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PAVOT: FIRST DISCOVERED SUNKEN SHIP FROM 1ST WORLD WAR AT ISKENDERUN BAY

PAVOT: İSKENDERUN KÖRFEZİ'NDE BİRİNCİ DÜNYA SAVAŞI BATIKLARINDAN İLK KEŞİF

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Abstract

Iskenderun Bay was an important role in providing logistic support to the occupying that invaded the Anatolian lands during the First World War. Five minesweepers of the allied powers had come to the İskenderun Bay in order to the clear the sea bad from torpedoes. One of them, PAVOT which was bought by the French Navy in 1916, struck a mine and sank. Pavot's coordinates taken from the ship with side scan sonar and GPS are 36° 35, 982' N – 36° 07, 843' E (DMS 36° 35' 59" N; 36° 07' 47" E). Moreover, the angle with the Iskenderun Lighthouse is 289°. The distance to it is 1.41 nautical miles (2.46 km) the nearest point to the shore is 0.95 nautical miles (1.95 km). Diving to the sunken ship has been carried out by three instructor divers teaching at the Iskenderun Technical University (İSTE) Marine Vocational School Underwater Technologies Program. The ship named R/V İSTE1 belonging to İSTE was used during the divings. The divings have been

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performed with SCUBA equipment. The Pavot sunken ship was identified for the first time in the Iskenderun Bay with this study.

Keywords: Iskenderun Gulf, 1st World War, Sunken Ship, Minesweeper, Pavot.

Öz

İskenderun Körfezi, Birinci Dünya Savaşı sırasında Anadolu topraklarını işgal eden işgalcilere lojistik destek sağlanmasında önemli bir rol oynamıştır. İtilaf Devletlerine ait beş mayın tarama gemisi, denizi torpidolardan temizlemek için İskenderun Körfezi'ne gelmişti. Bunlardan biri, 1916'da Fransız Donanması tarafından satın alınan Pavot mayına çarparak battı. Pavot'un gemiden yandan taramalı sonar ve GPS ile alınan koordinatları 36o 35, 982' K – 36o 07, 843' D (DMS 36o 35' 59" K; 36o 07' 47" D). Ayrıca İskenderun Feneri ile olan açısı 289o'dir. Uzaklığı 1.41 deniz mili (2.46 km) kıyıya en yakın noktası 0.95 deniz mili (1.95 km) 'dir. Batık gemiye dalış İskenderun Teknik Üniversitesi (İSTE) Denizcilik Meslek Yüksekokulu Sualtı Teknolojileri Programında ders veren üç eğitmen dalgıç tarafından gerçekleştirildi. Dalışlarda İSTE'ye ait R/V İSTE1 isimli gemi kullanıldı. Dalışlar SCUBA ekipmanları ile yapılmıştır. Pavot batık gemisi, bu çalışma ile İskenderun Körfezi'nde ilk kez tespit edildi.

Anahtar Kelimeler: İskenderun Körfezi, I. Dünya Savaşı, Batık Gemi, Mayın Tarama Gemisi, Pavot.

Introduction

Everything found on the sea bed, lake bed or river bed which are not belong to the natural environment was indicates residues of the past.

Sunken ships could be used as an indicator to describe the historical texture of settlements with the help of the expert divers, scientists and special technologies. Stuff found in the sunken ships which belong to dozens years ago could be distinguished from new sedimented things.[1] In the underwater divings, especially sunken ships have a different place in these explorations. Considering the location, each detected sunken ship hides information regarding a war scene, a marine time trade route or historical path to civilization. In this sense, Iskenderun Bay has attracted attentions; since, it was considered to be a crucial strategically area during the First World War.

After the entrance of Ottoman Empire into the First World War, Çanakkale operations was started. Allied states primarily England hoped and believed an easy and fast victory. At the same time, military landing was attempted to İskenderun with the command of the War Minister, Lord Kitchener, the top name of the English War Staff, and some other executives. However, from the first day of Çanakkale operations, it become clear that easy and naval victory is impossible. In addition, operation plan on İskenderun become deadlocked due to the power struggle between England and France. At this term, allied states had disagreements on Syria's status after the war.

The English authorities didn't start operation in İskenderun since they believed that Armenian supporters could be used as a small military unit against Ottomans. Due to the resistance shown in Çanakkale, first the English and then the French forces receded the second operation; even though, they were ready with all combat squad.[2]

[1] Öniz 2018, 18-25.
[2] Ürkmez 2016, 7-22.

The İskenderun Bay, which played an important geopolitical role in history, continued its active role during the First World War and witnessed the sinking of a minelayer that had an important role in the war. Even though the accurate coordinates of Pavot sank was not known for sure, possible locations of the sunk was in the military records as wells as the local fisherman. This study is the first study determining the definite coordinates of minelayer Pavot sunk, and it was important for evaluation of current state of the sunk. In addition, the structural integrity of the sunken ship (Pavot) reflects the characteristics of its time as a witness to history.

The importance of Iskenderun Bay in the First World War

In the 19th century, powerful governments were using religious groups to create sympathizer communities in the Eastern Mediterranean and its surroundings. France was planned to bomb Suez Canal and concur İskenderun and Syria ports to protect alternative trade routes in case of state of war. In addition, they wanted to keep İskenderun in hand to have Mousul oil. France was quite aware of the fact that it was impossible to occupy Halep, Antep, Maraş and Urfa without having Iskenderun port. So, Iskenderun port was become the most important strategically point to transfer Çukurova cotton and Mosul oil to Europe.[2,3,4] In this sense, Iskenderun port was the only logistic support to allied countries the powers which had invaded the Anatolian lands.[5] According to Churchill it would be satisfactory to attack Çanakkale Strait with Indefatigable, Queen Elizabeth and the other 3-4 English war ships and minesweepers. They were also used 'Ark Royal' for the first attack. The rest of the French ships was planned to be used in Malta, İskenderiye and Iskenderun when the operations starts.[6] In December, some French cruises was bombed the Iskenderun-Dörtyol railway line. In other words, military mobility of English and French ships around İskenderun port was notified from the Halep Province.[7]

In order not to offend the English and get their subsequent support, the Grand Vizier and Chief Commander Chief of military staff İzzet Paşa had reported they would minesweep the torpedoes in Iskenderun Bay with the help of the allied states' local government, yet they said they had no right to occupy the city. If they broke into the city they wouldn't hit back the Ottoman forces, they would only protest it before the English. An officer was appointed to help the allied states during the cleaning of the torpedoes in Iskenderun Bay.[8,9] On the day the order of the Chief Vizier İzzet Paşa reached Iskenderun, five minesweepers had already started to collect the torpedoes in Iskenderun Bay.[9,10] The allied states were wanted the inform the authorities to regarding the usage of guns and gunfires in the destruction of torpedoes at the sea bed.[11] However, as soon as the beginning of sweeping, Pavot, the French minesweeper, hit a torpedo and sank. After this incident, they postponed their activities in the area until detailed information about the location of the torpedoes was obtained.[2,9]

Minesweeper "PAVOT"

France bought many trawlers from Japan in 1916 (Table 1). One of them was PAVOT. (189t x 200t 34,24 x 6,5 x 3,38m) It was made in Osaka, Japan at the Iron Works Shipyard as

[3] Arslan 1997.
[4] Çapar 2020, 85-92.
[5] Ürkmez 2014.
[6] BOA 2010, 116-125.
[7] Ürkmez 2012, 87-95.
[8] HTVDa 1959.
[9] Kireçci 1996
[10] HTVDc 1959.
[11] HTVDb 1959.

an old Kycho Maru Japan trawler (1916-1918), and it was launched in 1911.[12] Pavot was bought registered in the French National Navy in 1916 (Tablo 1).[13]

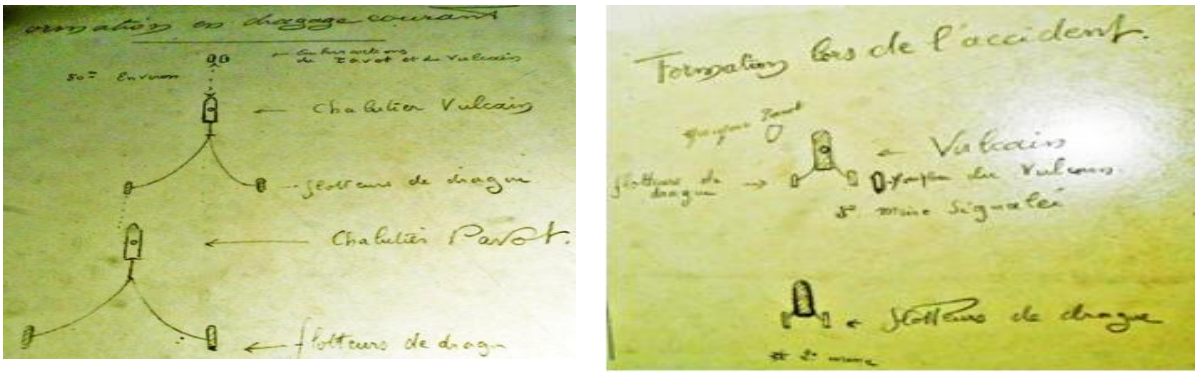
Tab. 1: A list of the trawlers bought from Japan in 1916.[14]

Anemone (ex-Giusiu Maru) (, 200);	Iris (ex-Chidore Maru) (, 200);
Azalee (ex-Tenyo Maru) (, 200);	Liseron (ex-Yebisu Maru) (, 195);
Balsamine (ex-Swai Maru) (, 196);	Lotus (ex-Simoneski Maru) (, 200);
Begonia (ex-Ottawa Maru) (, 200);	Mimosa (ex-Mandai Maru) (, 180);
Bleuet (ex-Shinkoku Maru) (, 200);	Narcisse (ex-Khaumion Maru II) (, 200);
Capucine (ex-Yebisu Maru) (, 209);	Orchidee (ex-Khaumion Maru I) (, 185);
Chrysantheme (ex-Jakai Maru) (, 220);	**PAVOT** (ex-Kychyo Maru) (,220,1916-6.11.1918);
Coquelicot (ex-Hakuta Maru) (, 215);	Pensee (ex-Hinode Maru) (, 380);
Cyclamen (ex-Sambo Maru) (, 215);	Pervenche (ex- Fukukaku Maru) (,200,1916-13.2.1919);
Dahlia (ex-Yayoi Maru) (, 157);	Petunia (ex-Iokiwa Maru) (, 183);
Fougere (ex-Korijo Maru);	Pivoine (ex-Harada Maru) (, 233);
Fuchsia (ex-Yeiryo Maru) (, 215);	Primevere (ex-Tamahime Maru) (, 200);
Geranium (ex-Daichi Maru) (, 185);	Serpollet (ex-Yeki Maru) (, 250);
Giroflee (ex-Nagato Maru) (, 140);	Tubereuse (ex-Shinko Maru) (, 212, 1916-6.12.1917);
Glaieul (ex-Sachi Maru) (, 199);	Verveine (ex-Yebisu Maru) (, 195);
Glycine (ex-Yebisu Maru) (, 140);	Volubilis (ex-Rikoku Maru) (, 240)
Heliotrope (ex-Serwo Maru) (, 215);	
Hortensia (ex-Hatsuhara Maru) (, 200);	

During World Wars 1st and 2nd, minesweepers were commonly chosen from trawlers for three main reason. First reason was they were quite safe boats which were designed to work the fishnets. Second reason was that their equipment working very well in all weather conditions. Final reason was they had wide decks with their open workspace. This means that they could be equipped with guns at prow for anti-submarine missions.[15]

The French minesweeper PAVOT was a small war ship designed to clear torpedoes. Its main duty was eliminate the threats of the sea torpedoes in order to keep the waterways safe for the shipping security. It was also used to lay mines for occupation using different mechanisms.[16] Pavot is a steamship with high and low pressure, discharge to condensor, 1 x 3 cylindirical, single shaft and triple expansion motor. It was constructed as 34.24 x 6.5 x 3.38 m in 1911. Pavot minesweeper training diagrams which shows the instructions of the both mine collection and mining under siege was shown in Fig 1. Pavot was a major minesweeper preparing for occupation.

[12] Roche 2005.
[13] Labayle-Couhat 1974.
[14] Wrecksite 2022.
[15] Bacon 1919, 371-374.
[16] Hattendorf 2007, 1-51.



a b

Fig. 1: Pavot minesweeper training diagrams (a, b)[14]

Pavot came to Iskenderun Bay on 3rd Nov, 1918 in order to sweep the mines at the harbour entrance. It sank striking a mine on 5th Nov, 1918 during minesweeping far/ or 2 miles N67W from the Iskenderun lighthouse (previously mentioned Alexandretta). Following the explosion, within a few minutes, some of the crew jumped into the sea, the commander and the other 26 people were saved, only 4 people were lost (Table 2).[14,17]

Tab. 2: Pavot team list

PAVOT
Liste d'équipage

BERGARD	Gustave	Enseigne de Vaisseau 2e classe. Commandant
FLOURY	Francis	Maître de timonerie. Chef de quart
GUILLERM	Yves	Maître mécanicien
BIAGGINI	Paul	Second maître de timonerie
JEANSON	Louis	QM chef de quart
GLOANEC	Paul	QM timonerie. Elève chef de quart
GUEVEL	Louis	QM canonnier
JEZEQUEL	Yves	Matelot TSF
LE GOFF	Jean	Matelot TSF
MAHE	Jean	Matelot gabier (à la drague)
CANE	Augustin	Matelot sans spé. (Arrière Td à la drague)
ROCCIA	Joseph	Matelot sans spé. (Arrière Td à la drague)
HAMON	Jean	Matelot sans spé. (Canot)
BOULARI	Auguste	Matelot sans spé. (Malade sur le pont)
GRIFFON	Marc	Matelot fusilier. (Canot)
SCHIANO	Louis	Matelot sans spé. (Barre)
CASTIGLIA	Adolphe	Matelot timonier (subsistant du CARABINIER)
BOYRON	Aimé	Matelot cuisinier (Sur le gaillard)
AGNES	Louis	Boulanger – Coq (Sur le gaillard)
BALDUCCI	Virgile	Interprète (Sur le gaillard)
MORVAN	François	Matelot sans spé. (A la drague)
BURDET	Louis	Matelot maître d'hôtel (A la drague)
EVIN	Edouard	Matelot mécanicien (Treuil drague)
MOAL	Jean	Matelot chauffeur (Treuil drague)
LEDEZ	Joseph	Matelot chauffeur (Treuil drague)
FRANCHINOT	Claude	Matelot mécanicien (Subsistant LAVOISIER.
VACHET	Louis	Matelot timonier (Resté Beyrouth. CARABINIER)
		Disparus
CANEVET	Yves	QM manœuvre (Vigie)
LE HUEDE	Henri	QM mécanicien de quart
NOGES	Pierre	Matelot chauffeur de quart
ZUNINO	Paul	Matelot chauffeur (Alité. Malade)

The Mining Operation and Its Significance

Sea mine is a private explosive device that is placed into the sea in order to damage and destroy the war ships and the submarines. Unlike underwater bombs the mines are replenished into the sea and put on hold until any ship approaches or touches. Sea mines could be used to prevent enemy transport movements and detain the ships in a port to attack or to keep the friendly ships safe and make up 'secure' zones to defend.[18,19]

Sea mines can be used in oceans, rivers, lakes for attacking or defensive purposes. Mines can also be used as psychological warfare tools. Mines that are used for attack are positioned at important transport waterways, enemy waters and outside ports to immerse both merchant and military ships. Mines used for defense purpose was placed in the sensitive areas to save the important parts of the coasts from the enemy ships and submarines.[18]

[17] Polat 2014, 1-22.
[18] Arıker 2019, 489-503.
[19] Arabacı 2021, 36-75.

The minefields that are planned for psychological impact are generally fixed at trade routes to prevent the ships from reaching to the hostile country. The mines are placed few and the distance between each other was kept as far as possible in order to have a wide minefield impression (Fig. 2-3). Only one mine positioned strategically on a transport route can stop sea shipping for days.[20,21]

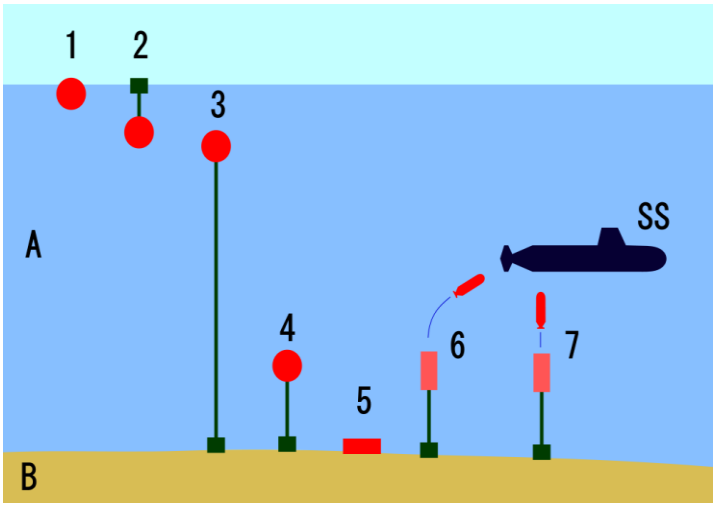


Fig. 2: Types of sea mines: A- Underwater, B- Bottom, SS- Submarine. 1-drifting mine (stray mine), 2-drifting mine, 3-anchored mine, 4-anchored mine (short wire), 5-bottom mine, 6-torpedo mine / CAPTOR mine, 7-rising mine[14]

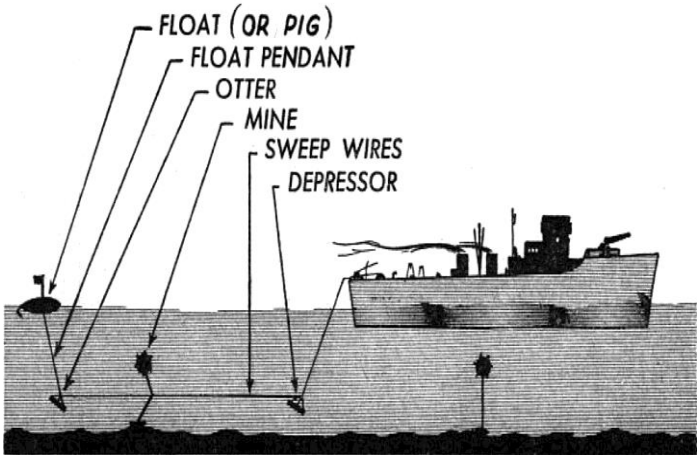


Fig. 3. Minesweeper operation drawing of a minelayer.[14]

Materials and Methods

Literature Research

At our study, preliminary research has been done, data has been collected about subject (the sunken ship Pavot) before going to submerged location. Then, diving practice was conducted with approximately 50 hours/persons.

Sunken Location Detection

Marine studies were started in line with the information obtained after the literature searches. For this purpose, a trawler type research vessel ship named R/V ISTE1 belonging to ISTE which has a metal body 27 m length, 7,5 m width and 2 m draft depth was employed.

[20] Minesweeper 2012.
[21] Uyanık 2016, 387-424.

In order to detect the location of the sunken ship side scan sonar device (Sound Navigation and Ranging) was used. Sonar is a system which is used to get information from a distance about the dimensions of the objects, distance and structures using sound waves. Even if this technology was primarily developed for usage in underwater warfare areas, it can also be used in sunken ships detection, fish shoal detection, wave and current measurements, preparation of seabed maps, target detection and classification, mine detection, pipeline inspection, navigation and road planning.[22]

In side scanning, a sonar device was used in the path of the sensor along a right obtuse angle towards the seabed transmitting conical downward or fan-shaped blows.[23]

This apparatus could be used both as towing from water surface and mounting on hull as well. The reflections coming from acoustic sound waves that are sent to the sea floor in the form of a fan in the frequency range of 100 to 500 kHz are converted to screen image of this device.

In these devices, as the frequency range goes up the image sensitivity increases and the range of sound waves shortens. In order that we can exactly find out the location of the sunken ship we went sailing two days about 10 hours. After discovering the location we marked it with buoys.

Underwater Diving Studies

Diving operations that form the basis of the study was conducted. Shipwreck diving has been fulfilled by three instructor divers teaching at Iskenderun Technical University Maritime Vocational School Underwater Technologies Program. ISTE research vessel named R/V ISTE 1 was used in divings. The divings were performed by using SCUBA (Self Contained Underwater Breathing Apparatus), 15 L steel tubes, B.C. (Buoyancy Compensator), wet type neoprene dress, regulator, console, weight belt, mask and palette). Total 50 diving have been performed for this purpose.

The diving's were performed at four stages:

Visual identification of ship body: The location of sunken ship was determined at the first diving. Then, current size, dimensions and general state of the sunken ship were discovered (Fig. 4).

Fig. 4: A general observation of all lines of the sunken ship Pavot (Original)

Determination of the metric and meristic values of the body: When hydrological conditions were in a good status which is high aquatic visibility and clear sea surface, metric measurements of the sunken ship was conducted by using marked ropes, tape measurements and writing boards were used.

[22] Gönener ve diğ. 2006, 425-429.
[23] Özturan 2003, 41-45

Display of body details with video and photo: When aquatic visibility and clearance of sea surface were high, diving operations were conducted to take a pictures and/or videos of the sunken ship by using cameras equipped with lights and wide angle lenses.

Search for evidence that the ship is PAVOT: Again, in the diving performed for this reason were conducted when sea conditions and underwater clarity were high.

Firstly, the plates on the prows, flags and pier sides bearing the name of the ship were searched. As the ship had been under water quite for a very long time, there was a thick layer of fouling organism on it. Searching for evidence that proves that ship is Pavot, some surface areas of the ship were scraped, but this technic was not been successful. Then, some other scrapes were done on different regions of the ship. However, ship's name on the body of sunken ship could not be able to determined. Therefore, other types of evidences were investigated (Fig. 5).

Since it is known that Pavot is has a steam engine, it is started to search for the steam engine as an evidence. Fire brick used in furnace construction was found in furnace boiler which was used to heat the steam boiler.

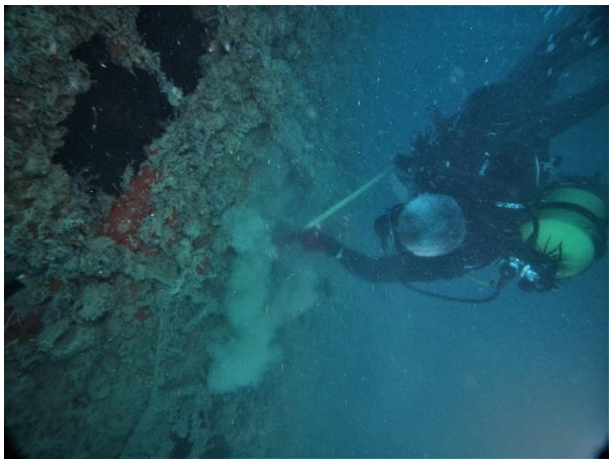


Fig. 5: Studies searching for evidence about Pavot (Original)

Findings About the Sunken Ship "PAVOT"

The Coordinates of the Sunken Ship

İskenderun Bay, which has a very wide continental shelf on the northeast Mediterranean, has 2275 km square area, 35 km width and the deepest point is 90 m.[24] Pavot, according to reported sources, is 1.5 miles in the distance from Iskenderun lighthouse, 293 °, latitude 36o36,11' N; longitude 36o07,784' E coordinates https://www.wrecksite.eu/wreck.aspx?177376). (DMS 360 36' 6'' N; 36o07'47'' E). There have been some slight differences in our study. The side scanning sonar indicated that GPS coordinates of the sunken ship as 36o35,982'N - 36o07,843' E (DMS 360 35' 59" N; 360 07' 51" E DD; Moreover, the angle with Iskenderun lighthouse is 289°, the distance to that 1,41 nautical miles (2,46 km) and the nearest point to the coast is 0,95 n. miles (1,76 km) (Fig. 6).

[24] Demirhan 2020, 49-54.

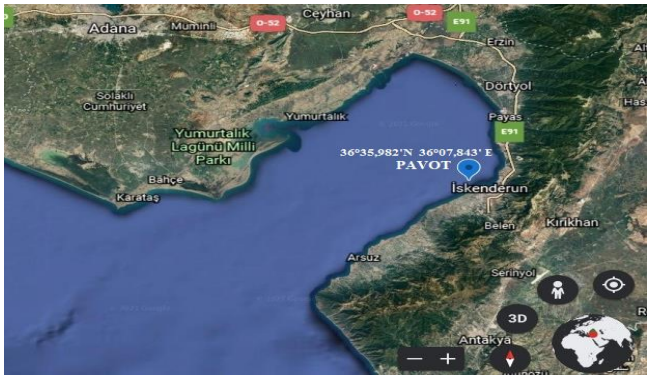


Fig. 6: Coordinates taken from the PAVOT sunken ship with side-scan sonar and GPS used in the study[25]

Position of the Sunken Ship on the Ground

During divings the prow has been observed to be in 32 m depth facing 275 deg on the ground. The distance between starboard rail and the ground was measured to be 6 m; whereas, the distance between the pier handrail and the ground was 4m. So, the ship was approximately 3 degrees inclined on the port side.

Metric Measurement of a Sunken Ship

As a result of the measurements made the full size of the ship was 38 m, the archway 6 m, side height is 6 m in head board from aff deck is 3m. The stern of the ship was a metal block, which was thought to be a mine cart about 5 m away from the ship. It is 130 cmx85cm in size, 150 cm in height (100 cm under the ground, 50 cm above the ground).

Fire Brick of Sunken Ship

Apart from that passing from the ship's medium deck one fire brick was found which was thought to belong to the furnace that heated the steam boiler. The length of the fire brick was 23 cm, the width 11 cm and the height 6 cm. There was TOBATA lettering groove, a Japan trademark, on the fire brick. This was a clear proof that the ship was built in Japan (Fig. 7).

a

b

[25] Source 2022.

c

Fig. 7: A fire brick thought to belong to the furnace that heated Pavot's steam boiler a) the top view of the brick; b) bottom view of the brick; c) side view of the brick (Original)

Deck Equipment of the Sunken Ship

The 1 m high prow post was still standing at the prow. At the stern deck the cranes and ropes were still on the ship. A ramp with rail assembly for mine-laying was located at stern, at the port and starboard.

Three evidences which indicates that this ship was a mine sweeper evolved from trawler were (i) mine cart fallen onto the ground, (ii) the ramp with rail assembly, (iii) the frame with steel wire winch reels on the ship (Figs. 8, 9).

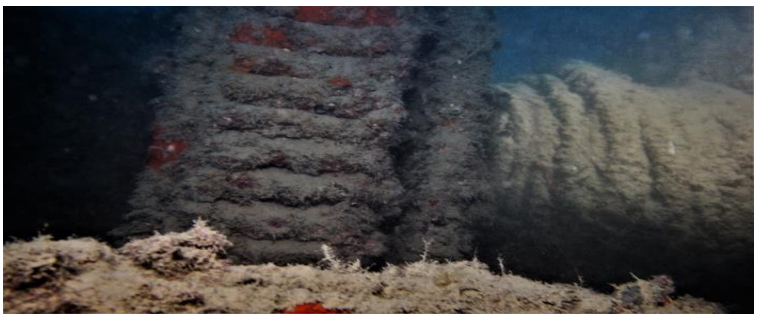


Fig. 8: Steel rope used in mine laying operation (Original)

Fig. 9: The frame on which the steel wire rope used in the mine operation is wrapped (Original)

Discussion and Conclusion

In the Çanakkale operation, the Navy Minister Churchill and the War Minister Kitchener strongly believed that they would leave the Ottoman Empire out of the war and decided to start an operation to Iskenderun port together with the French Navy at the same time. They had not thought to have an extensive military landing to Iskenderun port as in Çanakkale operation, however tried to blockade the port in the harshest way.[26]

The French minesweeper Pavot, which came to Iskenderun on 3rd Nov 1918, had sunk while clearing the mines at the harbour mouth. This loss had caused great negativity in port occupation that was blockaded. Some resources also reported a sunken German submarine; however, it requires an additional proof.[17] Some explanations have been made about the cause of sinking. First of all, Cf Millot, commander of Pavot, was not be able to obtain very precise information about the location of the mine areas in Iskenderun Bay. Therefore, started the cleaning procedure by personal explorations and the information given by the harbour captain. Secondly, it was reported that ship commander was not have adequate information about mine sweeping.[27]

According to the given information, Pavot shipwreck 1.5 miles 293 deg from the Iskenderun lighthouse (Alexandretta). The reported position was latitude 36° 36' 11" N, longitude 36°07,784' E. (DMS 36^{o} 36' 56" N; 36^{o} 07' 47" E). Pavot commander CF Millot reported that these mines were not laid down by German submarines, they were laid down by the Turkish to save to port from the allied attack.[27] This ship lying silently underwater since 5th Nov 1918, is 32 m in depth, 1.41 nautical mile away from the Iskenderun lighthouse (Alexandretta) at the angle of 289 deg. It is located at the coordinates 36°35,982' N - 36^{o} 07,843' E (DMS 36^{o} 35' 59" N; 36 ^{o} 07' 51" E DD). The fire brick of 23 cm x 11cm x 6 cm on the ship's mediocre under deck furnace was found to be made by Tobata company in Japan.

This research is quite important since it completes the insufficiency of our past history in one point and bring the information about a sunken ship into the light.

Author Contributions

1. Author: 25% 2. Author: 25% 3. Author: 25% 4. Author: 25% contributed to the study.

Conflict of Interest Statement

There is no financial conflict of interest with any institution, organization, person related to our article titled “Pavot: First Discovered Sunken Ship from 1st World War at İskenderun Bay” and there is no conflict of interest between the authors.

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