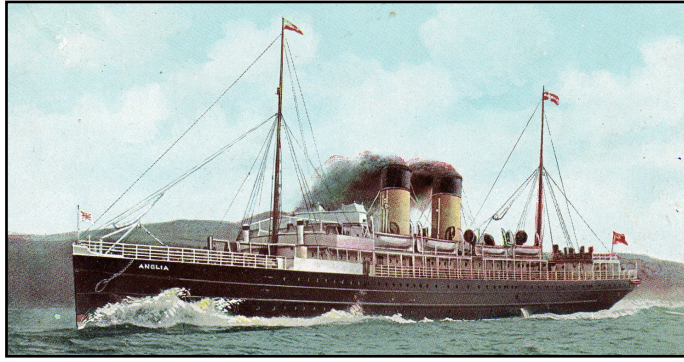


**SS Anglia**, a 1,862-ton, twin-screw steamer, was built by William Denny and Brothers of Dumbarton, Scotland for the **London and North Western Railway Company**. She was launched in December 1899 and commenced service at Holyhead in **May 1900**.



**SS Anglia in her LNWR Colours**

She was one of four similar vessels built around the same time to compete with the City of Dublin Steam Packet Company fast steamers operating the Irish Mail contract. The **Anglia's** sister ships were the **Cambria**, **Hibernia** and **Scotia**. They initially provided an express passenger service to Dublin, North Wall and then to Kingstown (later Dún Laoghaire) in 1908.

The vessels were capable of achieving speeds of up to 21 knots, powered by 424 hp triple expansion steam engines. They were mostly crewed by Holyhead/Anglesey sailors. Many of the engine room staff had served their apprenticeship at the Holyhead Marine Department workshops.

At the outbreak of war she, together with her sister ships, were commandeered for war service by the Admiralty. The **Anglia** was initially fitted out as a Fleet Messenger serving the British Grand Fleet at Scapa Flow and named **HMS Anglia**.



**Crew member of HMS Anglia when serving as a Fleet Messenger**

The vessel took on this role of until April 1915 when she was refitted as an auxiliary hospital ship. She was then renamed **HMHS Anglia**, remaining under the command of **Captain Lionel J Manning** and retaining most of her local crew.

The work to convert the vessel to a Hospital Ship took place at the **Royal Albert Dock, London**. When the initial medical staff arrived on the **4 May 1915** they found work still in progress. The ship was fitted out to carry **275** lying down cases and a number of walking wounded.

Comments in the ship's War Diary complained of inadequate space between beds, little storage accommodation and general poor condition of the paintwork outside the hospital. There was a shortage of bedding and general equipment, which was eventually delivered when the ship reached Dover together with the nursing staff. The conversion had taken just **7 days**.

She then began regular sailings to Boulogne to collect and transport wounded soldiers back to England. She was manned by her regular Holyhead crew together with **three Nurses, three Army Doctors and 28 RAMC orderlies**.

In the Autumn of 1915 Hospital Ships were kept busy transferring many of the 60,000 casualties of the **Battle of Loos**.

Adeiladwyd y llong ddwysgriw **SS Anglia** gan William Denny a'i Frodyr o Dumbarton, yr Alban ar gyfer y **London and North Western Railway Company**. Fe'i lanswyd ym mis Rhagfyr 1899 a dechreuodd ar ei gwaith yng Nghaerdybi ym mis **Mai 1900**.

Roedd hi'n un o bedair llong debyg a'u hadeiladwyd tua'r un cyfnod er mwyn cystadlu â phacedlongau cyflym y cwmni City of Dublin Steam Packet Company oedd yn gweithredu cytundeb yr Irish Mail. Chwaer longau'r **Anglia** oedd y **Cambria**, yr **Hibernia** a'r **Scotia**. I ddechrau roedden nhw yn darparu gwasanaeth cyflym i deithwyr i Ddilyn, North Wall ac yna i Kingstown (yn ddiweddarach Dun Laoghaire) yn 1908.

Gallai'r llongau hyn deithio ar gyflymder o 21 not, gydag injans stêm 424 hp tri estyniad yn eu gyrru. Llongwyr o Gaerdybi/Ynys Môn oedd y criw gan amlaf, ac roedd nifer o staff yr ystafell injan wedi bwrw eu prentisiaeth yng ngweithdai morwrol Caerdybi.

Pan ddechreuodd y rhyfel, cymerwyd y llong a'i chwaer longau gan y Llynges i wasanaethu yn y rhyfel. Cafodd yr **Anglia** ei ffitio i weithio fel Negesydd i Fflyd y British Grand yn Scapa Flow, ac fe'i henwyd yn **HMS Anglia**.

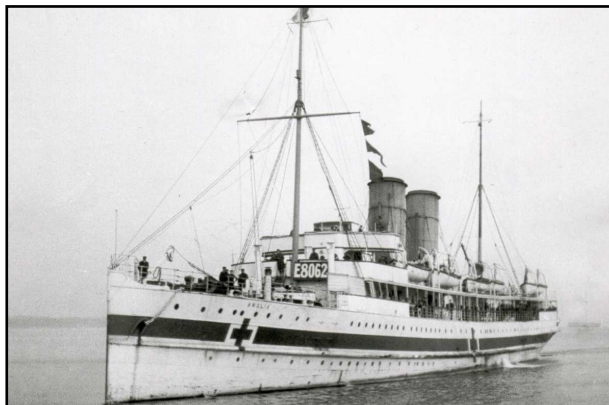
Parhaodd y llong hon â'i gwaith tan fis Ebrill 1915, pan gafodd ei ail-ffitio yn llong ysbyty cynorthwyol. Fe'i henwyd wedyn yn **HMHS Anglia**, ond roedd yn dal i fod o dan orchymyn **Captain Lionel J Manning** gyda'r rhan fwyaf o'r criw lleol ar ei bwrdd.

Cafodd y gwaith o'i thrawsnewid yn ysbyty llong ei wneud yn y **Royal Albert Dock, Llundain**, a phan gyrhaeddodd y staff meddygol cyntaf ar y **4 Mai 1915**, roedden nhw dal i weithio arni. Cafodd y llong ei ffitio i gario **275** o gleifion yn gorwedd, a nifer o rai clwyfedig ar eu traed.

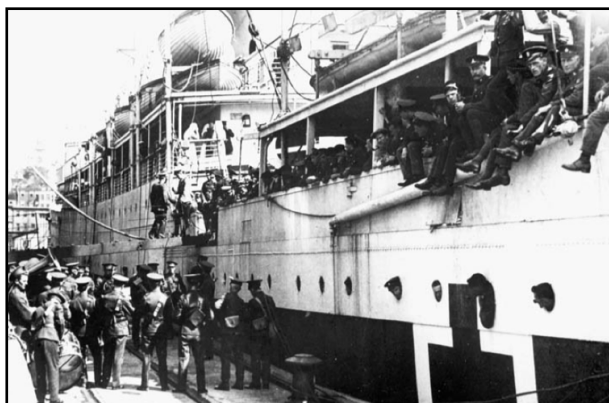
Roedd y sylwadau yn Nyddiadur Rhyfel y llong yn cofnodi cwynion am ddiffyg lle rhwng gwelyau, ychydig o le storio a chyflwr gwael y paent tu allan i'r ysbyty. Nid oedd digon o ddillad gwely nac offer yn gyffredinol. Cafodd rhain eu danfon pan gyrhaeddodd y llong yn Dover gyda'r staff nyrsio. Dim ond **7 diwrnod** roedd y trawsnewidiad hwn wedi ei gymryd i'w gwblhau.

Dechreuodd hwylio yn gyson i Boulogne i nôl milwyr oedd wedi eu hanafu, a'u danfon yn ôl i Loegr. Roedd criw arferol Caerdybi yn parhau i fod ar ei bwrdd ynghyd â **thair nyrs, tri meddyg o'r fyddin a 28 o gynorthwywyr RAMC**.

Yn ystod Hydref 1915 roedd y Llongau Meddygol yn brysur yn trosglwyddo nifer o'r 60,000 o rai clwyfedig o **Fruydr y Loos**.



**HMHS Anglia operating in the English Channel**



**Typical Hospital Ship receiving wounded soldiers**

On 28 October 1915 **King George V** was in France inspecting troops when he fell from his horse injuring his pelvis. Three days later he was evacuated back to Britain on board **HMHS Anglia**. A special ward was prepared for him and a screen of Royal Navy ships protected the vessel as she crossed the English Channel. Additional Blue Jackets ordered to the *Anglia* kept up a constant lookout on deck for signs of submarine or mine.

Although he suffered a rough crossing, the King was appreciative of his care and rewarded acting **Captain Robert H Horner** and his First Officer each a gold pin set as a memento. He also sent **Matron M S Mitchell** a brooch from London in appreciation of the attention he received. When this was lost when the *Anglia* sank, the King kindly sent a replacement.

**Sister Alice Meldrum** of Llangollen, North Wales was one of the three nurses on board the *Anglia* when the ship made her last fateful journey across the English Channel. In her reminiscences she describes the work of the hospital ship. When fighting was heaviest the *Anglia* made two journeys a day. The nurses worked to clean up the wards on the return journey to France.

The ship would take on many hundred of wounded each trip. Many had fractures or suffered amputations. There would be a number with serious head wounds. The majority would have received treatment in hospitals in France and all would have been looking forward to returning home. Some would be classed as 'walking wounded'; many more would have been confined to cots in the lower decks.

When the ship struck the mine, Sister Meldrum describes how she immediately fixed a lifebelt on herself to be in a better position to help others. She then set about with the other medical staff to help patients get into lifebelts, carrying the wounded onto deck and helping them into lifeboats or into the sea. She describes the lack of panic and the fortitude of the men, who must have been suffering great pain as they tried to leave the ship.

Sister Meldrum describes that eventually she climbed down onto the rudder before jumping into the sea. She was picked up by a destroyer after spending 40 minutes in the water.

She was personally decorated with the **Associate Royal Red Cross (ARRC)** medal by the King in 1922.

The **King** was much affected by the tragedy and sent the following message.

*"The King is shocked to hear that the hospital ship 'Anglia', which so recently conveyed him across the Channel, has been sunk by a mine. His Majesty is grieved at the loss incurred and trusts that the survivors have not unduly suffered from the terrible exposure to which they must have been subjected. Please express the King's heartfelt sympathy with the families who perished".*



**King George V showing his appreciation for the work of nurses during WW1**



**Sister Alice Meldrum of the Queen Alexandra's Imperial Nursing Reserve**



**Typical cot arrangement in a Hospital Ship Ward**



**British Nurses with lifebelts on board a Hospital Ship**

Ar 28 Hydref 1915, roedd **Brenin George V** yn Ffrainc yn archwilio'r lluoedd pan ddisgynnodd oddi ar ei geffyl ac anafu ei belfis. Tri diwrnod yn ddiweddarach fe'i cludwyd yn ôl i Brydain ar fwrdd yr **HMHS Anglia**. Cafodd ward arbennig ei pharatoi ar ei gyfer, ac amddiffynnwyd y llong gyda sgrin o longau'r Llynges Frenhinol wrth iddi groesi'r Sianel. Gorchmynnwyd milwyr ychwanegol ar fwrdd yr *Anglia* er mwyn cadw golwg cyson am longau tanfor neu ffrwydrion.

Er nad oedd hi'n daith braf, roedd y Brenin yn gwerthfawrogi'r gofal a gafodd, ac fe roddodd binnau arbennig i'r **Capten Robert H Horner** a'i Swyddog Cyntaf, fel momento. Fe anfonodd froetsh i **Matron M S Mitchell** o Lundain fel arwydd o werthfawrogiad o'r sylw a gafodd. Pan suddodd yr *Anglia*, fe anfonodd y Brenin froetsh arall yn ei lle.

Roedd Prif Nyrs **Alice Meldrum** o Llangollen, yn un o dair nyrs ar fwrdd yr *Anglia* yn ystod ei mordaith olaf ar draws y Sianel. Wrth iddi hel atgofion, disgrifiodd waith y llong ac yn ystod y cyfnod pan roedd yr ymladd ar ei waethaf, roedd yr *Anglia* yn gwneud dwy siwrne bob dydd. Byddai'r nyrsys yn gweithio i lanhau'r wardiau yn ystod y siwrnai yn ôl i Ffrainc.

Fe fyddai'r llong yn cludo cannoedd o ddynion oedd wedi eu hanafu ar bob taith. Roedd gan nifer doriadau i'w hesgyrn, a rhai wedi colli coes neu fraich. Roedd nifer gydag anafiadau i'w pen. Byddai'r rhan fwyaf wedi cael triniaeth mewn ysbytai yn Ffrainc, ac fe fydden nhw i gyd yn edrych ymlaen at ddychwelyd adref. Roedd rhai yn glwyfedig ar droed, ac fe fyddai nifer mwy wedi cael eu cyfyngu i welyau yn y deciau ïs.

Pan darodd y llong y ffrwydrad, disgrifia Prif Nyrs Meldrum sut y gwisgodd hi wregys achub yn syth er mwyn medru helpu eraill. Yna fe aeth ati i helpu staff meddygol eraill i gynorthwyo cleifion i wisgo gwregys achub, gan gario'r rhai anafedig ar y dec ac i mewn i fadau achub neu i'r môr. Disgrifiodd fel nad oedd panig ar fwrdd y llong, a disgrifiodd ddewrder y dynion a oedd mewn poen mawr wrth iddyn nhw geisio gadael y llong.

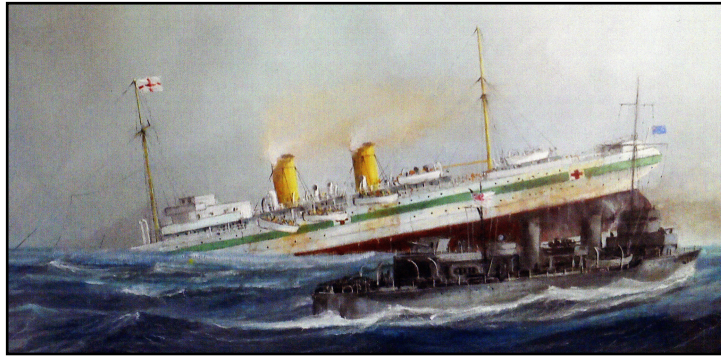
Disgrifia Prif Nyrs Meldrum sut y bu iddi hi ddringo i lawr at y llyw cyn neidio i mewn i'r môr. Cafodd ei hachub gan ddistrywlong ar ôl 40 munud yn y dŵr.

Cafodd ei hurddo yn bersonol gan y Brenin gyda **Medal Cydnabyddiaeth y Groes Goch Frenhinol (ARRC)** yn 1922.

Fe gafodd y drasiedi effaith mawr ar y **Brenin**, ac fe anfonodd y neges ganlynol.

*"Mae'r Brenin wedi ei syfrdannu clywed fod llong feddygol yr 'Anglia', wedi ei suddo gan ffrwydrad. Yn ddiweddar iawn y cludodd y llong hon ef ar draws y Sianel. Mae ei Fawrhydi yn gofidio am y colledion, ac yn hyderu nad yw'r rhai sydd wedi goresgyn yn cael eu poeni yn ddiangen yn sgil yr hyn maen nhw wedi ei ddiodef. A wneuch chi gyfleu cydymdeimlad dwysaf y Brenin i'r teuluoedd sydd wedi cael colledion".*

On the morning of **17 November 1915**, **HMHS Anglia** was making its way from Boulogne, France across the English Channel to Dover carrying 390 wounded soldiers, accompanied by medical staff. Many of the wounded had fought at the Battle of Loos. The crew numbered 56, with most of them originating from Holyhead and Anglesey. The Master was **Captain Lionel John Manning**.



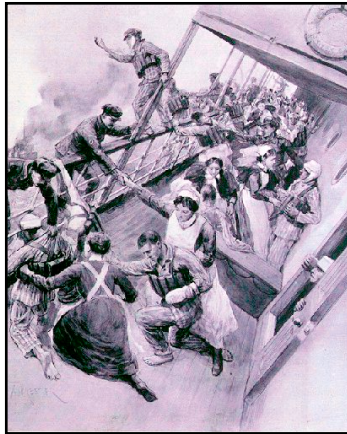
Ar fore **17 Tachwedd 1915**, roedd **HMHS Anglia** yn teithio o Boulogne, Ffrainc ar daws y Sianel i Dover. Roedd yn cario 390 o filwyr a oedd wedi eu hanafu, ynghyd â staff meddygol. Roedd nifer o'r rhai anafedig ymysg y 60,000 a gafodd eu clwyfo yn y Battle of Loos. Ar fwrdd y llong roedd 56 aelod o'r criw, y rhan fwyaf ohonyn nhw yn dod o Gaergybi ac Ynys Môn. Y Meistr oedd **Capten Lionel John Manning**.

The ship followed the marked route reserved for Hospital Ships. At about 12.30 pm she struck a mine, laid previously by the submarine UC-5, one mile east of "Folkestone Gate", the swept channel entrance to Dover Harbour. The ship struck the mine on her forward port side and she immediately began to sink. Captain Manning was blown off his feet on the bridge and was unable to stop the ship's engines as all means of communicating with the Engine Room had been destroyed.

**HMS Ure approaching the sinking HMHS Anglia**

Dilynodd y llong y ffordd ddynodedig ar gyfer llongau meddygol. Tua 12.30pm fe darodd ffwydrad oedd wedi ei osod gan y llong danfor UC-5, un filltir o 'Folkstone Gate', mynediad y sianel i borthladd Dover ond a gawsai ei harchwilio am ffrwydron. Tarodd y llong y ffrwydrad ar flaen ei hochr chwith, ac fe ddechreuodd suddo yn syth. Taflwyd Capten Manning oddi ar y bont, ac fe fethodd a stopio peiriannau'r llong gan fod pob ffordd o gysylltu â'r ystafell injan wedi ei ddirfodi.

Many ships, including *HMS Ure*, *HMS Hazard*, *HMTB 4*, *SS Langdon*, *SS Channel Queen* and the collier *Lusitania*, went to the rescue but this was made more difficult as the *Anglia* was listing heavily with her stern rising out of the water and screws still turning. As a result the ship continued to move in a circle and out of control.



**Frantic efforts by the medical staff to save the wounded.**

Ceisiodd nifer o longau ei hachub. Yn eu mysg roedd *HMS Ure*, *HMS Hazard*, *HMTB 4*, *SS Langdon*, *SS Channel Queen* a'r llong lo y *Lusitania*, ond gwnaed y gwaith yn anoddach gan ei bod hi ar ei hogwydd gyda'i phen blaen yn codi allan o'r dŵr, a'r sgriwiau gyrru yn dal i droi. Roedd y llong felly yn cylchdroi allan o reolaeth.

*HMS Ure* positioned herself close to the *Anglia* and managed to take off many from her decks. Before the *Anglia* finally sank the destroyer set herself across the steamer's submerged bow to take off as many as possible of those remaining.

Gosododd *HMS Ure* ei hun yn agos at yr *Anglia*, a llwyddodd i achub nifer oddi ar ei bwrdd. Cyn i'r *Anglia* suddo yn gyfan gwbl, gosododd y llong ddistryw ei hun ar draws blaen y llong er mwyn achub cymaint â phosib o'r rhai oedd ar ôl.

It took *HMHS Anglia* just 15-20 minutes to sink. During that time many sacrificed their lives to help others. Many of the injured were unable to help themselves. Desperate efforts were made to bring them up from the wards below. Despite best efforts five army officers, 128 soldiers, one nurse and nine RAMC men lost their lives. Of her crew, 25 were lost with 23 of these from Holyhead.

Roedd *HMHS Anglia* wedi suddo mewn 15 munud. Yn ystod yr amser hwnnw, aberthodd nifer eu bywydau eu hunain er mwyn cynorthwyo eraill. Nid oedd nifer o'r cleifion yn medru helpu eu hunain. Gwnaed ymdrechion mawr i ddod a nhw i fyny o'r wardiau. Er gwaethaf yr ymdrechion gorau, bu farw pum swyddog o'r fyddin, 128 milwr, un nrys a naw o ddynion RAMC. Collwyd 25 o'r criw, ac roedd 23 o'r rhain o Gaergybi.

**Chief Steward Richard Roberts** was the only crewmember whose body was recovered. At the inquest Captain Manning believed he saw the Chief Steward attempt to jump into a lifeboat but unfortunately missed. The inquest was told that the watches of both Captain Manning and Chief Steward Roberts had stopped at **12.50pm** - this being the time they had entered the water and also when the ship finally sank.

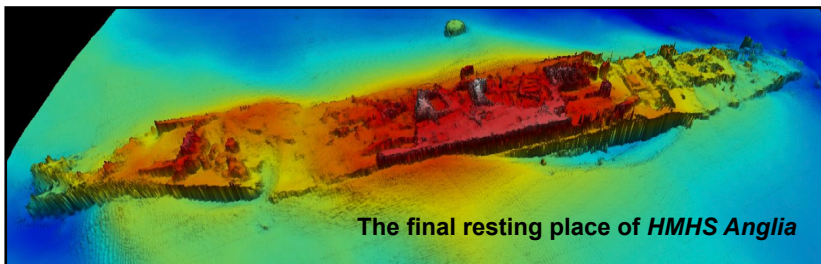


**Chief Steward Richard Roberts and his watch set at 12.50pm**



Dim ond corff **Prif Steward Richard Roberts** a ddarganfuwyd. Yn y cwest roedd Capten Manning yn credu ei fod wedi gweld y Prif Steward yn ceisio neidio i mewn i fad achub, ond iddo ei methu. Clywodd y cwest fod oriawr Capten Manning a'r Prif Steward Roberts wedi stopio am **12.50** - dyma'r amser pan wnaethon nhw ddisgyn i'r dŵr, a thua'r un amser pan suddodd y llong.

Chief Steward Richard Roberts of 13 Roland Street is buried in Holyhead's Maeshyfyd Cemetery. His grave inscription includes the words **'He gave his life for a friend.'**



**The final resting place of HMHS Anglia**

Mae Prif Steward Richard Roberts o 13 Roland Street wedi ei gladdu ym mynwent Maeshyfyd, Caergybi. Ar ei garreg fedd mae'r geiriau **'Aberthodd ei fywyd i ffrind'**

The final resting place of many of those lost now lies at the bottom of the English Channel within sight of the Kent coast. Archeologists have recently scanned the wreck. The image is included here in remembrance of all those lost and especially those with no known grave.

Mae'r rhai gollodd eu bywydau nawr yn gorffwys ar waelod y Sianel, o fewn golwg i arfordir Caint. Yn ddiweddar mae archeolegwyr wedi sganio'r drylliad, ac mae'r ddelwedd hon er cof am y rhai a gollwyd, ac yn arbennig y rhai heb feddrod.

The **Manning** family of Holyhead and Valley made a major contribution to the First World War. Unfortunately this was not without tragedy and self-sacrifice.

The head of the family was **Lionel John Manning**. Born in Ireland in 1858, he commenced his seafaring career as an apprentice in 1876 before taking up a position as Chief Mate for the LNWR Company at Holyhead in 1889. Promoted to Commander in 1896, he was Captain of **HMS Anglia** at commencement of hostilities and later in command of **HMHS Anglia** when she was sunk in the English Channel in November 1915. He was later awarded the **MBE** and **OBE** for war service. He died in December 1943 at Rhosneigr.



**Captain L J Manning OBE**

Roedd cyfraniad y teulu **Manning** o Caergybi a'r Fali yn ystod y Rhyfel Byd Cyntaf yn sylweddol, ond ni fu hyn heb drasiedi a cholledion.

**Lionel John Manning** oedd pen y teulu. Fe'i ganwyd yn Iwerddon yn 1858, ac fe ddechreuodd ei yrfa ar y môr fel prentis yn 1876 cyn cael swydd fel Is-Gapten i gwmi'r LNWR Company yng Nghaergybi yn 1889. Fe'i dyrchafwyd yn Gomander yn 1896, ac roedd yn Gapten ar yr **HMS Anglia** pan ddechreuodd y rhyfela. Yn ddiweddarach, roedd yn gyfrifol am yr HMHS Anglia pan y'i suddwyd yn y Sianel ym mis Tachwedd 1915. Derbyniodd yr **MBE** a'r **OBE** yn ddiweddarach am ei wasanaeth yn y rhyfel. Bu farw ym mis Rhagfyr 1943 yn Rhosneigr.

The Manning's eldest son **Victor Lionel Manning** was born at Dublin in 1885. He was employed in the Irish Education Office before enlisting as a Private in the Machine Gun Corps. Commissioned 2nd Lieutenant, he entered France in July 1917. He was killed in action, aged 32, at Fremicourt on 23 March 1918 commanding a machine gun section helping to resist the great German Spring Offensive. He was buried in Bancourt British Cemetery. The inscription on his headstone reads – **'He Gave His All That Others Might Live'**.



**2nd Lieutenant V L Manning 'Fe roddodd ei oll i eraill gael byw'**

Ganed mad hynaf Manning, **Victor Lionel Manning** yn Nulyn yn 1885. Fe'i cyflogwyd yn Swyddfa Addysg Iwerddon cyn iddo ymuno fel Preifat yng Nghorfflu'r Peiriandrylliau. Yn 2il Is-Gapten â Chomiswinn, cyrhaeddodd Ffrainc ym mis Gorffennaf 1917. Fe'i lladdwyd wrth ymladd yn Fremicourt ar 23ain Mawrth 1918 yn 23 mlwydd oed. Roedd yn arwain adran peiriandrylliau oedd yn ceisio atal Ymgyrch Wanwyn yr Almaenwyr. Fe'i claddwyd ym mynwent Brydeinig Bancourt. Mae'r deyrnged ar ei garreg fedd yn nodi **'Fe roddodd ei oll i eraill gael byw'**.

**Francis Graham John Manning** was born at Holyhead in 1892. He joined the 4th Battalion of The King's (Liverpool Regiment) as a Private in September 1914, whilst 2nd Mate on the LNWR cargo vessels. He served in France until he was wounded and eventually discharged in August 1915 to join the Royal Navy Reserve as a Sub Lieutenant. He served on the battleship **HMS Vengeance** and then the cruiser **HMS Talbot** in East Africa. Whilst serving on the **Q Ship Acton** he was awarded the **Distinguished Service Cross** for his part in the sinking of a German submarine in August 1917. After the war he rejoined the LNWR at Holyhead. He died, a retired Master Mariner, in 1981, aged 88.



**F G J Manning DSC**

Ganed **Francis Graham John Manning** yng Nghaergybi yn 1892. Ymunodd â 4ydd Bataliwn The Kings (Catrawd Lerpwl) fel Preifat ym mis Medi 1915 tra'r oedd yn 2il Is-Gapten ar longau cargo'r LNWR. Gwasanaethodd yn Ffrainc nes y bu iddo gael ei anafu a'i ryddhau ym mis Awst 1915 i ymuno â Chatrawd y Llynges Frenhinol fel Is-Gapten. Gwasanaethodd ar y llong ryfel **HMS Vengeance** ac yna'r criwser **HMS Talbot** yn Nwyrain Affrica. Fe'i gwobrwywyd gyda'r **Chroes Gwasanaeth Nodedig** am ei ran yn suddo un o longau tanfor yr Almaen ym mis Awst 1917. Ar ôl y rhyfel fe ail ymunodd â'r LNWR yng Nghaergybi. Fe fu farw, yn Gapten wedi ymdeol, yn 1981 yn 88 mlwydd oed.

**William Gibson Manning** was born in Holyhead in 1898 and joined the LNWR as a Clerk/Assistant Paymaster in 1915. He briefly served on the **Anglia** before transferring to the **Tara**. A survivor of the sinking of the **Tara** in the Mediterranean, he remained with the Holyhead ships until 1919. He then became a Clerk/Purser on transatlantic vessels before settling with his wife in New York and working ashore in an Investment Company. He died in New York in 1957 after becoming an American citizen.



**W G Manning**

Ganed **William Gibson Manning** yng Nghaergybi yn 1898, ac fe ymunodd â'r LNWR fel clerc/cymhorthydd cyflogau yn 1915. Gwasanaethodd ar yr **Anglia** am gyfnod byr cyn trosglwyddo i'r **Tara**. Yn un o'r rhai wnaeth oresgyn pan suddodd y **Tara** yn y Môr Tawel, fe arhosodd gyda llongau Caergybi hyd 1919. Yna fe aeth yn Glerc ar y llongau trawsatlantig, cyn creu cartref gyda'i wraig yn Efrog Newydd, a gweithio ar y lan gyda chwmni buddsoddiadau. Bu farw yn 1957 yn Efrog Newydd, ac yn ddinesydd America.

**Robert Charles Manning** was born in Ireland in 1889 and after graduating in Engineering from Trinity College Dublin moved to Canada where he worked as a Civil Engineer before enlisting in the Canadian Army. He arrived in the UK in October 1914 and landed in France in February 1915. Later in the year he was commissioned into the Royal Engineers and joined the 170th Tunnelling Company. He was awarded the **Military Cross** for successful mining operations and in 1917 received the **Distinguished Service Order**. In 1918 he was awarded the **French Legion of Honour**. Promoted Captain in 1916 and Major in February 1918, he unfortunately died of wounds in September 1918, aged 29, when his company was dealing with a number of 'booby traps' left by retreating German troops.



**Major R C Manning DSO, MC**

Ganed **Robert Charles Manning** yn Iwerddon yn 1889, ac ar ôl graddio mewn peirianeg o Goleg y Drindod Dilyn, fe symudodd i Ganada i weithio fel peiriannydd sifil. Yna fe ymunodd â Byddin Canada. Cyrhaeddodd ym Mhrydain ym mis Hydref 1914, a glaniodd yn Ffrainc ym mis Chwefror 1915. Yn ddiweddarach yn y flwyddyn fe'i comisiynwyd i'r Peirianwyr Brenhinol ac ymunodd â'r 170eg Cwmni Twnelu. Fe'i gwobrwywyd â'r **Groes Filwrol** am ei waith cloddio llwyddiannus, ac yn 1917 derbyniodd **Urdd Gwasanaeth Nodedig**. Yn 1918 derbyniodd **Anrhydedd Llang Ffrainc**. Fe'i dyrchafwyd yn Gapten yn 1916 ac yn Uwchgaptan ym mis Chwefror 1918. Bu farw ym mis Medi 1918 yn 29 mlwydd oed yn sgil anafiadau a gafodd wrthi i'w gwmi ddelio â nifer o drapiau oedd wedi eu gadael gan luoedd yr Almaen wrth iddyn nhw gilio.

A few days after the declaration of war against Germany on the 4 August 1914, the London and North Western Railway Steamer, **SS Hibernia**, was requisitioned by the Admiralty. She was initially required as a Fleet Messenger and would retain her Holyhead crew and Master, **Captain Edward Butler Tanner**.

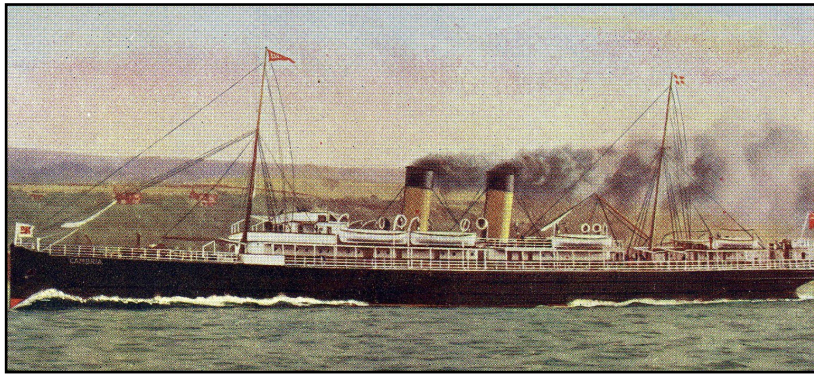
As there was already a Royal Navy ship with the name of **HMS Hibernia**, Holyhead's **SS Hibernia** was renamed **HMS Tara**. The Admiralty appointed **Captain Rupert Stanley Gwatkin-Williams RN** to act as liaison between Captain Tanner and the Royal Navy.

**HMS Tara** was one of four LNWR Passenger Steamers operating out of Holyhead taken over to assist the Royal Navy. Work immediately began at the Holyhead Marine Department Workshops to convert the vessels for their intended use. The work to convert the **Tara** included adding three ancient Hotchkiss six-pounder guns requiring substantial strengthening of the deck plates.

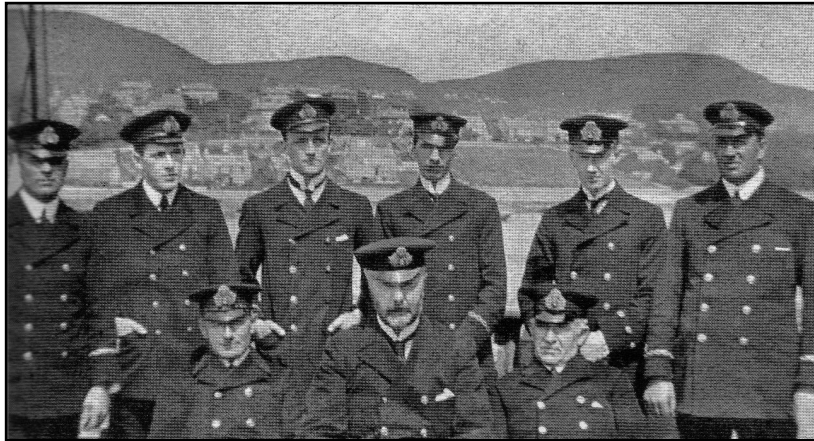
The vessel's holds were adapted to increase her coal carrying capacity from 80 to 500 tons. The extra weight settled her four feet deeper in the water and her speed from 21 knots to 17 knots. Finally she was painted in Admiralty war-grey and following sea trials, including testing her guns outside Holyhead Breakwater, she was ready to take up her duty. All this work was completed in just seven days!

Two of the converted LNWR Steamers, **HMS Cambria** and **HMS Anglia**, joined the Grand Fleet at Scapa Flow. **HMS Scotia** was sent to patrol the south Irish Sea (St. Georges Channel), whilst **HMS Tara** was ordered to patrol the North Channel between Scotland and Northern Ireland. The Holyhead Steamers were seaworthy vessels and could operate in all weather conditions. The **Tara** would usually spend thirteen days at sea before calling at Cambeltown, Scotland or Larne in Northern Ireland for coal and provisions. During the twelve months spent at her task she would cover more than 60,000 miles without any serious breakdown.

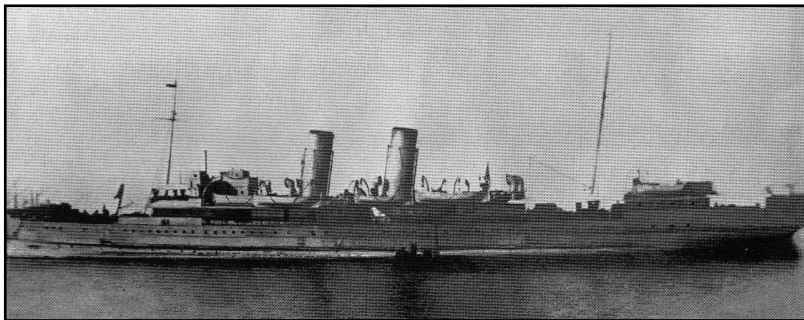
However, this period was not without mishap and the first casualty occurred in September 1915 when **Thomas Jones**, Chief Engineer, fell overboard after possibly suffering a heart attack. He was 57 years of age. His body was recovered some weeks later and returned to Holyhead for burial.



SS Hibernia in her LNWR colours



Captain Tanner and Officers at Cambeltown, summer 1915



HMS Tara in her war-grey paintwork



Chief Engineer Thomas Jones lost overboard in September 1915.

Rhai dyddiau ar ôl datgan rhyfel yn erbyn yr Almaen ar 4ydd Awst 1914, fe gafodd Pacedlong Rheilffordd y London and North Western, **SS Hibernia** ei hawlio gan y Morlys. Fe'i defnyddiwyd yn y cyfnod cyntaf fel Negesydd Llynges gyda'i chriw o Gaerdybi a'i Meistr, **Captain Edward Butler Tanner** yn hwylio arni.

Gan fod un o longau'r Llynges Frenhinol yn barod â'r enw **HMS Hibernia**, cafodd **SS Hibernia** Caerdybi ei hailenwi yn **HMS Tara**. Apwyntiodd y Morlys **Captain Rupert Stanley Gwatkin-Williams RN** i weithredu fel pwynt cyswllt rhwng Capten Tanner a'r Llynges Frenhinol.

Roedd **HMS Tara** yn un o bedair Pacedlong Teithwyr LNWR oedd yn gweithredu o Gaerdybi ac a'i cymerwyd i gynorthwyo'r Llynges Frenhinol. Dechreuodd gwaith yn syth yng Ngweithdai Adran Morol Caerdybi er mwyn newid y llongau ar gyfer eu gwaith enwyd. Roedd y gwaith i newid y Tara yn cynnwys ychwanegu tri hen wn chwe phwys Hotchkiss, oedd yn golygu fod yn rhaid cryfhau platiau'r dec yn sylweddol.

Addaswyd crombil y llong er mwyn cynyddu pwysau'r glo roedd hi'n medru ei gario o 80 i 500 tonn. Roedd y pwysau ychwanegol yn ei gosod hi bedair troedfedd yn ddyfnach yn y dŵr, ac yn ei arafu o 17 not i 21. Yna, fe'i peintiwyd hi yn lliw llwyd y Morlys, ac ar ôl ei phrofi ar y môr, a phrofi ei gynnuau heibio i Forglawdd Caerdybi, roedd hi'n barod i wneud ei gwaith. Cwblhawyd y gwaith hwn i gyd mewn saith niwrnod.

Ymunodd dwy o Bacedlongau'r LNWR – **HMC Cambria** a **HMA Anglia** â'r Llynges Fawr yn Scapa Flow. Anfonwyd **HMS Scotia** i batrolio de Mor yr Iwerddon (Mor Cymru), tra cafodd **HMS Tara** ei gorchymyn i batrolio Môr y Gogledd rhwng yr Alban a Gogledd Iwerddon. Roedd Pacedlongau Caerdybi yn llongau addas i'r môr, ac yn gallu gweithio ymhob tywydd. Byddai **Tara** yn treulio tri diwrnod ar ddeg ar y môr yn arferol, cyn galw yn Cambeltown, yr Alban neu Larne yng Ngogledd Iwerddon i gael glo a chyflenwadau. Yn ystod y deuddeg mis y bu wrth ei gwaith, teithiodd dros 60,000 o filltiroedd heb dorri i lawr yn ddifrifol.

Fodd bynnag, nid aeth y cyfnod hwn heb ei drafferthion ac fe gafwyd y ddamwain gyntaf ym mis Medi 1915 pan ddisgynnodd **Thomas Jones**, y Prif Beiriannydd dros yr ochr, o bosib ar ôl cael trawiad ar y galon. Roedd e'n 57 mlwydd oed. Fe ddychwelwyd ei gorff i Gaerdybi rhai wythnosau yn ddiweddarach i gael ei gladdu.

In September 1915 the **Tara** returned to Holyhead for a short refit and here she received orders to proceed to the Mediterranean Sea and onto **Alexandria** in Egypt.

After more than 12 months operating in the North Irish Sea the crew of more than 100 men had now become an efficient fighting unit, able to respond to any emergency or call to action stations without due delay.

In early October with provisions for three months the newly painted and refitted **Tara** sailed from her home port of Holyhead to join the North Egyptian Coastal Patrol. Her sister ship **HMS Scotia** was already serving as part of this unit and **HMS Tara** carried much needed spares and stores to enable the **Scotia** to continue her war duties.

The **Tara** and her crew of 104 men, including about 74 from Holyhead, arrived at Alexandria on 22 October 1915 and the following day took over patrolling duties from the **Scotia**.

When the ship arrived at Alexandria an interpreter by the name of **Vasili Lanbrimidis** joined the crew. For simplicity the crew decided to call him **'Basil'**.

The crew also adopted a stray dog found struggling in the water at Alexandria and they christened him **'Paddy'**. They already had a ship's cat named **'Master Thomas'**, named in memory of Chief Engineer, Thomas Jones.

The **Tara's** duty was to patrol the North African coast and then call in at a small British garrison at **Sollum**. It was whilst carrying out this task during the morning of 5 November 1915 that the **Tara** was struck amidships by a torpedo. The ship sank in eight minutes taking 12 of the crew with her. The remaining 92 men abandoned ship and managed to launch three lifeboats.

The attacking German submarine **U-35** surfaced nearby and the Commander, **Kapt. Lt. W Kophamel**, ordered the lifeboats to be taken in tow. **Captain Gwatkin-Williams** and some of the crew were taken on board the submarine.

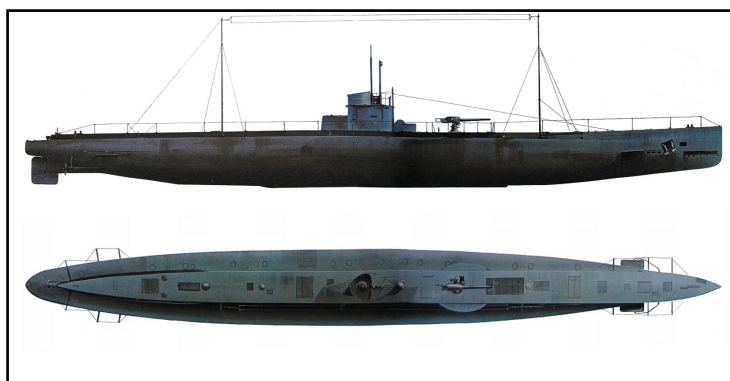
The survivors were then taken to the Turkish held port of **Bardia** and handed over to the Turkish military. Thus began their ordeal, which was to last almost four months and result in much hardship and the further death of a number of the crew.



**SS Hibernia in Dry Dock at Holyhead during an earlier refit**



**Paddy and Master Thomas**



**Type 31 Submarine similar to U-35**



**Kapt. Lt. Waldemar Kophamel**

Ym mis Medi 1915, dychwelodd y llong **Tara** i Gaerdybi i gael ei ail-ffitio, ac oddi yma fe gafodd orchymyn i fynd am Fôr y Canoldir, ac ymlaen am **Alexandria** yn yr Aifft.

Ar ôl treulio dros 12 mis yn gweithio yng Ngogledd Môr yr Iwerddon, roedd y criw o dros 100 o ddynion wedi datblygu yn uned ymladd effeithlon oedd yn gallu ymateb i unrhyw argyfwng neu alwad i'w safleoedd ymladd heb oedi.

Yn gynnar ym mis Hydref, gyda chyflenwadau am dri mis ar ei bwrdd fe hwyliodd **Tara** wedi ei pheintio a'i ail-ffitio o'i chartref yng Nghaerdybi i ymuno â Phatrôl Arfordirol Gogledd yr Aifft. Roedd ei chwaer long, **HMS Scotia** yn gwasanaethu fel rhan o'r uned hon yn barod, ac fe gariodd **HMS Tara** nwyddau wrth gefn i'r stôr er mwyn galluogi **Scotia** i barhau â'i gwaith rhyfel.

Cyrhaeddodd **Tara** a'i chriw o 104 o ddynion, gan gynnwys tua 74 o Gaerdybi yn Alexandria ar 22ain Hydref 1915, a'r diwrnod canlynol fe gymerodd drosodd y dyletswyddau patrolio gan y **Scotia**.

Pan gyrhaeddodd y llong yn Alexandria, fe ymunodd cyfieithydd o'r enw **Vasili Lanbrimidis** a'r criw. Penderfynodd y criw ei alw yn **'Basil'**.

Mabwysiadodd y criw hefyd gi strae roedden nhw wedi ei weld yn cael trafferthion yn y dŵr yn Alexandria, a galwyd y ci yn **'Paddy'**. Roedd cath ar fwrdd y llong yn barod, a'i enw oedd **'Master Thomas'** er cof am y Prif Beiriannydd, Thomas Jones.

Gwaith **Tara** oedd patrolio arfordir Gogledd Affrica, ac yna galw mewn garsiwn Prydeinig yn Sollum. Ar fore'r 5ed Tachwedd 1915 tra'r oedd **Tara** yn gwneud y gwaith hwn fe'i tarwyd gan dorpido. Suddodd y llong mewn wyth munud, a boddodd 12 o'r criw. Dihangodd y 92 dyn arall oddi ar ei bwrdd, gan lwyddo i lansio tri bad achub.

Daeth y llong danfor Almaeneg **U-35** i'r wyneb gerllaw, a gorchmynodd ei Chomander **Kapt. Lt. W Kophamel**, fod y badau achub yn cael eu cymryd. Cafodd **Capten Gwatkin-Williams** a rhai o'r criw eu cymryd ar y llong danfor.

Cludwyd y dynion i borthladd **Bardia** a oedd ym meddiant Twrci, ac fe'u trosglwyddwyd i fyddin Twrci. Dyma pryd y dechreuodd eu profiadau caled a barodd am bron i bedwar mis, gyda nifer o'r criw yn marw.

Prior to the lifeboats landing at Port Bardia on the north African Coast the crew had recovered the body of the Ship's Cook, **Walter Jackson** from the sea. They buried him that evening in a shallow grave on the upper shore and covered the grave with a cairn of stones. They marked the grave with a cross made from broken oars.



**Captain Edward Butler Tanner**



**Captain Rupert Gwatkin-Williams**

Cyn i'r badau achub lanio ym Mhorth Bardia ar arfordir gogledd Affrica, roedd y criw wedi tynnu corff **Walter Jackson**, cogydd y llong, allan o'r môr. Cafodd ei gladdu'r noson honno mewn bedd bas ar y lan uchaf, a gorchuddiwyd y bedd gyda phentwr o gerrig. Defnyddiwyd rhwyfau wedi eu torri ar ffurf croes i ddynodi'r bedd.

Another of the crew was badly injured. Quartermaster, **William Thomas** had sustained a double fracture of the leg jumping into a lifeboat and was in much pain and discomfort.

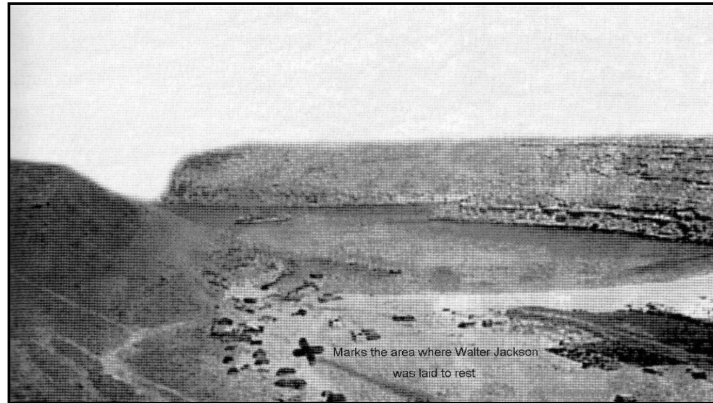
Anafwyd un arall o'r criw yn ddifrifol. Roedd y Swyddog Cyflenwi, **William Thomas** wedi cael dau dorasgrwn yn ei goes ar ôl neidio ar fad achub, ac roedd mewn poen ac anesmwythdod mawr.

There was some good news in that **Paddy** the ship's dog had survived and had been picked up by one of the lifeboats.

Roedd un newydd da fodd bynnag - fe gafodd **Paddy**, ci'r llong ei achub gan un o'r badau achub.

It was at this time that the crew were handed over to the **Sennusi** guards. In WW1 the Senussi sided with the Turks and fought against the Italians in Libya and the British in Egypt.

Dyma'r cyfnod pan gafodd y criw eu trosglwyddo i warchodluoedd y **Sennusi**. Yn ystod y Rhyfel Byd Cyntaf, roedd y Senussi yn ochri gyda'r Tyrciaid, ac yn ymladd yn erbyn yr Eidalwyr yn Libya a'r Prydeinwyr yn yr Aifft.

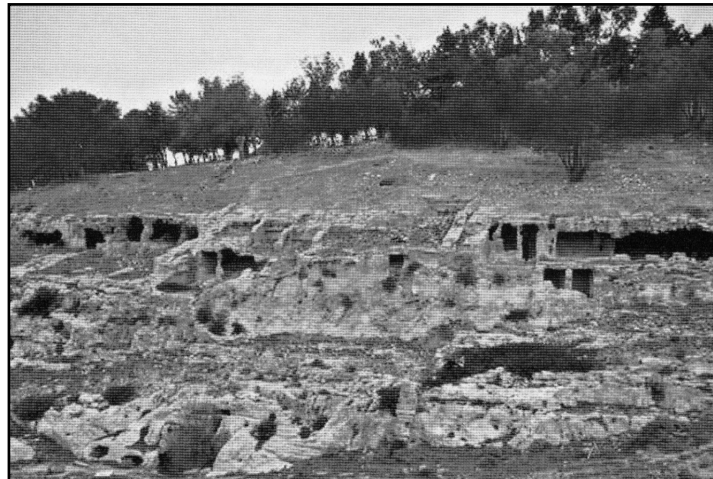


**The beach at Port Bardia where Walter Jackson was buried**

The next day the crew were assembled to begin the long march into the interior. This was to be the commencement of **135** days of captivity and extreme hardship for the survivors.

Y diwrnod canlynol casglwyd y criw at ei gilydd, ac fe ddechreuodd yr ymdaith hir i'r mewnir. Dyma oedd dechrau **135** niwrnod o gaethiwed a chaledi mawr i'r rhai oedd wedi byw.

The crew were ill prepared for the march. Many had lost their footwear and a number were dressed in their sleeping attire or in their underclothes. The conditions were hot during the day but very cold at night. They had little protection from the elements. The guards supplied limited rations and drinking water.



**The Caves at Cyrenaica**

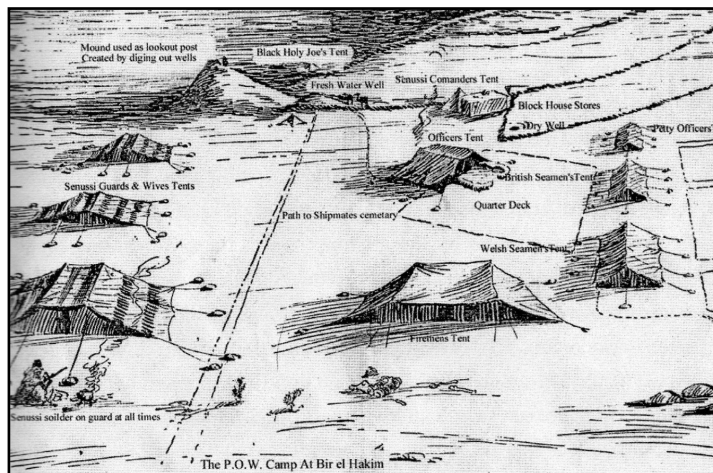
Nid oedd y criw wedi eu paratoi ar gyfer y daith hir hon. Roedd sawl un wedi colli ei esgidiau, ac roedd nifer yn gwisgo eu dillad nos neu ddillad isaf yn unig. Roedd hi'n boeth iawn yn ystod y dydd, ond yn oer iawn gyda'r nos. Ychydig iawn oedd i'w hamddiffyn rhag yr elfennau, a dim ond ychydig bach iawn o fwyd a dŵr roedd y gwarchodluoedd yn eu dosbarthu.

After two days of slow progress over very rough ground they eventually came to the **Caves at Cyrenaica**, some five miles from Port Bardia. It was here that **William Thomas** died following an attempt to amputate his damaged leg. He was buried the next morning with a simple but emotional service.

Ar ôl dau ddiwrnod yn gwneud cynnydd bach iawn dros dir garw, fe ddaethant o'r diwedd at yr **Ogofeydd yn Cyrenaica**, rhyw bum milltir o Borth Bardia. Yn y fan hon y bu i **William Thomas** farw ar ôl ymgais i dorri'r goes oedd wedi ei anafu i fwrdd. Fe'i claddwyd y bore wedyn gyda gwasanaeth syml, ond emosiynol iawn.

The men stayed for five very uncomfortable days at the caves before moving further into the interior. The next two weeks were spent marching sometimes up to ten hours a day with little water and minimal rations and sleeping out in the open desert at night.

Arhosodd y dynion am bum niwrnod anghyfforddus iawn yn yr ogofau cyn symud ymlaen ymhellach i'r mewnir. Treuliwyd y bythfnos ganlynol yn cerdded, weithiau am hyd at ddeg awr y diwrnod gydag ychydig o ddŵr a'r mymryn lleiaf o fwyd, a chysgu allan yn yr anialwch gyda'r nos.



**The P.O.W. Camp at Bir-el-Hakim**

They eventually arrived at **Bir-el-Hakim**, their prison encampment on 26 November 1915. Their march had taken them almost three weeks and they had covered more than **180 miles**.

Fe gyrhaeddodd y dynion yn **Bir-el-Hakim**, eu carchar-wersyll ar 26ain Tachwedd 1915. Roedd yr ymdaith wedi cymryd bron i dair wythnos, ac roedden nhw wedi cerdded bron i **180 milltir**.

When the crew arrived at **Bir-el-Hakim** they were very disappointed in what they saw. They had been led to believe that it was a desert oasis with palm and date trees. What they found was a desolate place with only one of the three wells able to provide water. There was little shelter and the men were expected to continue to sleep in the open.

The small amount of food that they were provided with was usually bad and on some days there was no food at all. Although the men attempted to keep active by searching for firewood their general health began to deteriorate. Initially the Camp Commandant was **Achmet Affendi**. He was not very benevolent towards the captives. On occasions there were up to 30 to 40 Senussi guards at the camp together with their wives and families.

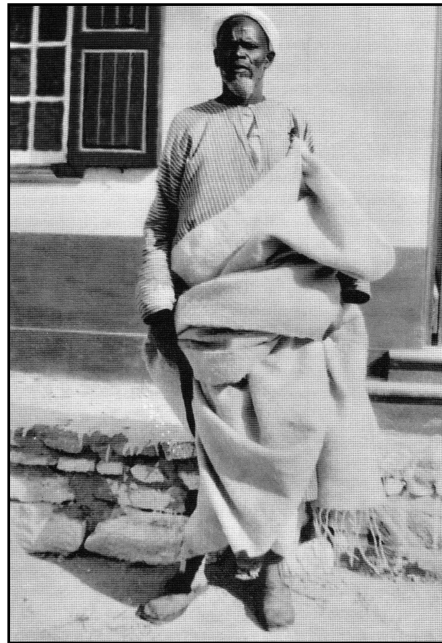
The keeper of the wells was a holy priest called Osman from Ethiopia, nicknamed by the crew as **'Holy Joe'**. He required repair work to be carried out on the wells and the men were made to undertake this. Captain Achmet and his guards met any resistance with abuse and cruelty.

The situation in the camp improved somewhat when a number of tents arrived. They were quickly erected and divided out amongst the crew. Having reasonable shelter raised the spirits of the men and they began to organize themselves. Lack of food was still an issue and the men soon found that the snails that lived amongst the stones offered some respite from their continuous hunger.

Whilst most of the men managed to continue to survive others suffered badly from illness such as dysentery and malnutrition. They managed to get through the Christmas period and made the most of their situation.

However, on 5 January 1916, Artificer **George Mathew Cox**, aged 58, passed away and was buried a short distance from the camp. On 10 January Seaman **John Hodgson**, aged 46, died. Others were now desperately ill and on 28 January Engineer **Robert J S Williams**, aged 52, succumbed. The last to die at the camp was Fireman, **Owen Hughes Roberts**, aged 28, on 19 February.

The small graveyard now contained four graves. Hopes of rescue and returning to their families now seemed very remote to the men.



**'Holy Joe'**

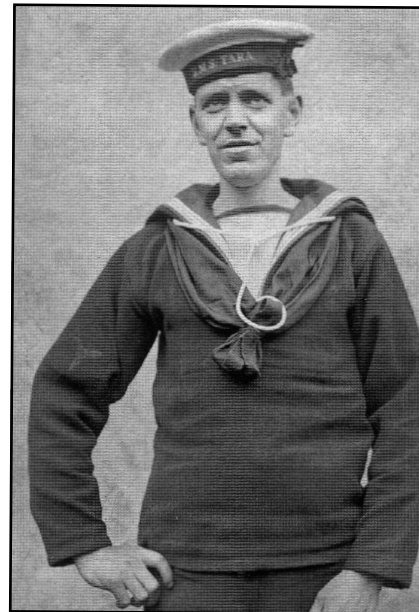
Pan gyrhaeddodd y criw yn **Bir-el-Hakim** roedden nhw yn siomedig iawn gyda'r hyn a welon nhw. Roedden nhw wedi cael eu harwain i gredu y byddai yma werddon gyda choed palmwydd a choed datys. Ond beth wynebair criw ond lle llwm, a dim ond un o'r tair ffynnon yn rhoi dŵr. Nid oedd llawer o gysgod yno, ac roedd yn rhaid i'r dynion gysgu yn yr awyr agored.

Roedd yr ychydig o fwyd roedden nhw yn ei gael fel arfer yn ddrwg iawn, a rhai dyddiau nid oedd bwyd o gwbl. Er bod y dynion yn ceisio cadw'n brysur drwy chwilio am goed tan, roedd eu hiechyd cyffredinol yn gwaethygu. I ddechrau, Prif Bennaeth y gwerysllt oedd **Achmet Affendi**. Nid oedd o'n garedig iawn at y carcharorion, ac ar brydiau roedd hyd at 30 neu 40 o warchodluoedd Senussi yn y camp ynghyd a'u gwragedd a'u teuluoedd.

Ceidwad y ffynhonnau oedd offeiriad o'r enw Osman o Ethiopia, a gafodd y llys enw **'Holy Joe'** gan y criw. Roedd angen gwneud gwaith atgyweirio ar y ffynhonnau, a gorchmynnwyd y dynion i wneud hyn. Roedd Capten Achmet a'i warchodlu yn cam-drin yn greulon unrhyw ddynion a fyddai yn gwrthod ym...



**George Mathew Cox**



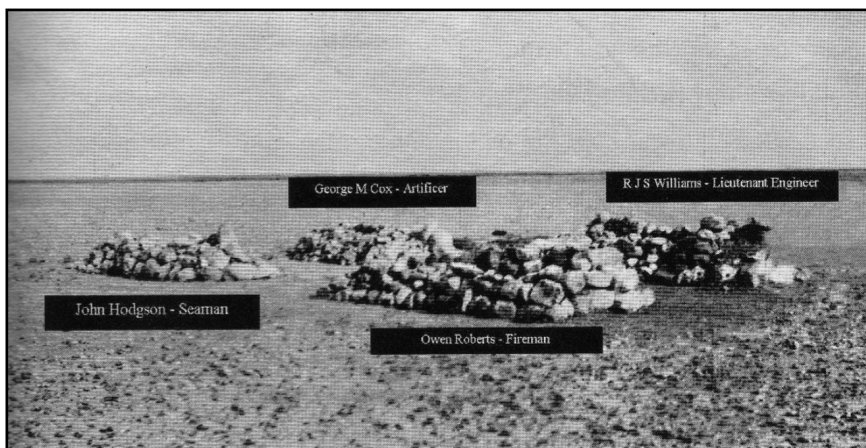
**Owen Hughes Roberts**

Fe wnaeth y sefyllfa yn y gwerysllt wella ychydig gyda chyflenwad bach o bebyll. Codwyd y rhain yn sydyn a'u rhannu o gwmpas y criw. Ar ôl cael ychydig o gysgod, cododd ysbryd y dynion ac fe ddechreuon nhw gael trefn arnyn nhw eu hunain. Roedd diffyg bwyd dal yn broblem ac ar ôl amser roedd y malwod oedd yn byw o dan y cerrig yn helpu eu cythiung.

Tra bod y rhan fwyaf o'r dynion wedi goresgyn, roedd rhai eraill yn dioddef yn fawr o salwch fel dysentri a cham-faethu. Fe lwyddon nhw i fynd ymlaen dros y Nadolig, a gwneud y mwyafrif o'u sefyllfa.

Ar 5ed Ionawr 1916, bu farw Artificier **George Mathew Cox** yn 58 oed ac fe'i claddwyd nepell o'r gwerysllt. Ar 10fed Ionawr, bu farw'r llongwr **John Hodgson** yn 46 oed. Roedd eraill yn ddifrifol wael erbyn hyn, ac ar 28ain Ionawr bu farw Peiriannydd **Robert J S Williams** yn 52 oed. Yr olaf i farw yn y gwerysllt oedd y Taniwr **Owen Hughes Roberts** yn 28 oed ar 19 Chwefror.

Roedd pedwar bedd nawr yn y fynwent fechan. Roedd gobeithion am gael eu hachub a dychwelyd at eu teuluoedd nawr yn ynoeithion gwan iawn.



**The graves at Bir-el-Hakim**



The death of Fireman Owen Roberts made up **Captain Gwatkin-Williams'** mind to try and obtain help. He set off at night carrying what little provisions could be spared and made for the **Port of Sollum**, over 150 miles away, which was believed to be back in British hands.

When the Senussi discovered that Captain Gwatkin-Williams was missing they responded with unwelcome reprisals against the prisoners. Overall the situation in the camp was becoming more desperate with both the prisoners and their guards suffering through lack of food. The men continued to collect snails to supplement their meagre diet.

The men constantly wondered what had happened to Captain Gwatkin-Williams. Their answer came at the end of February when he was returned to camp accompanied by six Sennusi guards. They had caught up with him after only two days of freedom but in that time he had covered almost **100 miles**. The Captain received a bad beating for his efforts and was thrown into a sheep pen for two days.

As their captivity extended into March life for the men continued to be harsh and monotonous. The availability of food became less and less and their general health deteriorated considerably.

Meanwhile small items of information relating to the *Tara* crew and their possible location reached the British Army in Egypt. At that time the **Duke of Westminster** led a squadron of **Rolls Royce Armoured Cars** and he obtained permission to lead a rescue attempt.

In the early hours of **17 March 1916** a convoy of 43 vehicles, including armoured cars and a number of trucks and ambulances set out on the **120-mile** trek into the desert accompanied by a Bedouin guide.

Close to their limit of fuel they eventually came across the camp and surprised the Senussi guards, who fled into the desert firing at the rescuers. The British soldiers took no chances and returned fire killing all the guards.

When the vehicles entered the camp the Duke's soldiers were shocked at what they saw and in particular the poor condition of the men. The prisoners however were overjoyed and many were overcome with relief and emotion.

No time was lost to gather the men together and prepare them for their journey back to **Alexandria** and proper medical care.



**Captain Gwatkin-Williams on his bid for freedom**

Yn dilyn marwolaeth y Taniwr Owen Roberts, roedd **Captain Gwatkin-Williams** yn benderfynol o geisio cael cymorth. Un noson fe gychwynnodd gerdded gan gario'r ychydig bethau oedd yn sbar, a gwneud ei ffordd at **Borth Sollum** oedd dros 150 milltir i ffwrdd. Credwyd fod y Porth yn ôl ym mherchnogaeth Prydain.

Pan welodd y Senussi fod Capten Gwatkin-Williams ar goll fe wnaethon nhw ddial yn galed ar y carcharorion. Roedd y sefyllfa yn y gweryll yn mynd yn gynyddol waeth gyda charcharorion a'r gwarchodlu yn dioddef oherwydd diffyg bwyd. Parhaodd y dynion i gasglu malwod er mwyn ychwanegu at eu diet pitw.

Bu'r dynion yn pendroni beth ddigwyddodd i Capten Gwatkin-Williams, a daeth eu hateb ddiwedd mis Chwefror pan ddychwelodd i'r gweryll gyda chwe aelod o warchodlu'r Sennusi. Roedden nhw wedi ei

ddal ar ôl dau ddiwrnod o ryddid, ond yn yr amser hwnnw roedd o wedi cerdded bron i **100 milltir**. Cafodd y Capten ei guro'n galed am ei ymdrechion, ac fe'i tafliwyd at y defaid am ddau ddiwrnod.

Roedd y dynion yn dal i fod yn garcharorion ym mis Mawrth, ac roedd bywyd yn parhau i fod yn galed ac yn undonog. Fe aeth bwyd yn fwy ac yn fwy prin, ac roedd eu hiechyd yn gwaethygu yn sylweddol.

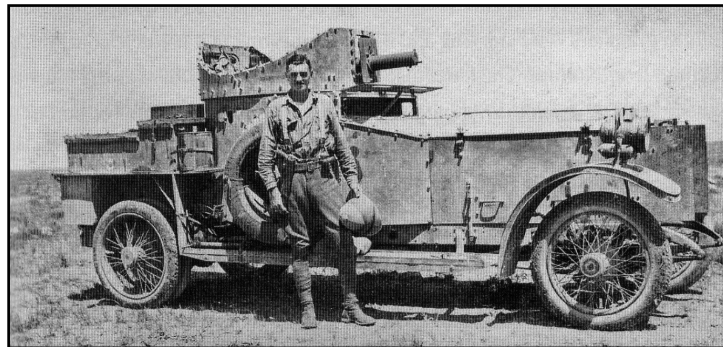
Yn y cyfamser roedd darnau bach o wybodaeth ynglŷn â chriw y Tara a'u lleoliad posib wedi cyrraedd Byddin Prydain yn yr Aifft. Arweiniodd **Dug Westminster** sgwadron o **Geir Durblat Rolls Royce**, a chafodd ganiatâd i arwain ymgais i'w hachub.

Yn ystod oriau man bore **17eg Mawrth 1916** dechreuodd confoi o 43 cerbyd, gan gynnwys ceir durblat a nifer o dryciau ac ambiwlansys ar y daith **120milltir** i'r anialwch, gyda thywysydd Bedouin yn eu mysg.

Fe ddaethant at y gweryll fel roedd eu tanwydd yn mynd yn gorffen. Dychrynodd y gwarchodlu Senussi gan ffoi i'r anialwch yn saethu at y criw achub. Saethodd milwyr Prydain yn ôl gan ladd yr holl warchodlu.

Pan gyrhaeddodd y cerbydau i mewn i'r gweryll, roedd milwyr y Dug wedi eu dychryn gan yr hyn a welon nhw, yn arbennig felly cyflwr difrifol y dynion. Roedd y carcharorion fodd bynnag wrth eu boddau, ac roedd llawer wedi eu llethu â rhyddhad ac emosiwn.

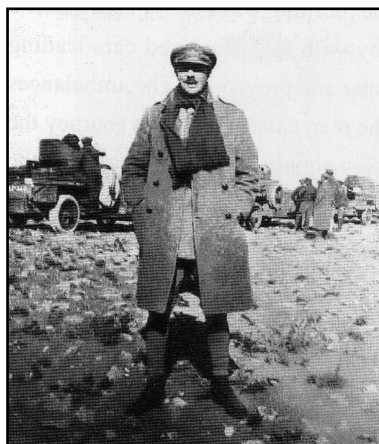
Paratowyd y dynion ar gyfer eu taith yn ôl i **Alexandria** heb oedi er mwyn iddyn nhw gael gofal meddygol cywir.



**Rolls Royce Armoured Car**



**One of the convoy vehicles with Driver Arthur Jenkins (centre)**



**Hugh Grosvenor, 2nd Duke of Westminster**

The main concern of the rescue party was to get the prisoners to a place of safety and to obtain medical attention for those who were ill. They set off as quickly as they could for the **Port of Sollum**, which was now in British hands. The journey was not without problems and many vehicles had to stop frequently to repair punctures to tyres damaged by the sharp desert stones.

After 22 hours of travelling they finally reached the coast and boarded the transport ship **Rasheed**. Here they were able to rid themselves of the clothes and makeshift garments they had lived in for almost four months and to have a bath to cleanse them of the sand and grime from their desert prison camp. They arrived at **Alexandria** the next day and were driven by ambulance to Hospital.

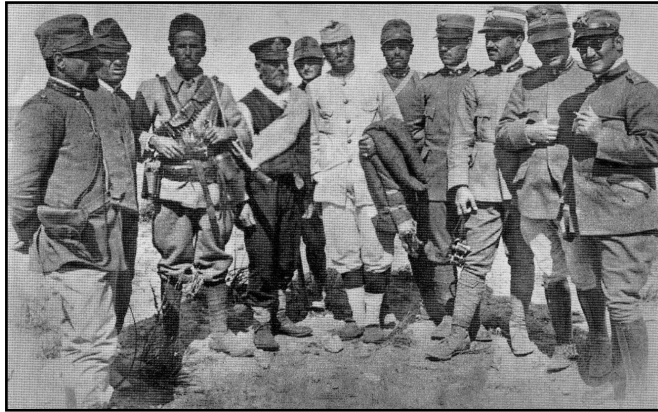
**Sub-Lieutenant Dudgeon** and the interpreter, **Basil**, joined them on 1 April. They had left the camp two days prior to the rescue to obtain stores but were eventually handed over by the Turks to the Italian authorities to gain their freedom.

Although most of the crew recovered well, a number were still seriously ill and on 4 April 1916 Seaman **Thomas Pritchard** passed away, aged 50. He was buried at **Chatby Cemetery** with full military honours. He was the eighteenth member of the crew to be lost. At the end of the war the bodies of those buried at the camp were exhumed and interred at the **Hadra Cemetery, Alexandria**.

The **Tara's** crew eventually returned to the UK amidst much rejoicing from families and the people of Holyhead. On 17 May the LNWR arranged a special reception at the **Euston Station Hotel**, London. In all 73 crewmembers attended a lavish meal and later were treated to a show at the Coliseum Theatre.

In appreciation of their rescue by the **Duke of Westminster** the crew clubbed together to buy him a gift of an **ebony casket mounted with a silver replica of the Rolls Royce armoured car**. The presentation took place at Saughton Grange, near Chester in August 1919. It was attended by the six officers of the **Tara** accompanied by a number of the crew.

The government recognised the Duke's bravery by awarding him the **Distinguished Service Order**. Many believed he should have been awarded the **Victoria Cross**.



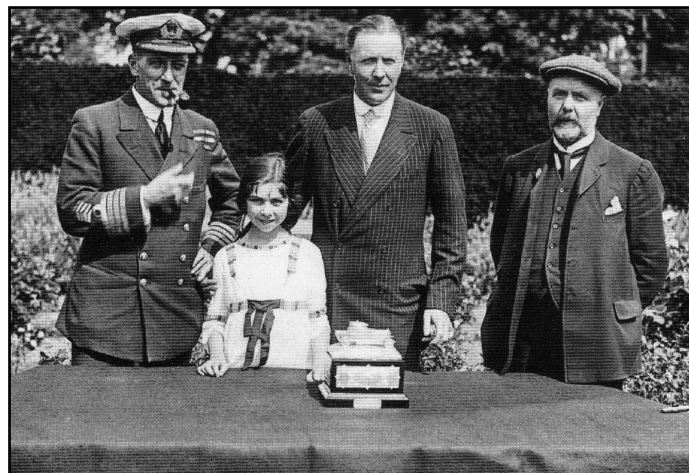
**Sub-Lieutenant Dudgeon and Basil with Turkish Officers**



**The Crew at General Hospital No. 21, Alexandria**



**The Tara survivors outside Holyhead Station Hotel**



**The presentation of the casket to the Duke of Westminster**

Prif flaenoriaeth y criw achub oedd sicrhau fod y carcharorion yn dychwelyd i le diogel, a bod y rhai oedd yn sâl yn cael sylw meddygol. Cychwynnodd pawb yn ôl mor sydyn â phosib at **Borth Sollum** a oedd nawr o dan reolaeth Prydain. Cafwyd trafferthion ar y ffordd yn ôl, ac roedd yn rhaid i nifer o gerbydau stopio yn aml i drwsio pynjars yn y teiars a achoswyd gyda'r cerrig miniog.

Ar ôl teithio am 22 awr, fe ddaethant at yr arfordir ac aethant ar y cludlong **Rasheed**. Ar fwrdd y llong roedd yn bosib i'r dynion newid o'r dillad roedden nhw wedi eu gwisgo am bron i bedwar mis, a chael bath i ymolchi'r tywod a'r budreddi ddaeth o'r carchar-wersyll yn yr anialwch. Cyraeddasant yn **Alexandria** y diwrnod canlynol, ac fe'u cludwyd i'r ysbyty mewn ambiwlans.

Ymunodd yr **Is-Gapten Dudgeon** a'r cyfieithydd, **Basil** gyda nhw ar y 1af Ebrill. Roedden nhw wedi gadael y gwersyll ddau ddiwrnod cyn i'r criw achub gyrraedd er mwyn nol cyflenwadau, ond fe'u trosglwyddwyd gan y Tyrciaid i'r awdurdodau yn yr Eidal i'w rhyddhau.

Er bod y rhan fwyaf o'r criw wedi gwella yn dda, roedd nifer yn dal i fod yn wael iawn ac ar 4ydd Ebrill 1916 bu farw'r llongwr Thomas Pritchard yn 50 oed. Fe'i claddwyd ym **Mynwent Chatby** gydag anrhydeddau milwrol llawn. Ef oedd deunawfed aelod y criw i farw. Ar ddiwedd y rhyfel, fe ddatgladdwyd cyrff y rhai a'u claddwyd yn y gwersyll, ac fe'i claddwyd ym **Mynwent Hadra, Alexandria**.

Dychwelodd criw y **Tara** i Brydain gyda theuluoedd a phobl Caergybi yn llawenhau. Ar yr 17eg Mai trefnodd yr LNWR dderbyniad arbennig yng **Ngwesty'r Euston Station**, Llundain. Cafodd 73 o aelodau'r criw fwynhau pryd mawr, ac yn ddiweddarach cael mwynhau sioe yn theatr y Coliseum.

Fel arwydd o'u gwerthfawrogiad am eu hachub, cyfrannodd y criw arian i brynu addurn **blwch eboni gyda chopi o'r geir Rolls Royce durblat ar ei ben i Ddug Westminster**. Cyflwynwyd yr anrheg iddo yn Saughton Grange ger Caer ym mis Awst 1919. Roedd chwe swyddog o'r **Tara** yn bresennol yn ogystal â nifer o'r criw.

Cydnabuwyd dewrder y Dug gan y Llywodraeth, ac fe'i gwobrwywyd gydag **Urdd Gwasanaeth Nodedig**. Roedd nifer yn credu y dylai fod wedi cael **Croes Fictoria**.