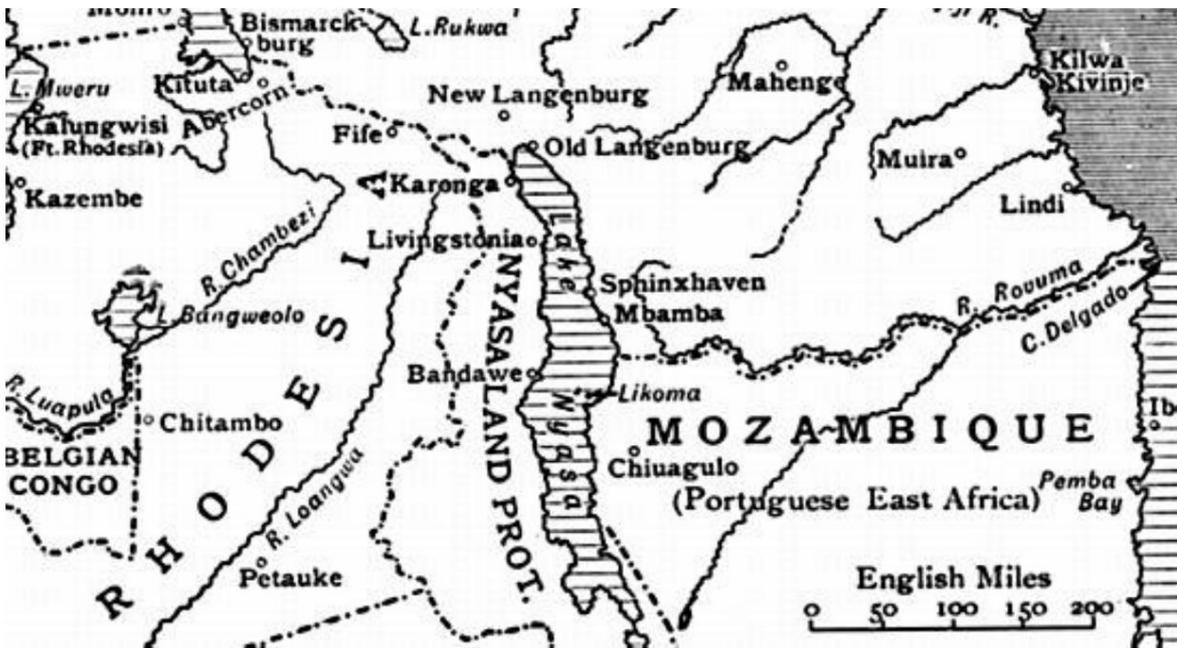


About the English flotilla on Lake Nyasa in World War One

Introduction

Lake Nyasa (now also called Lake Malawi or Lake Nyasa [1](#)) became the scene of one of the first maritime skirmishes between English and German units during the First World War, when the English gunboat GUENDOLEN attacked the harbor at Sphinxhaven [2](#) (now Lilongwe) on 13 August 1914 and destroyed the German gunboat HERMANN VON WISSMANN.

The odds were perhaps not quite equal, as the German captain was not aware that war had broken out



Map 1: Section of map of East Africa, with the English Nyasaland Protectorate (now Malawi) in the centre. From FirstWorldWar.com.

The border between Nyasaland, German East Africa and Portuguese East Africa runs through Lake Nyasa, which is better shown on Map 2.

War Captain Edmund L. Rhoades

In 1914 War Captain Rhoades, Royal Naval Reserve, was the senior naval officer on Lake Nyasa and was given command of the flotilla which was improvised from the bulk of the steamers plying Lake Nyasa.

The vessels belonged to the government of Nyasaland, the missionary company *Universities Mission to Central Africa* and the trading company *African Lakes Corporation*.



*Navy Captain Edmund L. Rhoades,
photographed aboard the S/S GUENDOLEN, ca. 1905.
From Source 2.*

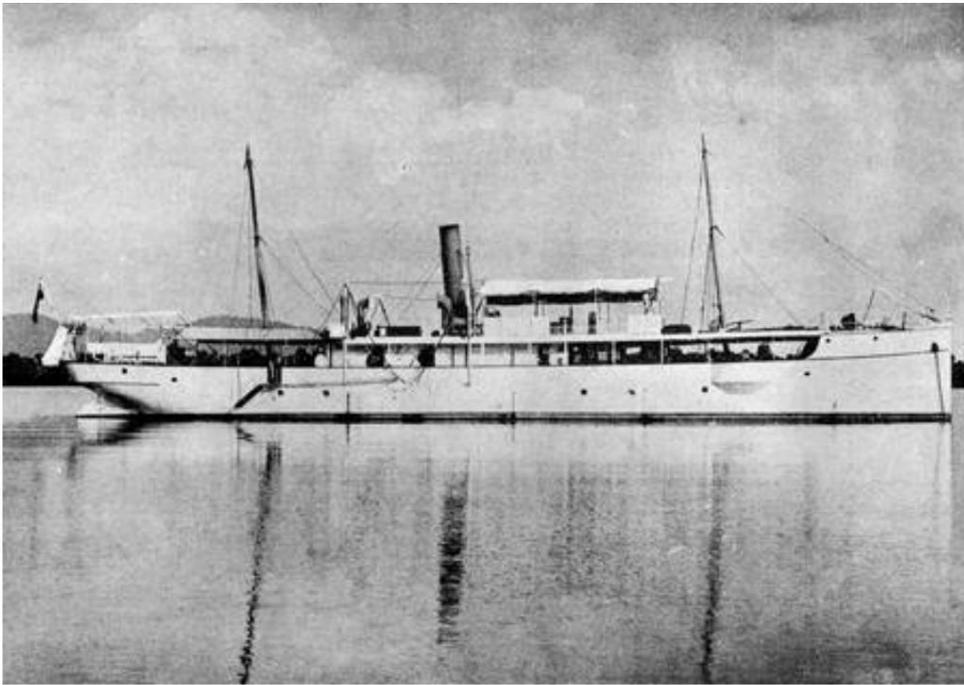
At the beginning of the war, only the war captain's own ship, the S/S GUENDOLEN, was armed, but gradually more vessels were equipped with cannons and machine guns.

Naval captain Rhoades had served at Lake Nyasa since the end of the 1800s, and had, among other things, carried out surveys of the lake in 1898 and found several rare fish species.

One of War Captain Rhoades's good friends was Captain Berndt, who was in command of the German steamship S/S HERMANN VON WISSMANN. Both ships were gunboats, but had a secondary function as transport vessels. The captains regularly met in merry company on their trips across the lake, and liked to hold "fleet exercises" against each other.

The greatest pleasure was when one party managed to surprise the other...

S/S GUENDOLEN



S/S GUENDOLEN, off Fort Johnston, approx. 1902.

From Source 2.

Data (Source 2)

GUENDOLEN

Length 40,8 m

Width 7,2 m

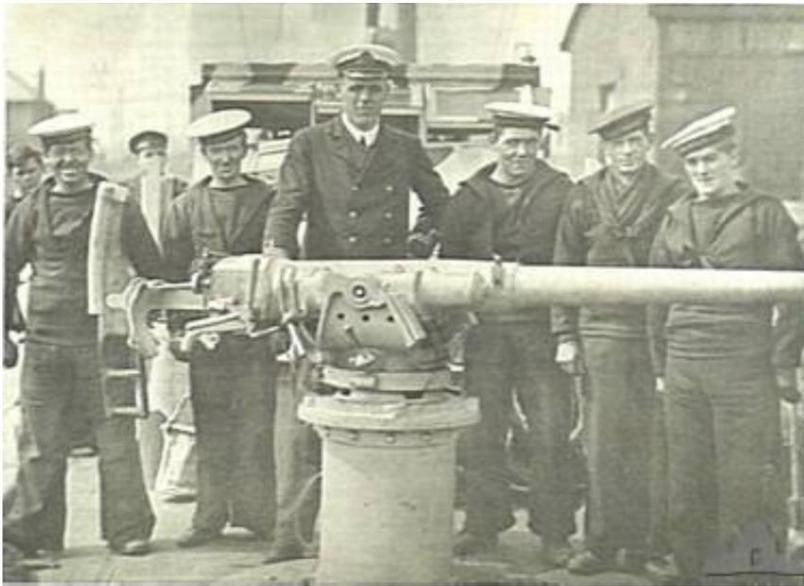
Displacement [3](#)) 340 tones

Number of screws 2

Velocity 10-12 knob

GUENDOLEN was built at G. Rennie & Co., Greenwich, London in 1897, then transported to Nyasaland and launched in 1899.

Gwen, as the ship was colloquially called, was in public service until 1940.



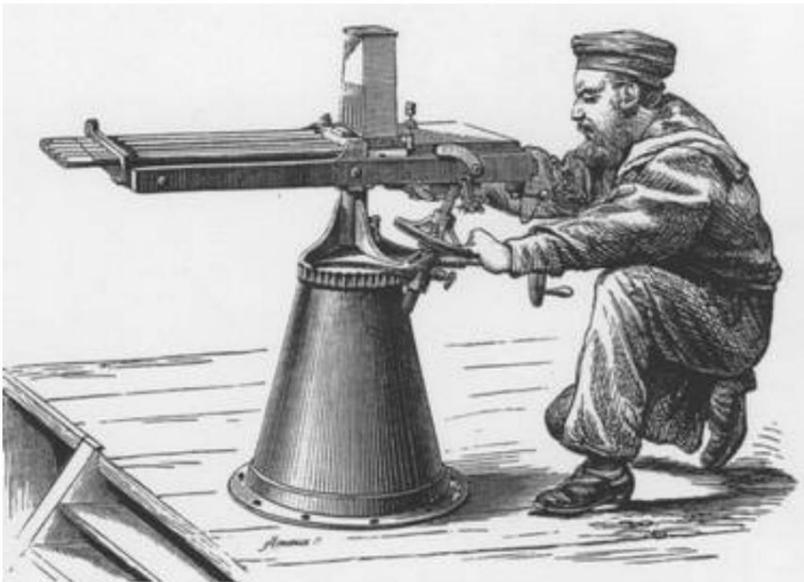
En 3-pounder (47 mm) Hotchkiss cannon, 1915.
From QF 3 pound Hotchkiss (Wikipedia).

GUENDOLEN was armed with:

- 1 piece. 3-pounder (47 mm) Hotchkiss
- cannon 2 machine guns of the Nordenfelt type.

The cannon had a range of approx. 3,600 m, and the grenade weighed 1.5 kg.

Unlike the HERMANN VON WISSMANN, whose cannon was mounted on the front deck, the sources state that the GUENDOLEN's cannon was mounted elsewhere and that it did not have the same free field of fire [4](#).

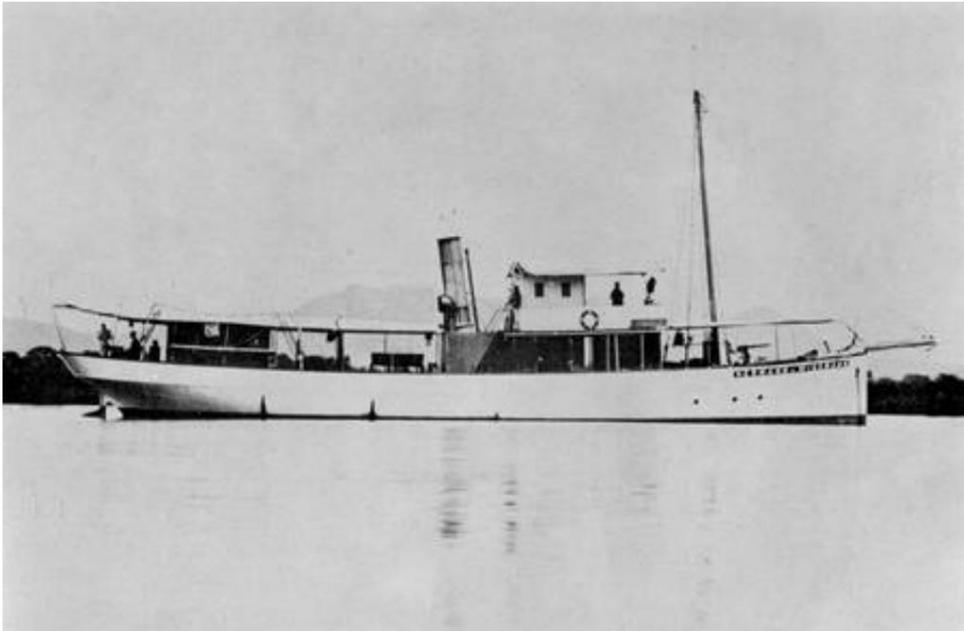


Nordenfelt machine gun, in five-barreled version.
Fra Hotchkiss, Gardner and Nordenfelt Guns (An Illustrated Treatise on Ammunition and Ordnance, 1860-1960).

Peter Charlton states in Source 10, with reference to a report - *A Report on the Military Situation in Nyasaland by 1 KAR* - prepared by Lieutenant H. Collins on 9 June 1913, that in Nyasaland there were 5 pcs. Nordenfelt machine guns, caliber .450 (11 mm), in five-barreled version, for use in gunboats.

About the Nordenfelt machine gun see Nordenfelt gun (Wikipedia).

S/S HERMANN VON WISSMANN



S/S *HERMANN VON WISSMANN*, ved Fort Johnston, ca. 1900.
From Source 2.

HERMANN VON WISSMANN was built at Jansenn & Schmilinsky, Hamburg in 1890, and transported to Nyasaland and launched in 1894.

Data (Source 2 [5](#))

HERMANN VON WISSMANN

Length 27,3 m

Width 4,8 m

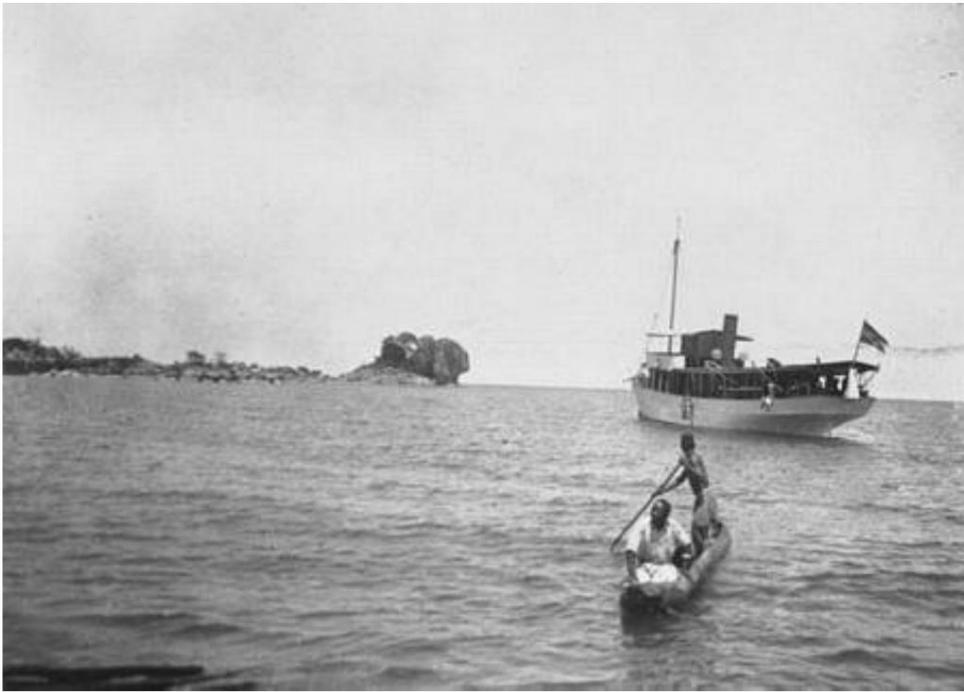
Shift 74 tons

Number of screws 1

Velocity ?

Armament was a 3.7 cm gun, probably a Hotchkiss type machine gun; the cannon can be seen on the foredeck, immediately in front of the mast.

The ship is named after Herman von Wissmann, who was a German explorer and major in the Prussian army; von Wissmann served as governor of German East Africa 1889-1891 and 1895-1896 [6](#)). In the first period, he — founded the German Protection Troops (*Schutztruppe*), originally called *the Wissmanntruppe*.



S/S HERMANN VON WISSMANN, off Sphinxhaven (now Liuli) on the east coast of Lake Nyasa.

Fra Internet Mission Photography Archive
(Evangelical Brethren Unity).

A slightly smaller steamer - HEDWIG VON WISSMANN - operated on Lake Tanganyika. In pictures, the two ships are almost identical. The ship was named after von Wissmann's wife.

HEDWIG VON WISSMANN was the target of the English operation, which overland transported two small gunboats to Africa to sink her. But more on that on a later occasion...

The mobilization

When the governor of Nyasaland, Sir George Smith, receives telegraphic information from the Colonial Office in London about the outbreak of war, he initiates the mobilization of the military units in Nyasaland, including the flotilla. The military units are all located in the southern part of the country, while in the northern part there are only smaller police forces.

The most serious threat to the country is a German attack across the border at Karonga (Map 1, Point 1), which can only be met by troops being transported across the lake from the south of the country.



Drawn by A Whittaker.

Map 1:
Malawi (formerly Nyasaland). From Source 2.

Since sea transport is thus of vital importance to the country's defense, the Governor orders War Captain Rhoades to find and render harmless (*sink, burn or destroy*) S/S HERMANN VON WISSMANN, however without exposing his own ship to unnecessary risk.

War captain Rhoades immediately sets about converting his otherwise peaceful ship to its warlike function as a gunboat. None of the crew appears to be trained to operate the cannon, and the supply of ammunition appears to have disappeared.

However, it turns out that several years ago, an African Lakes Corporation trader named Jock

was part of the Royal Naval Volunteer Reserve, and here he had received some training in gunnery.

Although his skills are now somewhat rusty, he immediately offers to assist War Captain Rhoades, who rushes to accept the offer, and a hasty training of 5-6 men in cannon operation begins with that same.

At the shipyard at Fort Johnston (Map 1, Point 2), where the preparations are taking place, some crates labeled "spare parts" are tracked down, and it turns out that they actually contain Hotchkiss ammunition.

Thus elated, the war captain now asks for a small landing command that can assist him if it becomes necessary to back the German gunboat out of its possible port.

Captain CW Barton, who was in command of the part of the 1st King's African Rifles stationed in Nyasaland, is now ordered to mount a landing command, a concept hitherto unknown in Nyasaland.

The command will consist of 25 askaris, under the command of Captain HG Collins. With the command comes Lieutenant George Neville Beaumont, Nyasaland Volunteer Reserve, who a few days before had been employed in the Department of Public Works. The monocle-wearing lieutenant is described as a colorful person, with a great desire to play, and is nicknamed *Champagne Charlie*.

The first expedition against Sphinxhaven, August 1914

On 8 August 1914, the GUENDOLEN is ready to put to sea, and the course is now set to the north, towards Nkata Bay (Map 1, Point 3).

The German gunboat, if not at sea, can be in one of four ports - in Mwaya or in its base port Alt Langenburg (called Langenberg on Map 1; Mwaya is slightly further west) at the northern end of the lake or Wiedhaven and Sphinxhaven (Map 1, Point 4; Wiedhaven is a little further north) on the east side of the lake.

War Captain Rhoades hopes that local fishermen may be able to provide more accurate intelligence. He is not disappointed, and on the evening of 12 August 1914 receives information that S/S HERMANN VON WISSMANN was seen in Sphinxhaven 3 weeks ago, undergoing repairs on land. The course is now set to the east, with an expected arrival just before dawn.

During the voyage north, Gunner Jock has done his part to "armour" the ship's most vulnerable points, just as the ship's doctor, Doctor GM Sanderson, has improvised a hospital, whose operating table is a field bed surrounded by sacks of rice.

At sunrise, the GUENDOLEN carefully approaches the Sphinxhaven, expecting to come under fire from the harbor. Everything is deserted, and to his delight, war captain Rhoades sees that HERMANN VON WISSMANN is still in bed. The only living beings encountered during the voyage are some lepers who are on a small island in the bay.

There are two different versions of what is happening now. Source 1 mentions that War Captain Rhoades calls on Captain Berndt to surrender, while Source 3, based among other things on information from Doctor Sanderson, mentions that the War Captain orders his gunner to open fire.

Outside Sphinxhaven (Source 4 mentions the distance as approx. 1,800 m) gunner Jock now opens fire. Despite the gun crew's many exercises in recent days, however, no account has been taken of the fact that the ship can capsize violently in open water. The first shots are thus fired while the ship is heeling away from the target, and the shells fly far above the target, to the annoyance of the natives several kilometers behind the target.

After 15 minutes of shooting, however, we finally manage to hit the spot. However, it has not been uninterrupted

firing, as a good deal of time has been spent sorting out defective shells from [7](#)), and most of the gunners are so occupied with this work that they do not see the spot shot themselves.

So far no life has been observed in the harbor, but a white man, in shorts and an undershirt, is now going down to a dinghy and rowing out towards the ship. He is red in the head and clearly very excited. Up at the GUENDOLEN's ladder, he throws away the oars and crawls aboard cursing.

The agitated gentleman turns out to be Captain Berndt, the captain of the HERMANN VON WISSMANN, who blurts out something like, "Damn it, Rhoades, are you drunk?" when he spots the war captain.

But the war captain was far from it, and he can now inform his good friend that this is not one of their usual pranks, but that war has broken out between Germany and England.

At the same time, he seeks to calm Berndt by offering him a chair and a glass of whiskey, and can now tell his friend that he is a prisoner of war; while Berndt is now being led below deck, he can be heard cursing and sulking that the German authorities in Songea (the local government's capital) have not been informed of the development of events.

The landing command and the engineer from GUENDOLEN are now sent ashore [8](#)). A smaller force, under the command of Lieutenant Beaumont, is sent up on a ridge behind the harbor to secure the landing force while it investigates the German gunboat.

Since HERMANN VON WISSMANN is clearly not ready to sail, the cannon and vital parts are removed from the machine, just as the German engineer and a number of engineers are captured [9](#)).

After a job well done, the GUENDOLEN sets course for Nkata Bay, where you arrive in the evening. Along the way, the authorities are informed of the successful operation, and the message is immediately forwarded to the Ministry of Colonies in London.

The message is passed on to the Admiralty and the press, and on 15 August 1914 *The Times* carries a brief account of the events, under the headline: *A Lake Nyasa Coup*.

With great satisfaction, the Colonial Minister, Sir Lewis Harcourt [10](#)), acknowledges the report with a telegram to Nyasaland: *Well done Gwen*.

Nyasaland Field Force is transported to Karonga



Boat transport on an African lake during the First World War [11](#)).

Freed from the threat of displacement of larger troop forces, the GUENDOLEN and the vessels are deployed

Chauncey Maples, QUEEN VICTORIA, PIONEER and ADVENTURE on 16 August 1914 in the transport of the Nyasaland Field Force from the south of the country to the border between Nyasaland and German East Africa.

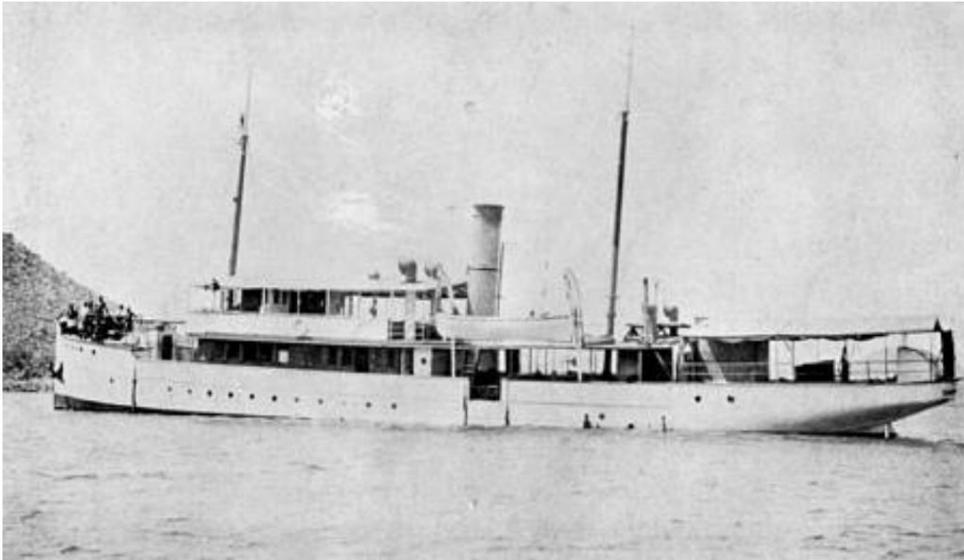
The vessels' transport capacity was supplemented by boats and barges.

The force, numbering around 400 men, landed at Vua (south of Karonga) on 19 and 20 August, and arrived at Karonga on 22 August 1914.

About a report from July 1918 about the GUENDOLEN as a transport vessel can give an impression of such a trip [12](#)):[___](#)

"Thursday 4th. Embarked on H.M.S. Guendolin an ex-gunboat at 12 noon, of small dimensions. There were about 400 native troops on board, & 23 whites. The officers slept on upper deck, in our camp beds: the askaris were packed into every corner. As soon as we got outside the bay we began to pitch, & had a fairly rough crossing to Mkata Bay, on the other side. There we took in 160 porters & the store manager & his wife. We had a stroll on shore. Mkata bay is a mission station, with a large brick built & red-tiled store, but with very little to sell. Behind it is a nice bungalow belonging to the manager one Miller, evidently of Edinburgh. Bought some bananas, pineapple, papaws & eggs. Left again at 6p.m. Seasick."

The flotilla's other vessels



CHANCEY MAPLES, possibly at Likoma Island, ca. 1910.

From Source 2.

CHANCEY MAPLES was built at the Alley & MacLellan shipyard, Glasgow in 1899, and transported to Nyasaland and launched in 1901 [13](#)). [___](#)

Data (Source 2)

CHANCEY MAPLES

Length 38,1 m

Width 6 m

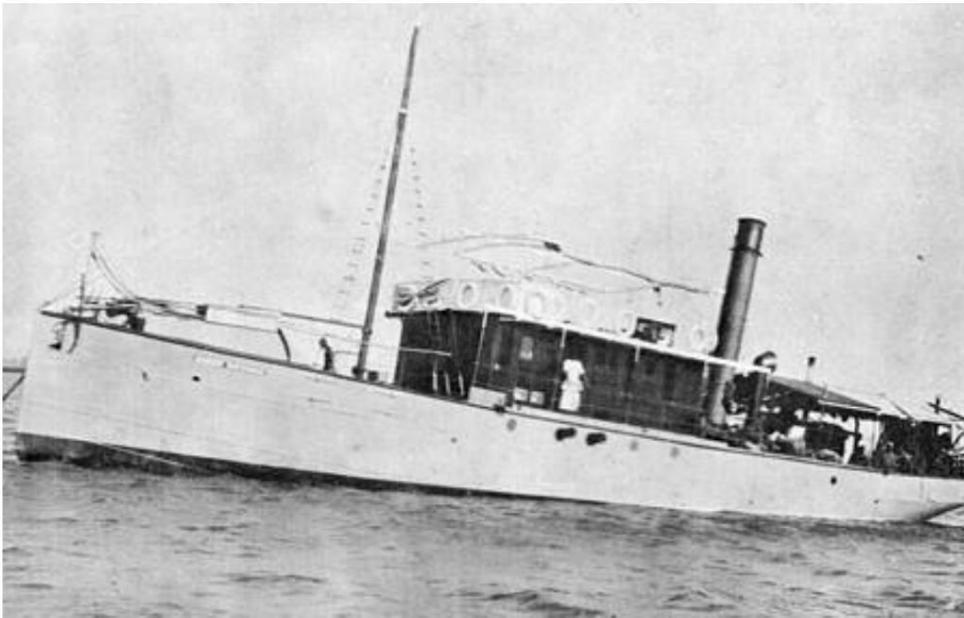
Displacement 250 tones

Number of screws 1

Speed 9 knots

The ship belonged to the Universities Mission to Central Africa, and under whose auspices it, among other things, supplied the organization's various mission stations along the lakeshore. Source 6 mentions that the organization's ships were vital to the work; it also appears that the ship was commanded by Captain Augustine Shannon, Royal Naval Volunteer Reserve.

After the expedition to Sphinxhaven in August 1914, the cannon from HERMANN VON WISSMANN was mounted on the foredeck by CHANCEY MAPLES, who also had a searchlight installed.



S/S QUEEN VICTORIA, 1916.

From Source 2.

Data (Source 2)

QUEEN VICTORIA

Length 35,4 m

Width 5,4 m

Displacement 77 tones

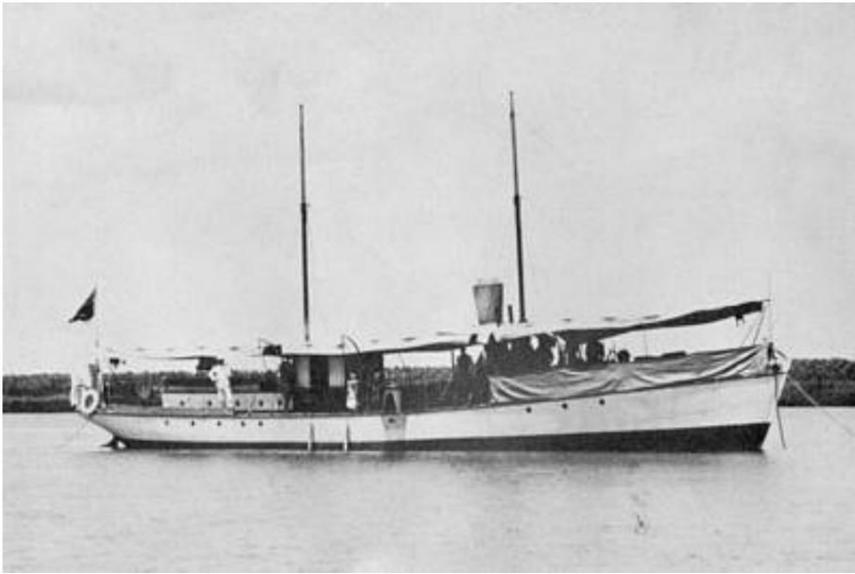
Number of screws 1

QUEEN VICTORIA was built at the Graham & Milne shipyard, Glasgow in 1896, after which she was transported to Nyasaland and launched in 1898. The ship belonged to the trading company African Lakes Corporation.



S/S ADVENTURE, ved Old Fort Johnston, ca. 1895.

From Source 2.



S/S PIONEER, ved Old Fort Johnston, ca. 1895.

From Source 2.

The sister ships PIONEER and ADVENTURE were built at Yarrow & Co., London in 1891.

They were then - like the other vessels that sailed on the lake - separated and transported to Nyasaland, where they were launched in 1893.

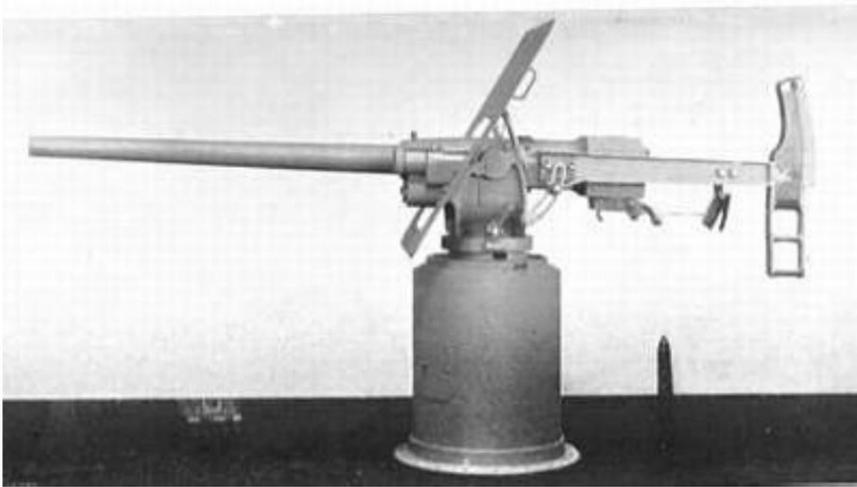
The ships belonged to the government of Nyasaland, and until GUENDOLEN's arrival functioned as gunboats.

The second expedition against Sphinxhaven, May 1915

Despite the colonial minister's telegram, all was not *well done* at Sphinxhaven, as HERMANN VON WISSMANN still existed as a potential threat, and at various times pending

rumors that the Germans had repaired the gunboat.

In May 1915, an expedition is therefore sent from Fort Johnston to Sphinxhaven to finally rescue or dispose of HERMANN VON WISSMANN. The commander of the force is Lieutenant-Captain George Hamilton Dennistoun [15](#)), Royal Navy, formerly HMS Fox [16](#)), who arrived in Nyasaland in March 1915, where he took command of the flotilla, War Captain Rhoades having been sent home in October 1914 due to illness [17](#)) .



A 6-pounder (57 mm) Hotchkiss cannon, manufactured by the English arms factory Elswick Ordnance Company. From QF 6 pounder Hotchkiss (Wikipedia).

Data (Source 2)

PIONEER & ADVENTURE

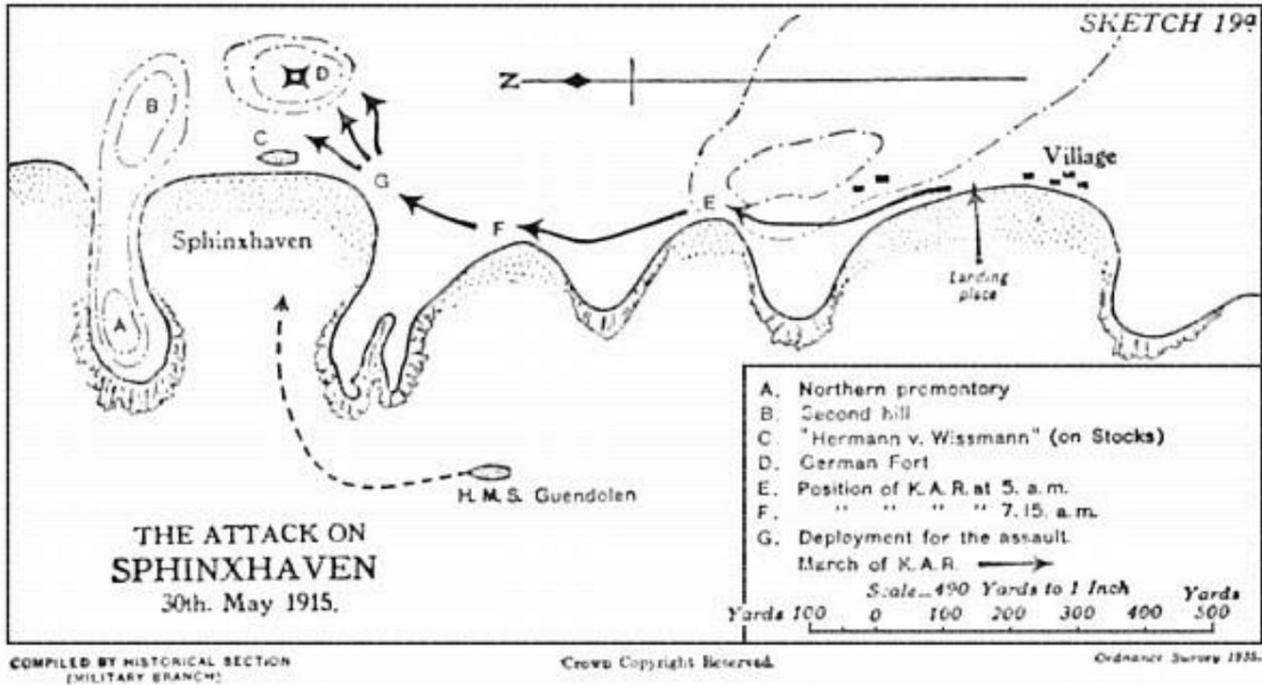
Length	22,5 m
Width	3,6 m
Shift	35 tons
Number of screws	1
Velocity	9 knob

With him to Nyasaland the lieutenant captain has 3 officers and 6 marines and five 6-pounder Hotchkiss guns.

Two of the guns are mounted on the GUENDOLEN [18](#)), while the other three, which are mounted on field mounts manufactured in Zanzibar, are later sent to Karonga.

The force consists of GUENDOLEN accompanied by CHANCEY MAPLES and 1 double company from 1st

King's African Rifles (Companies F and H, total about 180 men, with 2 machine guns), commanded by Captain HG Collins. After picking up some medical personnel at Nkata Bay (Map 2, Item 3), the force set off on 29 May 1915 for Sphinx Haven, which was reached before dawn the following day.



Map 2: The second operation against Sphinxhaven.
From Source 1.

The companies landed south of Sphinxhaven at 04:15 on 30 May 1915, without encountering resistance. While the force moves along the coast - along a narrow path through tall grass - towards the bay, where HERMANN VON WISSMANN is lying on the bedding, the GUENDOLEN sails to the bay itself.

Approx. 500 m from the village, German troops open fire on the vanguard, which immediately takes up the fight, after which the Germans retreat. The advance continues at dawn, now through dense scrub.

From positions on the northern promontory, German soldiers now open fire on the GUENDOLEN, and immediately a German machine gun from a position in the German fort on the ridge behind the bay also fires at the ship. The fire is directed first at the promontory and then at the fort. Meanwhile, the two companies have worked their way to the German fort and are now ready to attack.

At 11:00 GUENDOLEN ceases firing and the wind is now blowing for an attack on the fort. However, the German force has long since disappeared.

HERMANN VON WISSMANN is still on the coast and the damage inflicted on August 13, 1914 has not yet been repaired. It is still not possible to make the ship seaworthy, which is why further destruction is now taking place.

Using dynamite, two holes are blown in the bottom, while the screw and boilers are destroyed. The bedding is also destroyed.

The landing force withdraws around 14:30. Meanwhile, the Germans have returned to the area and are opening fire on the rearguard. The last English boat, with Captain JEE Galbraith, 1st King's African Rifles, and a smaller force, sets sail from the northern headland, covered by fire from the two gunboats (cannons, machine guns and rifles).

Tab

From the official English side, the losses are calculated at only 1 wounded - Volunteer J. Sutherland, Nyasaland Volunteer Reserve [19](#) - while the German losses were calculated at 1 dead and 5 wounded. From the English side, however, it is assumed that the fire from the gunboats caused more casualties to the Germans.



The German colonial flag.

[Fra Flags of the World 21](#)). [_____](#)



A green flag, with crescent and star [22](#). [_____](#)

In addition, they captured 7,000 cartridges, the field fuse for a machine gun and two flags. One was German, and the other was green, with a crescent and a star [20](#)). [_____](#)

The second expedition - seen from the German side

General von Lettow-Vorbeck mentions very briefly the English destruction of HERMANN VON WISSMANN in his memoirs (Source 9). This shows that there were 13 German soldiers and 1 machine gun at Sphinxhaven on 30 May 1915.

Source 6 refers to the German force as consisting of approx. 20 men, with a German missionary as commander, but whether they were European soldiers or natives, nothing is known.

Lettow-Vorbeck does not mention the German losses, but rather that the English were apparently more than 20 men. Whether the latter information should be given value in comparison with the English information is probably doubtful, but it may be a matter of conjecture, reported by the then German commander of the force at Sphinxhaven.

Closing

In April 1916, it is rumored that the Germans are refurbishing the vessel again. A smaller force is sent to Sphinxhaven on 28 April 1916, but it turns out that history has nothing to do with it.



S/S HERMANN VON WISSMANN,
at anchor off Alt-Langenburg in the northern part of Lake Nyasa.
Fra Internet Mission Photography Archive
(Evangelical Brethren Unity).

In March 1918 the wreck of HERMANN VON WISSMANN was repaired and now sailed in English service under the name King George.

In 1920, the ship was sold to the Nyasaland Trading Company, which was renamed Malonda, meaning *goods* in the local language (probably Chichewa).

Under this name, the ship continued in service until 1950, when it was broken up.

During the rest of the war, the flotilla carried out a number of important transport tasks with supplies and troops to pass through Lake Nyasa, but it does not appear to have been involved in actual combat after the Battle of Sphinx Haven on 30 May 1915.

Sources

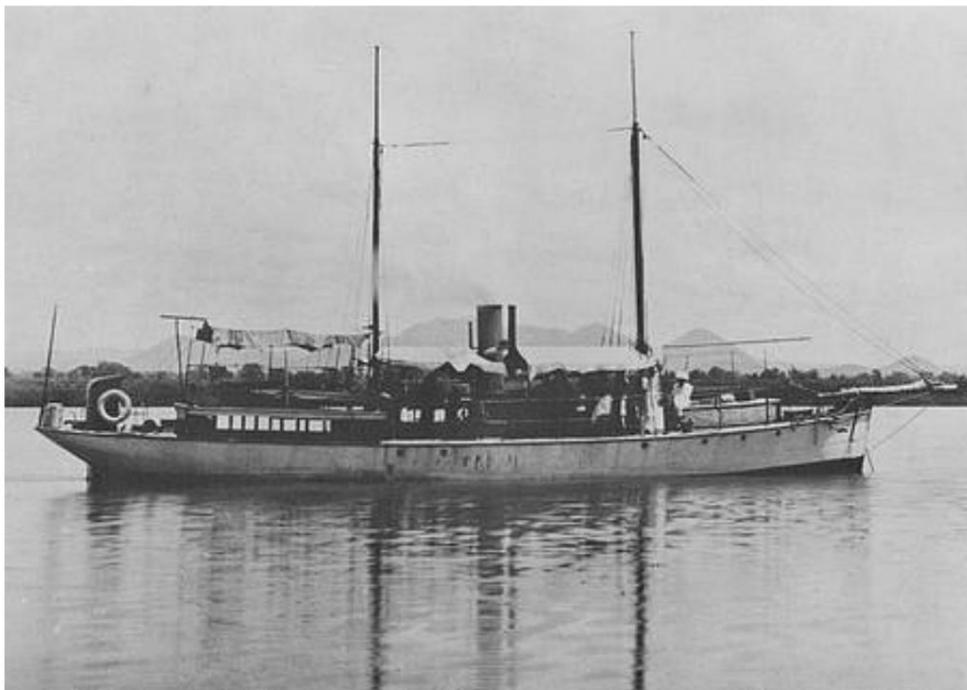
1. *History of the Great War, Military Operations East Africa, Volume I, August 1914 - September 1916* af oberstløjtnant Charles Hordern, HSMO, London, 1941.
2. *Lake Malawi Steamers* by PA Cole-King, Government of Malawi, Ministry of Local Government, Department of Antiquities, Historical Guide no. 1, Zomba, August
3. *Livingstone's Lake - The Drama of Nyasa* af Oliver Ransford, John Murray, London, 1966.
4. The GUENDOLEN v HERMANN VON WISSMANN (Clash of Steel).
5. The Story of HMS GUENDOLEN by Alan Cairnie, published The Federal Saints newsletter, no. 29, 2007.
6. The Steamer Parish - The Rise and Fall of Missionary Medicine on an African Frontier by Charles M. Good, University of Chicago Press, 2004. One of the books is available online as Google Book.
7. Hawthorn's Nyasaland Despatch, 11 October 1915, bragt i London Gazette, 1.august 1916 (Gazette Online).
8. *Tip & Run - The Untold Tragedy of the Great War in Africa* af Edward Paice, Weidenfeld & Nicolson, London 2007, ISBN 0-29784-709-0.

9. *My Reminiscences of East Africa* by General Paul von Lettow-Vorbeck, originally published in 1920; reprinted by Naval & Military Press, London 2004 (ISBN 1-84342-950-0).
10. *A History of the Nyasaland Volunteer Reserve - Its formation and the part it played in World War I* by Peter Charlton, Australia. This is an unpublished manuscript that the author has kindly sent me.

Additional information about the operations can be found on the following websites:

11. Lake Nyasa: A German Phantom (The Naval Campaign of East Africa, Naval Historical Society of Australia).
12. World War I on the lakes of German East Africa (traditional association of former protection and overseas troops).

Postscript



S/S CHARLES JANSON, ved Fort Johnston, ca. 1905.

From Source 2.

Data (Source 2)

S/S CHARLES JANSON

Length 18,6 m

Width 3,6 m

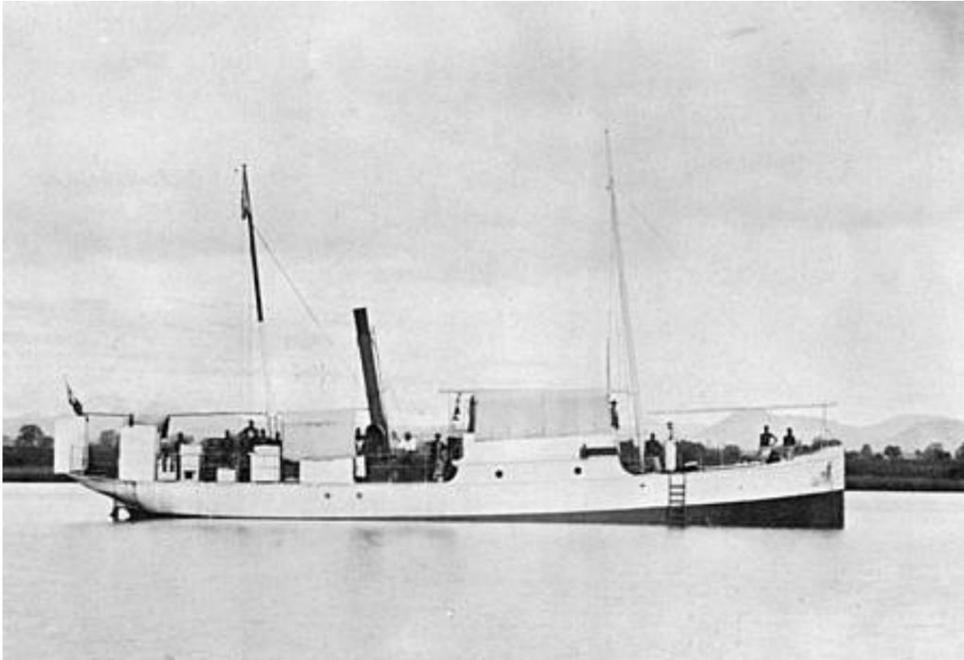
Displacement 25 tones

Number of screws 1

Velocity 8 knob

At least two more vessels - S/S CHARLES JANSON (Universities Mission to Central Africa) and S/S DOMIRA (African Lakes Corporation) - served as transport vessels on Lake Nyasa.

CHARLES JANSON was built at Yarrow & Co., London in 1884, then transported to Nyasaland and launched in 1885.



S/S DOMIRA, ved Fort Johnston, ca. 1900.

From Source 2.

Data (Source 2)

S/S DOMIRA

Length 26,7 m

Width 4,1 m

Displacement 68 tones

Number of screws 1

Velocity ?

DOMIRA was built at Mathew, Paul & Co., Dumbarton, Scotland in 1885, then transported to Nyasaland and launched in 1890.

The interesting angle connected to the S/S DOMIRA is that the now-retired naval captain Rhoades bought the ship in 1938, and he set about converting the ship into a three-masted sailing vessel. However, the war captain died before he could complete the conversion, and the ship changed hands several times, finally being sunk at Liwonde in 1957, apparently to fill a gap in a newly built berth.

Per Finsted

To note:

- 1) Lake Malawi (Wikipedia).
- 2) Se Sphinxhafen (Wikipedia).
- 3) Displacement expresses the weight of the amount of water a ship displaces. Displacement tonnage is the total weight in tonnes (à 1016 kg) of the ship itself with normal equipment, fuel etc. (Maritime Dictionary).
- 4) Source 5 states that the cannon is placed "on sponson aft of the break", but the exact meaning is unclear.
- 5) Data from Source Two is supplemented with information from the article Battle for Lake Tanganyika (WW1 Maritime War).
- 6) See HERMANN VON WISSMANN (1853-1905) and German East Africa (Wikipedia). See also Hermann Von Wissmann (Deutsche Koloniallexikon, 1920) and German colonial troops in East Africa - Uniforms and organization, 1914.
- 7) In 1913, the ammunition inventory was calculated at 3,292 shells (vintage 1896 and 1897), described as "useless", and 272 practice shells (black powder), described as "unreliable". (Source 10)
- 8) Source 4 lists the names Haines and Urquhart as machinists, but which one was the machinist is not known.
- 9) The sources do not say whether the "engineers" also include the ship's native crew. From the German side, it is only reported that the captain and the engineer have been captured: "Im Innern wurde 13. August Sphinxhafen (Njassasee) steamer "Hermann v. Wissmann" lying on slip taken by Englishmen. Captain and machinist, still unaware of the outbreak of war, caught." Fra The raid against our colonies, Kriegsrunschau, 1915, Verlag der Tages Rundschau, Berlin (Jaduland).
- 10) Lewis Harcourt (Wikipedia).
- 11) From Great War in a Different Light. The source appears to be The War Illustrated, but the accompanying text is illegible.
- 12) The account originates from Lieutenant John Bruce Cairnie, who from 1 December 1917 served with the 5/4th and later with the 3/4th King's African Rifles. See 1917 and 1918 (The World War 1 Document Archive). The above extract is taken from the genealogical website, RootsWeb, the lieutenant's son, Alan Cairnie, provided an extract from the diaries.
- 13) In 2002, the ship was still in existence and was observed awaiting repair in the harbor at Monkey Bay, in the southern part of Lake Malawi. Letter of the Month, November 2006 by Alan Cairnie, published The Federal Saints Newsletter, No. 23, 2006.
- 14) The speed does not appear from Source 2; Source 1 mentions (p.169, note 4) that all vessels have roughly the same speed.

- 15) See Peel Forest - the Dennistoun-Russell Connection (South Canterbury NewZealandGenWeb Project), which contains a brief description of George Hamilton Dennistoun's (1884-1977) life course.
- 16) HMS Fox is, among other things, known from the English landing attempt at Tanga in November 1914. See e.g. The Battle of Tanga - 1914 by Geoffrey Regan and About some of the Indian units that took part in the Battle of Tanga, November 1914, Part 5
- 17) Officially it was illness, but in reality the reason was apparently cooperation difficulties with the land forces. (Source 10)
- 18) One of these guns can be seen here - Boat Gun (Jungle Photos); probably the same cannon illustrated in Source 5.
- 19) The official account of events (Source 7) highlights that J. Sutherland was doing an excellent job as a scout at Lake Nyasa in the early morning hours of 30 May 1915 when he was wounded.
- 20) The green flag with the crescent moon was supposed to symbolize German sympathy for the holy war, which was declared on the Turkish side on November 23, 1914. According to a regulation issued by the governor of German East Africa, Heinrich Schnee, all forts were to fly both the German and a green flag, with crescent and star. Many of the African (and Indian) soldiers who fought on the English side in East Africa were Muslim, but accounts of the war in East Africa do not suggest that the flags created any further sympathy. [See more in Chapter 19: *The Crescent Flag in Tip & Run* (Source 8).]
- 21) Are there other oplysninger om koloniflag i Tysk Østafrika finds i artiklen imperial eagle flag or imperial service flag - early form (1892)? af Arne Schöfert (traditional association of former protection and overseas troops).
- 22) The sources do not say anything about what the actual green flag with the crescent moon looked like. I have chosen my sketch with inspiration from the Pakistani flag, and based on the symbolism that often links the crescent and the star together with the Muslim faith. See Star and Crescent (Wikipedia).