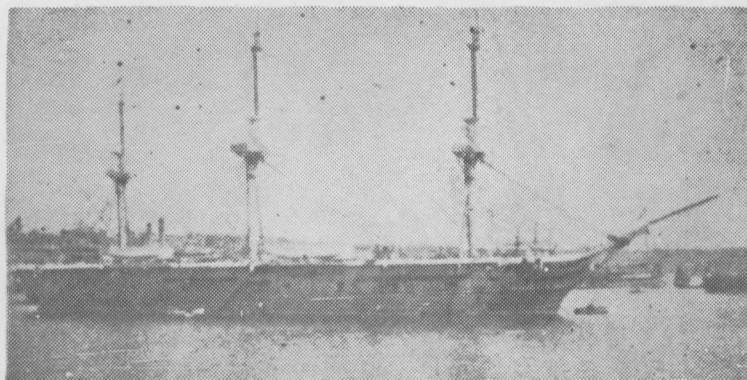


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# HISTORY OF THE TURKISH FRIGATE ERTUĞRUL





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## HISTORY OF THE FRIGATE E R T U Ğ R U L

The Frigate Ertuğrul which was constructed at Istanbul dock-yard and launched in 19.10.1863 (Reing of Sultan Aziz) sailed to England accompanied by the battle-ship Kosova and Hudavendigâr for the fitting of their engines.

Following the mechanical furnishment, the directive given to the Embassy in Paris and to the Commander of the Convoy on 14.3.1965 for the harbours they would call at on their way back to their country was as follows :

After departure from London, they would return to Turkey by visiting Cherbourg and Toulon of France and various harbours of Spain.

Sailing in accordance with the informed and scheduled program, the convoy arrived Istanbul and anchored at Dolmabahçe in April 1865 and in a short time after were transported to (Haliç) Golden-Horn Dock-Yards for maintenance operations.

Many years had gone-by and Sultan Abdülhamit II succeeded the throne.

A great developing and progressing action had begun in Japan during that period and successes of (Emperor Meiji) were followed with great interest all over the world.

The uncle of the Emperor, who had set out for a world-wide voyage, came to Istanbul in 1887 and visited Sultan Abdülhamit II. This visit let to create a very sincere atmosphere between the two nations.

Abdülhamit II, desired to send one of his Admirals as an envoy to the Emperor in order to return this visit and confer some presents, decorations and privileges to Him on this occasion. Sultan's desire was approved by his ministers.

It was the oral command of the Sultan that the Admiral, who would present medals, gifts and decorations to the Emperor should be sent by a ship and the frigate should be prepared as a training



school ship and Naval officer candidates would also be taken to Japan to increase their functional knowledge.

The Ministry of Navy informed that, 24 years old Frigate Ertuğrul was suitable for this voyage and that she had already begun the preparations and would be able to set off at the end of March.

In a letter received from the Prime Minister, dated 11.4.1889, it was demanded that the ship which would be prepared for this purpose should carefully be overhauled and checked up by a technical group and reported as well.

The Technical and Inspection Group which was constituted upon this command, arranged a report stating that, the ship and her hull, sails, engines, guns, equipments, and electric installations were in perfect and excellent condition. The report which was arranged by the Technical Group had been submitted to the Government on 28.5.1889 and ten thousand Liras were requested for alimentation and Channel expenses.

Captain Osman Bey, who would be accepted by the Emperor as chief envoy of the Sultan, was one of the distinguished officer who knew to conduct and accomplish such a long voyage. He has been asked to be the senior commander while Ali Bey the ship commander. A band contained about 20 personnel would take part as well. Meanwhile other necessary instructions to be applied during the voyage were submitted to the Grand Viziarate on 6.4.1889, in order to get the command of the Sultan. In the letter received from the Grand Viziarate dated 12.4.1889, it was informed that the command of the Sultan was received and ordered that the ship should depart on 27.6.1889. The biographic summary of Osman Bey who had been assigned to this duty was as follows :

**The biographic summary of Rear Admiral Osman Emin Ahmed,  
Commander of the «Frigate Ertuğrul»**

Rear Admiral Osman Pasha was the grand son of Patrona Osman Pasha who was the commander of a detachment and was taken prisoner during the attack of Russians to the Ottoman Fleet at Sinop in the Crimean war. His father was captain Ahmet Bey. Rear Admiral Osman Pasha was born in 1858.

When he was 12 years old he entered the Naval Lycee in 1870,



in 1874 attended the Naval War School and completed it successfully. Being second in all of his classmates, in 1877, was appointed the ship «Resmo» as an ensign. He gradually promoted to the following ranks.

In 1879 as a lieutenant, he went to Basra with his father captain Ahmet Bey. In 1880 assigned to iron clad frigate *Osmaniye* as an artillery officer, and as an instructor to the (*Hüdavendigâr*) training ship on 31. July 1882. On 10 September 1883 as senior lieutenant he was sent to Paris as Naval attachee. He promoted lieutenant Commander in March 1884, and was transferred to Nikolayef as a consul. On 3 August 1885 promoted Senior lieutenant commander and married the daughter of the Minister of the Navy. On 23 January 1887 became aide-de camp of Sultan and promoted commander. On 27 September 1889 promoted captain.

On 6 March 1889 appointed commanding officer of the Frigate *Ertuğrul* which was selected as a Training Ship and assigned to carry medals and decorations of distinction to the Emperor of Japan. On 25 November 1889 promoted Rear Admiral while the Frigate was under repair and waiting for good weather conditions at Singapore.

The old ship began her returning voyage from Japan on 15 September 1890. On the following day, there broke out an unusual and great storm and the sea was very high. Having a great but hopeless struggle with the waves off Oshima Island near Kashinozaki Light House, the ship stranded on the rocks and crashed into pieces and sank down at about 9 pm. on Thursday in September 1890. Most of the crew and personnel drowned and became martyrs. Rear Admiral Osman Pasha was among them. They took out about 150 martyrs from the sea on the following days of the storm. But rear Admiral Osman Pasha was not among them. They could not find him in the later searchings.

#### **Sources and document of information for Rear Admiral Osman Pasha**

1. The depicted tragedy of Frigate *Ertuğrul* depends upon official and special documents. The author is Süleyman Nutku. It was printed in the Naval Printing House in 1910.

From the Naval and Archives Registers



2. Register book No : 639 Ottoman Iron Clad Frigates Salary book of 1880.

3. Register book No : 658, Sultan's Command Register book of 1881 - 1888.

4. Register book No : 709 Salary book of Frigate Hüdavendigâr of 1882.

5. Register book No : 1156 Salary book of Frigate Ertuğrul of 1889 from General document section.

6. Card No. 45 Sultan's official Command card of 1889.

At last, 17 days after the ordered and scheduled date the ship set out from Istanbul on 14 July 1889, arrived Suez on 30 July 1889 calling at Sakız Island to transit the channel.

When entered into the channel the ship stranded on sand. By the help of the harbour rescue team the frigate was towed but during this operation the rudder was broken when she was moored by the stern due to the winds and current.

This event when heard in Istanbul created a great anxiety about the planned voyage. Since it has been informed that the repairing would last at least about two months and the sailing Period in Pacific ocean would elapse during this time, it is thought that it would be better and convenient not to continue the voyage but to send the gifts to the Emperor with Osman Pasha by a Passenger ship.

With the consideration that the damage was not so important and the repair would rapidly be accomplished, it was decided to continue the voyage and acceleration of repairing operations was informed by a letter, dated 14 August 1889 to Gazi Ahmet Muhtar Pasha, the High Commissioner in Egypt and meantime to the commanding officer of the ship as well.

After repair had been completed at Suez, the Frigate set out in September 1889 and arrived Singapore calling at Aden, Bombay and Colombo.

Especially Moslem people demonstrated sincere and hearty welcome to the Frigate's crew in the harbours which she called at. Thousands of them visited the Frigate Ertuğrul on this occasion.

During the Frigate's stay in Bombay, the local newspapers which were issued in English wrote many good and favourable things



about the ship's crew, her order and cleanliness and neatness of their uniforms. All these made a favourable impression upon the people.

A newspaper issued in the same city in the local language (Gucerat) named (Kasit Bombay) wrote that the frigate Ertuğrul anchored at the harbour on 20 October 1889 - Cleanliness and order of the ship and crew were found excellent. They were welcomed by the people and they attended the Friday prayer in a mosque. Their uniforms were neat and they were found more gentle than English sailors.

Calling at various harbours the Frigate arrived Singapore in 1889. At each harbour, she was welcomed with a great enthusiasm and an unusual reception. Local and foreign newspapers wrote encouraging and praising words about the order and tidiness of the ship, cleanliness of the uniforms of the officers and their attitude and behaviour towards everybody.

The long stay of the Frigate at Singapore to wait for good weather conditions caused misinterpretations in various newspapers in English. According to these comments, the Frigate could not depart since she was incapable to buy coal and to pay the harbour tax.

Admiral Osman Pasha's attention had drawn upon such lies on 24.2.1889 and was ordered to contradict the event as appropriate. Winter had passed in Singapore. On the return of suitable and good weather the Frigate set out and arrived Yokohoma on 7.6.1890. This success of Admiral Osman Pasha had been congratulated by a telegram dispatched from Istanbul on 9.6.1890.

Upon arrival Japan, close attention and delicacy which had been shown to Admiral Osman and his attendants by the Emperor, hospitality shown to the crew by the people, gentleness and good manners which are the characteristic virtues of the Japanese Nation, excursions, receptions, relations with foreign embassies and legations, sea races and other events had been written by Admiral Osman Pasha to his close friend Süleyman Nutku who was a historian and an expert of museum. Süleyman Nutku issued these letters (Depicted tragedy of Frigate Ertuğrul), in 1911, which were published in Naval Printing Office. In the letter written to Süleyman Bey, the origin



of which is in the Naval Museum and not issued anywhere, he tried to express his feeling as follows :

It is really difficult for me how to begin to narrate the unusual happenings of our voyage which have lasted for about 12 months. Meanwhile I shall try to explain the situation and events as passible as it can be done and tell you everything with pride since we set off including various kinds of good and bad phases of seamanship. Hoping that God forbid us from further misfortunes, we accomplished our duty by the help of god, enduring unimaginable and incredible events. I am sure God will help us to end this long voyage with success and have the pleasure and happiness of taking up the moorings to the same buoy when we left. For my part, although not having the qualifications of undertaking such a mission and command of the Frigate; I believe that, my success depended firstly on my will and determination, secondly on my belief in God, thirdly on my endless endeavours. Thank God I am not deprived of such merits and qualifications until now. We determined not to be hopeless taking into consideration the difficulties we overcame by the help of God.

You may have additional information in this respect from my dear brother Mehmet Bey. I am proud of my enterprise and success because of conferring and attributing great honour to the name and fame of our Sultan and supporting the glory of our Navy.

A travel book which narrates the incidents in detail consisting of three hundred pages and depicting the voyage to Japan has been prepared.

After we left Portsait, at those harbours we called at on our way to Japan we met (20) English (13) French (11) Japan (16) Chinese (2) German (2) American (1) Italian and (1) Siam battle - ships and (2) Admirals. The Frigate's guns fired about 759 rounds for ceremonial salutes at various, harbours which were called at.

I regret to say that, one of the Frigate's officers preferred to write about the lives of monkeys, birds and bars and common public places which they have seen instead of such interesting military events. Our Naval review unfortunately had published some of this information. I am sorry to mention that, such writings hinted and





intended to point out my failure and inefficiency in this operation. This kind of happenings disappointed and despaired me morally in a great extent. By God willing, we remain alive and are able to return home safe and sound. You will have good time for several days while reading my incredible memories and then the richness of my diary will be seen and appreciated.

After arrival at Yokohoma, as you would realize we were obliged to devote most of our time to certain ceremonies and duties concerning our boastful and honourable mission. I hope the documents formerly submitted to the Ministry of Navy will dismiss the curiosity in this respect.

After Completion of our mission, although we had completed all the preparations for our departure, we were obliged to delay for some time because of plague in harbours that would be called at. We were afflicted with this disease at Yokohoma. I am of the opinion that it was a trial by God for our belief in his might. The following day after this fatal disease had occurred, we sailed from this place to Nagoza which was situated 7 miles off Yokohoma and anchored there. Being under quarantine we were obliged to stay there for about a month which might be considered a moral and spiritual penalty for all of us. Since we departed from Istanbul we dropped the 19 th. anchor at Nagoza at Yede Bay.

Unfortunately twelve of our brave and hard-working sailors lost their lives because of the disease and were buried near the rocky side of the coast. As usual it was my sacred duty to calm the alarm stricken crew during the days following the occurrence of deadly disease. Thank God, after annoying and hard time of twenty days the disease slowed down and lost its destructive effect. We are all recovered and feel well. Medical treatment assistance of the Japanese impressed us very much. We will not forget their hospitality and good treatment towards us, as long as we live. We hope to leave Japan at the end of September. For the time being we are planning to move Hubugu which has better weather comparing to our present place. God bless us, Amen. The letter of Osman Pasha ended with his best regards to all his intimate friends and relatives.

In the report sent to the Ministry of Navy by Osman Pasha on 1-81890 their acceptance by the Japan Emperor had been depicted as follows :



In the evening I sent the presents other than the Sultan's decorations and medals to the palace by my staff. At that night, at about ten thirty we got on decorated and ornamented state carriages which were especially prepared for us and went to the Emperor's palace.

We were welcomed with usual protocol and being introduced to the distinguished and eminent members of the palace and then we were accepted in the presence of the Emperor with an appropriate ceremony.

By the desire of the Emperor I read the speech in Turkish, the French translation of which had been presented to His Majesty beforehand. Then the Emperor received the presents, made a speech in return and stressed on the recent close relations and increasing friendship between the two Nations, which created great pleasure and happiness all over his country.

Besides he added; «your appointment and selection for such a mission is a good luck for you while the waving of the Frigate's flag at Yokohama is an occasion of great delight for me. At the same time I will express my hearty feelings to your Sultan by a telegram» I introduced my attendants to the Emperor upon his permission and then we all left his Majesty's presence.

We had also the honour to be introduced to her Majesty the queen in another Main-Hall who was so kind to accept us. The Queen stated; «arrival of a Turkish battle-ship to Japan for the first time in our history impressed me very much and it was a lucky coincidence and extraordinary success for the present Sultan's reign. I wish the continuation of such good examples.»

«I and my attendants were offered presents, then we went into another hall to have the dinner with the Emperor and we waited for the Emperor after being introduced to Princes and distinguished members of the palace. The Emperor with all the decorations and medals on him entered into the Hall and took his special place at the dinner table. Then he praised the Sultan's virtues and expressed his best feelings about the presents and the hospitality extended to his uncle in Istanbul. After we had had dinner, I had a private talk with the Emperor about our Army, Navy and our voyage.»



Following the plague, in the letter forwarded by OSMAN PASHA to the Sultan the troubles he met were painfully expressed in this way :

«Difficulties resulted from the long stay here eliminated other difficulties we met and rumours made. It was such that whoever other than invalid persons lived in this broken cabin of the vessel would either try to escape or commit suicide in these abnormal conditions. Under God, I bore and put up with all things which arose and hereafter I'll also try to act in the same way as I did before. I hope and pray God calmly and steadily that we may sail from here towards my country three days after.»

In the report dated September 6, 1890 submitted to the Sultan about the departure of Ertuğrul, the following were stated :

«Ertuğrul will return after paying a visit to Japan, but in this season we should sail with engines against the southern winds which will be blowing. The period till October here is the season of typhoon and cyclone, therefore we may be exposed to dangers and difficulties during the return to even SINGAPORE instead of ADEN. By calling at GORA, KAÇIBUGU, and NAGAZAKI, the ports of Japan and even the wellknown port SHANG-HAI, China and staying therein one month for each, the season of strong winds will have been averted. Then Osman Pasha, the commander of the vessel Ertuğrul seeks permission in order that the return will be made in the season of favourable winds. The opinions of the commander depend on the consideration that the long stay in Japan as occurred in Singapore will cause a misinterpretation among foreigners and that calling at CALCUTTA, where the most of the moslem population live, will be appropriate» The orders of the Sultan were asked for in order that the necessary instructions and orders would be taken by the Commander of the Frigate. The Sultan's command received indicating the approval of the Ministry of Navy as stated below was forwarded to Osman Pasha, who was in Japan, on June 15. 1890. «Since to stay in Japan during the period till October which is the season of favourable winds is likely to cause rumours and misunderstandings on the Sultan's frigate, it is ordered that departure will be made in one month following the accomplishment of the duty and the frigate will call at UZAKA, IBOGO and SHANG-HAI, the ports of Japan and stay therein for one month each. It is further

informed that 8000 TL. will be enough for coal expenses during the return which was asked for in the letter forwarded from Singapore on February 27. 1889.

Your telegraph informed us the safe arrival of the Frigate at YOKOHAMA. This success pleased us a great deal. We hope and pray God for your safe return to our country.

Since the order of Sultan is received after the statement indicating to act in accordance with the permission, it is necessary to depart according to this order calling at the ports stated and to give information as it was done before.

It so happened that the voyage of the frigate coincided with, due to the reasons known, the favourable seasons end, therefore expenses incurred for the coal was a great deal. Though the present situation of the treasury is well known by yourself, it is deemed necessary to state that you must act by the utmost economy.

Accordingly, the amount of 5000 TL. will be forwarded to you for the return expenses. However it is informed that further amount is impossible to be forwarded during the return.

Taking into consideration the particular impossibilities, it is necessary to act economically, to navigate the frigate from YOKOHAMA under sail without using coal unless involuntary and unavoidable circumstances occur. It is briefly stated that they should try to manage with the amount in question and to avoid hasty actions likely to cause a danger, God save them with the wish and effort to arrive Istanbul as early as possible. In any case, they should particularly pay attention to the discipline and good behaviour of the crew to achieve the appreciation of the friends as well as enemies.

In the enclosure of this statement dated June 24. 1890 the following were indicated :

«In accordance with the order of Sultan forwarded by the letter received on June 15. 1890 for her stay till October, the season of favorable winds for the return of the Frigate, at OSAKA, HIBOGO, and NAGAZAKI, the ports of Japan as well as at SHANG-HAI, the well-known port of CHINA, it will be necessary to call at CALCUTTA the major part of the population of which are moslems.



According to this and previous statements, it is required the necessary action will be taken»

Then the frigate Ertugrul began the preparations for the voyage to Istanbul with the hope that all the difficulties and anxieties were passed away. The frigate departed from YOKOHOMA on Monday, September 15. 1890. On the day he departed the weather was so good but on the following day it changed. When winds become stronger in the evening and started to blow from the bow of the frigate, it was necessary to furl the sails. At the same time, she began to struggle with the waves coming over the bow. It was felt that the frigate couldn't cope with such strong waves. Some arches of the bridge were broken, off water began to penetrate into the store of coals and in the darkness of the night various parts of the vessel were pulled to pieces and destroyed. Carpenters and repairmen were making every effort to repair the broken parts, the crew were trying to renew the shrouds of the ship's mast while some of them were discharging the water penetrated into the store of coal. Under these circumstances, there was no way out to sail to a sheltered port. Therefore, it was decided to shelter in the nearest port KOBE. Wednesday and Thursday night were spent in great danger. The only hope was to arrive KOBE safely. But in the course of time, waves were becoming terrible and it became impossible to discharge the water from the vessel. On that day in the evening it was reported that the water rose to the furnaces and the engine room was covered with water. Thereupon the engines didn't operate anymore and the furious waves were dragging the vessel towards the steep rock of the Oshima cape. The crew were unconsciously trying to cope with the heavy sea. The commanders were issuing orders from the bridge of the vessel and the officers and seamen were struggling with the sea with much efforts beyond the human nature. But unfortunately, the strong waves were dragging the vessel towards the rocks with an increasing speed. At last on Thursday at 9. pm., the vessel knocked against the rocks. As a result of a sudden roll, it was heard an excessive noise as well as piercing cries. In the letter submitted to the Navy Ministry by second Lieutenant Haydar Efendi on November 24. 1890 who was among the survivors and the witness of this tragic shipwreck, he expressed the following :

«On the next day we departed from Yokohama, at about 5 o'clock the wind was so strong and waves of 40 feet high were such great that the ship made a roll up to 48 degrees. The vessel was approxi-



mately 250 miles of Yokohama and was being dragged towards KASHINOZAKI Lighthouse. In the vessel nearly all of us were praying God loudly. After the commander of «turn to starboard» issued to the steersman at 3 pm. at that night in order to have the vessel made a turn in front of the lighthouse taking it on her board-side, she began to steer to her starboard. At that time her speed was reduced to only one or two and a half miles. Everywhere was too dark to see each other while it was raining and the storm was screaming. Soon the outburst of typhoon followed the strong winds. The vessel with the increased speed broke up on the rocks named «KÍ» one mile off the lighthouse and then the steam boiler exploded. Upon the knocking against the rocks everybody was so panic stricken that it was impossible to order the crew who were climbing to shrouds, getting into the life-boats, praying god and crying «God Save us». At that time I was standing on the quarter deck fearlessly and I was only staring at the masts in order to save my life while they were breaking off. The strong waves were pulling the ship against the rocks again and again. At first the mainmast fell down towards the port opposite the stern while the mast at the bow was laying on the portside of the ship. About 180 to 200 persons were killed by these two fallen masts. At last the mizzen-mast fell down. This caused more casualties than the previous two masts. Life boats with davits, were pulled under the vessel due to the rushing waves. At that time no body on board the vessel could bear the cries of the persons therein. During that time I was on the deck near OSMAN PASHA, who was crying. In five minutes, the vessel were completely broken up and the parts thereof dispersed on the sea. I and OSMAN PASHA climbed to a broken mast, but while we were trying to approach the coast, Pasha was killed by the knock of a piece of timber at his head. In order to go forward I was struggling inevitably with the waves but the waves dragged me under the piece of mast taking from the upper side thereof. At that moment I was praying God hopelessly. After I sank in the sea there of four times, I could manage to climb to a piece of wood again. Then, thanks God, I reached the land safely following a struggle with the sea for 4-5 hours. There was no way leading to the lighthouse and there were steep rocks every where. To reach the lighthouse was too difficult for me. I spent that night there with only drawers and a shirt on me. It was so rainy and cold that it seemed impossible to me not to be frozen to death. On the other hand, it was also too difficult to bear the painful cries of the wounded.

Following the daybreak, we, all the survivors, walked about with the hope to find a way to lighthouse. At last we found out a path and we reached there. Lighthouse keepers tried to cure the wounded as much as they could and served us foods while we were telling how the vessel sank and we saved our lives under God.

Unfortunately, since there was nobody knowing English among us we couldn't understand each other. Afterwards, in the evening, they put me and the military band officer on board a boat and took to OSOKA. From there, we came to KOBE by a ship. During the voyage the captain of the ship showed us respect and sincere interest by giving suits for each of us. In Kobe they took us to a Police Station. There, we told everything in detail. They immediately sent a message to YOKOHAMA by cable. During that time we had been accommodated at a comfortable Hotel. In the morning a German gunboat brought the other personnel to KOBE, where they were hospitalized and cured by physicians especially assigned by MIKADO the Emperor of Japan.

This shipwreck caused a great grief and a very strong impression in Japan. They cured the wounded and showed exceptional interest and kindness to them all. At the same time a religious ceremony was performed for the martyrs.

The unfortunate end of this vessel was soon known all over the world. In the letter of Grand Vizierate dated September 25. 1890 No. 122 received by the Ministry of Navy, it was stated that the occurrence of the shipwreck should be officially announced in accordance with the command of Sultan. Accordingly, detailed information required. Upon this, the Ministry of Navy forwarded the following information :

«From the Navy Ministry of Japan and the cables sent by other sources, it was learned that the Sultan's frigate Ertuğrul departed on 15 September towards KOBE. At the Saturday night 19 September, the shipwreck occurred before the Oshima Island due to the strong winds as well as the typhoon which are known therein a great danger for ships at sea. It was informed by the Navy Ministry of Japan and understood from the cables which were sent therefrom that 6 officers and 57 of the crew saved their lives while the remaining officers and personnel sank with the frigate.» Some foreign press made propagations against the Ottoman Empire announcing this deplorable incident. Among those there was the newspaper «TAN» published in



PARIS. The Navy Ministry prohibited the distribution of this newspaper in Turkey. In the frigate departed from Istanbul on July 14. 1889 there were 599 crew. Those were 56 officers, 1 civilian surgeon 5 civilian workers and 537 seamen. The survivors were 6 officers, 62 seamen one civilian worker and the total of them were 69. The remaining 530 were drowned. In addition to the drowned indicated, Ali Ruhi Bey from the secretariat of the Mayoralty, Istanbul, who was appointed the duty by the Sultan to keep a journal during the voyage lost his life in this shipwreck. He was going to write the journal book of this voyage in order to be presented to the Sultan (Council of the Navy Ministry, 328 - 2/A, dated July 1.1305)

The total of the drowned and the survivors according to their grades were as follows :

<u>The Drowned</u>	<u>The Survivors</u>
1) Rear Admiral	2) Lieutennant (engineer)
1) Captain	1) Clerk of the frigate
4) Commander	1) Third grade Imam
3) Lieutenant Commander	1) Lieutenant Junior grade (Military Band)
2) Lieutenant (Senior)	1) Ensign
4) Lieutenant (Junior)	<hr/>
1) Clerk	6
8) Lieutenant	62 Seamen
20) Lieutenant Junior grade	1 civilian worker
6) Ensign	<hr/>
<hr/>	69
50	
475 Seamen	
4 civilian worker	
1 Surgeon	
530 .....	TOTAL : 599
530	1) Poet Ali Ruhi bey

Dimensions of the frigate Ertuğrul were :

Overall length : 250 feet  
 Beam : 56 feet  
 Height : 25,6 feet  
 Load water line : 20,6 feet  
 Displacement : 2344 Tons





Engine power	:	600	HP.
Coal Capacity	:	450	Tons
Speed	:	10	Miles
Arms	:	25	guns in various diameters and small arms.

In the Japanese official records and newspapers published at that time on this subject, the shipwreck was announced as follows :

«On the third day following the departure from YOKOHAMA, a break-down occurred on the engines at about 3 o'clock while she was sailing off Oshima in a stormy weather. Then she was divided into two pieces upon the knock against the rocks partly under the sea and known with the name (FUNAKORA). According to the statements of the survivors, she sank into waters in 1 and half hour and the explosion of the boiler with the touch of cold sea water caused the breaking of the vessel in pieces. The body of Rear Admiral Osman Pasha couldn't be found but only an arm of him in uniform confirmed the explosion of the boiler. At 10 pm, a wounded tall man entered the KASHINOZAKI Lighthouse while the storm screaming outside. Then the Lighthouse keepers saw 10 persons in groups of three or four followed him and realized the seriousness of the situation. They understood the tragic end of the frigate Ertuğrul by the help of an engineer named (SELJIRO TAKIZAVA) showing and describing flags. They immediately sent a messenger to KASHINO to inform this shipwreck. A villager named TAKANO said that he heard a noise of an explosion on the same day and while he was going to the lighthouse to inform this, he met the wounded. Till morning 69 wounded, and survivors, six of whom were officers gathered in the village.»

According to the statements of the survivors it was added that the engines exploded and the most of the officers and seamen were drowned on duty.

The Turkish Nation will never forget the great help and kindness shown to the survivors by the villagers of Oshima. In the morning following the shipwreck, all the villagers looked for bodies in the water, they hospitalized the wounded in schools and temples and the physicians therein cured them with care and interest. The villagers, who were earning their living by fishing extended a great



hospitality and generosity by giving their food and clothes to the survivors.

Taking 260 bodies out of the sea could be managed with efforts and courage of the villagers. The Mayor of the Village sent ensign İsmail and Lieutenant Junior grade Haydar to (KOBÉ) by the vessel (BOÇO MARU) sailing there off by chance and also gave the report of the shipwreck to the captain of the vessel.

When the German Consul in KOBÉ was informed this situation, he sent the gunboat (Wolf) in the part to Oshima by the permission of the governor and this gunboat came back to KOBÉ with the wounded on board. Although the Commander of the gunboat wanted to salute the martyrs by disembarking seamen on the coast, the unfavourable weather conditions prevented him to do this. They showed close interest and care to the wounded on her way to KOBÉ.

The Navy Minister of Japan (YACIAMA), who was informed the unfortunate end of the frigate Ertuğrul sent a warship to Oshima. Then the bodies taken out of the sea by the villagers were buried on a hill near the lighthouse and a religious ceremony was performed by the participation of the villagers. The Empress and the Emperor of Japan who were deeply touched by this occurrence sent a group of doctors and nurses from their palace to the hospital and showed close interest to them.

The warships (HİEİ) and (KONGA) were assigned by the command of the Emperor for the transportation of survivors and wounded who were cured and recovered. These ships departed from the port (SİNAGAVA) on October 18. 1890, took the survivors calling at (KOBÉ), and arrived PORTSAİD on December 30. 1890. Commander Rıza Bey, the Captain of the ship İZZETTİN was sent to PORTSAİD to meet these warships. Following the departure from Suez channel, they arrived BESİKE on December 13.1890. The warships İzzettin and Talia arrived there too on which Ahmet Pasha was appointed the task to meet them. Our warships wanted to take all the survivors on board but the commanders of HİEİ and KONGA informed that they were given the duty to take them all to Istanbul as well as present and letters of the Emperor of Japan.

Then the transition of these ships escorted by the ships İzzettin and Talia through Dardenelles was permitted and they arrived and anchored before Dolmabahçe, Istanbul in January, 1891.



The inhabitants of Istanbul welcomed and received them with great excitement and eagerness. Sultan Abdülhamid II assigned Dolmabahçe Palace to the guests and everynight receptions were held in the honour of them. The commanders of Japanese warships were also received by the Sultan and he presented them medals and paid his compliments. Sincere hospitality extended to the crew of the Japanese warships remaining in the port for 40 days pleased them much. These warships departed from Istanbul on my 23, 1891 with a sincere ceremony and returned Japan with the friendship of Turks.

Since the shipwreck occured, time has been elapsed, life has continued in its way and grieves have begun to diminish in the course of time.

The Turkish nation was very much pleased with the close interest and kindness which the Japanese showed the survivors. Lieutenant commander Ahmet Bey, aide-decamp-of the Sultan Abdülhamid II was appointed the task to extend his thanks on behalf of himself and his Nation to the Emperor of Japan for the sincere interest and friendship the Japanese showed. On this occasion he also sent an Arabian horse to the Emperor as a present. Further he sent 3000 yens in order to be given those who did the first aid and who acted bravely and kindly.

For the decoration given to the governor of WAKAYAMA, the following were written in the letter dated December 16, 1899.

«As it was understood from the last announcements that since Mr. HISRAY OGURA, the governor of WAKAYAMA, Japan made his best for the Ottoman Empire by providing clothes to the Survivors and making them stay in comfort as well as his efforts for the protection of the moslem cemetery in an appropriate way, the Sultan permitted that the necessary actions would be taken for the Ottoman decorations of second degree be given to him.»

At the same time Abdülhamid II issued orders with great interest in order that salaries would be given to those who were the close relations of the dead and that the necessary actions would be taken as soon as possible. In the letter written in 1890 by the Sultan to the Navy ministry on this subject, the following were stated;

«To the Navy Ministry; Abdülhamid II has deemed appropriate



that salaries will be paid to the relations of those who were drowned with the frigate Ertuğrul. Therefore investigations are made in cities they are from and through military agencies. For this reason, it is necessary to find out and identify whether the dead indicated on the attached list have wives, children and mothers. If they have the names of children as well as mothers and daughters who are married are required to be informed. Since the exact list of the survivors hasn't been received yet, it is deemed appropriate and informed by the Navy council that recruiting offices where the crew of the frigate are recorded will be noticed that they will act prudently till the arrival of the survivors in order to prevent their relations from re-marrying someone else and from being sorry. It is permitted the necessary action be taken in order that the investigation results will be informed to the Navy Ministry as soon as possible for the immediate delivery of aids to the relations of those in accordance with the instructions of the Ministry of Navy.»

On the other hand, one of the well-known papers of that period, Yiji Şimpo kept a contribution book in order to aid the families of the martyrs and the money collected was brought to Turkey by one of the editors. Mr. SATARO MADA. At the same time, Mr. Haragiro Yamada, the Chief of Near-East Chamber of Commerce in Japan fetched the contributions which the rich Japanese people made. The Sultan Abdülhamid II received those gentlemen in his presence, he paid them his compliments and he asked them to stay in Istanbul and to teach Japanese to the Turkish officers, the Emperor also agreed to the Sultan's desire and they stayed in Istanbul for a long time gave lessons to the officers while they were learning Turkish. In his book «The Blessed Martyrs of Ertuğrul» Hüsrev Gerece, the previous Turkish Ambassador to Japan praises YAMADA SAN with the following words, who showed a close interest to the constructions of the memorial and who had rendered services therein :

«On this occasion, I mention with gratitude the warm interest and assistance of this honourable old gentleman, who loved Turkey and Turkish people deeply»

It was stated that while those contributions were being made and ceremonies were being performed, the Japanese Government took out the wrecked material from the wreck of Ertuğrul by the assistance of the divers and that things which were not required to be forwarded to Istanbul were changed into money by being sold

locally. In the letter sent to the Turkish Ministry of Foreign Affairs by the Japanese Ministry of Foreign Affairs the following were written :

«It was submitted in my letter, dated 28 December 1891, that the commodities of the Sultan's Frigate which had been taken out were forwarded by the vessel Yangce of the shipping Co. This time the list of the commodities above were submitted to you; I - The list indicating the names of the persons who rendered services. II - The accounts sent by the Ottoman Government for the expenses incurred to preserve the things taken out of the sea, and III - the records of the wrecked material sold by auction which are not of value to be sent to Turkey.

Since the amount of 11, 620 Yens, 46 sens and 3 Reses is the share of the Ottoman Government, they will be kept in the cash of the Ministry of Foreign Affairs till an instruction is received there from. The Japanese who took out the wrecked material were poor divers and they worked for 4 months and spent a lot of money as indicated in the list II. and if the Ottoman Government were in the opinion of rewarding them only with honours, it would not be approved. Therefore I consider that it will be agreeable to deliver a part of the aforesaid amount to the Japanese on behalf of the Ottoman Government.

Since the names of the persons who deserved to be rewarded were requested from my predecessor by a telegram dated 23 October 1891, I deem it my duty to declare my humble opinions in this respect. Consequently, since it is necessary to send the amount of money in the cash in my office to Istanbul, I would very much appreciate if you could inform this subject immediately to your Authorities.

#### LIST NO. 1

The list of the commodities taken out of the sea as the property of the Frigate Ertugrul :

<u>Number of the Commodities</u>	<u>Description of the commodities placed in boxes</u>
1	Medal
761	Golden coins
7	Golden coins
64	Big silver coins
240	Small silver coins
232	Nickel coins
47	Copper coins
1	Medal
28	Golden coins
13	Two purses of golden coins
8	Krupp Guns
2	Stand-by-Ammunition Boxes
4	Armstrong Guns
2	Quick - firing steel guns
2	Quick - firing brass guns
4	Nordfield guns with four rounds.
2	Nordfield guns with five rounds.
1	Small Nordfield gun with five rounds.
2	Machine for launching torpedoes
150	Rifles
32	Rifles
25	Pistols
61	Swords
71	Bayonets
53	Cartridge cases
142	Sword - belts
64	Epauettes and other ornaments of the officers' Uniforms
2	Epauettes and other ornaments of the officers' Uniforms
1	A Small Flag
1	A parcel of miscellaneous documents

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The amount of the expenses of transport from Japan to Istanbul, of the commodities deleted from the records of the Frigate Ertuğrul :

No. 14/152

<u>Centime</u>	<u>Franc</u>	
05	7220	Export expenses of the commodities of 9256 Kg., each ton of which is 20 Dollars equal to 78 Francs.
00	1700	Expenses incurred in Japan
10	268	Freight of the money in the box brought from Japan
<hr/>	<hr/>	
15	9188	

367,1 10,6 sterlings have been received as the equivalent of the amount written above (25 Francs per sterling).

Agency of Maritime Shipping Co, Istanbul.

MART DE PALYER

## LIST NO. 2

Degrees of merit for the persons who rendered services to take the commodities out of the Frigate Ertuğrul :

The first : (First degree, First Award of merit). Mr. SANKIS MASUDA, an inhabitant of YOKOHAMA who had a good character, a great courage and a skill in diving went to NAGAZAKI in order to take out the commodities belonging to the Ottoman officers before they returned to their country. From the day of the ship wreck, he devoted all his time to taking out the commodities and he also worked from sunrise to sunset giving orders to the men in his company. Neither the violence of the wind nor the snow did not prevent him from showing efforts. Thus he took out more commodities and he was more successful than the others. 628 men were incessantly employed as divers, carpenters and labourers and they were paid more than 2739 Yens for the employment and for the hiring of various implements and tools.

The second : (Third degree, Second Award of Merit) Mr. TOYESUN OMATSO, an inhabitant of KOBE continued the work after Mr.



MASUDA and sent his assistant to that location. The men he employed amounted to 97.

He spent 1307 YENS for the employment of the labourers and for the hiring of the implements.

The third : (Second degree, Third Award of Merit) Mr. YONICI KAMADA, an inhabitant of KOBE.

The fourth : (Third degree, fourth Award of Merit) Mr. KUSIRO ARIT, an inhabitant of KOBE.

The fifth : (First degree, Fifth Award of Merit) Mr. JINZO HASIZOME, an inhabitant of OSHIMA village in WAKAYAMA.

The sixth : (Fifth degree, sixth Award of Merit) Mr. ZOISIRO YAMAMOTO, an inhabitant of OSHIMA village. The persons mentioned - above took out more commodities than Mr. TOBEMO AMASO who attempted the same action before them. The expenses incurred were reimbursed by Mr. YONICI KAGAVA and by KUSIRO ARIT, and Mr. YONICI KAGAVA was always present at the location of shipwreck in order to watch and control the work. Mr. JINZO HASIZOME and Mr. ZOISIRO YAMAMOTO did not share the expenses incurred, but they spent all their time in watching and controlling the work.

Their Awards of Merit were :

Mr. KAGAVA : Second Degree

Mr. ARIT : Third Degree

Mr. HASIZOME and Mr. YAMAMOTO : Fifth degree

The Seventh : Fourth Degree, Seven Award of Merit

The inhabitants of Oshima village in WAKAYAMA assisted in taking out the commodities as possible as they could. The villagers worked at very low wages. At the same time the fishermen who gave up fishing hired their boats at low wages in order to facilitate the work. Besides, the villagers also spent 489 YENS.

Notes : Apart from the activities above, they had spent a few hundred YENS for the burial of the deceased who were found and for the religious ceremony performed there. Moreover, the names of the Municipal officers and the policeman who rendered services and who made great efforts to keep the commodities were respectively indicated below :



Firstly :

Mr. POYIZO MORA : The constable in WAKAYAMA

Mr. SUSOSI : An inhabitant of the village Oshima,  
WAKAYAMA

Secondly :

Mr. COZOKI MIZONO : An inhabitant of Oshima, WAKA-  
YAMA

Mr. FOROMATSO HISIKA, Mr. KONE MOTO, Mr. MANIZO  
HASIZOME, Mr. ISI OKI : The inhabitants of Oshima and the  
clerks of MORAYA Koba who lived at the time of HIKO SIMORO.

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### LIST NO : 3

The amount spent out of 402.30 YENS which were obtained in  
exchange for 65, 15, 8 sterlings, forwarded by the Ottoman Govern-  
ment :

#### YEN SEN RIN

YEN	SEN	RIN	
74	10	00	Fares of the officials and wages of the guardians.
153	75	00	Transportation charges of the commodities taken out of the sea.
41	70	03	Charges of ground and stores hired for the Preservation of the commodities
37	74	00	Charges for buildings built to keep the commo- dities.
12	63	05	Miscellaneous charges
00	45	00	Charges of money - order
320	37	8	
81	92	02	Extra amount forwarded by the Ottoman Go- vernment.



**LIST NO : 4 (Page 86)**

The account of the amounts obtained by the sale of the wrecked material in the stores built :

<u>YEN</u>	<u>SEN</u>	<u>RIN</u>	
17320	38	5	Obtained by the sale of the damaged commodities
21	00	00	Obtained by the sale of the wrecked material in the stores built.
<hr/>	<hr/>	<hr/>	
17341	38	05	
5802	84	04	Charges of taking out, transportation and insurance of the commodities, guns and weapons to be forwarded to Istanbul as well as the wages of the labourers and miscellaneous charges. (Till they are loaded to the vessel YANGÇE)
11538	54	01	(These charges have been indicated in the list in detail, and they are given here as a Total).
The share of the Ottoman Government			

**CEMETERY AND MEMORIAL OF THE FRIGATE ERTUĞRUL**

The only monument of Oshima Island is the cemetery of the Turkish Naval officers and the seamen who lost their lives there. The cemetery is in 300 m. southeast of KASHINOZAKI lighthouse and on a hill overlooking the sea on the way to OSHIMA - KASHINOZAKI lighthouse. This cemetery was constructed on 21 September 1889 and it contains a stone column constructed by Marquess TOKUGAVA, on the column the date of the shipwreck and the words, «Osman Pasha» were written in Turkish and in Nipponese as well as an inscription telling the narrative of the shipwreck. The inscription on the monument written by Mr. TADESUKE İŞII the Governor of WAKAYAMA in February 1890 is as follows :

**MEMORIAL OF THE TURKISH FRIGATE ERTUĞRUL**

On 23 June 1890, during the reign of the Emperor Meici, the Rear - Admiral Osman Pasha sent by the Sultan as a distinguished



delegate came to our country to present the Sultan's Credentials. The Emperor received the Ambassador in his Palace in TOKIO and he conferred him decorations and gave a reception. It was very pompous and intimate. After the visit he left the palace and on September 16 he embarked the frigate Ertuğrul in order to return to his country, but while they were sailing at KOMANO sea there occurred a great storm and the rudder and the masts of the frigate started to break. As it is well known that Komano Sea is very dangerous, therefore the vessels are guided by many lights. Besides, the sky was so dark that night because of thick fog that it was impossible for one to see around and the engines of the ship also become non-operational. At last the ship stranded and sank. Including the Rear-Admiral 581 men got lost. Captain Ali Bey was also among them. The number of the survivors were not more than 69. Unfortunately the shipwreck occurred off KASHINO cape, KIYI. There is a lighthouse at the end of the promontory. Being unaware of the shipwreck the men in the lighthouse were surprised to see suddenly the barefooted and bewildered men walking towards them one following the other. Their words were not understood by them as well and they were all wounded. Thereupon the assistant engineer SOJO TAKAIZAVA and the officials in the lighthouse took them under their protection and they gave clothes and medicine to the survivors. When they understood that they were from Turkey, the head of Oshima village Mr. SUOKI went there immediately after the daybreak when he received a message regarding the shipwreck. He, Mr. HANYEMON SAITO, the head of KASHINO. Mr. HIKOYEMON TAKIMOTO and the head of SUYE together with the inhabitants began to cure them with all their might. Then Mr. HIROJI HIROTA, the chief of Police Office began to comfort and cure them by speaking to SEIICI KOBAYISI, the Chief of Police Headquarters and the other officials.

All the people gladly joined to care for them. These news circulated through the province WAKAYAMA, but as it was more than 40 miles away, going there by land or by sea was very difficult. Telegraphic Communications were not also developed at that time. Therefore the incident was informed only of September 18. The chief of the town IYO AGAKI, who went to the location of shipwreck thought that it was impossible to cure them since KASHINO was too far. Epidemic diseases even were not at an end there, so if they caught such diseases it would be impossible to carry out the necessary treatment.



For this reason they were taken to the OSHIMA coast by vessels and they were lodged in a Buddhist Temple there. That Temple was also used as a hospital and physicians were appointed there. Meanwhile 40 or 50 boats were trying to find out and collect the deceased at the foot of the high cliffs and in the screaming foamy waves. In spite of all the efforts of searching, the body of the Rear - Admiral was not found.

Besides, the divers also could not find them at the bottom of the sea. The bodies found out were buried in a cemetery built on a small hill in the southwest side of the lighthouse. In the cemetery a tombstone was erected for the Rear - Admiral as well as the other tombstones on a circle around it. The bodies buried in different places were also brought together in the cemetery. Here in this cemetery lie 260 dead people. On September 21, the Commanding officer of YAEYAMA from TOKIO came here by the command of the Emperor and attended the military funeral ceremony with their grand uniforms on and also consoled the wounded survivors. A part of the wounded were embarked a German warship that previously arrived, while the remaining of them were embarked a Japanese Warship and were sent to KOBE. Sending there one of His Masters of Ceremonies RYUNOSUKE NIVA and one of his physicians SUMA KATSURA the Emperor showed affection and consoled the poor survivors. The Empress also granted clothes each of them. Their benevolence and affection were endless indeed. Under the protection and favours of them their sufferings were ceased and the seriously wounded survivors began to recover.

Consequently, in accordance with the decree of the Sultan the warships KONGO and HIYEI departed in October to take the survivors to their country. Although they came here to accomplish their duties, but unfortunately they lost their lives. No one can describe such a terrible misfortune. However the favours and the contributions of the Honourable Japanese Emperor were of great value. May God have mercy upon their souls.

Our people were very much affected by that incident indeed. The whole nation from nobles to commons were praying for the deceased, were consoling the sick persons and were giving them medicine, foods and commodities. Really one can hardly describe the friendship and the affection that our nation showed them, Especially in Oshima more than 400 men were collected and were



employed day and night to serve them. Besides together with the villagers from Oshima, MANKICI MASUDA from YOKOHAMA, JUNICI KAGAVA and KIIC IRO ARIT from HYOGO, HUJYEMON OMATSUDA from KOBE gathered the material and the commodities belonging to Ertuğrul and they scheduled them perfectly and they delivered the list to the administrations of the village. They also buried the deceased they collected and then they erected their tombstones and performed a funeral ceremony.

Such benevolence which they showed to the survivors was not just because they were foreigners, but also they had been in the Emperor's favour, who extended friendly hospitality as well as sincere and valuable grants. Having the honour to be appointed as a governor, I wanted to serve under his Majesty's desires, but I was afraid of being unable to accomplish my duties. Fortunately, there were clerks, officers, administrators of towns and villages by me Working together with them, we at last accomplished our duties. I personally went to the location of shipwreck and I was convinced that a monument should be erected there to honour the people who worked and to extend our condolences to the survivors.

During these works I got great assistance from the authorities in the Province. On this occasion summarizing the incident I composed the following epic :

**As the god of wind raged, the large vessel lost its might  
The death of the delegates was the base of our friendship  
Expressing our condolence we carved their memory on a stone**

In the year 2551 (1891) of the Establishment Era of the Nipponese Empire and at the beginning of the 24 th year of MEIJI period.

The Composer of the Epitaph : Mr. ISII

The Governor of WAKAYAMA

The Carver :

Mr. Akiyama, one of the clerks in WAKAYAMA

The translator of the Epitaph into Turkish :

PROF. KOJI OKUBO

Whenever the inhabitants of Oshima lift up their eyes to the inscription, they remember the urgent assistance of their ancestors to the drowned and wounded people who could hardly throw themselves down on the coast. No doubt, this cemetery constructed by the

villagers is a monument of humanity. The villagers care for the memorial and keep it always clean and they perform ceremonies once every ten years. The visit of the EMPEROR on 3 June 1929 to the cemetery has increased the interest shown to it and the people accepted it as a sacred place.

Since the Japanese Government reconstructed the Island by building a country park on it, the funeral ceremonies have been performed in magnificence.

The Mayor of Wakayama Mr. RUKURO SIOTSU, in company with the Vice - Consul of Istanbul to Japan and a young Japanese Engineer personally came to our Museum and presented a coloured album and some photographs related to the ceremony performed on the island on the occasion of the 80 th Anniversary of the misfortune.

### **MAY GOD BLESS THEM.**

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