


In memory of
The men from the
Parishes of
Copdock & Washbrook
Who lost their lives
In the Great War

1914-1918		
Bernard	Laurence	Lieutenant 2 nd Battalion Sherwood Foresters (Notts and Derby Regiment). Died 20 September 1914, France. Born 1886, son of Arthur and Katherine Bernard of The Lodge, Copdock. Buried in Chauny Communal Cemetery British Extension and commemorated on the Copdock and Washbrook war memorial.
Bishop	Philip	P8492 L/Cpl No 1 Troop Military Mounted Police. Died 21 February 1919, Germany. Born 1895 Copdock, son of William and Alice Bishop. Buried in Cologne Southern Cemetery, Germany
Groves	Charles	Private 3604 'B' Company 4 th Battalion Suffolk Regiment. Killed in action 15 July 1916 France/Flanders. Born 1899 South Lambeth, Surrey, son of Mrs H R Chandler (of Stratford St Mary, Suffolk). Enlisted Ipswich. Commemorated on the Thiepval Memorial, France and on the Copdock and Washbrook war memorial.
Harvey	Ernest	<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>Guardsman 29073, 5th Battalion Grenadier Guards. Died of wounds 27 June 1917. Born 1887 Copdock, son of William and Elizabeth Harvey, husband of Mrs E J Harvey. Buried in Copdock Churchyard and commemorated on the Copdock and Washbrook war memorial.</p> <p>Ernest Harvey married Emily Jane Scrivener Samford District March qtr 1909. Emily Harvey (widow) married David Steward Samford District June qtr 1924.</p> </div> </div>
Newman	Jack W	No further information currently available
Pinner	Walter William	L/Cpl 2476 4 th Battalion Suffolk Regiment. Killed in action 20 July 1916 France/Flanders. Born 1887 Capel St Mary, son of James and Sarah Pinner. Enlisted Ipswich. Commemorated on the Thiepval Memorial and on the Copdock and Washbrook war memorial.

Rout	Frederick	Private 12029 5 th Battalion Suffolk Regiment. Died of wounds 23 December 1917 Palestine. Born 1884 Ipswich, son of George and Sophie Rout. Buried in the Gaza war cemetery, Gaza, Israel and commemorated on the Copdock and Washbrook war memorial.
Rumsey	Frank	Corporal 203658 1 st /5 th Battalion Gloucestershire Regiment. Died 5 October 1918 France. Born 1891 Belstead, son of William and Eliza Rumsey. Buried in Beaufort Communal Cemetery Military Extension and commemorated on the Copdock and Washbrook war memorial.
Stebbing	John	Private 27853 5 th Bn Northamptonshire Regt. Killed in action 10 May 1917, France/Flanders. Born 1896 Copdock son of Frederick and Rachel Stebbings. EADT 30 May 1917 - Deaths Whilst on Service: killed in action 10 May in France, J F (Jack) eldest and dearly beloved son of Mr and Mrs Stebbings of Washbrook, in his 20 th year. Commemorated on Arras Memorial, France and Copdock and Washbrook war memorial.

Copdock / Washbrook born men not commemorated on the Copdock & Washbrook memorial

Clarke	Walter Mark	L/Corporal 34504 2 nd Battalion Suffolk Regiment. Killed in action 9 April 1917 France/Flanders. Born 1879 Washbrook, son of David and Mary Ann Clarke (who were living at 'Daking Cottage' Washbrook in 1881 and at Pond Hall, Bentley in 1891); husband of Mrs E Clarke of Sudbury. Enlisted Sudbury. EADT 24 April 1917 - Deaths Whilst on Service: L/Cpl Walter M Clarke 7 th son of Mr and Mrs Clarke of Chestnut Farm, Barham, in his 30 th year. Buried in the Tilloy British Cemetery, Tilloy-les-Mofflaines France and commemorated on the Sudbury war memorial. Walter Clarke married Emma Thorp (married Tendring district March qtr 1904) and he was the steward of the Conservative Club in Sudbury
Kinsey	David	Private 11360 9 th Battalion Royal Fusiliers. Killed in Action 25 November 1917 France. Born 1893 Copdock, son of Eldred and Eliza Kinsey (living in 'Chantry Row' Sproughton in 1901); husband of Mrs Grace Kinsey. EADT 11 January 1918 - Deaths Whilst on Service: On 25 November 1917, killed in action in the recent battle near Cambrai Private David E Kinsey, beloved husband of Grace Kinsey of 31 Rosebery Road, Ipswich. Commemorated on the Cambrai Memorial, Louveral Military Cemetery, France and on the Sproughton war memorial. David Kinsey married Grace Snelling Fulham district June qtr 1915

Steward	Marcus Bernard	Stoker 1 st Class, Royal Navy killed in action whilst aboard Battle Cruiser HMS Queen Mary during Battle of Jutland on 31 May 1916 age 26. Enlisted in Royal Navy at Portsmouth in 1907. Son of Henry and Ellen Steward. Commemorated on the Chattisham War Memorial and on the Portsmouth Naval Memorial. 1,268 crew members of HMS Queen Mary were lost with only eight survivors. <i>See page 12 for information on HMS Queen Mary</i>
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Copdock / Washbrook connected soldier not commemorated on the Copdock & Washbrook memorial

Copping	George Ernest	George was born in 1894 at Westerfield, son of Samuel and Agnes (nee Cole). In 1911 Census Agnes was a widow living at Cherrygrounds, Washbrook and George was a shepherd. Enlisted in 1916 in The Suffolk Regiment. He was wounded in action at Bullecourt, France in 1918. His Army medical records of his time in hospital record that George was suffering from boils, scabies and Addisons Disease as well as a bullet wound in his leg. After discharge from the Army, George suffered many years of ill health due to his Army service and died in Melton Hospital in 1932 age 39. He is buried in Chattisham churchyard.
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Copdock and Washbrook War Memorial 1939-1945 In memory of those who fell In the Second World War 1939-1945		
Allen	Horace C (Charles)	Sapper 14352726 23 Field Coy Royal Engineers Died 11 April 1944 age 33. Son of Alfred and Emily Allen; husband of Winnifred L. E. Allen, of Washbrook, Suffolk. Grave/Memorial Reference: XII. B. 11. Cemetery: BEACH HEAD WAR CEMETERY, ANZIO
Barron	William (Frederick)	Sapper 1903464 663 Artisan Works Coy, Royal Engineers. Died 17 June 1940 on the 'Lancastria' at St Nazaire, age 23. (Son of 68821 Gnr William James Barron, Royal Horse Artillery who was k in a on 20 April 1917 near Arras, France age 23, and Helen Barron); husband of Dorothy Kathleen Barron of Copdock. Buried at Bouin Cemetery, France. He is also commemorated on the gravestone of his step father, James Dibbin (who died 1 January 1946 age 63) and his mother (who died 1976 age 86) in Copdock churchyard. <i>Please see more details of the 'Lancastria' sinking further on in this document</i>
Carr	Katherine (Parkhill)	Private W/31486 Auxiliary Territorial Service. Died 28 October 1941 age 21. Daughter of Stephen James Carr and Marion Carr, of Bures St. Mary. Grave/Memorial Reference: Div. B. Grave 14. Cemetery: BURES CEMETERY
Daldry	Ernest C (Charles)	L/Cpl 2623920 5 th Bn Grenadier Guards. Died 25 June 1944 age 19. Son of William John and Bessie Daldry, of Copdock, Suffolk. Grave/Memorial Reference: III, C, 1. Cemetery: BOLSENA WAR CEMETERY Italy
Daniels	Raymond M (Valentine Montigue)	Sergeant (Air Gnr.) 962812 35 Sqn Royal Air Force Volunteer Reserve Died 15 February 1944 age 24. Son of Montigue and Edith Daniels, of Ipswich, Suffolk; husband of Stella Daniels, of Ipswich, Suffolk. Grave/Memorial Reference: Row 2, Grave 13. Cemetery: DIEPENVEEN GENERAL CEMETERY Netherlands
Grimley	John G (George)	Private 5832625 Suffolk Regt. Died 30 April 1941 age 27. Son of Samuel George and Anne Grimley; husband of Ivy Doris Grimley, of Washbrook. Grave/Memorial Reference: Sec. C. Div. 31. Grave 40. Cemetery: IPSWICH CEMETERY
Potkins	Frederick (Phillip Frederick)	Private 5836134 1 st Bn Cambridgeshire Regt. Died 15 February 1942 age 21. Grave/Memorial Reference: Column 4. Cemetery: SINGAPORE CIVIL HOSPITAL GRAVE MEMORIAL

Read	Donald E J (Edward John)	Gunner 920017 67 Medium Regt Royal Artillery Died 14 November 1942 age 23. Son of Frederick and Nellie Read, of Washbrook, Suffolk; husband of Elsie M. Read (nee Scrivener), of Washbrook. Grave/Memorial Reference: Column 37. Cemetery: ALAMEIN MEMORIAL.
Scrivener	Walter W (William)	Gunner 920018, 67 Medium Regt Royal Artillery. Died 14 November 1942 age 27. Grave/Memorial Reference: Column 37, ALAMEIN MEMORIAL. His brother in law, Donald Read (see above) joined the same Unit on the same day – he was killed on the same day at El Alamein.
Wyartt	Walter (Ephraim)	Warrant Officer 3rd Class (P.S.M.) 5823511 1 st Bn Suffolk Regiment Unit Died 24 May 1940 age: 33. Son of Walter Edward and Annie Elizabeth Wyartt of Burstall, Suffolk ; husband of Violet Amelia Wyartt, of Bury St. Edmunds, Suffolk. Grave/Memorial Reference: Column 45. Cemetery: DUNKIRK MEMORIAL
We will remember them		

Battle of Atbara, Sudan 1898		
Gore	Paul Alexander	Brass memorial plaque in Copdock Church: To the glory of God and in loving memory of Paul Alexander Gore, 2 nd Lt Seaforth Highlanders, only son of Lt Col St George C. Gore RE, who fell while gallantly leading his men in the victorious assault of the enemy's trenches at the Battle of Atbara, Sudan, Good Friday 1898, age 20. "In singleness of heart, fearing God" Good Friday was 8 April 1898. Born in Mussdora, India, in 1878 and, with his parents, living with his grandparents in Feniton, Devon in 1881. His grandfather was a clergyman, born in Ireland. Paul Gore was the son of Lt Col St George C Gore, RE and his wife Elizabeth who was also born in Mussdora, India. In 1901 Lt Col St George Gore was living in Plymouth so the family appears to have lived in Copdock for just a short time. <i>Please see more details of the Battle of Atbara further on in this document</i>

Boer War, South Africa 1900		
Hewitt	George Robarts	Brass memorial plaque in Copdock Church: In affectionate remembrance of George Robarts Hewitt age 28 years of the Cape Mounted Riflemen son of H W Hewitt of this Parish killed in action at Labuschange's Mek, South Africa on March 5 th 1900 *
		
Andrews	S	Corporal S Andrews, Imperial Yeomanry, died of disease 10 December 1900 at Pretoria; his home was given as 'Washbrook' but his family has not yet been identified.
Elliston	Herbert	Gunner 79465 38 th Battery Royal Field Artillery, died of disease on 14 June 1900 at Kimberley. Gunner Herbert Elliston was the son of Henry and Emily Elliston who lived on the Turnpike Road, Washbrook.
Scott	Edward	Private 2513 E Scott of the Mounted Infantry Division of the Suffolk Regiment died of disease on 7 February 1901 at Blomfontein. Edward Scott was the son of William and Hannah Scott who lived at Whight's Corner.

* **George Robarts Hewitt's half brother, William Henry Hewitt,**
was awarded the Victoria Cross in WW1:

TIME LINE - William Henry Hewitt:

19.06. 1884 Born at West hill , Copdock.
 Father William Henry Hewitt butcher/farmer
 Mother (2nd wife) Mary Elizabeth nee Marsh
 17.07.1884 baptised Copdock Church
 1894 - 1900 Educated Framlingham College
 25.03.05 Emigrated from UK to S Africa 1905 1906 Joined the S. African Constabulary
 1906 - 1909 Transferred to the Natal Police
 1906/7 Awarded the Natal Rebellion Medal
 1909 left to become a farmer
 24.12.15 enlisted in 2nd S.A. Light Infantry
 July 1916 arrived in France
 July –Sept.1916 involved in **DELVILLE WOOD.**

Oct.24 1916 Invalided to UK and met Lily Olett
 20–26 September 1917 3rd Battle of Ypres
20th Sept 1917 ACTION ON THE MENIN ROAD
 16.01 1918 Invested with Victoria Cross by King George V at Buckingham Palace
 1918/19 Returned to S Africa as 2nd Lt. 1918/19 – 1925 Farmed in Natal
 Married Lily Olett, had three daughters
 1925 Was a pioneer in growing coffee in Kenya at “Aintree” Coffee farm in Kenya
 1930s running other farms in the area
 1939 - 1945 re-enlisted, rank of Major - Assist. Provost Marshal Mombassa
 1950 Retired to Hermanus, Cape Town.
 1961 Came to UK for treatment
 07.12.66 died and cremated Cheltenham.
 2.1.1974 Ashes scattered off Hermanus Bay,
 1967 VC donated to Framlingham College
 23.04.04 VC to IWM on permanent loan



The Lancastria *(information from the internet)*

In the years immediately before the War, **Lancastria** was primarily engaged in cruising, the last cruises being from New York to the Bahamas.

On the outbreak of war in September 1939, Lancastria returned to New York, where she was painted grey. She then sailed back to London where, in October, she was requisitioned by the Ministry of War Transport and became 'His Majesty's Transport Lancastria' – hence the HMT.

After that she continued making transatlantic voyages, mainly taking passengers westbound and bringing cargo and war materials on her eastbound passages.

In May 1940 Lancastria was involved in trooping for the Norwegian campaign; (Norway and Denmark had been invaded by Germany in April 1940). At the end of the month she went to Harstad, near Narvik to assist in the evacuation. On the return trip, carrying about 2600 troops, the small convoy she was in was attacked by high-flying German bombers. Two bombs fell close to Lancastria but no damage was done.

She returned to the Clyde, via Scapa Flow, before sailing on to Liverpool, where she arrived on 13th of June in readiness for much-needed dry-docking and repairs (including the removal of 1400 tons of surplus oil fuel). Those of the crew not required for essential duties were released on leave.

After lunch that day Chief Officer Grattidge (later 'Captain of the Queens'), who was required to stay with the ship for the initial stages of dry-docking, went to the Cunard office, where he was told that he had to recall the crew because the ship had to sail at midnight that night. Remarkably, all but three of the crew of 322 returned to the ship that day.

Lancastria sailed first to Plymouth, then, in company with another Cunard ship, Franconia sailed to Brest where they were ordered to proceed to Quiberon Bay as part of 'Operation Aerial' which was the British codename for the evacuation of the remainder of the British Expeditionary Forces from the ports of north-west France. As they approached their destination

the Franconia was attacked by a single Ju88 bomber. The near misses severely damaged the Franconia which then returned to Liverpool. Later that day Lancastria was ordered to Charpentier Roads, near St Nazaire, where she arrived early in the morning of the 17th of June.

Background

The signal 'Operation Dynamo now completed' which was circulated on the 4th of June, indicated the end of the evacuation at Dunkirk, but by no means implied that all of the B E F troops had returned from France, indeed, with the French capitulation on the 12th and capture of the 51st Highland Division on the 13th of June, there were still exceedingly large numbers of troops awaiting evacuation.

Winston Churchill had the idea that possibly the French Government would continue fighting. With that thought in mind, General Sir Alan Brooke was sent to France as head of the 2 B E F. The 52nd Lowland Division had been sent to France 7 – 12 June: 1 Canadian Division went 12 – 13 June and complimented the remnants of the 1 Armoured and Beauman's Divisions.

By the 17th of June, of the 124,000 servicemen still in the war zone, 57,000 had been evacuated, leaving 67,000 who needed to be repatriated. The War Cabinet decided there would be a last attempt to evacuate via St Nazaire. On the 16th of June some 17,000 men embarked and left on four large passenger liners, Georgic, Duchess of York, and the Polish ships Batory and Sobiesky.

June 17th

Lancastria lay at anchor in the Roads and was joined later by the Orient liner Oronsay. A number of destroyers, tugs, tenders, and other small craft made repeated trips out to Lancastria, ferrying soldiers, airmen, and civilians. There are no accurate figures for the numbers who came on board, the consensus is 6,000+.

At 1.48pm there was an air attack on Oronsay , which was about half a mile away, and one bomb struck her bridge, destroying her compass and all her navigating instruments. Fortunately, no one was killed.

After that, Lancastria expected an air attack at any time. The boats were turned out, ready for lowering.. A signal came from a nearby destroyer suggesting that if Lancastria was full to capacity she should get under way. However, the Navy were unable to provide an escort and Captain Sharp and Chief Officer Grattidge, concerned about the possibility of submarine attack, and not having charts for those waters, agreed that it would be better to wait and go in company with Oronsay.

At 3.43 pm the air-raid alarm was sounded. Lancastria was being attacked by Ju 88s of II Gruppe/KG 30. Four bombs hit Lancastria, The first bomb hit No. 2 hold, which held about 800 RAF personnel, and blocked the exit for those who were not killed by the blast. Another bomb burst in No. 3 hold, releasing about 300 tons of oil this could result in a running fire, the most difficult of blazes to control aboard a ship. When the smoke drifted and parted Chief Officer Grattidge saw the mess of blood and oil and splintered woodwork that littered the deck and a furious core of water that came roaring from the bottom of the ship in No. 4 hold.

Many sources, including Captain Sharp, say that the fourth bomb went down the funnel, but surviving Engineer Officer Frank Brogden, who was on duty in the engine room, is adamant that this did not happen, because they would not have survived the blast.

Lancastria started sinking by the bow; she developed a list to starboard, but by ordering all hands to the port side, this was corrected, only for an uncontrollable list to port to develop; she rolled over onto her port side and at 4.12 pm she disappeared into the shallow waters of the Loire estuary.

In this summary it is not possible to describe the chaos that followed. The water was covered with oil from the ruptured tank; there were only 2000 lifejackets on board and many of those on board could not swim; German planes machine-gunned the survivors and used tracer bullets to try and ignite the oil; a soldier slashing the rope fall of a lifeboat with his army knife as the boat hung suspended – the boat swung slowly outwards and the struggling passengers were toppled into the water.

The accounts of the experiences of many of those who were there are recorded in several books.

After the air attack had subsided about 4.30 pm, many vessels – destroyers, tugs and smaller craft, both French and British – came to the rescue of survivors. The trawler HMS Cambridgeshire was first on the scene and was able to rescue between 800 and 900 survivors, all taken from the water, with the exception of the occupants of one boat. Most of these men were transferred to the freighter John Holt. The badly wounded were taken to St Nazaire for medical treatment.

The sinking of **RMS *Lancastria*** was the worst single loss of life in British maritime history and the bloodiest single engagement for UK forces – it is estimated 4,000 plus lives were lost, claiming more lives than the combined losses on *Titanic* and *Lusitania*

Most of those rescued were taken to Plymouth, the destroyers HMS Beagle taking 600 and HMS Havelock taking 460; the cargo ship John Holt took 829; the tanker Cymbula took 252 and the liner Oronsay 1557. Lesser numbers were brought back in other ships which are commemorated in a panel in 'Lancastria's Church', St Katharine Cree, in the City of London.

HMS Queen Mary - Specifications:

- **Nation:** Great Britain
- **Type:** Battlecruiser
- **Shipyard:** Palmers Shipbuilding and Iron Company
- **Laid Down:** March 6, 1911
- **Launched:** March 20, 1912
- **Commissioned:** September 4, 1913
- **Fate:** Sunk at the Battle of Jutland, May 31, 1916
- **Displacement:** 27,200 tons
- **Length:** 703 ft., 6 in.
- **Beam:** 89 ft., 0.5 in.
- **Draft:** 32 ft., 4 in.
- **Propulsion:** Parsons direct-drive steam turbines, 42 Yarrow boilers, 4 x propellers
- **Speed:** 28 knots
- **Range:** 6,460 miles at 10 knots
- **Complement:** 1,275 men

Armament

Guns

- 4 × 2 – BL 13.5-inch Mk V guns
- 16 × 1 – BL 4-inch Mk VII guns
- 2 × 1 – 21-inch Mk II submerged torpedo tubes

HMS Queen Mary - Background:

HMS Queen Mary - Design & Construction:

Ordered as part of the 1910–11 Naval Program along with four *King George V*-class battleships, HMS *Queen Mary* was to be the sole ship of its class. A follow-on to the earlier *Lion*-class, the new ship featured an altered interior arrangement, a redistribution of its secondary armament, and a longer hull than its predecessors. Armed with eight 13.5 in guns in four twin turrets, the battlecruiser also carried sixteen 4 in. guns mounted in casemates. Power for the new design came from two paired sets of Parsons direct-drive turbines which turned four propellers. The ship's armament received direction from an experimental fire-control system designed by Arthur Pollen. *Queen Mary*'s armor scheme varied little from the *Lions* and was thickest amidships.

Laid down on March 6, 1911 at Palmer Shipbuilding and Iron Company in Jarrow, the new battlecruiser was named for King George V's wife, Mary of Teck. Work progressed over the next year and *Queen Mary* slid down the ways on March 20, 1912, with Lady Alexandrina Vane-Tempest serving as the Queen's representative. Initial work on the battlecruiser ended in May 1913 and sea trials were conducted through June. Though *Queen Mary* utilized more powerful turbines than earlier battlecruisers, it only barely exceeded its design speed of 28 knots. Returning to the yard for final alterations, *Queen Mary* came under the command of Captain Reginald Hall. With the completion of the ship, it entered commission on September 4, 1913.

HMS Queen Mary - World War I:

Assigned to Vice Admiral David Beatty's 1st Battlecruiser Squadron, *Queen Mary* commenced operations in the North Sea. The following spring saw the battlecruiser make a port call at Brest before a voyage to Russia in June. In August, with Britain's entry into World War I, *Queen Mary* and its consorts prepared for combat. On August 28, 1914, the 1st Battlecruiser Squadron sortied in support of a raid on the German coast by British light cruisers and destroyers. In the early fighting during the Battle of Heligoland Bight, British forces had difficulty disengaging and the light cruiser HMS *Arethusa* was crippled. Under fire from the light cruisers SMS *Strassburg* and SMS *Cöln*, it called for aid from Beatty. Steaming to the rescue, his battlecruisers, including *Queen Mary*, sank *Cöln* and the light cruiser SMS *Ariadne* before covering the British withdrawal.

That December, *Queen Mary* took part in Beatty's attempt to ambush German naval forces as they conducted a raid on Scarborough, Hartlepool, and Whitby. In a confused series of events, Beatty failed to bring the Germans to battle and they successfully escaped back the Jade Estuary. Withdrawn in December 1915, *Queen Mary* received a new fire control system before entering the yard for a refit the following month. As a result, it was not with Beatty for the Battle of Dogger Bank on January 24. Returning to duty in February, *Queen Mary* continued to operate with the 1st Battlecruiser Squadron through 1915 and into 1916. In May, British naval intelligence learned that the German High Seas Fleet had left port.

HMS Queen Mary - Loss at Jutland:

Steaming in advance of Admiral Sir John Jellicoe's Grand Fleet, Beatty's battlecruisers, supported by the battleships of the 5th Battle Squadron, collided with Vice Admiral Franz Hipper's battlecruisers in the opening phases of the Battle of Jutland. Engaging at 3:48 PM on May 31, the German fire proved accurate from the outset. At 3:50 PM, *Queen Mary* opened fire on SMS *Seydlitz* with its forward turrets. As Beatty closed the range, *Queen Mary* scored two hits on its opponent and disabled one of *Seydlitz's* aft turrets. Around 4:15, HMS *Lion* came under intense fire from Hipper's ships. The smoke from this obscured HMS *Princess Royal* forcing SMS *Derfflinger* to shift its fire to *Queen Mary*. As this new enemy engaged, the British ship continued to trade hits with *Seydlitz*.

At 4:26 PM, a shell from *Derfflinger* struck *Queen Mary* detonating one or both of its forward magazines. The resulting explosion broke the battlecruiser in half near its foremast. A second shell from *Derfflinger* may have hit further aft. As the after part of the ship began to roll, it was rocked by large explosion before sinking. Of *Queen Mary's* crew, 1,266 were lost while only twenty were rescued. Though Jutland resulted in a strategic victory for the British, it saw two battlecruisers, HMS *Indefatigable* and *Queen Mary*, lost with nearly all hands. An investigation into the losses led to changes in ammunition handling aboard British ships as the report showed that cordite handling practices may have contributed to the loss of the two battlecruisers.

The Battle of Atbara:

The **Battle of Atbara** took place during the Second Sudan War. Anglo-Egyptian forces defeated 15,000 Sudanese rebels, called Mahdists or Dervishes. The battle proved to be the turning point in the conquest of Sudan by a British and Egyptian coalition.

By 1898, the combined British and Egyptian army was advancing down the Nile river into Sudan. The Sudanese Mahdist leader, the Khalifa Abdallahi ibn Muhammad ordered the Emir Mahmud Ahmad and his 10,000 strong army of western Sudan northward towards the junction of the Nile and Atbara rivers to engage the British and Egyptian army led by Herbert Kitchener. Encamping on the banks of the Atbara river by March 20, Mahmud, with Osman Digna's group of Dervish warriors were within 20 miles of the British camp outpost at Fort Atbara at the confluence of the Atbara with the Nile. On April 4, after seeing that the Mahdists were unwilling to attack, Kitchener quietly advanced with the British and Egyptian army towards the Mahdist fortified camp just outside the town of Nakheila.

The British attack began at 6:20 am on April 8, 1898; two brigades, the British Brigade led by William Gatacre, and the Egyptian Brigade led by Archibald Hunter, led the attack. After a brief artillery bombardment of the Mahdist camp, the combined British and Egyptian brigades attacked. Soon, the British and Egyptian troops were in the Mahdist camp fighting often hand-to-hand with the Mahdist warriors. After 45 minutes, the battle was over as Osman Digna led a few thousand warriors on a retreat to the south, while most of the remainder were killed or captured, including Mahmud who was captured by loyal Sudanese troops of the Egyptian Brigade.

Information on HMS Lancastrian, HMS Queen Mary and Battle of Atbara is from the internet