



Thomas Relleen, Royal
Army Medical Corps.

Thomas George Nelson Relleen

Thomas was born in June 1886 in St Woolas, Newport, Gwent.

He married Emily Maud Evans in the 3rd quarter of 1908 in Abergavenny.

In the 1911 Census, he was living as a boarder at 18 Albert Street, Blaenavon, Monmouthshire – a small 4 roomed terraced house. He and his young wife Emily (both aged 24) had been married for two years.

Thomas was an Engine Stoker at the Iron Work. Emily was born in Abergavenny.

{The following has been transcribed from his Army Book 136 by Liz Rawlings, in May 2014}

Army Book 136

Pte. T.G. Relleen. R.A.M.C. (Royal Army Medical Corps) No. 43534

H.M.H.S. Devanha (His Majesty's Hospital Ship)

1914

Enlisted with Royal Army medical Corps at Newport, Monm Oct 26/1914. Proceeded to Barracks Aldershot Oct 27. In Training here for three weeks. Drafted to Military Hospital Barrow for training Nov 18. At Barrow for five months Then recalled to Aldershot depot for 19 days when I was detailed for 21st General Hospital Egypt. Proceeded to Rest Camp Southampton for five days May 14th 1915. My hospital consisting of 80 Sisters 26 Surgeons and 200 orderlies embarked on HMHS Delta Noon and we sailed from Southampton at 3 pm May 20th. Channel calm & foggy.

1915

May 20 Left Southampton 3 pm

Our voyage out from England was very fine although the Channel was very foggy.

May 23 Passed Gibraltar by night

Gibraltar:- I was greatly impressed by the world famous Rock of Gibraltar. It is very strongly fortified and well deserves to be called the Key to the Mediterranean. The supply of water for the town is stored in huge tanks on the Eastern side of the rock. On this side there are great shutes down which the rain falls into the tanks. We were not allowed ashore here.

May 26 Passed Malta by night

May 29 Arrived Alemandina noon (*Egypt*) (Southampton to Alemandina 2972 miles)

On arrival at Alemandinha we proceeded to Ras-el-tin Barracks which was the 21st General Hospital Egypt. I was only four days here when I was detailed with 20 of my chums for H.M. Transport Devanha which was a sister ship to the Delta. We arrived on board midnight June 3rd.

June 4 Left Alemandina

June 6 Arrived Lemnos (Alemandina to Lemnos 584 miles)

Stationary hospital here for three weeks. On June 12 a German aeroplane flew over the island and was fired on by our man of war.

June 20 Left Lemnos

June 22 Arrived Alemandina (Lemnos to Alemandina - 584 miles)

Fitted out here as temporary hospital ship.

July 2 Left Alexandria

Total distance travelled 4,140 miles

July 4 Arrived Lemnos (Alexandria to Lemnos - 584 miles)

July 12 Left Lemnos

July 15 Arrived Malta (Lemnos to Malta 656)

Malta:- Is an ideal island. We proceeded to the Grand Harbour. The approach to this harbour is exceedingly picturesque and interesting and the fortifications most imposing. This harbour is a small naval base for both French & British men of war. There is a peculiarity about the streets of Malta, they are on a sloping principle, in fact, in fact some are too steep for any vehicular traffic and are fashioned in

July 15 Left Malta

Alemdina:- Is nowhere in comparison with Malta. The Arab is not so particular or so cleanly as the Maltese and the Arab quarter has always a filthy smell. The Khedwis Palace and harem are to be seen on entering the harbour. When one reaches the square or Bourse as it is called the buildings and dwelling places take on an English appearance and there are some really fine buildings as one goes further on. The rule of the road is exactly opposite to England all traffic going or keeping to the right instead of the left. The majority of the natives sleep in the doorway or on the steps of buildings & the policemen take no notice whatever. The gardens here are a fine sight. There is an unwritten law in vogue here amongst all Europeans namely give a native dealer about half of what he says an article is worth. The coinage here is a dull sort of metal like silver called piaster. A piastre is value two and half s. When changing English money you lose practically half s on every shilling. The prevailing diseases are ophthalmia and cholera. The natives suffer greatly from the former.

Aug 3 Left Lemnos

Aug 8 Left Lemnos for Anzac

Aug 15 Left Alemandina

Transferred patients in Transport Andania

Sep 8 Left Gibraltar

We left Malta for England on Sep 5 and arrived at Southampton after a nice voyage.

Sep 12	Arrived Southampton	(Gibraltar to Southampton 1179)
Sep 15	Proceeded to depot Aldershot	
Oct 6	Left depot to rejoin ship	
Oct 8	Left Southampton	(Southampton to Malta 2133)
Oct 8	We sailed again for Malta, and from there proceeded to the island of Lemnos which was used as a base for working the Dardenelles.	
Oct 15	Arrived Malta	
Oct 17	Left Malta	
Oct 19	Arrived Lemnos	(Malta to Lemnos 656)
The climate here now was very cold indeed. Several of our aeroplanes flew over us daily on the way over the peninsula. Each one was being fired on by the Turks. The shrapnel can be seen bursting up in the air miles short of their objective.		
Oct 21	Left Lemnos for Sulva	
Oct 24	Left Sulva for Lemnos	(Lemnos to Sulva & back 120)
Oct 24	Left Lemnos	
Oct 26	Arrived Alemandina	(Lemnos to Alemandina 584)
Total distance travelled - 15,935 miles		
Nov 2	Left Alemandina	
Nov 4	Arrived Lemnos	(Alemandina to Lemnos 584)
Nov 6	Left Lemnos for Anzac	
Nov 8	Left Anzac for Lemnos	(Lemnos to Anzac & back 120)
Nov 9	Left Lemnos	
Nov 11	Arrived Malta	(Lemnos to Malta 1312)
Nov 14	Left Malta	
Nov 16	Arrived Lemnos	
Nov 19	Left Lemnos for Cape Helles	(Lemnos to Cape Helles 116)
Nov 22	Left Cape Helles for Lemnos	
Nov 24	Left Lemnos	
Nov 26	Arrived Alemandina	(Lemnos to Alemandina 1168)
Nov 30	Left Alemandina	
Dec 2	Arrived Lemnos	
Dec 3	Transferred patients to H.S. Mametamia	
Dec 3	Left Lemnos for Cape Helles	(Lemnos to Cape Helles 100)
Dec 5	Left Cape Helles for Lemnos	
Dec 6	Left Lemnos	
Dec 8	Arrived Alemandina	(Lemnos to Alemandina 584)
Total distance covered 19,919 miles		
Dec 11	Left Alemandina	
Dec 12	Arrived Lemnos	(Alemandina to Lemnos 584)
Dec 14	Left Lemnos for Cape Helles	
We had to change our position on Dec 14 owing to shells from the Asiatic side dropping around us whether intentionally or not we cannot say. One native fireman wounded in the neck by shrapnel, pieces being found all over the ship embedded in the decks.		
Dec 15	Left Cape Helles for Anzac	(Lemnos to Cape Helles & Anzac 62)
Dec 18	Left Anzac for Lemnos	
The evacuation of Anzac was taking place on Dec 18.		(Anzac to Lemnos 60)
Dec 19	Transferred patients to Ionian	
Dec 20	Left Lemnos for Cape Helles	
Shells buzzing round us Dec 20.		
Dec 23	Left Cape Helles for Lemnos	(Lemnos to Cape Helles & back 100)
Dec 24	Left Lemnos	
We spent Christmas Day and also New Years Day on the voyage to and from Alemandina.		
Dec 26	Arrive Alemandina	(Lemnos to Alemandina 1168)
Dec 31	Left Alemandina	

1916

Jan 2 Arrived Lemnos (Lemnos to Imbros 44)

Jan 5 Left Lemnos for Imbros

We arrived at Imbros Island to await orders Jan 5. Sports held on board by members of the R.A.M.C. German aeroplane flew over us proceeding to the peninsula. One of our aeroplanes had a slight mishap here, diving head down and sticking its head into the beach. No one injured.

Jan 7 Left Imbros for Cape Helles (Imbros to Cape Helles 14)

When we arrived at Cape Helles on 7 Jan a violent bombardment was going on. Our men of war keeping up an incessant fire. HM Cruiser (Edgar) put in some excellent work in the campaign. The evacuation was proceeding successfully troops, stores, wagons & mules being taken away in broad daylight. Heavy Turkish bombardment of the beach from Asiatic side. One shell put 82 of our men out of action.

Jan 8 Left Cape Helles for Lemnos (Cape Helles to Lemnos 58)

The evening of the final stage of evacuation Jan 8 everything going on as usual. Darkness had just set in when firing commenced. The noise was simply deafening. All troops taken off without a casualty. A few stores and useless guns were destroyed and thus ended the great Dardenelles Campaign. It was an awful undertaking and it spoke well for British pluck to be able to have secured such a hold and we were decidedly fortunate in evacuating with so few casualties. The peninsula holds a large number of our boys & the little cemeteries are full of small crosses to mark the resting place of some of Britain's Best.

Jan 9 Left Lemnos for Malta

Jan 12 Arrived Malta (Lemnos to Malta 656)

Jan 17 Left Malta

Jan 18 Arrived Taranto (S.E. Italy) Jan 18 (*Imros is an island off the coast of Turkey*)

When we left Malta we did not anticipate having an extraordinary trip. (Malta to Taranto 325)

Total distance travelled – 22,990 miles

Jan 18 Left Taranto

When we reached Taranto we found it to be a nice little place, and from there to Valona the trip was one long sweet song. The approach to Valoma is beautiful and is enhanced by the snow tipped mountains and the whole scene from our anchorage is one of exquisite grandeur.

Jan 19 Arrived Valoma (Taranto to Valoma 169)

Jan 23 Left Valoma

We left here on Sunday morning at 1 am & proceeded to San Giovanni di Medina. There is no town here only a few ruins of what had once been houses. The Austrian submarines had shelled them some time previous to our arrival. Close by our anchorage there were masts of torpedoed vessels showing above the water.

Serbian Relief - We could see dead Serbian soldiers lying on the beach and also others floating in the water. The Serbian can be seen arriving at the pier. We commenced the embarkation immediately after our arrival. The poor fellows were in an awful state of privation. They had had no food for seven days and had retreated over rough and hilly land for three hundred miles. Their clothing was all in tatters and their feet enclosed in rags. Many of them were suffering from swollen feet, some were twice their normal size. One and all were in a verminous condition and had not washed for some considerable time. They were content to come on board and lie down anywhere. It was a sorrowful sight to see the old men and young boys some of whom could not have been out of school age. There were also women and children (20) and the parting of wives & husbands was pitiful to witness. One girl was dressed in the uniform of a soldier and she looked very smart. We embarked almost 1100 leaving about 2000 on the beach. Some of whom could be seen making their way into the marshy swamps seeking a hiding place. The Austrians were expected the following morning and the newspapers bear out this statement, We sailed about 5 30 pm and were just leaving the Bay when two shots were fired across our bows by a submarine & complying with regulations stopped but immediately went full speed ahead when two more shots were fired. We put on all steam available and eventually got out of the danger zone.

Jan 23 Arrived San Giovanni de Medina (Valoma to San Giovanni de Medina 100)

Jan 23 Left San Giovanni de Medina - We were bound for Marseilles and we called at Messina (Sicily) for water supply. We passed quite close to Mont Etna from which smoke was issuing. Traces of

the disastrous earthquake of 1908 were still visible. The cleaning & rebuilding of the city commenced in 1911 and in 1916 was regaining its former beauty. When we got through the straits we could see Stromboli in the distance.

Jan 25 Arrived Messina (Sicily) (San Giovanni de Medina to Messina 358)

Jan 25 Left Messina

Jan 26 We received orders to proceed to Bizesta, North East Africa instead of Marseilles. Bizesta is a large naval base of the French Government and is a nice little town.

Jan 27 Arrived Bizenta (Messina to Bizenta 507)

The Serbians were welcomed by the French and a band composed of Soudanese soldiers discoursed lively music at intervals during disembarkation which was carried out under perfect deluges of rain. One elderly soldier while being bathed by our orderlies collapsed and died. The sisters in the various white used to wear long boots and short skirts, the doctors and orderlies, putties, to prevent the vermin from attacking themselves. The stench during the four day trip was such as will always be remembered.

Jan 29 Left Bizenta

We proceeded to Malta after a very strenuous & exhausting trip. On the four day voyage, 47 of the Serbians died.

Jan 30 Arrived Malta (Bizenta to Malta 247)

The ship was washed and disinfected at Malta by some defaulters and we again proceeded to Taranto with a few of the Serbian medical staff.

Feb 5 Left Malta

Feb 6 Arrived Taranto

When we arrived there H.M.S. Prince of Wales was at anchor in the harbour.

Feb 7 Left Taranto

On Feb 7 we received orders to return to Malta and the Serbian medical staff were taken off as they were to proceed to Corfu. We arrived at Malta Feb 8. Here we lay until 14th when we embarked a few Indian convalescent patients and proceeded to Alemandina

Feb 8 Arrived Malta (Malta to Taranto & back 650)

Feb 14 Left Malta

Feb 17 Arrived Alemandina (Malta to Alemandina 1636)

On March 7 we loaded up with convalescent patients and a few nurses of the New Zealand Army Service.

Mar 9 Left Alemandina

We called at Malta and discharged two bad cases and put our faces towards England.

Mar 12 Arrived Malta

Mar 13 Left Malta

Total distance covered – 26,657 miles

Mar 16 Passed Gibraltar

We had a pleasant voyage until we entered the Channel March 20 which was very foggy & unpleasant. Had a few days leave for the purpose of seeing how the folks were at home.

Mar 20 Arrived Southampton (Malta to Southampton 2133)

Mar 31 Left Southampton for Salonica. When in the Bay of Biscay on 1st April we were signaled to by S.S. Polo of Hull. She had on board the crew of a Spanish vessel, S.S. Vigo. She had been torpedoed by a German submarine at 10 am March 31. They had been in a small boat for 24 hours before being picked up by the Polo. They were transferred to us about 11.45 am 1st April.

Apr 4 Arrived Gibraltar (Southampton to Gib 1179)

We called at Gibraltar April 4 and they were taken off by a small naval pinnace.

Apr 4 Left Gibraltar

On April 5 when off the N.E. Coast of Africa near Bangul a small boat was sighted at 4 pm and as the occupants were wearing life belts we steamed towards them to investigate. They were part of the crew of the S.S. Chantala of Glasgow (B.I.S.N Co.) torpedoed & shelled by a German submarine about 11.30 am that morning. The Officer in charge of the boat informed us that there were four other boats in the vicinity. We were successful in picking up the entire crew in the boats. The boat we first sighted was used by the Germans to convey bombs to the ship. The captain was informed he would be shot but was ultimately sent off along with the others. The explosion caused by one of the torpedoes killed the fourth engineer and eight native firemen. She had been bound for Malta. One of the native firemen taken on

board had been hit on the hand by a piece of iron when the explosion took place. He underwent an operation on board and was progressing satisfactorily.

Apr 7 Arrived Malta (Gib to Malta 985)

On 7 April we put into Malta and they were taken off by a naval tug. On pushing off from the ship they gave three cheers for the crew of the Devanha, three for the Red Cross and three for the R.A.M.C. We left same evening for Salonica arriving 10 April.

Apr 7 Left Malta

Apr 10 Arrived Salonica (Malta to Salonica 727)

Salonica is situated close to the sea. It rises in a triangular formation from the shore. There are many fine houses and numerous mosques the latter with their towers stretching into the air giving an additional beauty to the scene. There is a large wall around the town. There were two or three buildings with roofs shattered. The camps here are fine examples of the way Tommy provides for his horse and himself.

Apr 12 Left Salonica

Apr 14 Arrived Alemandina (Salonica to Alexandria 680)

Apr 15 Left Alemandina

Apr 16 Arrived Port Said (Alexandria to Port Said 162)

Port Said - Situated at the mouth of the Suez Canal it is a very busy port. There is a fine statue of Ferdinand de Lesseps the Engineer of the Canal on the breakwater as you enter. The town itself is small and very quiet. We embarked our pilot here also two mooring boats renew and the electric searchlight which is fitted on each ship passing through the Canal for use at night in locating the buoys.

Apr 17 Left Port Said

Apr 18 Arrived Suez (Port Said to Suez 87)

Suez Canal - was first opened to traffic 1869. It is not wide enough to enable two ships to pass abreast consequently one must tie up to enable the other to pass. There are mooring piles all along the Canal for this purpose. We had to tie up twice in the canal for ships to pass us. At various parts of the Canal camps of soldiers were passed. The length of the Canal is 87 miles.

The port of Suez (Port Tewfik) is small and there is not a great deal of shipping activity. The town itself is very quiet and is situated about 3 miles from Tewfik. You can proceed to it by train or by donkey. The latter is the most enjoyable. We left here on 28 April for Bombay.

Apr 26 Left Suez

May 6 Arrived Bombay Suez to Bombay 2961

The dress of the natives attracted my attention directly we arrived here. It is merely a loin cloth. The women do a great amount of work here. Coaling ship is all carried out with small baskets carried on the head. The dust is damped not by the orthodox water cart used in England but by the natives with huge waterskins slung over their backs. Natives display their goods on the pavement. The hottest part of the day is from 11 am till 3 pm during this time it is advisable to have forty winks.

May 9 Left Bombay

May 19 Arrived Suez (Bombay to Suez 2962)

May 23 Left Suez

Total distance travelled – 38,533 miles

June 2 Arrived Bombay (Suez to Bombay 2965)

June 2 Left Bombay

June 25 Arrived Shatt al Arab

Jun 26 Left Shatt al Arab

July 1 Arrived Bombay (Bombay to Shatt al Arab & Back 3083)

July 8 Left Bombay

July 14 Arrived Aden (Bombay to Aden 1688)

Aden - Bears much resemblance to the Rock of Gibraltar. The climate during the monsoon is oppressive but milder than the Red Sea. It is a convenient coaling station and port of call before entering the Red Sea.

July 14	Left Aden	
July 18	Arrived Suez	(Aden to Suez 1315)
July 24	Left Suez	
July 28	Arrived Aden	(Suez to Aden 1306)
July 28	Left Aden	
Aug 3	Arrived Bombay	(Aden to Bombay 1658)
Aug 15	Left Bombay	
Aug 20	Arrived Shatt al Arab	
Aug 23	Left Shatt al Arab	
Aug 28	Arrived Bombay	(Bombay to Shatt al Arab & back 3048)
Sep 1	Left Bombay	
Sep 6	Arrived Shatt al Arab	(Bombay to Shatt al Arab 1575)
Total distance travelled – 55,111 miles		
Sep 7	Left Shatt al Arab	
Sep 12	Arrived Bombay	(Shatt al Arab to Bombay 1520)
Sep 18	Left Bombay	
Sep 23	Arrived Shatt al Arab	(Bombay to Shatt al A 1512)
Sep 25	Left Shatt al Arab	
Sep 30	Arrived Bombay	(Shatt al a to Bombay 1515)
Oct 19	Left Bombay	
Oct 24	Arrived Shatt al Arab	(Bombay to Shatt al Arab 1575)
Oct 26	Left Shatt al Arab	
Oct 31	Arrived Bombay	(Shatt al A to Bombay 1578)
Nov 8	Left Bombay	
Nov 13	Arrived Shatt al A	(Bombay to Shatt al A 1574)
Nov 20	Left Shatt al A	

Persian Gulf - The climate of the Persian Gulf is one of the most trying in the world. The intense heat is aggravated by the dust raised by every wind and blown across the gulf. There are neither rains nor clouds to temper the heat. Dysentery malarial fever & prickly heat are common complaints. The temperature of the sea water makes it more trying to those on board ship, often 98. We were compelled to anchor in the mouth of the River Euphrates 4 miles beyond Shatt al Arab light vessel, owing to the draught of our ship being too deep to proceed up the river to Basra. Our first load of patients suffering from malaria and dysentery were transferred from S.S. Karadeniz (an Austrian steamship captured after war broke out). The second lot from HMHS Vita. Coming out of the river the water is shallow and Vita ran aground on a sandbank. She was able to clear in a short time. Third lot from HMHS Syvia. She also ran aground and did not reach us till the following morning. Fourth lot came from HMHS Ellora. Fifth from HMHS Erinpuna. Erinpuna sustained slight injury to her gangway and green lights. Sixth lot from HMHS Sicilia arriving dusk. We left at 10 pm for Bombay via Karachi. The Gulf is full of flying fish sharks and snakes.

Nov 24	Arrived Karachi	
Nov 24	Left Karachi	
Nov 26	Arrived Bombay	(Shatt al A to Bombay via Karachi 1596)
Nov 30	Left Bombay	

Dar Es Salaam:- On the voyage down from Bombay to here we crossed the Equator. At the entrance to the harbour there is a German ship the Konig of Hamburg and in the inner harbour the Feld Marschall and another close by her lying broadside in the water. This is the capital of German East Africa the population is largely native the remainder Greek and German. Coconut palms are plentiful here.

Dec 8	Arrive Dar Es Salaam	(Bombay to Dar Es Salaam 2575)
Dec 10	Left Dar Es Salaam	

Total distance travelled 68,316 miles

Dec 19	Arrived Bombay	
Dec 24	Left Bombay	(Dar Es Salaam to Bombay 2516)

1917

Jan 2 Arrived Tanga (Bombay to Tanga 2540)
Tanga - is the principal town in the northern part of German East Africa and is similar to Dar es Salaam
Coconut palms & mango trees are conspicuous. Population largely native.
Jan 2 Left Tanga

Jan 3 Arrived Dar Es Salaam (Tanga to Dar Es Salaam 149)
Jan 5 Left Dar Es Salaam
Jan 14 Arrived Bombay (Dar Es Salaam to Bombay 2518)
Jan 20 Left Bombay
Jan 28 Arrived Mombassa (Bombay to Mombassa 2421)

Mombasa:- the most important town on this coast. It is the headquarters of British East Africa. The streets are narrow and irregular. Plentiful supply of fresh meat & vegetables. Large coconut palm plantations here. There are both English and R.C. Churches also a bank and a few hotels.

Jan 29 Left Mombassa

Jan 30 Arrived Dar Es Salaam (Mombassa to Dar Es Salaam 153)
Feb 1 Left Dar Es Salaam
Feb 10 Arrived Bombay (Dar Es Salaam to Bombay 2553)
Feb 17 Left Bombay
Feb 25 Arrived Mombassa (Bombay to Mombassa 2406)
Feb 26 Left Mombassa
Feb 26 Arrived Tanga (Mombassa to Tanga 76)
Feb 27 Left Tanga
Feb 27 Arrived Dar Es Salaam (Tanga to Dar Es Salaam 120)

Total distance travelled – 83,768 miles

Mar 1 Left Dar Es Salaam
Mar 10 Arrived Bombay (Dar Es Salaam to Bombay 2521)
Mar 22 Left Bombay
Mar 30 Arrived Mombassa (Bombay to Mombassa 2406)
Apr 1 Left Mombassa
Apr 1 Arrived Tanga (Mombassa to Tanga 77)
Apr 1 Left Tanga
Apr 2 Arrived Dar Es Salaam (Tanga to Dar Es Salaam 142)
Apr 3 Left Dar Es Salaam
Apr 12 Arrived Bombay (Dar Es Salaam to Bombay 2713)
May 1 Left Bombay
May 9 Arrived Dar Es Salaam (Bombay to Dar Es Salaam 2522)
May 12 Left Dar Es Salaam
May 20 Arrived Bombay (Dar Es Salaam to Bombay 2518)
June 1 Left Bombay

June 4 Arrived Durban (Bombay to Durban 3984)

Durban:- Said to be the best kept & cleanest town in South Africa. It is well laid out with wide streets lined with trees. There is a beautiful beach & promenade also a special enclosure for bathing which is largely used during the season. An afternoon is well spent by visiting the Gardens. Climate very suitable to English people who all are very healthy & of good physique. The cost of living is of course very high.

June 14 Left Durban

June 17 Arrived Cape Town (Durban to Cape Town 876)

Total distance travelled – 101,527 miles

June 18 Left Cape Town

Cape Town:- in many ways similar to Durban, although the streets are not so laid out as those in Durban. Most prominent points are Table Mt. Lions Head & Rump & Devils Peak.

June 21	Arrived Durban	(Cape Town to Durban 868)
June 23	Left Durban	
June 28	Arrived Dar Es Salaam	(Durban DaresSalaam 1675)
July 1	Left Dar Es Salaam	
July 2	Arrived Mombassa	(DaresSalaam Mombassa 180)
July 2	Left Mombassa	
July 10	Arrived Bombay	
July 24	Left Bombay	
July 30	Arrived ShattalArab	
Aug 1	Left ShattalArab	
Aug 7	Arrived Bombay	(SalA to Bombay 1631)
Aug 13	Left Bombay	
Aug 18	Arrived ShattalArab	(Bombay to S al A 1605)
Aug 20	Left ShattalArab	
Aug 26	Arrived Bombay	(S al A to Bombay 1648)
Sept 9	Left Bombay	
Sept 14	Arrived ShattalArab	(Bombay to S al A 1615)
Sept 14	Left ShattalArab	
Sept 23	Arrived Muskat	(S al A to Muskat 725)
	Total distance travelled – 115,598 miles	
Sept 23	Left Muskat	
Sept 25	Arrived Karachi	(Muskat to Karachi 488)
Sept 25	Left Karachi	
Sept 27	Arr Bombay	(Karachi to Bombay 635)
Oct 3	Left Bombay	
Oct 11	Arr Dar Es Salaam	(Bombay to DES 2530)
Oct 14	Left Dar Es Salaam	
Oct 23	Arr Bombay	(DES to Bombay 2530)
Dec 4	Left Bombay	
Dec 13	Arr DaresSalaam	(Bombay to DES 2530)
Dec 16	Left Dar Es Salaam	
Dec 26	Arr Karachi	(DES to Karachi 2518)
Dec 26	Left Karachi	
Dec 28	Arr Bombay	(Karachi to Bombay 600)

Jan 3	Left Bombay	
Jan 13	Arr Lindi	(Bombay to Lindi 2724)
Lindi - most southerly port of G.E.A. The small town is overlooked by a dense grove of coconut palms. Vegetables are scarce but fish fowl are plentiful.		
Jan 14	Left Lindi	
Jan 15	Arr DaresSalaam	(Lindi to DES 226)
Total distance travelled – 130,379 miles		
Jan 17	Left DareSalaam	
Jan 26	Arr Karachi	(DES to Karachi 2548)
Jan 27	Left Karachi	
Jan 30	Arr Bombay	(Karachi to Bombay 670)
Feb 19	Left Bombay	
Fen 28	Arr Mauritius (Pt Louis)	(Bombay to Port Louis 2580)
Port Louis - principal harbour of Mauritius Town is small and behind it the marshy ground is gradually being reclaimed.		
Feb 28	Left Mauritius	
Mar 8	Arr Cape Town	(Pt Louis to Cape Town 2358)
Mar 9	Left Cape Town	
Mar 12	Arr Durban	(Cape Town to Durban 858)
Mar 15	Left Durban	
Mar 20	Arr DaresSalaam	(Durban to DaresSalaam 1674)
Mar 24	Left D.E.S.	
Apr 2	Arr Karachi	(DES to Karachi 2509)
Apr 2	Left Karachi	
Apr 4	Arr Bombay	(Karachi to Bombay)
Apr 16	Left Bombay	
Apr 24	Arr DaresSalaam	(Bombay to DES 2550)
Apr 25	Left D.E.S.	
May 3	Arr Karachi	(D.E.S. to Karachi 2495)
Total distance travelled – 149,196 miles		
May 3	Left Karachi	
May 5	Arr Bombay	(Karachi to Bombay 565)
May 20	Left Bombay	
May 31	Arr Suez	(Bombay to Suez 3000)
June 5	Left Suez	
June 9	Arr Aden	(Suez to Aden 1330)
June 10	Left Aden	

June 15	Arr Bombay	(Aden to Bombay 1680)
July 12	Left Bombay	
July 23	Arrived Suez	(Bombay to Suez 3000)
July 25	Left Suez	
July 30	Arrived Aden	(Suez to Aden 1326)
July 30	Left Aden	
Aug 5	Arrived Bombay	(Aden to Bombay 1679)
Aug 27	Left Bombay	
Sept 7	Arrived Suez	(Bombay to Suez 2982)
Sept 11	Left Suez	
Sept 21	Arrived Bombay	(Suez to Bombay 2976)
Sept 26	Left Bombay	
Total distance travelled – 167,734 miles		
Oct 7	Arrived Suez	(Bombay to Suez 2976)
Oct 11	Left Suez	
Oct 21	Arrived Bombay	(Suez to Bombay 2978)
Oct 28	Left Bombay	
Nov 2	Arrived Aden	(Bombay to Aden 1679)
Nov 7	Arrived Suez	(Aden to Suez 1328)
Nov 9	Left Suez	
Nov 13	Arrived Aden	(Suez to Aden 1338)
Nov 14	Left Aden	
Nov 20	Arrived Bombay	(Aden to Bombay 1674)
Dec 11	Left Bombay	
Dec 16	Arrived Aden	(Bombay to Aden 1677)
Dec 17	Left Aden	
Dec 21	Arrived Suez	(Aden to Suez 1313)
Dec 25	Left Suez	

1919

Jan 4 Arrived Bombay (Suez to Bombay 2970)

Total distance travelled – 185,667 miles

Put ashore on Jan 6th and waiting ship home in Bombay till March 1st when we were put aboard S.S.Khiva for Home.

(Bombay to England – 6045)

TOTAL MILES TRAVELLED – 191,712 miles

Perim Island:- Might be termed the Key to or the Gibraltar of the Red Sea. It is situated where the Red Sea flows into the Gulf of Aden. It is only a small island but it is a very convenient coaling station before entering the Red Sea,

Red Sea:- The climate of the Red Sea during the Summer is with the exception of the Persian Gulf the hottest in the world on the sea. Those not compelled to voyage in the months May to September would do well to give it a very wide berth.

(Last Pages)

Hospital Ships running in Mediterranean (note * = Privately kept up)

Aquitania	Braeman Castle	Kanowna	Mauritania	Carisbrooke	Karoola
Britannia	Dover	Essequito	Dunluce	Tagus	Galway

Under Italian Flag

Saeta	Glenarth	Brasili	Yaldivia	Glengorm	Italia
Delta	Guildford	King Albert	Devanha	Garth	DongolaKildonan
Egypt	Galeeka	Morea	Gaseon	Sicilia	Ghoorka
Somali	Granhilly Castle	Soudan	Letitia	Syria	Massilia
Kana Pana	Ebani	Levasa	Formosa	Manalia	Maheno
Rewa	Marama	Oxfordshire *	Liberty *	Lanfranc *	Grianaig *
Panama *	Loyalty *	Aberdonian *	Madras *	Hunslet	Hanna

SeangChoon Kamawha

Hospital Ships running in Indian Ocean

Assaye	Ellora	Oxfordshire	Delta	Erinpuna	Guildford
CastleDevanha	Neuralia	Gaseon	Dongola	Nevasa	Kamawha
Egypt	Fakada	Loyalty *	Sicilia	Varela	Madras *
Syria	Varsoon	Maheno	Vita	Marama	Kanowna

Herefordshire

09.04.1916: Picked up the last survivors of the Chantala (British India SNCo) torpedoed in the Mediterranean, and landed them in Malta.

06/11.1916: Persian Gulf.

12.1916/

06.1917: East Africa.

07/09.1917: Persian Gulf.

10.1917/

04.1918: East Africa.

05.1918/

02.1919: Bombay/Suez.

04.1919: Reconverted to a troopship in London.