

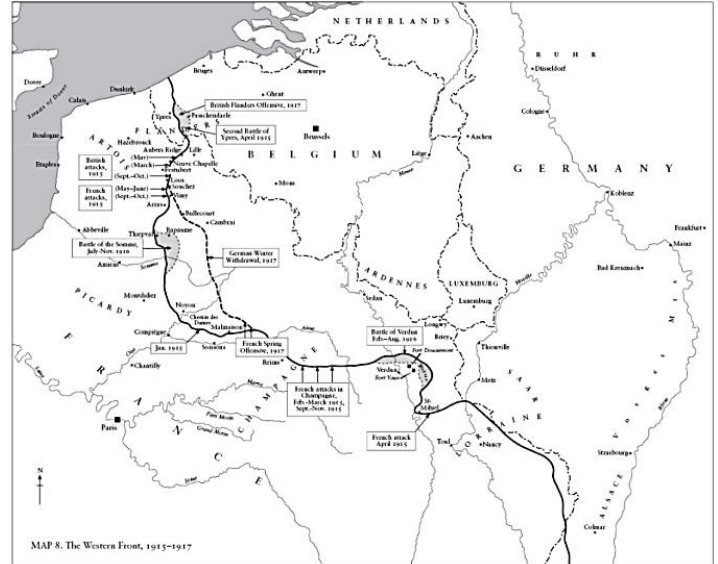
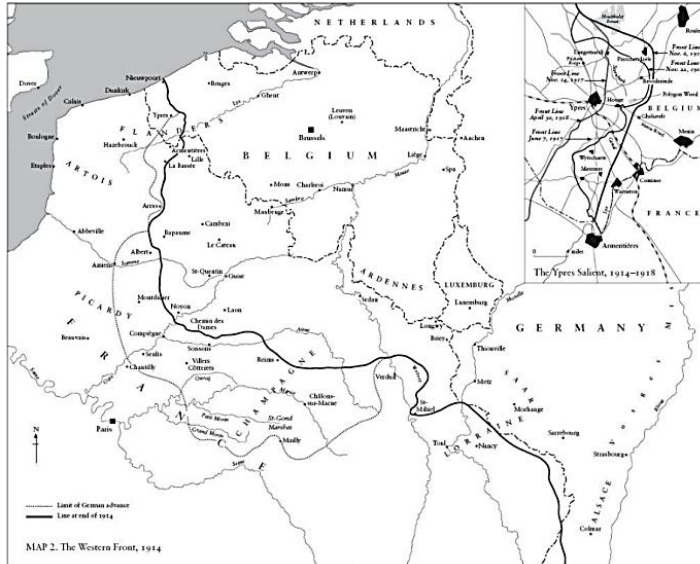
⑤ The principal Theatres of War

During WW1 there were seven areas of conflict, most with subzones, named officially as:

① Western Europe

a: France and Flanders (also known as The Western Front)

b: Italy



1914-1918 : The History of the First World War David Stevenson Penguin Books, 2012

Italy did not join the war in its first year but had been allied with Germany and Austria-Hungary during the pre-war years. However, Italian nationalists had designs on some Italian-speaking lands still ruled by the Habsburgs as well as elements of the Adriatic coast that had historically been ruled by the Republic of Venice. In the 1915 Treaty of London, the Allies succeeded in tempting Italy to enter the war on their side, promising them healthy slices of Austro-Hungarian territory.



The actual fighting on the Italian Front was even more static and futile than the Western Front. So much so that there were 12 different Battles of the Isonzo, fought near a river in contemporary Slovenia. These 12 battles together accounted for half of Italy's total casualties during the war and, as illustrated on the map, scarcely moved the frontier at all. In essence, Italy's war dead served as a massive diversionary tactic, occupying Austro-Hungarian and German troops who otherwise could have been fighting in Russia or France.

[Sources: Public domain map via Wikimedia Text: <https://www.vox.com/a/world-war-i-maps>

② Balkans

- a: Greek Macedonia, Serbia, Bulgaria and European Turkey
- b: Gallipoli (Dardanelles)

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<http://www.robinsonlibrary.com/history/history/worldwar1/graphics/eastfront.gif>



③ Russia (The Eastern Front)

It is thought that no soldier from Neston or Burton who died served in this sector.

④ Egypt and Palestine (The Middle East Theatre of War)

Today the land where the British forces were active in 1914-1918 lies in Egypt, Israel, Jordan, Saudi Arabia and Syria. For centuries before the Great War, this land had been part of the Turkish Ottoman Empire. 'Palestine' is a shorthand for this campaign, applied to a widespread war that was initially centred along the banks of the Suez Canal, which links the Red Sea and the Mediterranean Sea, in Egypt. Later, operations were necessary in the Hejaz and in Aden, nowadays in Saudi Arabia, before in 1917 an offensive was launched which took British troops into the Holy Land and Syria. The Arab tribes in the area played an important part in the developing war, some rising against the British, many against the Turk.

The land covered by this campaign varies in widely in terms of landscape. The most important features affecting the fighting were the narrow coastal plain from the Suez Canal area stretching northwards past Gaza and Jaffa, and the rocky heights of the two sides of the Jordan valley.

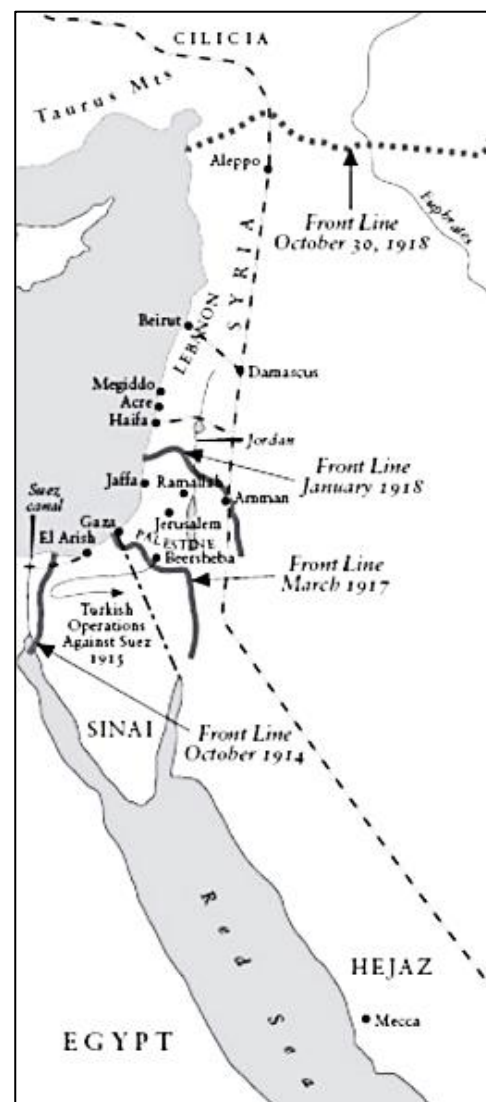
The Suez Canal was a vitally important supply route for the British Empire. During the war, troops and equipment of the Australian, New Zealand and Indian forces passed this way en route for the Western Front, in addition to millions of tons of foodstuffs, minerals and other provisions bound for Britain and her

Allies. The importance of the Canal had been recognised by the British Government long before the war, and steps were taken to provide defences.

Egypt was occupied by British troops long before the Great War. Germany had for many years before the war assiduously developed Turkey as an ally, which it saw as an important part of the Drang nach Osten (The Thrust towards the East: Germany wanted new lands, new markets, lebensraum). The Turkish army was led by German 'advisors', as was much of its trade and commerce. Pushed by Germany - which also tried to encourage a Jihad (Muslim Holy War) against the British forces - Turkey was to strongly resist the British incursion. Initially, Britain set out only to defend the Canal from the Turkish troops that were massed in Palestine. During this phase of operations, actions were also necessary against the Senussi Arabs, who attacked Egypt from the west. Following important victories that pushed the Turks further from the Canal, along with the helpful support of Arabs in the Hejaz and elsewhere, the British force began to contemplate a push into Palestine. This became additionally important once the attempt on Gallipoli was a recognised failure, and Britain also needed a success in Mesopotamia. Politically, success in Palestine was believed by some to be a less costly way towards defeat of Germany than the painful battering at the Western Front.

From late 1914 until mid-1915, the British force stood on the defensive along the Suez Canal, defeating various Turkish and German/Turk-led Senussi attempts to capture or damage the canal. A vital victory was gained in August 1916 at Rumani near the coast, which relieved the canal position. The British began to construct a railway and supply roads along the coastal plain at this time, both of which were to prove vitally important when two years later it was necessary to provide for a larger force advancing into Palestine.

[Source: The Long, Long Trail at <http://www.1914-1918.net/palestine.htm>]



1914-1918 : The History of the First World War
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Penguin Books, 2012

⑤ Africa

- a: East Africa, Nyasaland and Northern Rhodesia
- b: South West Africa
- c: Cameroon
- d: Nigeria
- e: Togoland

The East Africa campaign engulfed 750,000 square miles – an area three times the size of the German Reich – as 150,000 Allied troops sought to defeat a German force whose strength never exceeded 25,000. Its financial cost to the Allies was comparable to that of the Boer War, Britain's most expensive conflict since the Napoleonic Wars. The official British death toll exceeded 105,000 troops and military carriers. But it was civilian populations throughout East Africa who suffered worst of all in this final phase of the "Scramble for Africa".

To call the Great War in East Africa a “sideshow” to the war in Europe may be correct, but it is demeaning. The scale and impact of the campaign were gargantuan. The troops, carriers and millions of civilians caught up in the fighting in East Africa should not be forgotten.

[How the Great War Razed East Africa Edward Paice

<https://www.africaresearchinstitute.org/newsite/publications/how-the-great-war-razed-east-africa/>]



<http://www.worldwar1gallery.com/colonies/africa/10362-8.html>



Theatre of War: Central and Eastern Africa

<https://www.africaresearchinstitute.org/newsite/publications/how-the-great-war-razed-east-africa/>

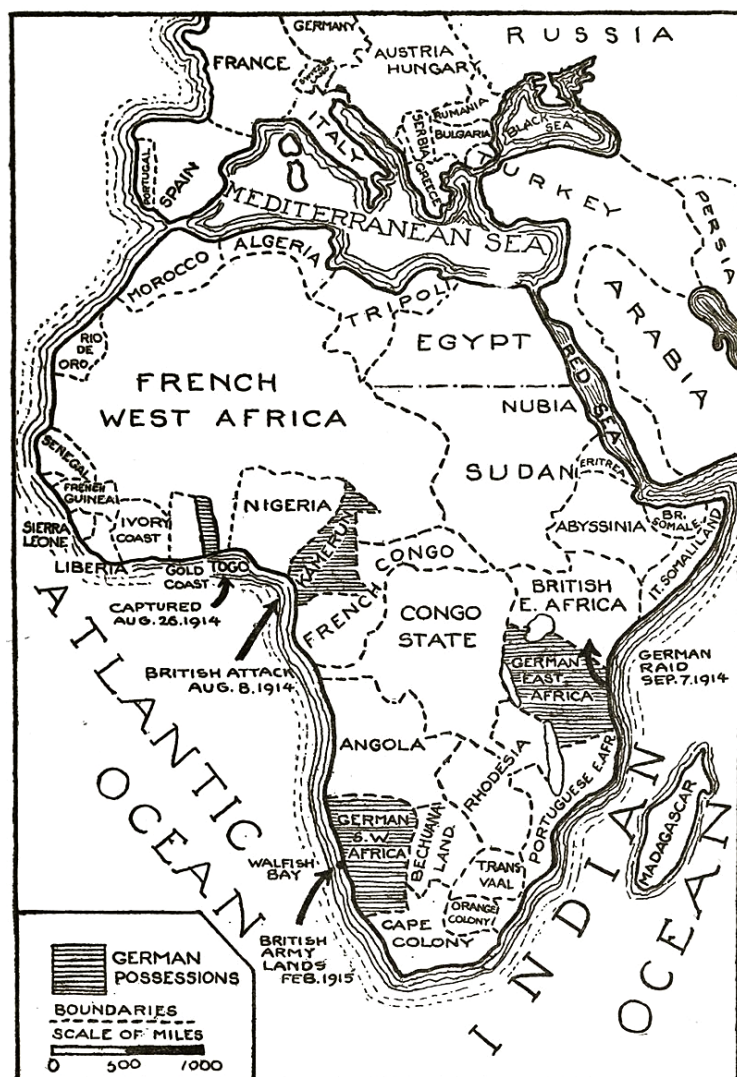
German colonies in Africa had been acquired in the 1880s, were not well defended, and were surrounded by territories controlled by Britain, France, Belgium and Portugal. Colonial military forces in Africa were relatively small, poorly equipped and had been created to maintain internal order, rather than conduct military operations against other colonial forces. Most of the European warfare in Africa during the 19th century had been conducted against African societies to enslave people and later to conquer territory. The Berlin Conference of 1884 had provided for European colonies in Africa to be neutral if war broke out in Europe; in 1914 none of the European powers had plans to challenge their opponents for control of overseas colonies. When news of the outbreak of war reached European colonialists in Africa, it was met by little of the enthusiasm seen in the capital cities of the states which maintained colonies.

An editorial in the *East African Standard* on 22 August argued that Europeans in Africa should not fight each other but instead collaborate, to maintain the repression of the indigenous population. War was against the interest of the white colonialists because they were small in number, many of the European conquests were recent, unstable and

operated through existing local structures of power and the organisation of African economic potential for European profit had only recently begun.

[Source: https://en.wikipedia.org/wiki/African_theatre_of_World_War_I]

From 1881 right up until World War I, European countries competed to colonise as much African land as they could. Britain and France seized the largest parcels of territory during this so-called "scramble for Africa." German leaders concluded that their lack of naval power hampered their ability to compete in the race for colonies, and thus global influence. This was one of several factors that prompted the Kaiser to begin rapidly growing his fleet. That damaged British-German relations, as the great source of British strength was its naval superiority. Germany challenging that seemed like an existential threat. Colonialism, then, helped cause a destabilizing naval arms race between the two powers. And by bringing European problems to Africa, it also set the table for a truly global war.



<https://www.vox.com/a/world-war-i-maps>

<https://etc.usf.edu/maps/pages/4200/4266/4266.htm>

[Source: <https://www.vox.com/a/world-war-i-maps>]

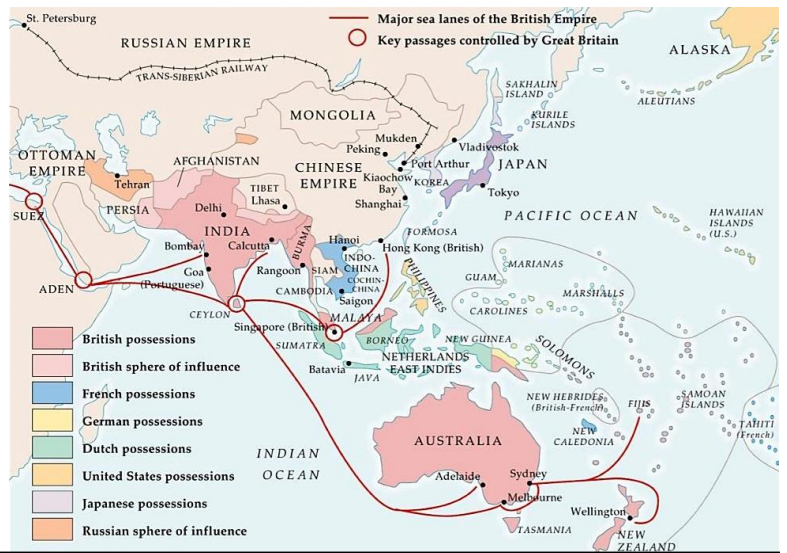
In 1919, following WW1, territories in Africa were re-aligned.

For a more complete account of the various conflicts in Africa during WW1 see

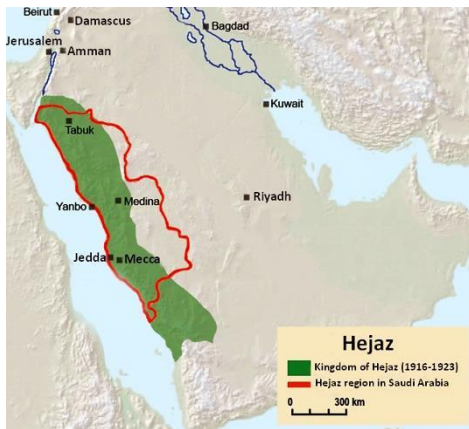
African theatre of World War I at <https://en.wikipedia.org/wiki/>.

⑥ Asia

- a: Hedjaz
- b: Mesopotamia
- c: Persia
- d: Trans Caspia
- e: South West Arabia
- f: Aden
- g: Frontier Regions of India
- h: Tsing-Tau

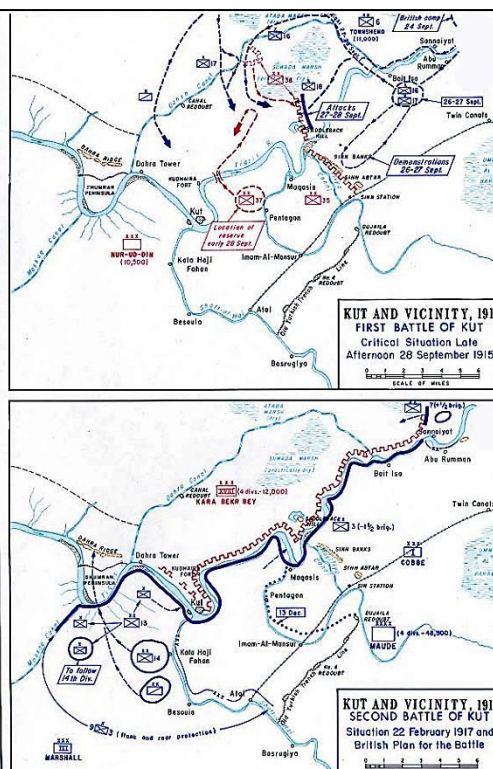
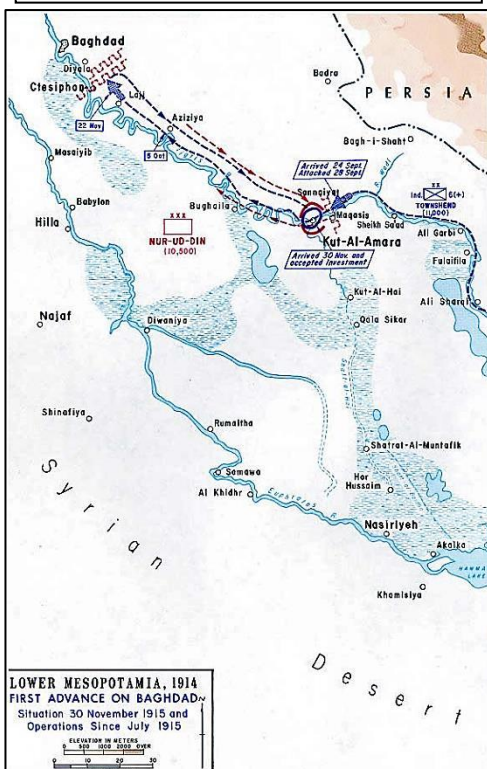


Colonial Rivalries: Asia in 1914 [<http://www.slidego.com/go/11700>]



The Hashemite Kingdom of Hejaz was a state in the Middle East ruled by the Hashemite dynasty. It achieved national independence after the destruction of the Ottoman Empire by the British Empire, during World War I, when the Sharif of Mecca fought in alliance with the British Imperial forces to drive the Turkish Army from the Arabian Peninsula during the Arab Revolt. The new kingdom had a brief life and then was conquered in 1925 by the neighbouring Sultanate of Nejd under a resurgent House of Saud, creating the Kingdom of Hejaz and Nejd.

<https://commons.wikimedia.org/w/index.php?curid=25428413>



The area known as Mesopotamia is the area of modern-day Iraq lying between the rivers Tigris and Euphrates, which drain into the head of the Persian Gulf near Basra, and the inland city of Baghdad.

The Ottoman Empire had conquered the region in the early 16th century, but never gained complete control. Regional pockets of Ottoman control through local proxy rulers maintained the Ottoman's reach throughout Mesopotamia. With the turn of the 19th century came

http://www.emersonkent.com/map_archive/mesopotamia_1915_B.htm

reforms. Work began on a Baghdad Railway in 1888; by 1915 it had only four gaps, and travel time from Istanbul to Baghdad had fallen to 21 days.

The Anglo-Persian Oil Company had obtained exclusive rights to petroleum deposits throughout the Persian Empire, except in the provinces of Azerbaijan, Ghilan, Mazendaran, Asdrabad, and Khorasan. In 1914, before the war, the British government had contracted with the company for oil for the navy.

The operational area of the Mesopotamian campaign was limited to the lands watered by the rivers Euphrates and Tigris. The main challenge was moving troops and supplies through the swamps and deserts which surrounded the area of conflict.

Shortly after the European war started, the British sent a military force to protect Abadan, the site of one of the world's earliest oil refineries. British operational planning included landing troops in the Shatt-al-Arab. The reinforced 6th (Poona) Division of the British Indian Army was assigned the task, designated as Indian Expeditionary Force D (IEFD).

Aside from oil, a major British interest in Mesopotamia, especially in the minds of politicians like Austen Chamberlain (Secretary of State for India) and former Viceroy Lord Curzon, was in maintaining British prestige in the eyes of India's Muslim population. At first the campaign was run by the India Office and Indian Army, with little input from the War Office.

[Source: https://en.wikipedia.org/wiki/Mesopotamian_campaign]

⑦ Australasia

- a: New Britain
- b: New Ireland
- c: Kaiser Wilhelmland
- d: Admiralty Islands
- e: Nauru
- f: German Samoa

In the Pacific there were several naval battles and the Allied attacked German colonial possessions in the Pacific and in China.

The principal military action was the Siege of Tsingtao, a German port in China, by Japanese and British forces (the first Anglo-Japanese operation of the war) in October / November 1914.



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The Battle of Bitia Paka (11 September 1914) was fought south of Kabakaul, on the island of New Britain, and was a part of the invasion and subsequent occupation of German New Guinea by the Australian Naval and Military Expeditionary Force (AN&MEF) shortly after the outbreak of the First World War. Similar to New Zealand's operation against German Samoa in August, the main target of the operation was a strategically important wireless station - one of several used by the German East Asiatic Squadron - which the Australians believed to

be located in the area. The powerful German naval fleet threatened British interests and its elimination was an early priority of the British and Australian governments during the war.

After an unopposed landing, a mixed force of German reservists and half-trained Melanesian police mounted a stout resistance and forced the Australians to fight their way to the objective. After a day of fighting during which both sides suffered casualties, Australian forces captured the wireless station at Bita Paka. The battle was Australia's first major military engagement of the war and the only significant action of the campaign; in its aftermath the remaining German forces on New Britain fled inland to Toma. Following a brief siege there the German garrison capitulated, ending resistance to the Australian occupation of the island.

All other German and Austrian possessions in Asia and the Pacific fell without bloodshed. Naval warfare was common; all of the colonial powers had naval squadrons stationed in the Indian or Pacific Oceans. These fleets operated by supporting the invasions of German-held territories and by destroying the East Asia Squadron of the Imperial German Navy.

[Source: (a) https://en.wikipedia.org/wiki/Asian_and_Pacific_theatre_of_World_War_I

(b) https://en.wikipedia.org/wiki/Battle_of_Bita_Paka]

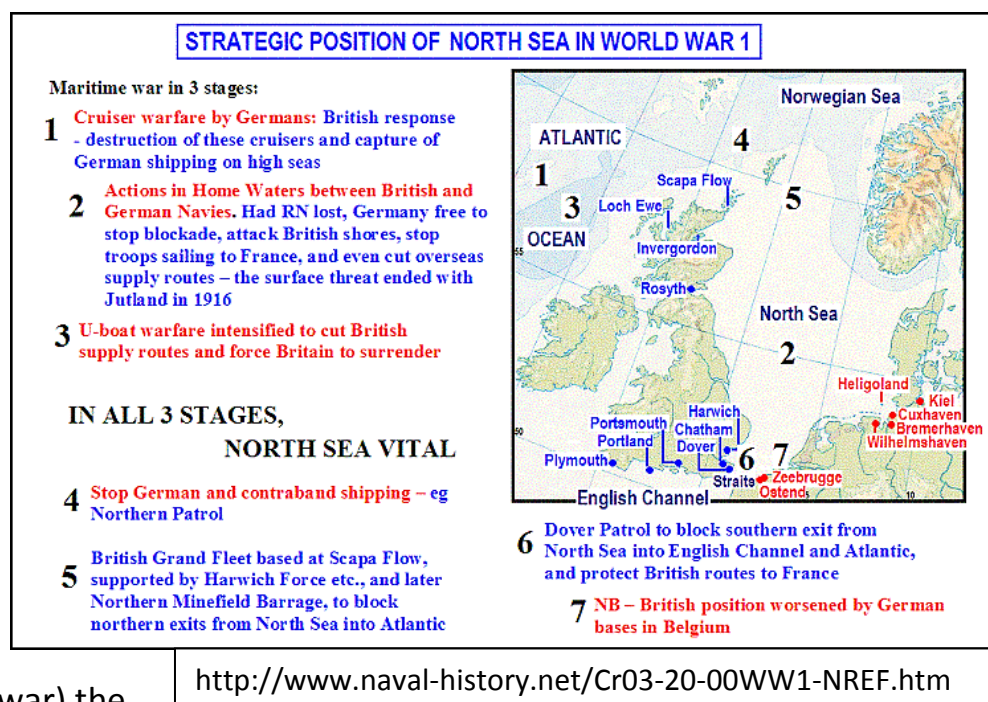
In addition to the principal Theatres of War detailed above, there was a considerable amount of naval warfare, particularly in the Atlantic and North Sea.

The main battles and events were

5 August 1914

During the night of 4 August (the day on which Britain entered the war) the

German auxiliary minelayer SS *Königin Luise* laid mines off the Thames Estuary before being sighted and fleeing back towards the Heligoland Bight on the German north coast. Whilst returning to Heligoland, pursued by the British destroyers HMS *Lance* and HMS *Landrail*, the ship continued to lay mines. Once within range *Lance* opened fire, the first British shots of the war. The *Königin Luise* attempted to escape to neutral waters to the south-east, whilst attempting to lead the pursuing British ships through the minefield laid earlier. However, under continuous heavy fire from the British, the commander of the *Königin Luise* ordered the ship to be scuttled; it sank at 12.22pm with 46 of her crew of 100 being rescued. The *Königin Luise* was the first German naval loss of the war.



28 August 1914 The First Battle of Heligoland Bight This, just over three weeks after Britain entered the war, was the first naval battle of WW1. The battle took place in the partially-enclosed Heligoland Bight (south-eastern sector of the North Sea) which was used to shelter several safe harbours and bases of the German High Seas Fleet Sea.

On the outbreak of war with Britain the German ships had remained close to the north German coast and the British Grand Fleet had remained in the northern North Sea. Each side monitored the movements of the adversary until Britain developed a plan to ambush part of the German fleet as their destroyers moved out on patrol.

A large British fleet of 31 destroyers, two cruisers and submarines was dispatched, supported at longer range by an additional six light cruisers and five battlecruisers.

The outcome of the engagement was that three German light cruisers and one destroyer were sunk with three more light cruisers being damaged; 712 sailors were killed, 530 injured and 336 taken prisoner. The British suffered one light cruiser and three destroyers being damaged with 35 crew killed and 40 wounded. The battle was regarded as a great victory in Britain, where the returning ships were met by cheering crowds.



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David Stevenson Penguin Books, 2012
The site of The First Battle of Heligoland Bight is encircled in yellow, The Battle of Dogger Bank in blue

24 January 1915 The Battle of Dogger Bank This was the second significant naval battle of WW1 and the first time heavy units of the British and German fleets came into direct contact.

The British had intercepted and decoded German wireless transmissions, gaining advance knowledge that a German raiding squadron was heading for Dogger Bank and ships of the Grand Fleet sailed to intercept the raiders. The British surprised the smaller and slower German squadron, which fled for home. During a stern chase lasting several hours, the British caught up with the Germans and engaged them with long-range gunfire. The British disabled Blücher, the rearmost German ship and the Germans put the British flagship HMS Lion out of action. Due to inadequate signalling, the remaining British ships stopped the pursuit to sink Blücher and when the ship had been sunk, the rest of the German squadron had escaped. The squadron returned to harbour, with some ships so badly damaged as to require extensive repairs.

Lion made it back to port but was out of action for several months. The British had lost no ships and suffered few casualties, the Germans had lost Blücher and most of its crew and the action was considered a British victory. Both navies replaced commanders who were thought to have shown poor judgement and made changes to equipment and procedures, to remedy failings observed during the battle.

[[https://en.wikipedia.org/wiki/Battle_of_Dogger_Bank_\(1915\)](https://en.wikipedia.org/wiki/Battle_of_Dogger_Bank_(1915))]

7 May 1915 Sinking of the RMS *Lusitania* The Cunard Line *Lusitania* ⁹², a British ocean liner, was torpedoed and sunk by German submarine *U-20* off the Old Head of Kinsale Lighthouse, Ireland, whilst returning from New York to Liverpool.

In response to the Royal Navy's blockade of Germany - an attempt to prevent supplies from reaching Germany and Austria-Hungary ⁹³ - which had been imposed on the outbreak of war, the North Atlantic was declared to be a war zone.

During the early months of 1915 Germany intensified its submarine activity in the North Atlantic and declared that all cargo ships, including those from neutral countries, in the seas around Britain could be considered as targets and might be attacked by the German navy.

North Atlantic passenger liners, however, were not considered as military targets.

Ostensibly, the *Lusitania* was a passenger liner with a regular schedule of crossings, but Germany believed that the ship was being used to transport explosives and other war munitions, as well as passengers, to Britain. Whilst this assertion was denied strongly by Britain Germany maintained that any ship flying the British flag, or the flag of any of Britain's allies, could be considered as a legitimate target once inside the waters around Britain. Germany even went so far as to widely publicise a firm warning through the American newspapers.

CUNARD
Established 1840
EUROPE VIA LIVERPOOL
LUSITANIA
Fastest and Largest Steamer
now in Atlantic Service Sails
SATURDAY, MAY 1, 10 A.M.
Transylvania..Fri., May 7, 5 P.M.
Orduna.....Tues., May 18, 10 A.M.
Tuscania....Fri., May 21, 5 P.M.
LUSITANIA..Sat., May 29, 10 A.M.
Transylvania..Fri., June 4, 5 P.M.
Gibraltar—Genoa—Naples—Piraeus
S.S. Carpathia, Thur., May 13, Noon
ROUND THE WORLD TOURS
Through bookings to all principal Ports
of the World.
COMPANY'S OFFICE, 21-24 State St., N. Y.

NOTICE!
TRAVELLERS intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain, or of any of her allies, are liable to destruction in those waters and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.
IMPERIAL GERMAN EMBASSY
WASHINGTON, D. C., APRIL 22, 1915.

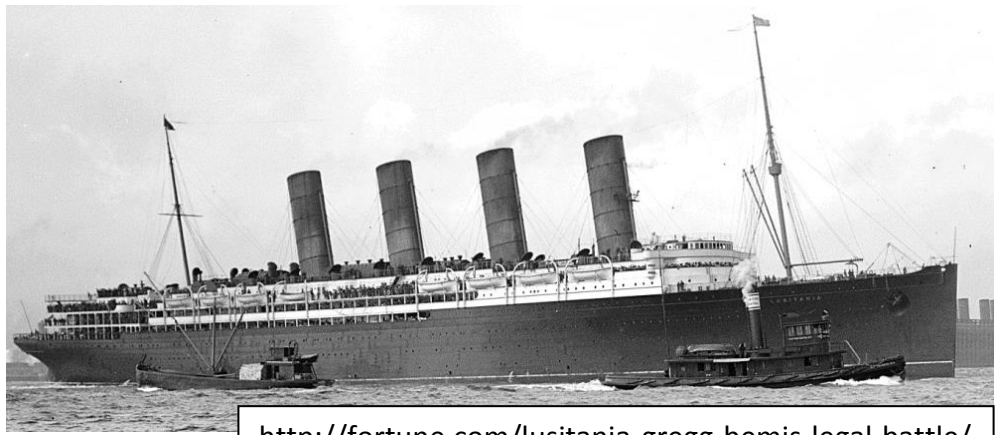
New York Times - 1 May 1915

⁹² The *Lusitania* was a holder of the Blue Riband, and briefly the world's largest passenger ship until the completion of her sister ship *Mauretania*. The Cunard Line launched *Lusitania* in 1906, at a time of fierce competition for the North Atlantic trade. She made a total of 202 trans-Atlantic crossings. Before WW1 German shipping lines were aggressive competitors in the transatlantic trade, and Cunard responded by trying to outdo them in speed, capacity, and luxury. Both *Lusitania* and *Mauretania* were fitted with revolutionary new turbine engines that enabled them to maintain a service speed of 25 knots. They were equipped with lifts, wireless telegraph, and electric light, and provided 50% more passenger space than any other ship; the first class decks were noted for their sumptuous furnishings. [https://en.wikipedia.org/wiki/RMS_Lusitania]

⁹³ The imposition of the blockade had a significant effect on the American economy, effectively prohibiting all trade with the Central powers at a time when the USA was neutral. Britain issued an extensive list of prohibited, or 'contraband', goods which included foodstuffs and which appeared to breach international law. In order to avoid conflict most neutral merchant vessels agreed to dock at British ports where they would be inspected and, if cleared, escorted through the British minefields to their destinations. The blockade is considered one of the key elements in the eventual Allied victory in the war. The German Board of Public Health in December 1918 claimed that 763,000 German civilians died from starvation and disease caused by the blockade up until the end of December 1918. An academic study done in 1928 put the death toll at 424,000.

[https://en.wikipedia.org/wiki/Blockade_of_Germany/]

Confronted with the warning, the Cunard Line press agent, Charles Sumner, tried his best to dispel the fear. "No passenger is permitted aboard them [Cunard Line ships] unless he can identify himself... Every passenger must identify his baggage before



<http://fortune.com/lusitania-gregg-bemis-legal-battle/>

it is placed aboard. There are no German cruisers in the Atlantic, and the 'danger zone' does not begin until we reach the British Channel and the Irish Sea. Then one may say there is a general system of convoying British ships. The British Navy is responsible for all British ships, and especially for Cunarders." The journalist then asked: "Your speed, too, is a safeguard, is it not?"..."Yes [Sumner answered]; as for submarines, I have no fear of them whatever." [Source: <http://felixsommerfeld.com/news/mexican-revolution-blog/2015/5/7/the-sinking-of-the-cunard-liner-rms-lusitania-100-years-ago>]

Lusitania left from Pier 54 in New York on 1 May 1915⁹⁴ on her return trip to Liverpool with 1,960 people aboard - a crew of 693 and 1,264 passengers which included 128 Americans. Whilst the crossing of the Atlantic was uneventful it was known that submarine activity around Britain was intensifying and the movement of the *U-20* had been monitored since the vessel left the island of Borkum in northwest Germany on 30 April⁹⁵.

⁹⁴ This was the same day on which the American 5,189 ton oil tanker *SS Gulflight* was torpedoed by the German U-boat *U-30* commanded by Kptlt von Rosenberg-Gruszczyński, whilst en route to Rouen. At a point 22 nautical miles west of the Bishop Rock lighthouse, Scilly Isles, at 11:00 am on 1 May, *Gulflight* was challenged by two British patrol vessels, *HMS Iago* and *HMS Filey*, which queried her destination. The patrol ships had been searching for a submarine which had been sinking ships in the area over the last couple of days. The patrol vessels were not satisfied with *Gulflight*'s papers and suspected her of refuelling the U-boat, so ordered the tanker to accompany them into port. The patrol ships took up station one either side of *Gulflight*, *Iago* close on the starboard side and *Filey* further ahead on the port. While under escort, *Gulflight*'s second officer, Paul Bowers, reported sighting a submarine ahead some 28 minutes before the ship was hit. He reported this to the captain who decided that the submarine must be British, as the escorts had not reacted to its presence. The submarine was visible for 5 minutes and then disappeared. Shortly before 1pm a submarine surfaced ahead of the ships and ordered them to stop. *Filey* attempted to ram the submarine, which submerged but fired a torpedo at the tanker. Von Rosenberg reported that he had seen a tanker under escort by ships flying the white ensign and had seen no flag on the escorted ship. After firing the torpedo, he spotted a US flag on the tanker, so broke off the attack. At 12:50 an explosion took place sending a column of water into the air alongside *Gulflight*'s starboard bow. The ship immediately started to sink and shortly the forward deck was awash. The crew abandoned ship and were taken onboard by the patrol ship *Iago* which turned towards St Mary island. At about 2.30 am Captain Gunter from the *Gulflight* was taken ill and died around 3:40 am from a heart attack. The remainder of the crew arrived at St. Mary 10 am on Sunday 2 May. The *Gulflight* did not sink but instead was towed to Crow Bay by patrol vessels. Ralph Smith, previously first officer, was now invited to inspect the ship, which was examined by divers and had a large hole in the starboard bow. Smith and the first engineer remained with *Gulflight* while the remainder of the crew were evacuated to Penzance.

Of the 38 crew, there were three fatalities. The captain had suffered a heart attack and two crew members were reported lost when they jumped overboard after the torpedo hit. [<https://en.wikipedia.org/wiki/Gulflight>]

She was the first American ship to be torpedoed during World War I and the attack promoted a diplomatic incident which moved the neutral United States closer to war with Germany.

⁹⁵ The captain of the *U-20*, Kapitänleutnant Walther Schwieger, had orders to attack transport ships off Liverpool. He had been the ship's captain when, on 30 January (before the German declaration of unrestricted submarine warfare) the *U-20* sank three British merchant ships off Le Havre. On 1 February 1915 Schwieger had torpedoed the hospital ship *HMHS Asturias* (the ship was hit but the torpedo failed to detonate) in the belief that it was a troopship.

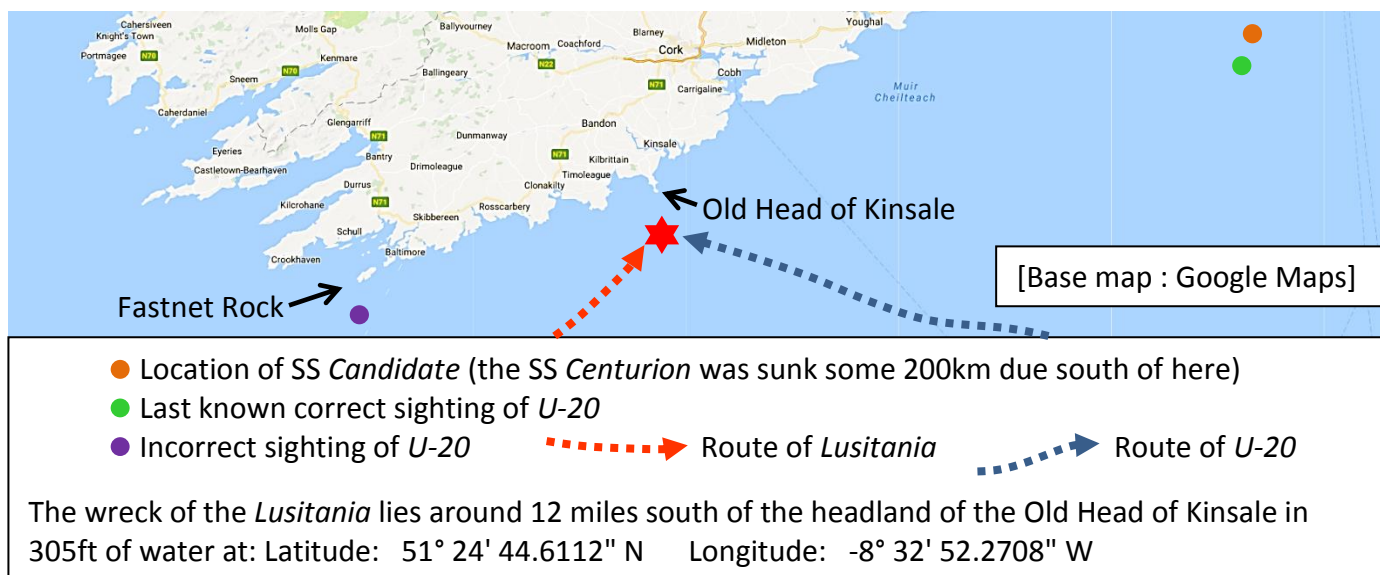
By 2 May the submarine had reached Peterhead in Aberdeenshire before sailing around the north of Scotland and Ireland, along the western and southern coasts of Ireland and entering the Irish Sea to the south.

On 5/6 May the *U-20* intercepted two vessels off southwest Ireland (the Royal Navy sent a message of this activity to all ships on 5 May) and on 6 May it shelled, torpedoed and sank the 5,858 ton SS *Candidate* off County Wexford. The *Candidate*, sailing from Liverpool to Jamaica, was carrying hardware and groceries. On the same day the *U-20* torpedoed and sank the SS *Centurion*, a 5,945 ton British cargo ship which was sailing from Birkenhead to Durban in South Africa. The crew had painted over the name of the vessel and it wasn't flying a flag when it was attacked ⁹⁶.

Some details, although not all, of the attacks by the *U-20* had been passed to the *Lusitania* and Captain William Turner took some precautions by closing watertight doors, imposing a black-out, and ensuring that the lifeboats could be launched quickly.

At about 11:00 on 7 May a warning was radioed to all ships that *U-boats active in southern part of Irish Channel. Last heard of twenty miles south of Coningbeg Light Vessel* but at 1:00pm this was followed by a second, wholly inaccurate message, that there was a *Submarine five miles south of Cape Clear proceeding west when sighted at 10:00 am*. Unfortunately, this second message suggested that the *Lusitania*, now well to the east of this point, had moved out of the danger area.

The *U-20* was now low on fuel and, with only three torpedoes remaining and the weather becoming very foggy, decided to return to German waters. It was then, at 2.0pm, that the *U-20* spotted 'a large passenger liner' - its identity was then unknown - and at 3.10pm it fired a single torpedo which hit the *Lusitania's* starboard side just behind the bridge.



The War Diary kept by Kapitänleutnant Schwieger describes the events (Queenstown is now known as Cobh):

⁹⁶ The *U-20* had also sunk the schooner *Earl of Lathom* (132 tons), carrying bacon, eggs and potatoes to Liverpool, by gunfire on 5 May off the Old Head of Kinsale after giving her crew time to abandon ship.

2 pm *Straight ahead the 4 funnels and 3 masts of a steamer with a course at right angles to ours. . . Ship is made out to be a large passenger liner.*

3:05 pm *Went to 11m and ran at high speed on a course converging with that of the steamer, in hopes that it would change course to starboard along the Irish Coast.*

The steamer turned to starboard, headed for Queenstown and thus made it possible to approach for a shot. Ran at high speed till 3 pm in order to secure an advantageous position.

3:10 pm *Clear bow shot at 700 m. . . angle of intersection 90 [degrees] estimated speed 22 nautical miles.*

Shot struck starboard side close behind the bridge. An extraordinary heavy detonation followed, with a very large cloud of smoke (far above the front funnel). A second explosion must have followed that of the torpedo (boiler or coal or powder?).

The superstructure above the point of impact and the bridge were torn apart; fire broke out; light smoke veiled the high bridge. The ship stopped immediately and quickly listed sharply to starboard, sinking deeper by the head at the same time.

Great confusion arose on the ship; some of the boats were swung clear and lowered into the water. Many people must have lost their heads; several boats loaded with people rushed downward, struck the water bow or stern first and filled at once.

On the port side, because of the sloping position, fewer boats were swung clear than on the starboard side.

The ship blew off steam; at the bow the name "Lusitania" in golden letters was visible. It was running 20 nautical miles.

3:25 pm *Since it seemed as if the steamer could only remain above water for a short time, went to 24m. and ran toward the Sea. Nor could I have fired a second torpedo into this swarm of people who were trying to save themselves.*

4:15 pm *Went to 11m and took a look around. In the distance straight ahead a number of life-boats were moving; nothing more was to be seen of the Lusitania. The wreck must lie 14 nautical miles from the Old Head of Kinsale light-house, at an angle of 358 degrees to the right of it, in 90m of water (27 nautical miles from Queenstown) 51 degrees 22' 6" N and 8 degrees 31' W. The land and the lighthouse could be seen very plainly.*

4:20 pm *When taking a look around, a large steamer was in sight ahead on the port side, with course laid for Fastnet Rock. Tried to get ahead at high speed, so as to get a stern shot. . .*

5:08 pm *Conditions for shot very favourable: no possibility of missing if torpedo kept its course. Torpedo did not strike. Since the telescope was cut off for some time after this shot the cause of failure could not be determined. . . The steamer or freighter was of the Cunard Line.*

6:15 pm . . . *It is remarkable that there is so much traffic on this particular day, although two large steamers were sunk the day before south of George's Channel. It is also inexplicable that the Lusitania was not sent through the North Channel.*



[Source: Walter Schwieger's diary is part of the collection of the National Archives: Record Group 45: Naval Records Collection of the Office of Naval Records and Library, 1691 – 1945. This extract is reproduced from <http://www.eyewitnesstohistory.com/lusitania.htm>]

<http://www.historyextra.com/article/premium/did-britain-doom-lusitania>

It has been calculated that the *Lusitania* sank in just 18 minutes. Following the actions of the *U-20* off the Irish coast, the submarine returned to Wilhelmshaven, near Bremerhaven, on 13 May; by this time the United States had formally protested to Berlin against the sinking. Recognising that the sinking of the *Lusitania*, and the deaths of American passengers, could precipitate the United States into entering the war, Kaiser Wilhelm suspended unrestricted submarine warfare. However, on 4 September 1915, the *U-20*, still under the command of Walther Schwieger, sank the passenger liner, the RMS *Hesperian*, off Fastnet Rock, Ireland - close to the location of the incorrect sighting of *U-20* in May. This sinking caused 32 deaths and the admonishment of Schwieger ⁹⁷.



BULLETIN DE VICTOIRE
Triomphe naval; — plusieurs centaines femmes et enfants hors de combat; — conquis inouïes sympathies américaines.
Boussin de L. MEYER.

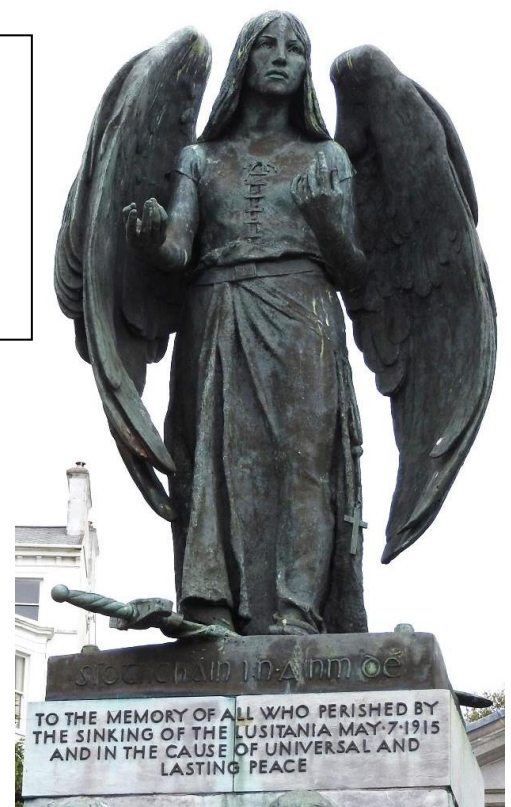
As the sea claims the Lusitania and Uncle Sam shakes his fist in rage, a smiling Kaiser Wilhelm II writes a letter of condolence to the Americans in a cartoon that appeared in the French magazine Le Rire on 22 May 1915. (© Getty)

[Text and cartoon:

<http://www.historyextra.com/article/premium/did-britain-doom-lusitania>]



The *Lusitania* Peace Memorial, Cobh. Begun in 1952, by the Irish-American sculptor Jerome Connor, the memorial was not completed until 1970



⁹⁷ Oddly, the *Hesperian* was carrying the body of *Lusitania* victim Frances Ramsey Stephens (aged 64), a Canadian philanthropist of Scottish descent and a prominent member of Montréal's high society. She was traveling aboard *Lusitania* with a grandson a maid and a nurse, all of whom were lost in the sinking. Frances' body was recovered and, after a delay of four months, was being returned to Canada to be buried with her husband in Mount Royal Cemetery. On the *Hesperian* Frances' body was in a metal casket, boxed in a wooden crate, and this sank with the ship and was never recovered. Frances Stephens, therefore, has the distinction of twice being a victim of the *U-20* and the same captain and being involuntarily buried very close to where the sinking of the *Lusitania* claimed her life.

Of the 1,960 people aboard, 1,193 (60.9%) died as the ship sank and another four survivors died shortly afterwards ⁹⁸.

The sinking caused a storm of protest in the United States because 128 American citizens were among the dead. The sinking helped shift public opinion in the United States against Germany, and was a factor in the United States' declaration of war nearly two years later. After World War I, successive British governments maintained there were no munitions on board the Lusitania and the Germans were not justified in treating the ship as a naval vessel. In 1982, the head of the British Foreign Office's North America department admitted, however, that there is a large amount of



ammunition in the wreck, some of which is highly dangerous and poses a safety risk to salvage teams. [https://wail.es/history-of-humanity/1915/0/RMS_Lusitania]

The sinking of the Lusitania is of interest locally as Able Seaman Thomas Evans of Parkgate was a casualty (see **133: Thomas Evans**) and assistant cook Joseph Duncan, also of Parkgate, survived.

On 4 November 1916, U-20 grounded on the Danish coast at Vrist, near Thorsminde. The U-20 became a curiosity item on the beach and locals travelled to see the stranded submarine. The submarine crew detonated her bow torpedoes to destroy her the next day. Schwieger and his crew had even shouted at the gawkers to stay clear as they blew up the submarine, but many stayed to watch as metal flew into the air. No one was hurt. [https://en.wikipedia.org/wiki/SM_U-20_(Germany)]

30 December 1915 The sinking of HMS Natal Whilst not a victim of enemy action, the *Natal*, a Warrior-class armoured cruiser built for the Royal Navy Barrow-in-Furness in 1905, exploded and capsized in the Cromarty Firth. Part of Britain's Grand Fleet the *Natal* was destroyed shortly after 3.25pm when a series of violent explosions tore through the rear part of the ship following an internal fire. Whilst around 400 crew, on shore leave, survived, the ship's captain (Eric Black) was hosting a film party aboard for the remainder of the crew and invited wives and children of his officers and some friends. Although quoted figures vary, it is believed that 421 people died ⁹⁹.



https://grahamlesliemccallum.wordpress.com/2015/06/11/4482/

⁹⁸ There is some contradiction in the figures quoted by some sources but the breakdown given by *The Lusitania Resource* at <http://www.rmslusitania.info/people/statistics/> is probably the most accurate. This site also provides a complete manifest (a transcription) of those aboard.

⁹⁹ In early 1915 the ship was briefly refitted at Birkenhead. There were rumours at the time that the explosion was caused by a torpedo, mine or sabotage but the Admiralty investigation concluded that it was most probably a result of faulty cordite, notoriously unstable. It is believed that cordite explosions resulted in the loss of other British ships in WW1. The *Natal* never took part in any battle in WW1.

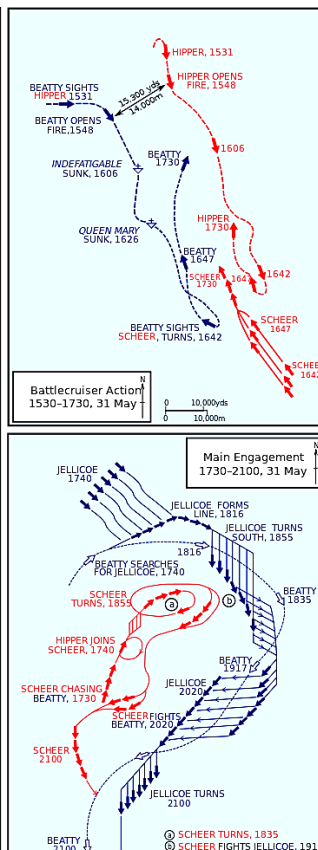


Above: Part of the Natal exhibition at the Invergordon Museum.

Left: The Natal Garden in Invergordon was opened on 15 July 2000 and contains a commemorative plaque remembering *Natal*. It was created and opened by celebrity gardener Charlie Dimmock and has a strong maritime theme. To the rear of the garden the superstructure of an oil rig in the Cromarty Firth can be seen.

31 May - 1 June 1916 The Battle of Jutland *The greatest naval battle of the First World War. Jutland had all the ingredients to be a great British naval victory, but in the event the result was much less clear-cut. The recently appointed commander of the German High Seas Fleet, Reinhard Scheer, had returned to the policy of making sorties against the British coast, confident that his codes were secure, and thus that the main British battle fleet, at*

Scapa Flow in the north of Scotland could not intervene. However, the British could read German coded messages, and were aware of Scheer's plan. At the end of May, Scheer sortied with the entire High Seas Fleet, expected that the only serious threat he would meet was Admiral Beatty's Battlecruiser squadron based on the Forth. Unfortunately for his plan, the Royal Navy knew he was coming, and the Grand Fleet sailed only minutes after the High Seas Fleet.



https://en.wikipedia.org/wiki/Battle_of_Jutland

Both fleets sailed in a similar formation, with a scouting squadron of battlecruisers sailing ahead of the main battle fleets. The battle falls into five main phases. The first came when Admiral Beatty, commanding the British battle cruisers encountered their weaker German equivalent under Admiral Hipper, (31 May) and chased them south towards the main German fleet. The second phase saw Beatty flee north, pursued by the German Dreadnoughts. So far, both sides thought the battle was going to plan, although a design flaw led to the destruction of two British battle cruisers. Now, in the third phase the Germans got a nasty surprise. Thinking themselves involved in a chase that would end with the destruction of the British battlecruisers, they found themselves under bombardment from Jellicoe's battlefleet, which they had thought to be too far north to intervene. The heavy British guns quickly forced Scheer to order a retreat, but then Scheer made what could have turned into a grievous error, turning back, possibly hoping to pass behind Jellicoe, and escape into the Baltic. However, Jellicoe had slowed down, and the German fleet found themselves crossing in front of the British fleet, and in ten minutes of gunfire suffered 27 heavy hits while only inflicting two. Once again, Scheer ordered a retreat. Finally, in the last phase of the battle, in a night of intense fighting, the retreat of the German battleships was covered by their lighter ships, while Jellicoe lost time after turning to avoid a potential torpedo attack. The Germans lost one battlecruiser, one pre-Dreadnought, four light cruisers and five destroyers, while the British lost three battlecruisers, four armoured cruisers, and eight destroyers. However, many of the surviving German heavy ships had suffered serious damage, and one result of the battle was to increase the British dominance in heavy ships.

Phase 1 – Battlecruiser Action, 1415-1800

British losses: battlecruisers **INDEFATIGABLE**, **QUEEN MARY**, destroyers **NESTOR**, **NOMAD**, **SHARK**; VC's - Major Harvey RMLI, HMS Lion, Cdr Bingham HMS Nestor, Cdr Jones HMS Shark
German losses: destroyers **V27**, **V29**

Phase 2 – First Battle Fleet Action, 1815-1845

British losses: battlecruiser **INVINCIBLE**, armoured cruisers **DEFENCE**, **WARRIOR**; VC's - Boy 1st Class Cornwall, HMS Chester,
German losses: battlecruiser **LÜTZOW**, light cruiser **WIESBADEN**

Phase 3 – Second Battle Fleet Action, c1912-1923

Phase 4 – Night actions as High Sea Fleet fights through to port, 31 May/1 June

British losses: armoured cruiser **BLACK PRINCE**; destroyers **TIPPERARY**, **SPARROWHAWK**, **FORTUNE**, **ARDENT** (plus WW2 and Falklands) **TURBULENT**
German losses: pre-Dreadnought **POMMERN**, light cruisers **FRAUENLOB**, **ELBING**, **ROSTOCK**; destroyer **V48**, **S35**, **V4**,

post-Jutland – Germany debates case for unrestricted submarine warfare to bring down Britain; commences 1 February 1917, bringing USA into the war

<http://www.naval-history.net/Cr03-20-00WW1-NREF.htm>

Jutland was the last, and largest, of the great battleship battles. Neither submarines nor aircraft played any part in the battle, despite the plans of both sides. Never again did battle fleets meet again in such numbers. Whilst the Royal Navy suffered more losses, the battle effectively ended any threat from the High Seas Fleet, which now knew it could not contest control of the North Sea with the Royal Navy. The great fleet which Kaiser Wilhelm II had been obsessed with, and which had done so much to sour relations between Britain and Germany had proved to be a blunted weapon. Despite that, the battle disappointed in Britain, where news of a new Trafalgar had been expected, and the hard-fought draw at Jutland was not appreciated until much later, whilst the Kaiser claimed a German victory.

[http://www.historyofwar.org/articles/battles_jutland.html (with minor amendment)]

1 February 1917 Germany resumed unrestricted submarine warfare Unrestricted submarine warfare was first introduced in World War I in early 1915, when Germany declared the area around the British Isles a war zone in which all merchant ships, including those from neutral countries, would be attacked by the German navy. A string of attacks on merchant ships followed, culminating in the sinking of the British ship *Lusitania* by a German U-boat on May 7, 1915. Although the *Lusitania* was a British ship and it was carrying a supply of munitions - Germany used these two facts to justify the attack - it was principally a passenger ship, and the 1,201 people who drowned in its sinking included 128 Americans. The incident prompted U.S. President Woodrow Wilson to send a strongly worded note to the German government demanding an end to German attacks against unarmed merchant ships. By September 1915, the German government had imposed such strict constraints on the operation of the nation's submarines that the German navy was persuaded to suspend U-boat warfare altogether.

17 October 1917 The Action off Lerwick Although considered a small battle by WW1 standards, this was significant in demonstrating the importance of providing adequate escorts for merchant shipping.

By 1917 British merchant ships were regularly shipping goods, including coal, across the North Sea from Norway. These convoys, only lightly defended, were targeted by the German Navy, initially using submarines (with little success) and, later, high speed surface vessels. On 16 October German U-boats identified a fleet of nine Scandinavian, one Belgian and two British steamers laden with coal heading for Lerwick. Two German light cruisers, the SMS *Brummer* and SMS *Bremse*, both adapted to appear as British cruisers, were deployed to ambush and attack the convoy which was escorted only by the British destroyers HMS *Mary Rose* and HMS *Strongbow* with two armed naval trawlers.

Although spotted by both the *Mary Rose* and the *Strongbow*, the German ships were misidentified as British vessels and so were allowed to close in on the convoy.

At 6.0am on 17 October the German ships closed to 2,700 metres before opening fire, quickly disabling HMS *Strongbow* which was then abandoned and sank at about 9.30am with the loss of 47 Officers and men after the German ships had made three separate attacks against her.

Mary Rose was hit in the engine room shortly afterwards, disabled, and sank very quickly taking with her most of her complement of 88 Officers and ratings. A few survivors with one Officer managed to escape on a raft.

With little protection, the merchant vessels now came under attack; all nine of the Scandinavian vessels were sunk. German forces were accused of shelling survivors in the water - some of whom were rescued by the trawlers - but the accusation was later denied. Although there were strong British forces at sea in the area, no report of the action was received by other ships until 3.0pm, and so the *Bremse* and the *Brummer* returned to their home port safely.

The event was regarded as an outrage by the Allies who protested that the attack on neutral ships was illegal and that the Germans gave the crews of the merchant vessels no

time to evacuate, thus resulting in a large loss of civilian lives. Both of the British destroyer commanders received credit for bravery though some members of the Admiralty felt that by leaving the convoy to engage a superior enemy force, they left the merchant steamers open to attack. [https://en.wikipedia.org/wiki/Action_off_Lerwick]

March 1918 The Northern Barrage (North Sea Mine Barrage) *The Northern Barrage, chiefly laid by the U.S. Navy, formed an attempt by the Allies in mid-1918 to seal up the northern exits of the North Sea to enemy (invariably German) U-boats. This was to be achieved by the laying of vast minefields stretching from the Orkney Islands to the Norwegian coast.*

Planning for the laying of the Northern Barrage took shape following U.S. entry into the First World War, and was largely propounded by U.S. Admiral Henry Mayo, commander of the U.S. Atlantic Fleet from June 1916 through to the end of the war; and by the British First Sea Lord Rosslyn Wemyss. In planning the Northern Barrage it was envisaged that it would usefully complement the ultimately successful - after numerous attempts - Dover Barrage.

In the event the Northern Barrage was, despite Allied propaganda to the converse, something of a failure. Planned from July 1917 and approved by the Admiralty in London the following month, inclement winter weather required that its laying be delayed until the following spring, although mines were shipped to Scotland in readiness towards the close of the year.

For a period of five months from June 1918 U.S. vessels, mainly small, laid almost 70,000 mines spanning the North Sea's northern exits. Some 80% of all mines set down were by the U.S. Navy acting chiefly alone.

Meanwhile the German Navy was well aware of the Allies' efforts in spite of unsuccessful attempts to conceal the operation. Worse still, the Barrage, once completed, proved ineffective. German U-boats continued to pierce the Allied defences and actually rose to approximately 40 per month towards the close of the war. A mere three German U-boats were trapped by the minefield ¹⁰⁰. [<http://www.firstworldwar.com/atoz/northernbarrage.htm>]

23/24 April 1918 The attack on Zeebrugge and Ostend *The Zeebrugge Raid on 23 April 1918 was an attempt by the Royal Navy to block the Belgian port of Bruges-Zeebrugge, in conjunction with a raid on the neighbouring harbour of Ostend. The British intended to sink obsolete ships in the canal entrance, to prevent German vessels from leaving port. The port was used by the Imperial German Navy as a base for U-boats and light shipping, which were a threat to Allied shipping, especially in the English Channel. Two of three blockships were scuttled in the narrowest part of the Bruges Canal and one of two submarines rammed the*

¹⁰⁰ See map of location of the barrage on page 149. The barrage consisted of 18 rows of mines laid in an east-west direction; ten rows of mines were laid at a depth of 80 ft, to be detonated by ships travelling on the surface, and submerged submarines were targeted by four rows of mines at 160 ft and another four rows at 240 ft. The American minelayers were led by Royal Navy destroyers sweeping for enemy mines and submarines with battleships and Royal Navy cruiser squadrons nearby to defend the minelaying formation, but German surface warships never became involved. Reliable information on the effectiveness of the barrage is difficult to obtain - official statistics on lost German submarines compiled on 1 March 1919 credited the North Sea mine barrage with the certain destruction of four U-boats, the probable destruction of two more, and the possible destruction of another two

<http://www.armchairgeneral.com/cdg46-zeebrugge-raid-1918.htm>



viaduct, which linked the shore and the mole, to isolate the

German garrison. The blockships were sunk in the wrong place and after a few days, the canal was open to submarines at high tide. British casualties were 583 men and German losses were 24 men; the raid was publicised by the British around the world as a great success and many medals were awarded ¹⁰¹. [Adapted from https://en.wikipedia.org/wiki/Zeebrugge_Raid]

29 October/3 November 1918 High Seas Fleet Mutiny (Kiel Mutiny)

By September 1918, Germany's military situation was close to hopeless. Kaiser Wilhelm II was

advised to request the Entente Cordiale for an immediate cease fire and put the government on a democratic footing, hoping for more favourable peace terms.

Following the Battle of Jutland, the capital ships of the imperial navy had been confined to inactive service in harbour. Many officers and crewmen had volunteered to transfer to the submarines and light vessels which still had a major part to play in the war. The discipline and spirit of those who remained, on lower rations, with the battleships tied up at dock-side, inevitably suffered. On 2 August 1917, 350 crewmen of the dreadnought Prinzregent Luitpold staged a protest demonstration in Wilhelmshaven. Two of the ringleaders were executed by firing squad while others were sentenced to prison. During the remaining months of the war, secret sailors' councils were formed on a number of the capital ships. In October 1918, the imperial naval command in Kiel planned to dispatch the fleet for a final battle against the Royal Navy in the English Channel. The naval order of 24 October 1918 and the preparations to sail triggered a mutiny among the affected sailors and then a general revolution which was to sweep aside the monarchy within a few days.

The sailors' revolt started off Wilhelmshaven, where the German fleet had anchored in expectation of a planned battle. During the night from 29 to 30 October 1918 some crews refused to obey orders. Sailors on board three ships from the Third Navy Squadron refused to weigh anchor. Part of the crew on two battleships from the First Navy Squadron, committed outright mutiny and sabotage.

¹⁰¹ The attack at Zeebrugge was led by an old cruiser, *Vindictive*, with two Mersey ferries, *Daffodil* and her sister ship *Iris II*. The ferries were chosen because of their shallow draught and double hulls. They were towed across the Channel by HMS *Vindictive* and *Daffodil*'s role was to carry one of four landing parties, known as "C" Company....specifically tasked with using explosives for demolition work. As the attack unfolded, *Daffodil* was hit in the engine room by two shells, but was able to maintain her position holding *Vindictive* against the wall of the mole. *Iris II* carried four platoons....and a storming party of sailors. *Iris* endeavoured to pull up to the mole under heavy fire in order to off-load the raiding parties but the first attempt failed as the grapple-hooks were not large enough. *Iris* continued to sustain heavy fire and at one point a shell burst through the deck into an area where 56 marines were preparing to land. 49 were killed and the rest seriously injured.

In recognition of the Zeebrugge raid the ships were renamed *Royal Daffodil* and *Royal Iris*; they returned to the Mersey on 17 May 1918, to a heroes' welcome. After repairs at Chatham, both vessels returned to service on the Mersey. The *Royal Daffodil* was finally scrapped, in Belgium, in 1938 but the *Royal Iris* continued sailing (although not as a Mersey ferry) until 1961.

[Partly adapted from:

https://en.wikipedia.org/wiki/SS_Royal_Daffodil and https://en.wikipedia.org/wiki/SS_Royal_Iris#Zeebrugge_Raid]

However, when, a day later, some torpedo boats pointed their cannons at these ships, the mutineers gave up and were led away without any resistance. Nevertheless, the naval command had to drop its plans as it was felt that the crew's loyalty could no longer be relied upon. The Third Navy Squadron was ordered back to Kiel....where 47 sailors from the Markgraf, who were seen as the ringleaders, were imprisoned. The sailors and stokers were now actively preventing the fleet from setting sail again and demanding the release of their comrades. Some 250 met in the evening of 1 November in the Union House in Kiel. Delegations sent to their officers requesting the mutineers' release were not heard. Led by the sailor Karl Artelt, who worked in the repair ship yard for torpedo boats in Kiel-Wik the sailors called for a large meeting the following day at the same place. This call was heeded by several thousand people on the afternoon of 3 November with workers' representatives also being present. The slogan "Frieden und Brot" (peace and bread) was raised showing that the sailors and workers demanded not only the release of the imprisoned but also the end of the war and the improvement of food provisions. Eventually the people supported Artelt's call to free the prisoners and they moved in the direction of the military prison where warning shots were fired followed by shots directly into the demonstrators. Seven men were killed and 29 were seriously injured.

On the morning of 4 November groups of mutineers moved through the town. Sailors in a large barracks compound in a northern district of Kiel refused obedience: after a division inspection of the commander, spontaneous demonstrations took place. Karl Artelt organised the first soldiers' council, and soon many more were set up. The governor of the navy station had to negotiate and to order the withdrawal of the units. The imprisoned sailors and stokers were freed. [Adapted from https://en.wikipedia.org/wiki/Kiel_mutiny]

11 November 1918 Armistice signed

21 November 1918 The internment of the German warships WW1 had ended on land 10 days earlier but, under the terms of the Armistice, the German High Seas Fleet had to be interned by the Allies.

The arrangements for the transfer were made between Admiral Sir David Beatty for the Allies and the German Navy on 15 November 1918, the Germans being instructed to make their surface fleet ready to sail by 18 November or the Allies would occupy Heligoland ¹⁰².

The German fleet was met in the Firth of Forth by the light cruiser *Cardiff* on the morning of 21 November and escorted to their rendezvous with over 370 ships of the combined Allied navies. There were 70 German ships in total under the command of Rear-Admiral Ludwig von Reuter; the battleship *König* and the light cruiser *Dresden*, with engine trouble, had been left behind and the destroyer *V 30* had struck a mine in the North Sea whilst crossing, and sank with the loss of two lives. Closely scrutinised by the Allies the German ships were led to anchor at Rosyth, west of Edinburgh, without incident and were ordered to lower

¹⁰² Arrangements for the transfer of the German submarines were under a separate agreement, the U-boats having to surrender to Rear-Admiral Reginald Tyrwhitt at Harwich, under the supervision of the Harwich Force. The first U-boats arrived on 20 November 1918 and, eventually, 176 were handed over.

their German flags. Rear Admiral Edward F. Bruen, on the cruiser HMS *Minotaur*, wrote to his wife:

Nov 21st 2.30 pm

Well Pansy, we have met the High Seas Fleet at last. Not all of them, but the greater part and the best ships and the latest destroyers and nearly all his U-boats. It has been misty all day and that rather impaired the spectacle as we never could see more than about half a dozen big ships and a dozen or so of destroyers at a time. They have passed on to their anchorages in the outer Firth of Forth, 9 Battleships, 5 Battle Cruisers, 7 Light Cruisers, and 49 destroyers. Then they will be anchored with the 1st BS, the 2 BCS, & 2nd L Cruiser Squadron round them. Sir C Madden is arranging the necessary inspections & examinations & taking over the ships. That will probably take till Friday & on Saturday the 1st detachment is expected to sail for Scapa with their own care and maintenance parties on board & I think our navigating parties. The remainder of the crews being sent back to Hunland.

We are now returning to harbour & on passing the *Queen Elizabeth* will give Sir David B very hearty cheers & then ring the curtain down on an extraordinarily interesting play. Interesting that is in the larger sense, but unutterably dull & monotonous in the particular for most of the actors. A play that has lasted 4 ¼ years in performance & which has been rehearsed and prepared for for 2 generations, or if you like to read it so for 1,000 years. A play in which the stage is the world wide sea, and the properties [props] everything from mens' souls to the finest production of their brains, & from millions of tons of coal to the ruin? of the 50 thousand ships that lie mouldering at the bottom of the sea.

Imperial War Museum Book of the War at Sea 1914-18 Julian Thompson

The German fleet was moved to the Royal Navy base at Scapa Flow in the Orkneys and interned there; four more German warships arrived in the next few weeks, making 74 altogether, manned by around 20,000 German seamen. Most of the Germans were sent back to Germany leaving only skeleton crews aboard the vessels; these men were not permitted to go ashore or visit the other ships and were supplied with poor quality food and other essentials by German merchant ships which came about every two weeks ¹⁰³.

Discussions about the fate of the German ships continued, slowly, at the peace conference in Paris; France and Italy wanted some of the ships for themselves but the Americans did not approve and nor did the British who wanted them all destroyed. Meanwhile, conditions aboard the German ships deteriorated and the morale of the seamen weakened.

21 June 1919 The scuttling of the German warships Command of the interned ships was in the hands of Rear-Admiral Ludwig von Reuter on the battleship *Friedrich der Grosse*.

As the final deadline neared for the German delegation to sign the Treaty of Versailles (28 June 1919), von Reuter believed that his ships would be handed over to the victorious Allies and that Germany would face further humiliation.

On the morning of Sunday 21 June, the British fleet guarding the German vessels steamed out from Scapa Flow on exercise and, at 10:30am, von Reuter's flagship, *Emden*, sent out the seemingly innocuous semaphore message *Paragraph Eleven - confirm*. This, in fact, was a code which ordered his men to scuttle their own ships, secret plans for which had been drawn up many months earlier. Although Britain had considered such action a possibility, and had contingency plans to board and take control of the German fleet if this action appeared imminent, there was some sentiment for the idea amongst the British ¹⁰⁴.

On receiving the coded message the German seamen began to open the seacocks, portholes, watertight doors and hatches, whilst also raising the German flag.

Once it was apparent that a scuttling was underway sailors from the two British ships which had remained in port, the destroyers *Vespa* and *Vega*, were sent to board the German

¹⁰³ Over seven months the number of men was reduced; 4,000 returned to Germany on 3 December, 6,000 on 6 December and 5,000 on 12 December, leaving 4,815, of whom approximately 100 were repatriated each month.

¹⁰⁴ Britain's navy was still the most powerful in the world and the scuttling of the German fleet would not only deprive Germany of its increasing maritime strength but would also prevent the distribution of the ships amongst the Allied forces, a move which would be considered as detrimental to Britain.

vessels to try and prevent their sinking. By this time most of the Germans had abandoned their ships and taken to lifeboats and rowing boats, coming under fire from the British sailors ¹⁰⁵.

The scuttling resulted in 52 ships (including 10 battleships and five battlecruisers) being sunk by the Germans, with the British managing to keep the remainder of the fleet either afloat or towed and beached in the shallower waters ¹⁰⁶. It was the single greatest loss of warships in history, and the sailors killed that day were the last fatalities of World War One.

Reuter was vilified in Britain and made a prisoner of war, along with the other 1,773 officers and men of the fleet's remaining rump crews. In Germany he was celebrated as a hero who had protected the honour of the navy. While most of the imprisoned Germans were soon returned to Germany, Reuter was among several who remained imprisoned in Britain. He was eventually released and finally returned to Germany in late January 1920.

Five months after his return from Britain, Reuter was requested to hand in his resignation from the navy. The Treaty of Versailles forced Germany to drastically reduce the size of its navy leaving Reuter without a suitable command, given his rank and age. Moving to Potsdam, he eventually became a State Councillor. On 29 August 1939, he was made full Admiral to celebrate the 25th anniversary of the Battle of Tannenberg. Reuter died in Potsdam of a heart attack on 18 December 1943.

[https://en.wikipedia.org/wiki/Ludwig_von_Reuter]

The surviving ships were later parcelled up among the Allied navies. The sunken ones were left on the bottom and a few of them have remained there ever since to become a focus for diving expeditions. In the 1920s, however, salvage attempts started and a swashbuckling young British scrap-metal dealer called Ernest Cox bought two sunken battlecruisers and 26 of the destroyers from the Admiralty and began operations to refloat them. He had divers patch holes in the hulls and then pumped air into them so that they could be towed away to yards at Rosyth and Lyness where they could be profitably broken up. He bought more ships later but his task proved difficult and expensive. By 1931 he had managed to salvage more than 30 ships and decided he had had enough. Cox was known to his death in 1959 as 'the man who bought a navy'.

[<http://www.historytoday.com/richard-cavendish/german-battle-fleet-scuttled-scapa-flow>]

One young British officer not only witnessed the astonishing events, but recorded his own dramatic involvement in an account which has remained unpublished until now.

Edward Hugh Markham David - Hugh, or "Ti" (short for "Tiny") to his family - was 18 years old in 1919, but had already been in the Royal Navy for two years.

By June he was a sub-lieutenant aboard the battleship HMS Revenge, flagship of Admiral Sir Sydney Fremantle. Fremantle was the man charged with guarding the interned ships of the German High Seas Fleet in the Orkney anchorage of Scapa Flow.

David wrote the very next day to his mother from HMS Revenge, as the battleship steamed south to Cromarty, loaded with German sailors, now prisoners-of-war. Even after nearly a century, the words are clear. So too are the feelings of the young man. In the emotion of telling his story, David got the date of his letter wrong - recording it as 26 June instead of 22 June.

[<https://www.bbc.co.uk/news/magazine-33152438>]

¹⁰⁵ Technically, the Germans had broken the terms of the Armistice and their action was interpreted as an act of war. Although some of the small boats used by the unarmed German sailors came alongside the British destroyers, and the sailors raised white flags as an act of surrender, firing continued from the British although this could not contribute in any way to saving the sinking warships. It was reported that nine German sailors were killed and 16 wounded, the last 'in action' victims of the war.

¹⁰⁶ The battleship SMS *Baden* and four light cruisers SMS *Emden*, SMS *Nürnberg*, SMS *Frankfurt* and SMS *Bremse* were prevented from sinking.

27nd
Sunday June 26th 1919.

H.M.S. REVENGE.

My Dearest Mummy,

I am writing this at sea, after witnessing perhaps the grimmest and certainly the most pathetic incident of the whole war. Out of the second biggest and finest fleet in the world, one ship remains afloat. I will start, if you will forgive me, with a wee warning - the Admiralty have just wirelessed that they are going to publish nothing yet awhile, so if you get this account before it is published, you might be tempted to publish it or something - don't on any account as it will be my exit from the service if you do -. Yesterday at 9.45 the squadron, with all destroyers at Scapa, put to sea for torpedo exercises - at 12.45 we received a wireless, informing us that a German battleship was sinking - we turned and at full speed dashed back to Scapa - we got back at 3.30 and the sight that met our gaze as we rounded the Island of Götta is absolutely indescribable. A good half of the German fleet had already disappeared, the water was one mass of wreckage of every description, boats, barbed wire floats, chairs, tables and human beings, and the "Bayern", the largest German battleship, her bow reared vertically out of the water was in the act of crashing finally bottomwards, which she did a few seconds later, in a cloud of smoke bursting her boilers as she went. As soon as we appeared we were besieged

This is the first section of the letter - the complete letter can be read at the BBC News website under the caption WW1: The letter that reveals a brutal day at Scapa Flow.

In his letter Hugh David recorded the sinking of the battleship *Bayern*, one of four super-dreadnought ships built by the Germans, although only the *Bayern* and *Baden* were completed. *Baden* was the last major warship to begin the scuttling process and British forces in the harbour managed to secure the ship and run it aground before it could sink in deeper water.

by travelers and drifters of all descriptions loaded with dead and alive Germans all piled up together. In the first a group of ragged desperadoes were clustered together in the bow, a little further aft sat the German Admiral Von Reuter and at his feet lay a German commander stretched across a hatchway with a bullet through his head, and so on, the same in them all. I have seen men killed for the first time in my life and at that without the crash of action to keep one's spirits up, and it has made me think, God, it has made me think —. About the most dramatic moment of the whole day was the meeting of the English and German Admirals. The two men were about the same height, both fine looking and tall and as the German climbed wearily over the side there was a deadly hush on board. I was

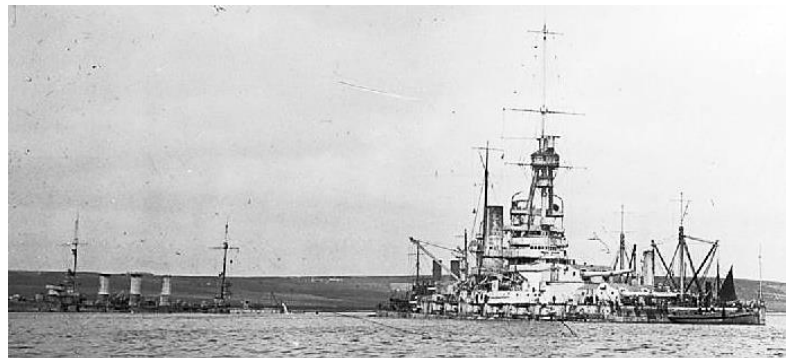
Extract from letter from

<http://www.bbc.co.uk/news/magazine-33152438>

The full, dramatic, letter can be seen at this website.

Map of Scapa Flow showing location of the German vessels between Mainland (the largest island) and the island of Hoy.

[<http://www.bbc.co.uk/news/magazine-33152438>]



Left – The *Bayern* sinking at Scapa Flow [<https://www.pinterest.co.uk/pin/212091463680741084/>]

Right – the partially submerged *Baden* at Scapa Flow with the salvage operations. To the left, also partially submerged, is the cruiser *Frankfurt*.

[https://commons.wikimedia.org/wiki/File:Salvage_at_Scapa_Flow.jpg]

⑦ When did World War 1 actually begin and end - and what was the Armistice?

Although it is commonly stated that it was the assassination of Archduke Franz Ferdinand, heir presumptive to the Austro-Hungarian throne, in Sarajevo (the capital of the Austro-Hungarian province of Bosnia and Herzegovina) on 28 June 1914 that led to the outbreak of WW1, the political situation in Europe was already tense and many had earlier considered that war was inevitable ¹⁰⁷.

Certainly, Franz Ferdinand's assassination precipitated Austria-Hungary's declaration of war against Serbia and, in turn, led to the Central Powers (including Germany and Austria-Hungary) and Serbia's allies to declare war on each other.

In brief, the early events and later entries into the war were:

28 June 1914	Franz Ferdinand assassinated at Sarajevo
5 July 1914	Kaiser William II promised German support for Austria against Serbia
28 July 1914	Austria declared war on Serbia
1 July 1914	Germany declared war on Russia
3 August 1914	Germany declared war on France and invaded Belgium
4 August 1914	Britain declared war on Germany
29 October 1914	Turkey entered the war on Germany's side
23 May 1915	Italy declared war on Germany and Austria
6 April 1917	USA declared war on Germany
5 December 1917	Armistice between Germany and Russia signed
4 October 1918	Germany asked the Allies for an Armistice
30 October 1918	Turkey made peace
3 November 1918	Austria made peace
11 November 1918	Germany signed the Armistice with the Allies

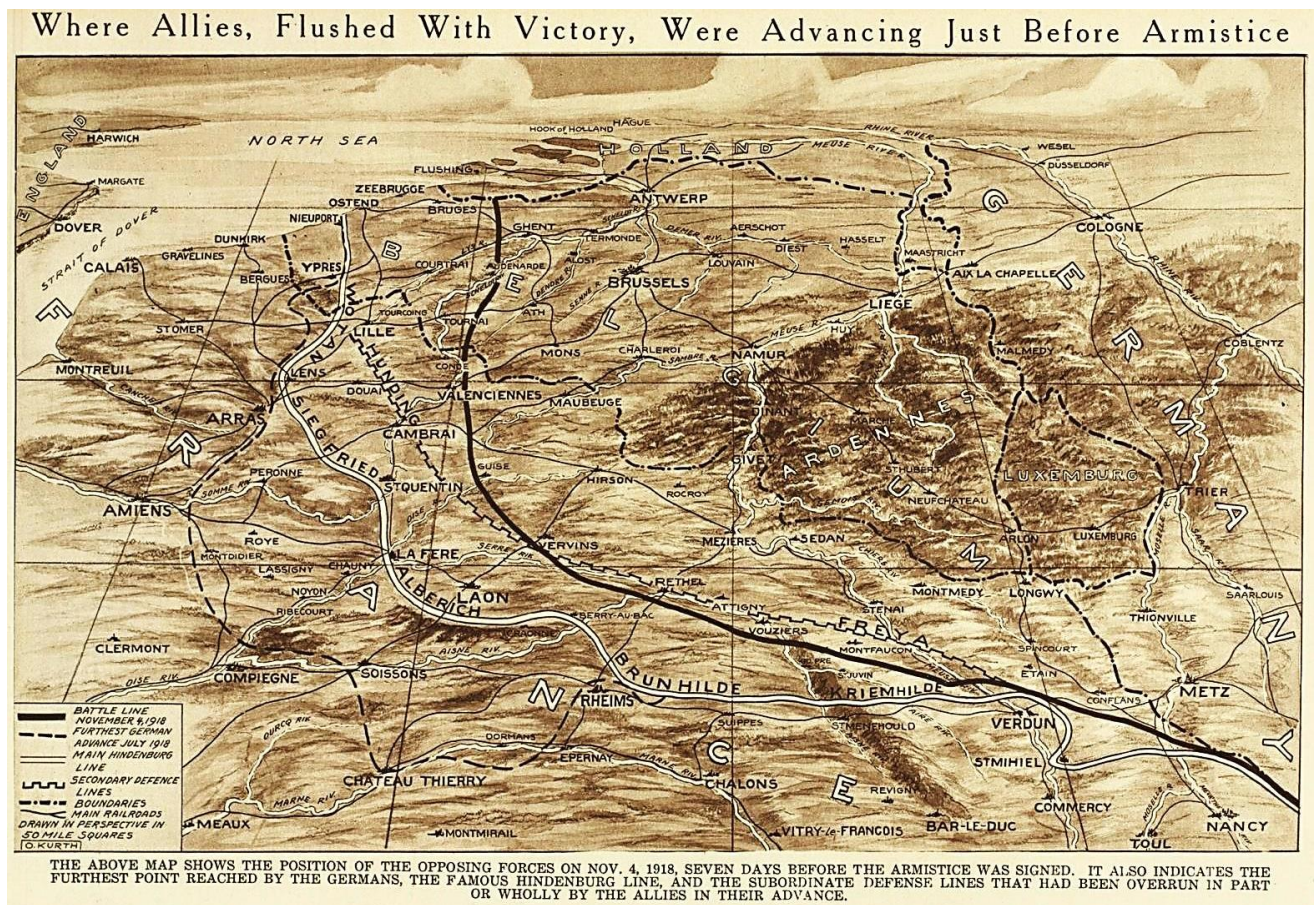
An armistice is a formal agreement between warring parties to stop fighting although it does not necessarily signal the end of a war since it may constitute only a cessation of hostilities whilst an attempt is made to negotiate a lasting peace.

An armistice is also different from a truce or ceasefire, which refer to a temporary cessation of hostilities for an agreed limited time or within a limited area. A truce may be needed in order to negotiate an armistice.

¹⁰⁷ Born in Graz, Austria, Franz Ferdinand Carl Ludwig Joseph Maria (18 December 1863 – 28 June 1914) was an Archduke of Austria-Este, Austro-Hungarian and Royal Prince of Hungary and of Bohemia and, from 1896 until his death, heir presumptive to the Austro-Hungarian throne. He was one of the wealthiest men in the country. On Sunday, 28 June 1914, at about 10:45 am, Franz Ferdinand and his wife were killed in Sarajevo by Gavrilo Princip, a student aged 19 and a member of Young Bosnia and one of a group of assassins organized and armed by a secret military society known as the Black Hand. Earlier in the day, the couple had been attacked by Nedeljko Čabrinović, who had thrown a grenade at their car. However, the bomb detonated behind them, hurting the occupants in the following car. On arriving at the Governor's residence, Franz angrily shouted, "So this is how you welcome your guests - with bombs?!"

The agreement of 11 November 1918 - also known as the Armistice of Compiègne after the location in which it was signed - ended the fighting on the Western Front from 11am Paris time although it was not a formal surrender by Germany. The terms of agreement, following the policies proposed by US President Woodrow Wilson in his Fourteen Points of 8 January 1918 (and written mainly by the French Marshal and Supreme Commander of the Allied Armies, Ferdinand Foch) included the cessation of hostilities; the withdrawal of German troops to behind their own borders¹⁰⁸; the preservation of infrastructure; the exchange of prisoners; a promise of reparations; the disposition of German warships and submarines, and conditions for prolonging or terminating the Armistice¹⁰⁹.

The Treaty of Versailles was the peace settlement signed on 28 June 1919¹¹⁰ in the Hall of Mirrors of the Palace of Versailles. In addition to the German delegation it was signed by two countries of the initial Triple Entente, France (Georges Benjamin Clemenceau) and the United Kingdom (David Lloyd George), Russia already having signed a separate treaty at Brest-Litovsk on 3 March 1918. A number of other nations that had joined later in the war, the major ones being Italy, Japan, and the United States (Woodrow Wilson), were also represented and signed other treaties.



<http://sunnycv.com/steve/maps/list-ww1.html>

¹⁰⁸ This required the immediate evacuation of German troops from occupied Belgium, France, and Luxembourg within fifteen days and called for Allied forces to occupy the Rhineland. In late 1918 Allied troops entered Germany and began the occupation.

¹⁰⁹ This also advocated the formation of a League of Nations to afford *mutual guarantees of political independence and territorial integrity to great and small states alike*.

¹¹⁰ This was exactly five years after the assassination of Franz Ferdinand at Sarajevo. The treaty was registered by the Secretariat of the League of Nations on 21 October 1919.

① How many served, and how many died – and other interesting statistics

The numbers quoted in the literature are varied and should be treated with some caution. The Statistic Brain Research Institute suggests the following, these global data referring to all the countries involved in the war:

Total number of men mobilised to fight	65 million
Percentage of men mobilised who died	57 %
Total number killed in World War I	8.5 million
Total number of casualties	37 million
Number of missing POWs	7.7 million
Number of wounded soldiers	19.7 million
Number of allied countries' military casualties	5.7 million
Number of allied country civilian casualties	3.67 million
Number of allied countries wounded	12.8 million
Number of WWI Military casualties	9,720,450
Number of Civilian casualties	8,865,650

No precise definition is given of these categories and it is unclear, for example, whether *Number of missing POWs* includes those who were later repatriated.

[<http://www.statisticbrain.com/world-war-i-statistics/>]

The Long, Long Trail (<http://www.1914-1918.net/faq.htm>) provides the following figures:

Men from United Kingdom in army in August 1914	733,514	
plus recruited from England :	4,006,158	
plus recruited from Scotland:	557,618	
plus recruited from Wales and Monmouth:	272,924	
plus recruited from Ireland:	134,202	Total : 5,704,416
plus Empire contingents sent to serve overseas:		
From Canada:	418,035	of total 628,964 in arms
From Australian and Tasmania:	330,000	of total 416,809 in arms
From New Zealand:	100,471	of total 220,099 in arms
From South Africa:	74,196	of total 136,070 in arms
From Newfoundland:	10,610	of total 11,922 in arms
From West Indies:	16,000	This total to end of 1917
From other Dominions:	31,000	Total : 980,312
Total British Army servicemen available for deployment:	7,165,280	
From the Indian Army and other 'coloured troops':	1,524,187	
Total force available for deployment:	8,689,467	

Where did these men serve?

Theatre of war	Peak strength	Total employed
France and Flanders:	2,046,901	5,399,563
Mesopotamia:	447,531	889,702
Egypt and Palestine:	432,857	1,192,511
Salonika:	285,021	404,207
Italy:	132,667	145,764
Gallipoli:	127,737	468,987
Other theatres:	293,095	475,210
	(i.e. maximum at any one time)	(i.e. served here at some time)

How many soldiers of the British Army died in WW1? [Central Statistical Office, 1920s data]

Total killed in action, plus died of wounds, disease or injury, plus missing presumed dead:	956,703	of which Royal Navy and RFC/RAF casualties were 39,527
of which, from the British Isles were:	704,803	
and from Canada, Australia, India etc	251,900	
Total British Army deaths in France and Flanders:	564,715	of which 32,098 died of disease/injury
Total British Army deaths on the Gallipoli front:	26,213	
Total British Army deaths on all other fronts:	365,375	

How many British soldiers were wounded in WW1? [Medical Services' data, 1920s]

Total British Army wounded in action, plus other casualties (e.g. accidental): if a man was wounded twice he appears here twice:	2,272,998	Royal Navy & RFC/RAF casualties: 16,862
Proportion returned to duty:	64%	
Proportion returned to duty but only for lines of communication, garrison or sedentary work:	18%	
Proportion discharged as invalids:	8%	i.e. approximately 182,000
Proportion died of wounds received:	7%	

How many soldiers of the British Army were sick in WW1?

The number of men evacuated to England from France and Flanders, who were suffering from an illness:

Year	Officers	Other ranks
1914	892	25,013
1915	5,558	121,006
1916	12,818	219,539
1917	15,311	321,628
1918	15,311	265,735

The proportion of men suffering from illnesses was very much higher in Palestine, Mesopotamia, Gallipoli and East Africa.

The website *Flanders Fields Music* gives the following figures:

Allied Countries - Losses:

Military Casualties:	5.7 million
Civilian Casualties:	3.67 million

Central Powers - Losses:

Military Casualties:	4.02 million
Civilian Casualties:	5.2 million
Military Wounded:	8.42 million

Global WWI - Losses:

Military Casualties:	9,720,450
Civilian Casualties:	8,865,650
Military Wounded:	19,769,102

Estimated Cost of WWI *(for each of the major countries involved)*

Country	Troops Deployed	Killed	Wounded	War Cost in Dollars
Germany	11,000,000	1,773,700	4,216,058	\$37,775,000,000
Russia	12,000,000	1,700,000	4,950,000	\$22,293,950,000
Great Britain	8,905,000	908,371	2,090,212	\$35,334,012,000
United States	4,355,000	126,000	264,000	\$22,625,253,000
France	8,410,000	1,357,800	4,266,000	\$24,262,583,000
Belgium	267,000	13,716	44,686	\$1,154,468,000
Canada	619,500	66,655	172,950	\$1,665,576,000
Totals	Troops Deployed	Killed	Wounded	War Cost in Dollars
Allied Powers	42,188,810	5,152,115	12,831,000	\$125,690,477,000
Central Powers	22,850,000	3,386,200	8,388,448	\$60,643,160,000
Sub Total	Troops Deployed	Killed	Wounded	War Cost in Dollars
	65,038,810	8,538,315	21,219,448	\$186,333,637,000

(<http://www.flandersfieldsmusic.com/WWI-statistics.html>)

The website *Spartacus Educational* gives the following data:

Size of Armies, 1914 – 1918 & Financial Cost of WW1

Countries in First World War	Standing Armies & Reserves In August 1914	Mobilised Forces In 1914-18	Cost in \$ in 1914-18
Russia	5,971,000	12,000,000	22,293,950,000
France	4,017,000	8,410,000	24,265,583,000
Great Britain	975,000	8,905,000	35,334,012,000
Italy	1,251,000	5,615,000	12,413,998,000
United States	200,000	4,355,000	22,625,253,000
Japan	800,000	800,000	40,000,000
Romania	290,000	750,000	1,600,000,000
Serbia	200,000	707,000	399,400,000
Belgium	117,000	267,000	1,154,468,000
Greece	230,000	230,000	270,000,000
Portugal	40,000	100,000	Not given
Montenegro	50,000	50,000	Not given
Germany	4,500,000	11,000,000	37,775,000,000
Austria-Hungary	3,000,000	7,800,000	20,622,960,000
Turkey	210,000	2,850,000	1,430,000,000
Bulgaria	280,000	1,200,000	815,200,000

Spartacus records that

When the British Army went into action in the summer of 1914, a number of offences were punishable with death. This included mutiny, cowardice before the enemy, self-inflicted wounds, disobedience of a lawful order, desertion or attempted desertion, sleeping or being drunk on post, striking a superior officer, casting away arms or ammunition in the presence of the enemy, leaving a post without orders, abandoning a position, and treacherously communicated with or in any way assisting the enemy.

and gives the following data regarding executions in the British army during the war:

Executions in the British Army: 1914-1918					
Offence	1914	1915	1916	1917	1918
Desertion	3	46	71	90	35
Cowardice	1	4	10	2	-
Quitting Post	-	2	2	2	1
Disobedience	-	1	3	1	-
Murder	-	2	4	3	10
Striking a superior officer	-	-	3	1	-
Casting away arms	-	-	1	1	-
Mutiny	-	-	1	2	-
Sleeping on post	-	-	-	2	-
Totals	4	55	95	104	46

Spartacus also provides statistics for the number of soldiers injured and killed through poison gas attacks:

and for the casualties sustained by the combatants:

Country	Non-Fatal	Deaths	Total
British Empire	180,597	8,109	188,706
France	182,000	8,000	190,000
United States	71,345	1,462	72,807
Italy	55,373	4,627	60,000
Russia	419,340	56,000	475,340
Germany	191,000	9,000	200,000
Austria-Hungary	97,000	3,000	100,000
Others	9,000	1,000	10,000
Total	1,205,655	91,198	1,296,853

Allied Powers

Countries	Total Mobilised	Killed & Died	Wounded	Prisoners & Missing	Total Casualties	Casualties % Mobilised
Russia	12,000,000	1,700,000	4,950,000	2,500,000	9,150,000	76.3
France	8,410,000	1,357,800	4,266,000	537,000	6,160,800	76.3
British Empire	8,904,467	908,371	2,090,212	191,652	3,190,235	35.8
Italy	5,615,000	650,000	947,000	600,000	2,197,000	39.1
United States	4,355,000	126,000	234,300	4,500	364,800	8.2
Japan	800,000	300	907	3	1,210	0.2
Romania	750,000	335,706	120,000	80,000	535,706	71.4
Serbia	707,343	45,000	133,148	152,958	331,106	46.8
Belgium	267,000	13,716	44,686	34,659	93,061	34.9
Greece	230,000	5,000	21,000	1,000	17,000	11.7
Portugal	100,000	7,222	13,751	12,318	33,291	33.3
Montenegro	50,000	3,000	10,000	7,000	20,000	40.0
Total	42,188,810	5,152,115	12,831,004	4,121,090	22,104,209	52.3

Central Powers

Countries	Total Mobilised	Killed & Died	Wounded	Prisoners & Missing	Total Casualties	Casualties % Mobilised
Germany	11,000,000	1,773,700	4,216,058	1,152,800	7,142,558	64.9
Austria-Hungary	7,800,000	1,200,000	3,620,000	2,200,000	7,020,000	90.0
Turkey	2,850,000	325,000	400,000	250,000	975,000	34.2
Bulgaria	1,200,000	87,500	152,390	27,029	266,919	22.2
Total	22,850,000	3,386,200	8,388,448	3,629,829	15,404,477	67.4

These data provide an overall total of:

	Total Mobilised	Killed & Died	Wounded	Prisoners & Missing	Total Casualties	Casualties % Mobilised
Overall Total	65,038,810	8,538,315	21,219,452	7,750,919	37,508,686	57.6

(<http://spartacus-educational.com/FWWstatistics.htm>)

Wikipedia provides some additional, and more complex, statistics for the combatant nations including (for selected countries, in descending order of population size):

Country	Population (millions)	Combat deaths and missing in action	Total Military Deaths (all causes)	Deaths as % of the population	Military Wounded
India	315.1	64,449	64,449 to 73,905	0.02	69,214
Russian Empire	175.1	1,700,000	1,700,000 to 2,254,36	1.62 to 1.94	3,749,000 to 4,950,000
United States	92.0	53,402	116,708	0.13	204,002
German Empire	64.9	1,800,000	2,037,000	3.39 to 4.32	4,215,662
Austria-Hungary	51.4	1,016,200	1,200,000 to 1,494,200	3.48 to 4.05	3,620,000
United Kingdom	45.4	744,000	744,000 to 887,858	1.91 to 2.23	1,675,000
France	39.6	1,150,000	1,357,000 to 1,397,800	4.29 to 4.39	4,266,000
Italy	35.6	460,000	460,000 to 651,000	2.96 to 3.49	947,000
Ottoman Empire	21.3	305,085	325,000 to 771,844	13.26 to 15.36	400,000 to 763,753
Belgium	7.4	38,170	38,170 to 58,637	1.67 to 1.95	44,686
Canada	7.2	56,638	56,639 to 64,996	0.81 to 0.93	149,732
Australia	5.0	61,527	59,330 to 62,149	1.19 to 1.24	152,171
Greece	4.8	5,000	5,000 to 26,000	3.23 to 3.67	21,000
Serbia	4.5	127,500	300,000 to 450,000	16.67 to 27.78	133,148
New Zealand	1.1	18,166	16,711 to 18,060	1.52 to 1.64	41,317

The History Learning Site (<http://www.historylearningsite.co.uk/modern-world-history-1918-to-1980/the-treaty-of-versailles/>) gives the following information:

World War One had left Europe devastated. Those countries that had fought in it, had suffered casualties never experienced before:

Britain :	750,000 soldiers killed	1,500,000 wounded
France :	1,400,000 soldiers killed	2,500,000 wounded
Belgium :	50,000 soldiers killed	
Italy :	600,000 soldiers killed	
Russia :	1,700,000 soldiers killed	
America :	116,000 soldiers killed	

Those who had fought against the Allies suffered heavy casualties as well:

Germany :	2,000,000 soldiers killed
Austria-Hungary :	1,200,000 soldiers killed
Turkey :	325,000 soldiers killed
Bulgaria :	100,000 soldiers killed

The total deaths of all nations who fought in the war is thought to have been 8.5 million with 21 million being wounded.

Alongside these statistics, was the fact that vast areas of north-eastern Europe had been reduced to rubble. Flanders in Belgium had been all but destroyed with the ancient city of Ypres being devastated. The homes of 750,000 French people were destroyed and the infrastructure of this region had also been severely damaged. Roads, coal mines, telegraph poles had all been destroyed and such a loss greatly hindered the area's ability to function normally.

During mid-1918, Europe was hit by Spanish flu and an estimated 25 million people died. This added to the feeling of bitterness that ran through Europe and this anger was primarily directed at Germany.

How many men from Burton and Neston served in WW1?

Whilst this is an interesting and important question it is, at this distance in time and with so little evidence, almost impossible to answer with a high level of certainty; over the years several different estimates have been made although little justification for the numbers has ever been offered.

However, a generalised estimate range can be given based on one criterion - the survival rate of Service Records. On page 48 of this work it is noted that it has been estimated that 60% of WW1 Service Records were destroyed completely in WW2.

Whilst this work records 171 men of Burton and Neston who died, five of these are currently unidentified or uncertain and five others [10: Thomas Campion (Royal Naval Reserve) : 95: William Niven (Mercantile Marine Captain) : 117: John William Bedson (Deck Hand in the Royal Naval Reserve) : 134: Thomas Evans (Able Seaman on the Lusitania) : 147: William Kemp (2nd Steward, Mercantile Marine Reserve)] may not have had a Service Record. Of the remaining 161, the Service Records of 48 men have been located – this represents 29.8%.

In addition to the Service Records of those men who died the Service Records of 198 men from Neston and 22 from Burton and Puddington, all of whom survived the war, have been found.

In total, therefore, the Service Records of 268 'local' men are known; if this represents 40% of the total of the men from the area who took part in the war we can estimate that 670 men served. However, if these 268 men represent just 29.8% of the men, then 899 served.

Little confidence can be attached to either of these figures - they are both likely to be underestimates, and it is more probable (if the underestimate is taken as 15%) that the number of men who served lies within the range 770 – 1034.

⑤ The Commonwealth War Graves Commission - graves, memorials and cemeteries

The Commonwealth War Graves Commission [CWGC] (<http://www.cwgc.org/>) provides an excellent free service in commemorating the 1.7 million Commonwealth citizens who died in both World Wars.

CWGC, founded in 1917, is an intergovernmental organisation of six independent member states whose principal function is to mark, record and maintain the graves and places of commemoration of Commonwealth of Nations military service members who died in the two World Wars. The Commission is also responsible for commemorating Commonwealth civilians who died as a result of enemy action during World War II.

The Commission, as part of its mandate, is responsible for commemorating all Commonwealth war dead individually and equally. To this end, the war dead are commemorated by name on a headstone, at an identified site of a burial, or on a memorial. War dead are commemorated uniformly and equally, irrespective of military or civil rank, race or creed.

The Commission is currently responsible for the continued commemoration of 1.7 million deceased Commonwealth military service members in 153 countries. Since its inception, the Commission has constructed approximately 2,500 war cemeteries and numerous memorials. The Commission is currently responsible for the care of war dead at over 23,000 separate burial sites and the maintenance of more than 200 memorials worldwide. In addition to commemorating Commonwealth military service members, the Commission maintains, under arrangement with applicable governments, over 40,000 non-Commonwealth war graves and over 25,000 non-war military and civilian graves. The Commission operates through the continued financial support of the member states: United Kingdom, Canada, Australia, New Zealand, India and South Africa. The current President of the Commonwealth War Graves Commission is Prince Edward, Duke of Kent.

The Commission only commemorates those who have died during the designated war years, while in Commonwealth military service or of causes attributable to service. The applicable periods of consideration are 4 August 1914 to 31 August 1921 for the First World War and 3 September 1939 to 31 December 1947 for the Second World War. The end date for the First World War period is the official end of the war, while for the Second World War the Commission selected a date approximately the same period after VE Day as the official end of the First World War was after the 1918 Armistice.

Civilians who died as a result of enemy action during the Second World War are commemorated differently from those that died as a result of military service. They are commemorated by name through the Civilian War Dead Roll of Honour located in St George's Chapel in Westminster Abbey. In addition to its mandated duties, the Commission maintains, under arrangement with applicable governments, over 40,000 non-Commonwealth war graves and over 25,000 non-war military and civilian graves. [https://en.wikipedia.org/wiki/Commonwealth_War_Graves_Commission]

The following, taken directly from the CWGC website (the italicised text), gives the basic background to the Commission and its work.

Our cemeteries, burial plots and memorials are a lasting tribute to those who died in some 154 countries across the world.

Our Register records details of Commonwealth war dead so that graves or names on memorials can be located.

The Commonwealth War Graves Commission owes its existence to the vision and determination of one man - Sir Fabian Ware.

Neither a soldier nor a politician, Ware was nevertheless well placed to respond to the public's reaction to the enormous losses in the war. At 45 he was too old to fight but he became the commander of a mobile unit of the British Red Cross. Saddened by the sheer number of casualties, he felt driven to find a way to ensure the final resting places of the dead would not be lost forever. His vision chimed with the times. Under his dynamic leadership, his unit began recording and caring for all the graves they could find. By 1915, their work was given official recognition by the War Office and incorporated into the British Army as the Graves Registration Commission.

Royal Recognition

Ware was keen that the spirit of Imperial cooperation evident in the war was reflected in the work of his organisation. Encouraged by the Prince of Wales, he submitted a memorandum to the Imperial War Conference. In May 1917, the Imperial War Graves Commission was established by Royal Charter, with the Prince serving as President and Ware as Vice-Chairman.

The Commission's work began in earnest after the Armistice. Once land for cemeteries and memorials had been guaranteed, the enormous task of recording the details of the dead began. By 1918, some 587,000 graves had been identified and a further 559,000 casualties were registered as having no known grave.

Establishing principles

The Commission set the highest standards for all its work. Three of the most eminent architects of the day - Sir Edwin Lutyens, Sir Herbert Baker and Sir Reginald Blomfield - were chosen to begin the work of designing and constructing the cemeteries and memorials. Rudyard Kipling was tasked, as literary advisor, with advising on inscriptions.

Ware asked Sir Frederic Kenyon, the Director of the British Museum, to interpret the differing approaches of the principal architects. The report he presented to the Commission in November 1918 emphasised equality as the core ideology, outlining the principles we abide by today.

Graves and headstones

Individual graves are marked by uniform headstones, differentiated only by their inscriptions: the national emblem or regimental badge, rank, name, unit, date of death and age of each casualty is inscribed above an appropriate religious symbol and a more personal dedication chosen by relatives. Where there is risk of earth movement, graves are marked instead by bronze plaques on low pedestals.

The headstones have a standard upper-case lettering designed by MacDonald Gill ¹¹¹. Within War Cemeteries the individual graves are arranged, wherever possible, in straight rows and marked by uniform headstones made, generally, of Portland stone ¹¹². The original headstone dimensions were 76 centimetres (30in) tall, 38 cm (15in) wide, and 7.6 cm (3in) thick. The headstones have straight sides and a gently-curved top. Most headstones are inscribed with a cross, except where it was known that the recipient was atheist or non-Christian. In the case of burials of Victoria Cross or George Cross recipients, the regimental badge is supplemented by the VC or GC emblem.

¹¹¹ Leslie MacDonald Gill (6 October 1884 - 14 January 1947), commonly known as MacDonald Gill or Max Gill, was a noted early-twentieth century graphic designer, cartographer, artist and architect. Born in Brighton, he was the younger brother of Eric Gill, one of the leading figures of the Arts and Crafts movement. [Wikipedia]

¹¹² Portland stone is a fine-grained off-white Jurassic limestone quarried extensively on the Isle of Portland, Dorset. Attractive, and hard-wearing, the rock has been used extensively as a building stone throughout Britain and commonly for significant public buildings such as St Paul's Cathedral and Buckingham Palace.

The numerous headstones for unidentified casualties have less detail; any information obtained from the body may be inscribed. Headstones marking the graves of those for whom no details are known are inscribed *A Soldier of the Great War known unto God* ¹¹³.

Some headstones bear the text *Believed to be buried in this cemetery* if the exact location of the grave is not known. In some cases soldiers were buried in collective graves and distinguishing one body from another was not possible and thus one headstone covers more than one grave. The headstone does not denote any specific details of the death except for its date and, even then, only if it is known, and are deliberately ambiguous about the cause of death.



The headstone of an Unknown Soldier of WW1 in Anglesey
[<http://1914-1918.invisionzone.com/>]

Due to local conditions it was sometimes necessary for the Commission to deviate from its standard design. In places prone to extreme weather or earthquakes, such as Thailand and Turkey, stone-faced pedestal markers are used instead of the normal headstones. These measures are intended to prevent masonry being damaged during earthquakes or sinking into sodden ground. In Italy, headstones were carved from Chiampo Perla limestone because it was in more plentiful supply. In Struma Military Cemetery, in Greece, to avoid risk of earthquake damage, small headstones are laid flush to the ground. Due to their smaller size, the markers often lack unit insignia.

[Adapted largely from https://en.wikipedia.org/wiki/Commonwealth_War_Graves_Commission]

It should be remembered that not all war dead are buried in War Cemeteries - some died in Britain, of illness or whilst recuperating from war-related injury - and so are buried in British churchyards and cemeteries and not all graves containing war dead are marked with a CWGC headstone. Locally, for example, some men recognised as being casualties of WW1 are buried at Neston Parish Church, Neston Cemetery, Burton Parish Church, St Winefride's, Willaston Parish Church and at West Kirby.



Left: Edward Lloyd (Neston Cemetery) – 14 June 1917 (Aged 29)
Right: James Woodward (Neston Parish Church) – 3 April 1917 (Aged 18)

¹¹³ Rudyard Kipling, working for the CWGC, penned this epithet. Kipling's contributions to the War Graves Commission included the choices for headstones: "Their name liveth for evermore" on stones of remembrance, "Their glory shall not be blotted out" for those whose burial places had been destroyed, and "A soldier of the Great War known unto God" on graves for which a name could not be found. He also accompanied George V to the cemeteries and composed a speech for him that contained the powerful line: "There can be no more potent advocates for peace upon earth than this massed multitude of witnesses to the desolation of war." [<https://www.theguardian.com/theguardian/2013/nov/25/kiplings-epitaphs>]

For local CWGC-recognised graves of WW1 casualties, the CWGC has the following records [Note – since these screenshots were taken the CWGC website has been revised (late 2017) and the information, although the same as here, appears in a different format]:

Churchyard of Neston Parish Church – 7 burials

All the men named here are considered in this account.

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference
CAMPION, T	Deck Hand	22066/DA	09/10/1918		Royal Naval Reserve	United Kingdom	In North-West part.
MEALOR, S	Private	200780	03/11/1917		Cheshire Regiment	United Kingdom	In North-West part.
MILNER, S	Private	49532	08/01/1920		Cheshire Regiment	United Kingdom	In North-West part.
ROWLANDS, GEORGE	Serjeant	330608	15/07/1918	23	The King's (Liverpool Regiment)	United Kingdom	In South-West part.
TOWERT, W S	Private	24400	26/11/1916		King's Shropshire Light Infantry	United Kingdom	West of Church.
WILLIAMS, R J	Private	11285	01/02/1919	24	Cheshire Regiment	United Kingdom	West of Church.
WOODWARD, JAMES	Private	TR/4/17473	03/04/1917	18	Welsh Regiment	United Kingdom	West of Church.

Neston Cemetery, Raby Road – 11 burials

All the men named here are considered in this account.

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference
DAVIES, J R	Private	6437	04/03/1918	36	Cheshire Regiment	United Kingdom	I. E. 20.
DUNCAN, R	Private	201007	12/10/1919		Cheshire Regiment	United Kingdom	I. E. 16.
CAMERON, JOHN	Air Mechanic 1st Class	55161	08/06/1921	44	Royal Air Force	United Kingdom	6. F. 1.
CARTMEL, J W	Private	M2/191013	20/09/1920	29	Royal Army Service Corps	United Kingdom	I. E. 2.
EDWARDS, J	Private	M/408302	18/11/1919	46	Royal Army Service Corps	United Kingdom	I. E. 14.
GAMON, SYDNEY PERCIVAL	Captain		23/03/1918	23	Royal Flying Corps	United Kingdom	I. G. 1.
JOHNSON, T	Private	64384	18/10/1918	39	Cheshire Regiment	United Kingdom	I. B. 4.
LEIGHTON, A	Private	12253	01/11/1918	35	Royal Welsh Fusiliers	United Kingdom	I. D. 13.
LLOYD, E	Private	W/180	14/06/1917	29	Cheshire Regiment	United Kingdom	I. B. 7.
MINSHULL, W	Private	34556	10/11/1918		King's Shropshire Light Infantry	United Kingdom	I. B. 8.
TOZER, W H	Private	5556	07/09/1916		London Regiment	United Kingdom	I. A. 7.

Churchyard of St. Winefride Roman Catholic Church, Little Neston – 2 burials

The two men named here are considered in this account.

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference
DOWNEY, J L	Private	188612	30/11/1918		Machine Gun Corps (Infantry)	United Kingdom	North-East of Church.
KEMP, WILLIAM	2nd Steward	550817	01/10/1918	29	Mercantile Marine Reserve	United Kingdom	In North-East part, on boundary.



The CWGC recognises two War Graves in the churchyard at St Winefride's, although neither has a CWGC headstone. Both are family graves - perhaps, the families wished the men to be commemorated only on the existing headstone.

Above: The Millett/Downey grave commemorates the two brothers, Joseph Lawrence Downey and Thomas Edward Downey, both recognised by the CWGC as WW1 casualties. Only Joseph, who died of influenza on 30 November 1918 (aged 19, nearly 3 weeks after the 11 November 1918 Armistice) whilst undergoing military training, is buried here. Thomas Downey died in action at Gillemont Farm near Ypres on 9 September 1917 when ... *in the morning the farm was heavily bombarded with heavy Enemy Trench Mortar, one sap being completely blown in - eight other ranks being killed and three wounded.* As Thomas was buried at Villers-Faucon Communal Cemetery Extension, not in Neston, the CWGC recognition of the grave at St Winefride's is a consequence of Joseph's burial.

Above: The family grave containing the remains of William Kemp. It is recorded that William Kemp was a Second Steward in the Mercantile Marine Reserve, serving on HMS *Eaglet* when he died on 1 October 1918, just a few weeks before the end of the war, although little else is known. However, HMS *Eaglet* was stationed in Salthouse Dock and it is believed that William died of an unnamed illness.

Churchyard of Burton Parish Church – 1 burial

Harry H. Mellor is considered in this account.

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference
MELLOR, H H	2nd Corporal	1253	04/03/1919		Royal Engineers	United Kingdom	In West part.

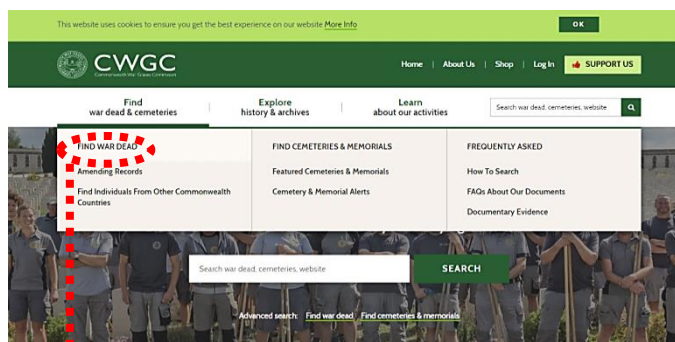
Churchyard of Willaston Parish Church – 7 burials

Because of their connection to Neston or Burton John William Moss and Kenneth Montgomery Crook Smyth are considered in this account.

All the men named on the CWGC, with the exception of T. Jones, are considered briefly in the publication 'Lest We Forget : Willaston Remembers Its First World War Fallen'.

Name	Rank	Service Number	Date of Death	Age	Regiment / Service	Service Country	Grave / Memorial Reference
DICKINSON, J	Private	T/329214	09/02/1919	23	Royal Army Service Corps	United Kingdom	L6 South.
GONNER, E D L	Second Lieutenant		02/07/1918		Royal Warwickshire Regiment	United Kingdom	A35 South.
JONES, T	Gunner	92475	26/05/1920		Royal Garrison Artillery	United Kingdom	N5 South.
LONSDALE, JAMES RAYMOND McLINTOCK	Lieutenant		29/10/1914	20	4th (Queen's Own) Hussars	United Kingdom	A30 South.
MOSS, JOHN WILLIAM	Private	30801	27/02/1919	31	South Wales Borderers	United Kingdom	N11.
WRIGHT, R	Private	10905	28/04/1918	31	Scots Guards	United Kingdom	A19 South.
SMYTH, K M C	Private	TR3/84806	01/11/1918	18	Manchester Regiment	United Kingdom	B28 South.

To illustrate the information available through the free CWGC website we may take the example of one of the men commemorated in Neston both at the Parish Church and at the Neston URC, **34: James Maxwell Hampson**. The plaque in Neston Parish Church records the name as: SERGT M. HAMPSON. In the URC he is named as J. MAXWELL HAMPSON.



Clicking on FIND WAR DEAD brings up this form

Using just the first section of the search box just 3 of the search criteria (outlined in red) have been completed

Clicking on the green SEARCH button this basic search generates 47 possibilities which match the criteria entered. This is the third page of these possibilities. Whilst it is possible to look at each entry in turn, scrolling through the list brings up J.M. HAMPSON as the 42nd possibility. If other search criteria are entered, fewer possibilities are shown.

Showing 47 record(s) sorted by: Relevance

Download results

War	Last name Rank Service Number	First names or initials	Date of death Age Cemetery/Memorial	Regiment Country of service
☐ First World War (47)	HAMPSON Trooper 865	JAMES ARMISTEAD	Friday, August 20, 1915 Age 31 LONE PINE MEMORIAL	Australian Light Horse Australia
☐ Served with	HAMPSON Lance Sergeant 250421	J M	Friday, March 8, 1918 Age 26 NEW IRISH FARM CEMETERY	Royal Scots United Kingdom
☐ Served in	HAMPSON Lance Corporal 30127	JOSEPH BELL	Wednesday, November 28, 1917 Age 25 DOZINGHEM MILITARY CEMETERY	Border Regiment United Kingdom
☐ Country	HAMPSON Private 268394	J W	Sunday, September 17, 1916 Age 36 GUARDS CEMETERY, LESBOULFS	The King's (Liverpool Regiment) United Kingdom
☐ Cemetery or memorial	HAMPSON Private 47858	JOHN WILLIAM	Monday, April 23, 1917 Age 25 ARRAS MEMORIAL	Manchester Regiment United Kingdom
☐ ARRAS MEMORIAL (4)	HAMPSON Second Lieutenant 5057	J S	Tuesday, May 21, 1918 Age 36 HOLCHURN BRITISH CEMETERY	South Lancashire Regiment United Kingdom
☐ THIÉVAL MEMORIAL (3)	HAMPSON Private 5057	JAMES HIRAM	Monday, September 18, 1916 Age 36 THIÉVAL MEMORIAL	King's Own (Royal Lancaster Regiment) United Kingdom

20 Results per page

Previous 1 2 3

Clicking on this name brings up a further screen with additional, but limited, information.



Unfortunately, the information does not, in this case, give the full name and there is no photograph.

Important information - not always complete - on the man's rank, Service Number, Date of Death, Age at Death, Regiment and Battalion is given. Sometimes, as here, there is a small amount of additional detail. Clicking on CEMETERY DETAILS brings further information. It may be possible to view a photograph of the grave or inscription (the website <https://www.findagrave.com/> is useful for additional information such as this).

Clicking on the tabs and images in CWGC ARCHIVES give enlarged views, although little additional information is provided.



Beyond the information generated by using the CWGC website, other sources (census returns, Service documents, newspapers etc) have to be investigated.

The website, <http://www.cwgc.org>, notes

From the Menin Gate Memorial in Belgium and the Thiepval Memorial to the Missing in France to India Gate in Delhi and the Helles Memorial in Turkey, the Commission tends some of the most iconic architectural structures in the world. From tiny cemeteries containing just a handful of graves to Tyne Cot Cemetery in Belgium with over 11,000 burials, the Commission ensures the memory of all those who perished is preserved with utmost respect.

The architects who worked for the Commission in the early years were given freedom to interpret their ideas in response to the First World War within the parameters of simple guidelines. The result was some of the most original and moving architecture. Many of these now stand as landmarks on the sites of former battlefields, a physical manifestation of the history of two world wars.

From the outset the Commissioners were determined to employ the very best architects to carry out their vision to create a worthy and lasting memorial to the 1.1 million dead of the First World War. To that end they engaged three principal architects: Sir Edwin Lutyens, Sir Reginald Blomfield and Sir Herbert Baker.

Closely aided by Charles Holden and working with so-called junior architects, including Wilhelm Clement von Berg, W. H. Cowlshaw and N.A. Rew, the principal architects were predominantly active in Belgium and Northern France, where their work is complemented by C.S. Jagger's rugged and realistic sculptures of soldiers, the stone figures carved by Eric Kennington and a specially commissioned font created by Macdonald Gill which is used for all headstone inscriptions.

Further afield Sir Robert Lorimer was responsible for Italy and Greece, while Sir John Burnet took on the task of creating cemeteries and memorials on the Gallipoli peninsula. Edward Warren worked in the Middle East.

The design of War Cemeteries

Sir Frederic Kenyon summed up his vision for the Commission cemeteries in February 1918 thus: the general appearance of a British cemetery will be that of an enclosure with plots of grass or flowers (or both) separated by paths of varying size, and set with orderly rows of headstones, uniform in height and width. Shrubs and trees will be arranged in various places, sometimes as clumps at the junctions of ways, sometimes as avenues along the sides of the principal paths, sometimes around the borders of the cemetery. The graves will, wherever possible, face towards the east, and at the eastern end of the cemetery will be a great altar stone, raised upon broad steps, and bearing some brief and appropriate phrase or text. Either over the stone, or elsewhere in the cemetery, will be a small building, where visitors may gather for shelter or for worship, and where the register of the graves will be kept. And at some prominent spot will rise the Cross, as the symbol of the Christian faith and of the self-sacrifice of the men who now lie beneath its shadow.

The Commission has always believed in honouring all casualties equally, without distinction on account of rank, race or creed. Within the framework set down by Sir Frederic Kenyon, who described his vision for the cemeteries in a report in 1918, the architects were free to interpret their own ideas. Thus individual cemeteries, while conforming to the guidelines, often have great character and beauty, responding to the local environment or the surrounding architecture. No two cemeteries are the same but they all more or less conform to the same pattern.

Common features of our cemeteries are the surrounding stone walls and wrought-iron gates. At larger sites, you will also find a shelter building where the cemetery register is stored behind a bronze door. This will give you information about conflicts fought in the area and a history of the cemetery. In

all but the smallest cemeteries, there is a register box containing an inventory of the burials and a plan of the plots and rows.

In any cemetery with over 40 graves, you can find the Cross of Sacrifice, designed by the architect Sir Reginald Blomfield to represent the faith of the majority. By using a simple cross embedded with a bronze sword and mounted on an octagonal base, Blomfield hoped, in his words, 'to keep clear of any of the sentimentalities of Gothic'.

Cemeteries with over 1,000 burials have a Stone of Remembrance designed by Sir Edwin Lutyens to commemorate those of all faiths and none. The geometry of the structure was based on studies of the Parthenon and steers purposefully clear of shapes associated with particular religions.

Memorials to the missing

Around 300,000 British and Commonwealth soldiers are remembered on memorials to the missing - men who were killed in action but have no known grave - in France & Belgium. The largest of these is the Thiepval Memorial which commemorates 72,244 officers and men who were lost on the Somme.

The CWGC records

The Thiepval Memorial, the Memorial to the Missing of the Somme, bears the names of more than 72,000 officers and men of the United Kingdom and South African forces who died in the Somme sector before 20 March 1918 and have no known grave. Over 90% of those commemorated died between July and November 1916. The memorial also serves as an Anglo-French Battle Memorial in recognition of the joint nature of the 1916 offensive and a small cemetery containing equal numbers of Commonwealth and French graves lies at the foot of the memorial.



<http://www.webmatters.net/txtpat/?id=351>

The memorial, designed by Sir Edwin Lutyens, was built between 1928 and 1932 and unveiled by the Prince of Wales, in the presence of the President of France, on 1 August 1932...

The second largest British and Commonwealth memorial to the missing in Europe is the Menin Gate Memorial at Ypres (now Ieper) which lists 54,392 men from the Commonwealth nations (except New Zealand) which was designed by Sir Reginald Blomfield, with sculpture by Sir William Reid-Dick, and which was unveiled by Lord Plumer on 24 July 1927. In the case of British casualties, only those who died prior to 16 August 1917 are named.

This is one of four memorials to the missing in Belgian Flanders which cover the area known as the Ypres Salient, an area of intense fighting through the war.



<https://www.dreamstime.com/royalty-free-stock-images-menin-gate-memorial-ypres-image13600659>

The third largest British and Commonwealth memorial to the missing in Europe is the Tyne Cot Memorial, also at Ypres, and part of the Tyne Cot Commonwealth War Graves Cemetery ¹¹⁴. Here, 34,916 missing men who were reported as missing between 16 August 1917 and September 1918 are recorded. Wikipedia records that

Upon completion of the Menin Gate memorial to the missing in Ypres, builders discovered it was not large enough to contain all the names as originally planned. They selected an arbitrary cut-off date of 15 August 1917 and the names of the UK missing after this date were inscribed on the Tyne Cot memorial instead. Additionally, the New Zealand contingent of the Commonwealth War Graves Commission declined to have its missing soldiers' names listed on the main memorials, choosing instead to have names listed near the appropriate battles. Tyne Cot was chosen as one of these locations.

The location of Tyne Cot marks the furthest point reached by Commonwealth forces in Belgium until nearly the end of the war. New Zealand casualties that died prior to 16 August 1917 are commemorated on memorials at Buttes New British Cemetery and Messines Ridge British Cemetery.

The Arras Memorial, designed by Sir Edwin Lutyens, is the fourth largest memorial dedicated to the missing soldiers of Britain and the Commonwealth. The CWGC notes that it

..commemorates almost 35,000 servicemen from the United Kingdom, South Africa and New Zealand who died in the Arras sector between the spring of 1916 and 7 August 1918, the eve of the Advance to Victory, and have no known grave. The most conspicuous events of this period were the Arras offensive of April-May 1917, and the German attack in the spring of 1918. Canadian and Australian servicemen killed in these operations are commemorated by memorials at Vimy and Villers-Bretonneux. A separate memorial remembers those killed in the Battle of Cambrai in 1917.

The adjacent ARRAS FLYING SERVICES MEMORIAL commemorates almost 1,000 airmen of the Royal Naval Air Service, the Royal Flying Corps, and the Royal Air Force, either by attachment from other arms of the forces of the Commonwealth or by original enlistment, who were killed on the whole Western Front and who have no known grave.



The Tyne Cot Memorial Wall, enclosing the cemetery.
<https://www.flickr.com/photos/roblovesey/6112977319>



<http://www.ww1battlefields.co.uk/others/arras1.html>

¹¹⁴ Tyne Cot is said to be named by the Northumberland Fusiliers who saw some resemblance between the numerous German concrete pill boxes on this site and the typical Tyneside workers' cottages. Tyne Cot is the largest cemetery for Commonwealth forces in the world, for any war - the cemetery holds 11,965 graves of which 8,369 are unnamed and 101 are unknown. The stone wall surrounding the cemetery makes-up the Tyne Cot Memorial to the Missing.

The other large Commonwealth War Graves Commission WW I memorials to the missing in Belgium and France are:

Memorial	Number Listed	Countries represented	Dates covered	Main battles when the men died
Loos	20,610	Commonwealth nations except India and Canada	25 September 1915 to 11 November 1918	Casualties in the area during and after The Battle of Loos
Pozières I	14,692	UK and South Africa	21 March 1918 to 7 August 1918	The Spring Offensive
Le Touret	13,389	Commonwealth nations except India and Canada	1914 to 25 September 1915	Casualties in the area prior to The Battle of Loos
Ploegsteert	11,389	UK and South Africa	October 1914 to September 1918	Casualties in and around the Ypres Salient, not major offensives
Vimy	11,169	Canada	Entire war, especially April 1917	Several battles, especially The Battle of Vimy Ridge
Villers-Bretonneux	10,773	Australia	Entire war, especially April 1918	Several battles, especially The Second Battle of Villers-Bretonneux
Vis-en-Artois	9,843	UK and South Africa	8 August 1918 to 11 November 1918	Advance to Victory
Cambrai	7,056	UK and South Africa	November and December 1917	The Battle of Cambrai
Neuve-Chapelle	4,742	India	Entire war	Several battles
Soissons	3,887	UK	May 1918 to August 1918	The first Battle of the Aisne and The Second Battle of the Marne
La Ferté-sous-Jouarre	3,743	UK	August 1914 to October 1914	The Battle of Mons, The First Battle of the Marne and the aftermaths

The CWGC website has a Cemetery Search facility allowing free access to the database which contains information on about 23,000 cemeteries, memorials and other locations worldwide where Commonwealth casualties from the two world wars are commemorated. Within this work no general description of any of the War Cemeteries is given as such detail can be found through the CWGC website and <https://www.findagrave.com/>.