships in foreign waters registered letters listed on form S579a, enclosed in mails to GPO London - given I.S. numbers and entered on S579a.

14/4/51 - No registration service for parcels posted on board HM Ships and in naval shore establishments abroad. In practice they were accepted [20,710 in 1950]. Receipt on form S 579b. Despatched in sealed bags with ordinary parcels in outer bags in direct fleet mails labelled GPO London. These mails dealt with at Royal Agricultural Hall - registered parcels are checked and given a maritime mail registration number, then submitted to HM Customs. Receipted copies returned to despatching authority. (S579a - registered articles from HM Ships, S579c - letter or parcel bill from HM Ships.)



12/10/51 - Proposed parcel insurance service from HM Ships in foreign waters and naval shore establishments abroad - if possible on 1<sup>st</sup> January 1952. Existing registered parcel service must be discontinued after 31 Dec 1951. Service limited to surface mail. Despatch much as before, except insured parcel numbers will be entered on S579a (amended) at despatch, not in London.

30/10/51 - no special arrangements for Germany - mails posted at APOs. Washington - naval mail not handled by BAPO2.

26/5/54 - P. O. Circular: insured parcels to BAPO 3 and BAPO 5

Although this does not cover the second world war, the principle must have been the same, at least for overseas mails - registered labels applied in London, and the registered numbers then advised to the originating ship or base. I assume that this would also have applied to registered mail from ships in home waters, with the need for security paramount.

The labels would have been "H.M. SHIPS" from early in the war (if not immediately from the start) until about the end of December 1942. The inscription changed to "M.M." about January 1943, in line with the change in wording of the postmarks. The change was to reflect the fact that the mails included much from allied navies as well as from the Royal Navy.

Regarding the specific queries about the specific cover:

1. The label was affixed in London, where the postmark would also have been applied. The origin could have been anywhere. In this way security was maintained by not disclosing the location of the ship or shore base.
2. The postmark is undated, also for security reasons to avoid disclosing the date. Postmarks were in red or black, but I do not know if there were any specific reasons for using one or the other.
3. The registration fee was 3d, increasing to 4d in May 1949. The absence of a censor mark indicates that the cover was probably posted after the end of the war. The low values are presumably the wartime light colours (not the 1951 changes). There is no mention of airmail - either from the sender or to the addressee. As it is philatelic mail, could the stamps simply be for philatelic purposes?

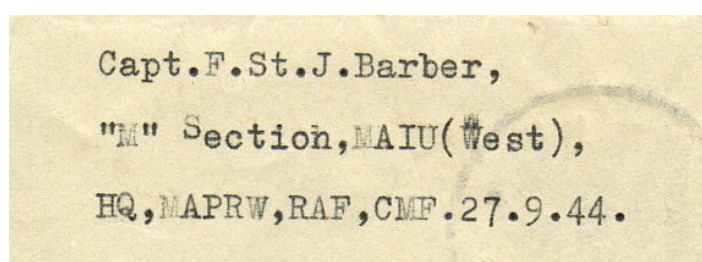
### Query 376. From Alistair Kennedy

There was an extensive answer relating to this postcard in Newsletter 232 (Summer 1997). I have only just searched through to find my original answer, to which I can now add. The timing indicates that the troopship was the *Dorsetshire*. She left Southampton on 8 January 1929 with troops for India, and thence for Shanghai. The *Somersetshire* had sailed on 4 January, with troops for India and then to pick up 2 Wilts to take to Shanghai. After leaving Singapore, she had to return because of a broken crankshaft - reported in *The Times* in a report from Singapore dated 12 February. The *Dorsetshire* had already left Singapore and was recalled to pick up the stranded troops. The postmark date of 19 February would indicate use on the *Dorsetshire* on return to Singapore.

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## Members' Queries

### Query 380. From GM Proctor





This Air Letter was sent in September 1944 from a location unknown to me. Can anyone please tell me where from, why the New Zealand adhesive, and what do any or all of the string of initials mean underneath the writer's name and rank?

\*\*\*\*\*

## WW2 POW Camps for Italians & Germans in Europe, North Africa and Middle East

Peter Burrows

### Part Three. Continued from Journal 299

- #648 King Harry Ferry Camp, Trelissick, Feock, Truro, Cornwall ☺
- #649 Swindon Hill Camp, Swindon, Wiltshire ☺
- #650 Rufford Abbey Camp, Ollerton, Newark, Nottinghamshire ☺
- 651 [also 659 & 1004] "S" & "L" South Camp, Donnington, Wellington, Shropshire ☺ 4/45 - 3/47
- 652 C.O.D. [Central Ordnance Depot] Camp, Didcot, Berkshire ☺ 7/46
- #652 Durnells Farm Camp [Magazine Camp], Didcot, Berkshire ☺
- 653A/B [also 33 & 632] Old Windmills Camp, Arcnott-Depot, Bicester, Oxon ☺ 4/46
- #654 [also 286 & 655] Transit Camp #4, Purfleet, Beacon Hill, Essex ☺ ?/46 - 2/47[GWCoy]
- 654A Royal Engineers Bridging Working Camp, Wouldham, Rochester, Kent ☺ 10/46
- 655 [also 286 & 654] Transit Camp #1, Purfleet, Beacon Hill, Essex ☺ ?/?? - 2/47[GWCoy]
- #656 [also 633] Boughton Camp, New Ollerton, Newark, Nottinghamshire ☺
- #657 #9 Tented Camp, Arcnott Depot, Bicester, Oxon ☺
- #657 Donnington Camp, Wellington, Shropshire ☺
- #657 Shed D35 Camp, Graven Hill, Arcnott Depot, Bicester, Oxon ☺
- #658 Barn House Farm Camp, Shipley, Horsham, Sussex ☺
- ?658 Hill Camp, Westbury, Wiltshire ☺ 11/46
- #659 [also 651 & 1004] L, North & South Camp, Donnington, Wellington, Shropshire ☺ 2/47
- #661A Eynsham Park Camp, Eynsham, Oxford ☺
- 662 [also 631 & 664] Stadium Camp, Catterick Camp, Yorkshire ☺ 2/47
- 663 Parkhouse Camp A, Shipton Bellinger, Tidworth, Hampshire ☺ ?? - 10/46
- #663 Mildenhall, Bury St Edmunds, Suffolk ☺
- #664 [also 631 & 662] Stadium Camp, Catterick Camp, Yorkshire ☺
- #665 Cross Keys Camp, Norton Fitzwarren, Taunton, Somerset ☺

- #665 South Littleton Camp, Evesham, Worcestershire ☺  
 #666 Stoberry Park Camp, Stoberry, Wells, Somerset ☺  
 #667 Byreness Camp, Redesdale, Otterburn, Northumberland ☺  
 #667 & 667A Stoneleigh Park Camp, Stoneleigh, Coventry ☺ 12/46  
 #668 Aliwal Barracks Camp, North Tidworth, Hampshire ☺  
 #669 Cruwys Morchard Camp, Tiverton, Devon ☺  
 669 West Ridge Camp, Greenford, Middlesex ☺ 12/46 - 4/47  
 #670 St Radigund's G W Camp, Dover, Kent ☺ ?/? - 5/47  
 #670 Tilmanstone Satellite Camp, Dover, Kent ☺  
 #670A [also 33] St Martins Plain Camp, Shorncliffe Camp, Folkestone, Kent ☺  
 #670B [also 680] Shaftesbury (Avenue) Camp, Dovercourt, Harwich, Essex ☺  
 ?671 Larkhill Camp, Salisbury, Wiltshire ☺ 2/46 – 3/46  
 671 Popham Camp, Micheldever, Winchester, Hampshire ☺ 5/46  
 ?672 Fargo Camp, Larkhill, Salisbury, Wiltshire ☺ 12/46  
 #672 Popham Camp, Micheldever, Winchester, Hampshire ☺  
 #673 Bridestowe Camp, Okehampton, Devon ☺  
 #673 Home Park GPWW Camp, Plymouth ☺  
 #674 Consols Mine Camp, Tywardreath, Par, Cornwall ☺  
 #674 [also 675 & 1016] Old Dean Common Camp, Camberley, Surrey  
 674 [also 638] Stratton Factory Camp, Swindon, Wiltshire ☺ 5/46  
 675 Hiltingbury Road Camp, Chandler's Ford, Eastleigh, Hampshire ☺ 12/45 – 4/46  
 675 #2 National Service Hostel, Hiltingbury Road, Chandler's Ford, Eastleigh, Hampshire ☺  
 4/46  
 675 [also 674 & 1016] Old Dean Common GPWW Camp, Camberley, Surrey ☺ 10/46 - 11/46  
 676 Puckridge Camp, Fleet Road, Aldershot, Hampshire ☺ 5/47  
 #678 Fort Crosby Camp, Sniggery Farm, Hightown, Liverpool ☺ 2/47 closed 48  
 #679 83<sup>rd</sup> Ordnance Supply Depot [Aston Park] Camp, Southern Road, Wem, Shrewsbury,  
 Shropshire ☺ 1/47 - 10/47  
 #680 Harwich Transit Camp, Harwich, Essex ☺  
 #680 [also 670B] Shaftesbury (Avenue) Camp, Dovercourt, Harwich, Essex ☺  
 #681 Kempton Park Racecourse Camp, Sunbury-on-Thames, Surrey ☺ 10/45  
 #681 [also 562] Osterley Park Camp, Isleworth, Middlesex ☺ 8/46 - 3/47  
 683 [also 552 or 553] Bolero Camp, E30 Sheds, Graven Hill, Arcnott Depot, Bicester, Oxon ☺  
 4/46 - 7/46  
 #684 Hitcham Park Camp, Burnham, Buckinghamshire ☺  
 685 #3 Camp, Long Marston, Stratford-upon-Avon, Warwickshire ☺ 11/46 – 2/47  
 #686 Moreton-on-Lugg Camp, Herefordshire ☺ 6/44  
 687 Shotover House Camp, Wheatley, Oxford ☺ 3/47  
 #688 Park GPWW Camp, Lulworth Cove, Wareham, Dorset ☺  
 #688 Mildenhall Camp, Bury St Edmunds, Suffolk ☺  
 #689 Blackmore Camp, Lower Wyche, Great Malvern, Worcestershire ☺  
 #690 Thomas Street Camp, Selby, Yorkshire ☺  
 #691 [also 636] Cowick Hall Camp, West Cowick, Snaith, Goole, Yorkshire ☺  
 #692 Longtown Camp #4, Longtown, Carlisle, Cumberland ☺  
 #693 Durnells Farm Camp [Magazine Camp], Didcot, Berkshire ☺  
 #693A Whitchurch Camp, Newbury Road, Whitchurch, Hampshire ☺  
 #694 Handy Cross GPWW Camp, Bideford, Devon ☺  
 #695 Horgard Barracks Camp, Shrivenham, Swindon, Wiltshire ☺ 7/46 – 5/47 [Bergard wrong]  
 696 Warwick Camp, Durrant Hill Road, Carlisle, Cumberland ☺ ?? - 12/46  
 #696?? Ashchurch Camp, Carlisle, Cumberland ☺  
 #698 Tollerton Camp, Tollerton, Nottingham ☺  
 699 Tyne J Camp, South Gosforth, Newcastle upon Tyne ☺ ?? - 8/46 (see Fig 8 below).  
 #700 ???

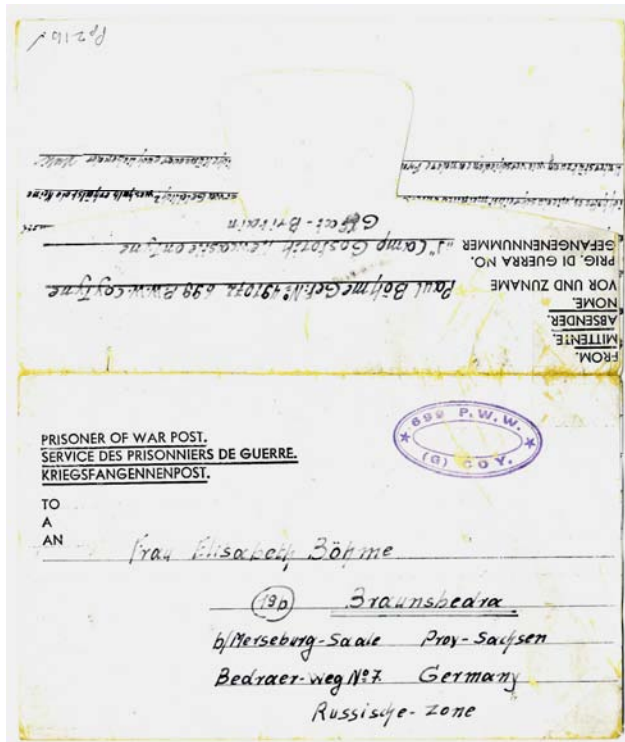


Fig 8

Gosforth Pow Camp “J” #699 - POW letter sheet sent to Merseburg-Saale from German Working POW Company at Gosforth, Newcastle-on-Tyne, on 7<sup>th</sup> August 1946?

Note “G” in 37 x 19mm oval cachet not “J”

- 701 Sheffield Camp, Sheffield ☉ 7/44 – 7/46. There may have been satellite camps around Sheffield using 701 with suffixes A/B/C/D9/E/F
- #701 Rugeley, Staffordshire ☉ 9/45
- 702(5) Peterborough ☉ ? - 5/47
- 702(27) Peterborough ☉ ? - 2/47
- 702(29) Peterborough ☉ ? - 12/46

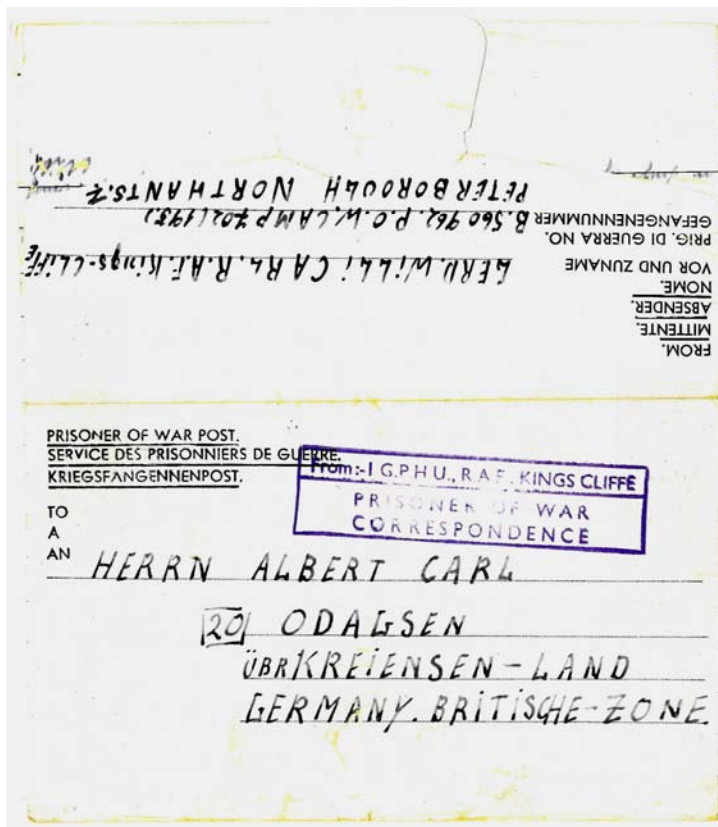


Fig 9

RAF Kings Cliffe Pow Camp #702 (195) - POW letter sheet sent to Kreiensen on 6<sup>th</sup> October 1946 from Camp at Peterborough, Northamptonshire, having 75 x 18mm boxed “From #1 German Prisoner Holding Unit RAF Kings Cliffe” cachet

- 702(35) RAF Kingscliffe, Peterborough ☺ 5/47 (see Fig 9 above).  
 702(49) RAF Kingscliffe, Peterborough ☺ 5/46 - 5/47  
 702(165) Peterborough ☺ ? - 12/46  
 702(195) #1 German Prisoner Holding Unit, RAF Kingscliffe, Peterborough ☺ 10/46 - ??  
 702(266) POWs working at RAF Feltwell, Norfolk 7/46  
 702(277) POWs working at RAF Driffield, Yorkshire 10/46  
 702(278) Peterborough ☺ ? - 12/46  
 702 POWs working at RAF Blakehill [Air Transport Station], Swindon, Wiltshire ☺ 6/46  
 702 POWs working at RAF Melksham [Training School], Wiltshire ☺ 7/46 (See Fig 10 above)  
 702 POWs working at RAF Rackheath [8<sup>th</sup> USAF Base], Norfolk ☺ 7/46  
 #706 Feltham, Middlesex ☺  
 #730 Dover Camp, Kent ☺  
 #740 Harwich Transit Camp, Harwich, Essex ☺  
 #758 ????  
 #779 Walton Hall Camp, Wellesbourne, Warwick ☺  
 #781 Marlborough Farm, Kineton, Warwick ☺  
 #782 Huntercombe (End) Camp, Henley-on-Thames, Oxon ☺ 2/46  
 #783 Dinorben Court Camp, Dinorben Avenue, Fleet, Aldershot, Hampshire ☺  
 #784 Thorndon Hall Camp, Brentwood, Essex ☺  
 #785 AA Camp, Thrybergh, Rotherham, Yorkshire ☺  
 #788 ????

**Fig 10**

RAF Station Melksham  
 Camp #702 - A.F.W.  
 3494 (Revised) post  
 card sent to Wien, from  
 prisoner transferred to  
 Melksham to work at  
 RAF #12 Technical  
 School of Training, on  
 25<sup>th</sup> July 1946, still  
 controlled by King's  
 Cliffe Camp

Army Form No. W3494  
(Revised)

**PRISONER OF WAR POST**  
**KRIEGSGEFANGENENPOST**

**R.A.F. STATION**  
**MELKSHAM.**  
**ADRESSE**

Absender  
Vor und Zuname  
**Tschantera Alois**

Gefangenennummer **B 26043**

Lager-Bezeichnung  
No. **702** P.O.W. Camp  
Great Britain

An **Frau Barbara Keil**

Empfangsort **Wien VI. Bez.**

Strasse **Albrechtstrasse 44/12**

Land **ÖSTERREICH**

2142m 1/44 [90875] 48504/348 14 million 2/46 M&C Ltd. 47-211

- #793 Bulwell Hall Camp, Nottingham ☺  
 #798 ????  
 #812 Post Hill Camp, Farnley, Leeds ☺  
 #866 Stanhope Camp, Ashford, Kent ☺  
 #1000 Oakhangers Camp, Station Road, Bordon, Hampshire ☺?  
 1001 Crookham Common Camp, Thatcham, Newbury, Berkshire ☺ - 12/46  
 #1002 Hothfield Common Camp, Ashford, Kent ☺  
 #1003 Capel House Camp, Bullmoor Lane, Enfield, Middlesex ☺ ?/47  
 #1004 [also 23 & 1023] Camp #1, Oaks Green, Sudbury, Suffolk ☺

Army Form No. W.3494  
(Revised)

**PRISONER OF WAR POST**  
**KRIEGSGEFANGENENPOST**

PWV.-COY  
1004

**Absender**  
**Vor und Zuname**  
Sjaabgel, Bernh. Alrends (A)

**Gefangenennummer** AA063364

**Lager-Bezeichnung**  
-No. 1004 P.O.W. Camp Donnington  
Great Britain Salop

**ADRESSE**

An Fl. Minna Lowe

Empfangsort Parchen & Genthin

Strasse Mühlen-Str. 118

Land Germany  
Russian-Zone

(19)

#142m 1/44 [90075] 43564/343 14 million 2/46 M&C Ltd. 47-211

**Fig 11.** Donnington Pow Camp #1004 A.F.W. 3494 (Revised) post card sent to Parchen from POW Working Company near Wellington, Salop, on 17<sup>th</sup> March 1947, with 29 x 12mm boxed cachet

1004 [also 651 & 659] South Camp E, Donnington, Wellington, Shropshire ☺?/? - 3/47 (see Fig 11 above)

1005 Barby Camp, Willoughby, Rugby, Warwickshire ☺ 8/46 - 11/46

1006 Beaumont Barracks Camp, Aldershot, Hampshire ☺ 11/46

#1006 Willems Barracks Camp, Aldershot, Hampshire ☺

#1007 RAF Burn Airfield, Camp, #14 Armoured Fighting Vehicle Depot Camp, Burn, Selby, Yorkshire ☺

#1008 [also 634] Alvaston Camp, Alvaston, Derby ☺

#1009 Northway Camp, Ashchurch Road, Tewkesbury, Gloucestershire ☺

#1010 Weedon Camp, West Street, Weedon Bec, Northampton ☺

#1011 Camp D30, Graven Hill, Bicester, Oxon ☺

#1012 Canwick Camp, Canwick Garrison, Lincoln ☺

#1015 Station Road Camp, Tadcaster, Yorkshire ☺

#1016 [also 674 & 675] Old Dean Common Camp, Camberley, Surrey ☺

#1017 Camp #2, Sheffield Park, Uckfield, Sussex ☺

#1017? Satellite Camp, Fairwarp, Sussex [5km northeast of Sheffield Park] ☺

#1018 Acksea Farm Camp, Kinnerley, Oswestry, Shropshire ☺ ?/42 - 5/47

1018 GPWWC near St Martin's Camp #100, Oswestry, Shropshire ☺ 11/46

1019 GPWWC Beaumont Barracks Camp, Aldershot, Hampshire ☺ 4/47

1020 Shooter's Hill Camp, Woodlands Farm, Woolwich, London SE18 ☺ 2/47

#1021 Merley Park Camp, Ashington, Wimborne, Dorset ☺ ?/46 - ?/47

#1022 Cross Keys Camp, Norton Fitzwarren, Taunton, Somerset ☺

#1022 Bradninch Camp, Bradninch, Exeter, Devon ☺

#1023 [also 23 & 1004] Oaks Green Camp #1, Sudbury, Derby ☺ ?/46

#1025 Histon Camp, Milton Road, Histon, Cambridgeshire ☺ 4/42

#1026 Raynes Park Camp, Bushey Road, Wimbledon, London ☺

#1045 Dingwall Camp, Rossshire ☺

#2443 North Cave Camp, Station Road, Brough, Yorkshire ☺

- #2445 South Cave Camp, Beverley Road, South Cave, Brough, Yorkshire ☺
- #3208 Dunham Park, Altrincham, Cheshire ☺ 12/45
- #? Berners Roding Camp, .Willingale, Ongar, Essex ☺
- #? Bubwith/Breighton Camp, Selby, Yorkshire ☺
- #? Cuckoo's Corner, Holybourne, Alton, Hampshire ☺
- #? Gisburn Road Camp, West Marton, Skipton, Yorkshire ☺
- #? The Grange Camp, Ravensden, Bedfordshire IPW [also USAF Officers Billet Daily Telegraph 16/6/12]
- #? Houndstone Camp, Yeovil, Somerset ☺ ?/44
- #? Hylands Park GPWW Camp, Chelmsford, Essex [also HQ SAS Daily Telegraph 16/6/12]
- #? Lindsey Camp, Kersey, Ipswich, Suffolk ☺
- #? Marlpit Lane Camp, Old Coulsdon, Surrey ☺
- #? New Park Road Camp, Newgate Street, Potters Bar, Hertfordshire ☺
- #? Poppylot Farm Camp, Feltwell, Norfolk ☺
- #? Potterhanworth Booths Camp, Potterhanworth, Lincolnshire
- #? Sedbury Camp, Sedbury, near Chepstow, Gloucestershire ☺
- #? Snape Farm Camp, Weston Crewe, Cheshire ☺
- #? Tillingham Camp, Essex ☺

### CHANNEL ISLANDS

- #801 Castel Camp, Guernsey ☺ 9/5/45 - 5/46. #802 Alderney ☺.
- #802 Fort Regent Camp, St Helier, Jersey ☺ 9/5/45 – 5/46

### NORTHERN IRELAND

- #5 Monrush Camp, Cookstown, County Tyrone [for Italian sailors] ☺
- #6 Unknown
- #10 Gosford Camp, Gosford Castle, Markethill, County Armagh ☺
- #11 [also 12] Elmfield Camp, Gilford, Portadown, County Armagh ☺
- #12 [also 11] Elmfield Camp, Gilford, Portadown, County Armagh ☺ ex-Army training camp used for 1800 prisoners 1/45 - ?/48
- #14 [also 172 & 682] Hollywood Camp, Jackson Road, Holywood, County Down ☺
- #14 Balmoral Golf Satellite Camp, Belfast, County Down
- #172 [also 14 & 682] Hollywood Camp, Jackson Road, Holywood, County Down ☺
- 173 [also 681 & 682] Rockport Camp, Crumlin Road, Belfast, County Down ☺
- #187 Dungannon Camp, Dungannon Park, County Tyrone ☺
- #190 Lisnelly Camp, Omagh
- #190 Lissanoure Camp, Clough Mills, Loughgiel, Ballymena, County Antrim ☺ 5/45
- #563 Godwin Battery Camp, Kilrea, Coleraine, County Londonderry ☺
- #681 [also 173 & 682] Rockport Camp, Crumlin Road, Belfast, County Down ☺
- #682 [also 173 & 681] Rockport Camp, Crumlin Road, Belfast, County Down ☺
- #682 [also 14 & 172] Hollywood Camp, Jackson Road, Holywood, County Down ☺

**To be continued**

## YMCA Letters: Istanbul 1920: The Marine's Story.

David Ball

Two dishevelled letters provide an unusual insight from the lower-deck into Foreign Affairs more commonly only associated with Official Documents.

- 1). A battered YMCA letter and envelope addressed to Mrs M. Mayling, 223 High St. North, Dunstable. Cancelled d/r EA---- only. The letter is to "Dear Aunt", dated 2-8-1918 and signed "with love Douglas".
- 2). An even more decrepit YMCA letter and envelope to Miss DE Dunscombe at the same address cancelled d/r VALLETTA / MALTA 25MR20. With Malta Tax Mark and I.S. 1d struck in London, as the concession of free Service Mail from Malta had ceased in 1919. The letter is to "Dear Doll", headed YMCA Malta. Tuesday 24<sup>th</sup> March, and signed "yours affect Doug."





The first letter is essentially domestic and mundane but provides two useful clues to the writer's identity. Doug. writes: "Now we have passed off parade we are doing guard and fatigue." A description of military life – the young squaddie. He also writes: "Will you send me our mother's photo – when she was sixteen." This suggests that Aunt was the family "guardian" and that his mother was probably dead.

A family history emerges. The 1911 census shows, living at 223 High St. Dunstable, William (75) and Mary (72) Mayling with Daughters Dorcas (47) and Susan (45) with granddaughter Doris Duncombe (14). At 27 Peach St. Luton, Margaret Duncombe (43) is living with daughter Doris (14) and son Douglas (11). The envelope is addressed to Grandmother Mary, now aged 79; the letter is written to Aunt, probably Dorcas. Mother Margaret would seem to have died.

Looking forward to the second letter Doll is clearly sister Doris. Doug, the writer of both letters is Marine Douglas Ernest Duncombe; No.20087 D.o.B. 27. 2.01. Enlisted Plymouth Div. Royal Marine Light Infantry: 2. 4. 18.<sup>1</sup> The postmark EA-----, on the first letter might well be EASTNEY; Marine Barracks.

The second letter provides the historical interest.



The heading of YMCA Malta, 24 March 1920 and the Valletta postmark of 25 Mar 1920 dates it. Excerpts are transcribed below:

"Dear Doll, We are now enjoying 4 days leave ashore here after our strenuous time in South Russia; at any rate the C-in-C of the M.F. says it was so it must be so. He sent our ship a wireless message congratulating the officers and ship's company, so he must think a little bit of it."

At this time the Bolsheviks were pushing the disorganized White Russian Army south towards Odessa, the Crimea and the Caucasus. Britain, attempting to support her old royalist allies, sent ships of the Mediterranean Fleet under the Command of Vice-Admiral Sir John de Robeck into the Black Sea. The writer, now identified as a marine, was on one of those ships.

"Well, Doll, we had 4 days ashore at Stamboul round the Golden Horn only we were scrapping there all the Atlantic Fleet's crews landed with tin hats and everything and we had a

hell of a fine scrap and a lot of blokes mostly marines got killed but took a ton of prisoners and shot a lot more so we made up for it.”

From the dates available this would appear to be around 16 March. There was considerable Nationalist supported unrest in Constantinople (Stamboul) at this time. To bolster the British presence in support of the Sultan, and the White Russians, the Admiralty had ordered the First Battle Squadron of the Atlantic Fleet to join the Mediterranean Fleet at Constantinople where they had arrived on 20 February. On 16 March de Robeck, as High Commissioner and C-in-C, ordered the military occupation of Constantinople. This was carried out by 8000 troops and 3600 sailors and marines from the Combined Fleet. There was minimal organised Turkish resistance but skirmishes and rioting led to eight Turks and two British soldiers being killed. Turkish prisoners included many Deputies from the sitting Parliament. Their arrests were not without incident, Col. Kemel Bey vigorously resisted, but was outdone by his boss, General Djemel Pasha, Minister of War, “who was apprehended in the early hours of the morning, found in bed in the arms of a lady, not his wife. The lady was in no way perturbed by the irruption of soldiers, her sole preoccupation being to hasten to the mirror to powder her nose.”<sup>ii</sup>

“We brought some prisoners here (Malta) with us. They are all toffs, 2 or 3 princes and some Pashas etc we called ‘em “Sling Ridges” and “Drive me Batchyies” and any thing bar their proper tallies.” This, at last, provides the clue to the identity of Doug’s ship. On page 307 of *Malta in World War I. Postal History* by Alan Green et al published by the Malta Study Circle,<sup>iii</sup> is the Statement: “On 22 March 1920, 11 Turkish Deputies arrived ( in Malta ) from Istanbul on HMS *Benbow*.”

The information is derived from both Admiralty and Foreign Office sources. Admiralty Letter of Proceedings from Vice Admiral Freemantle to de Robeck. Thurs Mar 18<sup>th</sup> “*Benbow* left her moorings at the Galata Bridge and sailed for Malta.”<sup>iv</sup>

Foreign Office. The National Archives File F.O.371/5089. Vice-Admiral Sir John de Robeck to Earl Curzon,( See below.)<sup>v</sup>

**CONFIDENTIAL.**

**SECTION 1.**

[E 1997/37/44]

No. 1.

*Vice-Admiral Sir J. de Robeck to Earl Curzon.—(Received March 22.)*

(No. 258.)

(Telegraphic.) R.

*Constantinople, March 20, 1920.*

FOLLOWING thirteen Turks have been arrested by Allied Military Authorities in connection with occupation of Constantinople by Allied forces :—

1. General Djemal Pasha, ex-Minister of War.
- 2.\* Lieutenant-Colonel Cholak Kemal Bey, Commander of Tenth Division.
3. Colonel Galatali Skevket, Commander of Defence of Straits.
4. Hussein Reouf, ex-Minister of Marine.
5. Kara Vassif, Deputy for Sivas.
6. Nouman Ousta, Socialist Deputy for Constantinople.
7. Faik Bey, Deputy for Adrianople.
8. Sheref Bey, Deputy for Adrianople.
9. Hassan Tah Sin Bey, ex-Vali of Erzeroum and Damascus.
10. General Choruk Solueli Mahmoud Pasha, Senator.
11. Dr. Essad Pasha, President of Red Crescent Society.
12. General Djevad Pasha, ex-Chief of General Staff.
- 13.\* Dj[one group undecypherable]ar Elbasa, Member of Central C.U.P. Committee.

These prisoners have been despatched to Malta in His Majesty’s ship “ *Benbow* ” for safe custody.

Numbers 2 (the resisting Colonel Kemel) and 13 were not “despatched to Malta.”



HMS *Benbow*, 10 x 13.5" guns.

Although I find it impossible to reconcile our marine's "tallies" with the detainees' proper names we do at least know what some of them looked like as this photograph taken on their arrival on *Benbow* shows.

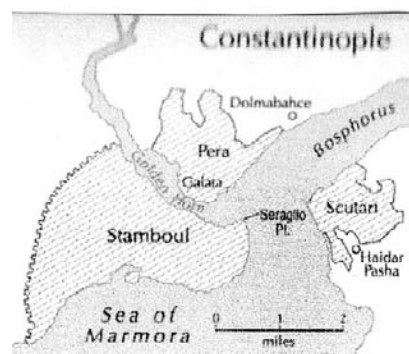


role in this was played by *Benbow* and her crew in the period to 7 March when she returned to Constantinople. A "strenuous time" earning the congratulations of the C-in-C.

Secondly: "... we had a hell of a fine scrap." On 16 March *Benbow* was berthed beside the Galata Bridge, the only land transit between old Stamboul and the business area of Pera. <sup>vii</sup> It was therefore likely an area of potential conflict and no doubt the Marine detachment from the ship, responsible for security, fully played their part in quelling any disturbances. The rest of the letter is this Marine's humorous and enthusiastic view of his surroundings.

The identification of *Benbow* allows some revision of the earlier paragraphs of Doug's letter.

Firstly: "Our strenuous time in South Russia." *Benbow* left Constantinople for Novorossisk, the largest Black Sea port in the Northern Caucasus, on 21 January. <sup>vi</sup> The White Russian "Volunteer" Army was retreating there to use it as an exit port in the face of the Bolshevik "Red" Army advance down the Don valley through the Ukraine. With them came wounded troops and thousands of "royalist" refugees including British nationals. British policy was to support the White Russians and to this end had sent British Military Missions to centres in Southern Russia; that at Novorossisk included a battalion of Scots Fusiliers. There was no question of armed intervention and it became clear that the British role was predominantly the evacuation of these non-combatants to the Crimea and to Turkey. It was this that the Royal Navy organized and a leading



Constantinople: “We were in the Ministry palace ( not identified ) and used to lay about in the grounds under the palms and other things and bathe in the marble fountain full of goldfish. We killed most of the goldfish with the soap we used when we had a bath “*appre le guerre.*”

Malta: “Yesterday we drove in state to Chinerywick, or something like that, on the other side of the island to the original old city of Malta (probably Citta Vecchia , the old Italian name for Mdina). We saw all the ruins and catacombs. The cathedral is marvellous; it beats St. Pauls by a long way, all marble and alabaster and gold silver and bog oak, that black stuff dating back to 56 B.C. Some of the paintings are by Michel Angelo and other posh daubers. The floor and tombs etc are all massive worked in pictures of the lives of saints and Christ and the tombs of all the bishops are all in the deck, all marble and gold. They have got about ten different colours of marble, salmon-pink, yellow, white, black, green with gold in it. I can’t describe it. I wish I could bring you here.”

Douglas Duncombe emigrated to Perth, Western Australia in Oct.1923.<sup>viii</sup> The requirement for postal censorship in Malta was removed on 15 September 1919, allowing the writing of this second letter; it’s survival in the family archive probably occasioned by Douglas’ subsequent departure to Australia.

I am very grateful to Alan Green and Mike Thacker for their contribution to the research for this article.

### References:

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1. <sup>i</sup> The National Archives. ADM 159/165/20087.
  2. <sup>ii</sup> Harry Luke. *Cities and Men Vol.II* p 72.
  3. <sup>iii</sup> Green, Ball and Evans. *Malta in World War I. Postal History.* Malta Study Circle, 2013. ISBN 978-0-9562435-4-6.
  4. <sup>iv</sup> Halpern, Paul, ed: *The Mediterranean Fleet 1919-1929* p175; Navy Records Society, 2011. ISBN 9781409427568.
  5. <sup>v</sup> The National Archives file FO 371/5089.
  6. <sup>vi</sup> as (v) above. P 137.
  7. <sup>vii</sup> *ibid.* P 175.
  8. <sup>viii</sup> The National Archives. Passenger List ss *Jervis Bay* ex London to Freemantle, Australia. 9 Oct. 1923