CHESTERFIELD WFA

Newsletter and Magazine issue 43

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Welcome to Issue 43 - the July 2019 Newsletter and Magazine of Chesterfield WFA.

Our next meeting is on Tuesday evening, 2nd July when our speaker will be the eminent historian Prof. John Bourne who is going to talk about `*JRR Tolkein and the 11th Lancashire Fusiliers on the Somme*`

Tolkien in 1916, wearing his British Army uniform

The Branch meets at the Labour Club, Unity House, Saltergate, Chesterfield S40 1NF on the first Tuesday of each month. There is plenty of parking available on site and in the adjacent road. Access to the car park is in Tennyson Road, however, which is one way and cannot be accessed directly from Saltergate.

Grant Cullen – Branch Secretary

Western Front Association Chesterfield Branch – Meetings 2019

Meetings start at 7.30pm and take place at the Labour Club, Unity House, Saltergate, Chesterfield S40 1NF

January	8th	**Jan.8th** Branch AGM followed by a talk by **Tony Bolton** (Branch Chairman) on the key events of the first year after the Armistice.
February	5th	Making a welcome return to Chesterfield after a gap of several years is **Dr Simon Peaple** who will discuss the `**Versailles Conference of 1919**`
March	5th	A first time visitor and speaker at Chesterfield Branch will be **Stephen Barker** whose topic will be the `**Armistice 1918 and After**`
April	2nd	No stranger to the Branch **Peter Hart** will be making his annual pilgrimage to Chesterfield. His presentation will be **"Aces Falling: War Over the Trenches 1918"**
May	7th	**John Beckett** Professor of English Regional History, Faculty of Arts at the University of Nottingham -` **The Chilwell Explosion Revisited**`
June	4th	**Rob Thompson** - always a popular visitor to Chesterfield Branch. We all tend to think of recycling as a `modern` phenomenon but in **Wombles of the Western Front**- **Salvage on the Western Front**` Rob examines the work of salvage from its small beginnings at Battalion level to the creation of the giant corporation controlled by GHQ.
July	2nd	In Prof. **John Bourne** we have one of the top historians of The Great War and he is going to talk about `***JRR Tolkein and the 11th Lancashire Fusiliers on the Somme***`
August	6th	**'Making the Armaments Centre of the World: Sheffield 1860-1914'** Dr. Chris Corker - University of York. The role Sheffield played in munitions production during the Great War is somewhat legendary. This talk examines some of the great names in the history of Sheffield steel in the build up to the war.
September	3rd	Back with us for a second successive year is **Dr Graham Kemp** who will discuss `***The Impact of the economic blockade of Germany AFTER the armistice and how it led to WW2***`
October	1st	Another debutant at the Chesterfield Branch but he comes highly recommended is **Rod Arnold** who will give a naval presentation on the `***Battle of Dogger Bank - Clash of the Battlecruisers***`
November	5th	Chairman of the Lincoln Branch of the WFA, **Jonathan D`Hooghe**, will present on the ***" 7th Sherwood Foresters - The Robin Hood Rifles"***
December	3rd	Our final meeting of 2019 will be in the hands of our own **Tim Lynch** with his presentation on ***" One Hundred Years of Battlefield Tourism"***

Issue 43 - list of contents

1 Meetings and Speakers Calendar
2 Contents Page
3 Personal Note from the Chair (35)
4 Secretary`s Scribbles
5 Advertisement + Worksop Armed Forces Day
6 – 15 June meeting
17 – 19 Barnsley Pals Colours Project – Centenary Commemoration
20 – 22 Gallipoli Association
23 – 27 Friends of St. George`s Church , Ypres
28 – 31 The Day the German Fleet Surrendered
31 – 36 Letter that revealed a brutal day at Scapa Flow
36 – 37 Death of Kuno Eversberg
38 – 39 Tank – Medium A `Whippet`
40 – 41 Tank - Medium B
42 – 43 Tank – Medium C

BARNSLEY PALS COLOURS PROJECT: CENTENARY COMMEMORATION ON 2 JUNE 2019 OF THE LAYING UP OF THE FIRST COLOURS IN ST MARY'S CHURCH. Service at Barnsley War Memorial

(see article pages 17 – 19)

A Personal Note from the Chair (35)

Reading the Sunday paper last week I noticed an article reporting the death of Professor Norman Stone. I heard Norman Stone lecture to the WFA York Branch way back, shortly after he had written his acclaimed study of the Eastern Front in the Great War and he gave a memorable demonstration of both his knowledge and his ability to deliver a thoroughly enjoyable lecture. As well as being an eminent historian; he was Professor of Modern History at Cambridge at 43, he spoke Polish, Italian, Russian, Greek, Hungarian, Serbo-Croat and Spanish in addition to French and German apparently at a standard high enough to carry off interviews for television. His language ability no doubt helped his research into the Eastern Front. His Hungarian was he claimed learned from a Transylvanian gypsy whist serving a three month sentence for attempting to smuggle someone over the iron Curtain.

The piece went on to talk about his drinking for which he was almost as renowned as he was as a scholar. Being the *Sunday Telegraph* it claimed that his Conservative political leanings set him at odds with the academic establishment and he left Britain in 1997 to take up a post at a Turkish University, I should also mention that he spoke Turkish too. It seems, typically, he fell out with the Erdogan government when they banned alcohol on all places of education.

When I Googled him for this *Note from the Chair* up came his obituary from the *Guardian* if ever you wanted to read a diametrically opposite viewpoint there it was. Far more emphasis on his drinking and even suggestions he was not averse to the odd groping of female students taking the line and I paraphrase ‘a great talent wasted’. It made me reflect on a lesson for all historians (no I don’t mean avoiding the booze) but rather when we read we must always challenge from what perspective the writer is coming. It seemed to me that there may have been some truth in the suggestion that he rubbed the academic establishment up the wrong way with his politics but nevertheless I personally really enjoyed hearing him lecture and am sad to think of such talent snuffed out.

Of no less importance we have also lost Malcolm Ackroyd ,maybe less well known but equally missed by his friends and family. Several members attended his funeral and once again we offer Pam our condolences.

Tony Bolton **Branch Chair**

Secretary`s Scribbles

Welcome to issue 43 of the WFA Chesterfield Branch Newsletter and Magazine.

On Tuesday night, for our July meeting, we welcome Professor John Bourne as our guest speaker. John, a Vice President of the Western Front Association taught History at Birmingham University for 30 years before his retirement in September 2009. He founded the Centre for First world War Studies of which he was Director from 2002-2009, as well as the MA in First World War Studies. He has written widely on the British experience of the Great War, including *Britain and the Great War* (1989 & 2002); *Who`s Who in the First World War* (2001), and (with Gary Sheffield), *Douglas Haig: War Diaries and letters 1914-1918* (2005). John is currently editing the diaries and letters of General Sir Henry Rawlinson, again with Gary Sheffield. He is Hon. Professor of First World War Studies at the University of Wolverhampton. Away from academia John is a keen supporter of Port Vale Football Club.

As Tony Bolton mentioned in his notes June 20th saw number of Branch members at the funeral and Celebration of the Life of Branch Founder Member and former Committee Member, Malcolm Ackroyd. Our presence was appreciated by Malcolm`s widow, Pam, and his family. His Eulogy, led by his sons Chris and Jonny, gave us an insight a quite remarkable man. Malcolm was `called up` for National service in 1950 and after doing his `stint` stayed on a for a further two and half years, based in Germany with Military Intelligence with whom he attained the rank of staff sergeant, quite an achievement for an National Serviceman. On leaving the forces Malcolm embarked on a long career in education, becoming proficient in a number of languages and he was a key participant in his Trade Union, the NASUWT. Of course Malcolm had a great interest in the First World War and he and Pam made many visits to the Western Front in France and Belgium visiting places were some of Malcolm`s forebears had fought, and where some fell. Battlefield Trips also gave Malcolm the opportunity to indulge another of his passions – fine wines. A progressive illness prevented Malcolm`s attendance at Branch Meetings the last few years but he never lost his keen interest in WW1 and being kept up to date with Branch activities via this Newsletter.

We had a good meeting of the Book Discussion Group last Tuesday, June 25th and there will be a report on the meeting in the next Newsletter . The next Book Discussion Group meeting will be held on Tuesday August 13th, where the book under review will be `Artillery in the Great War` by Paul Strong and Sanders Marble.

I look forward to seeing as many of you as possible on Tuesday night – all welcome

Grant Cullen – Branch Secretary

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Blitz `n` Pieces

Prop. Adrian Saitch

Small family business trading in all our yesterdays and promoting remembrance of the heroes of the World Wars. Selling military memorabilia from both conflicts and the smaller ones. Royal British Legion member and an ex serviceman striving to keep the memories alive of the ones that fell in war.

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Last Saturday saw the Branch participate in Worksop`s Armed Forces Day at Shireoaks Sports and Social Club. Great day out, well attended, with a fly past at 2pm by a C47 Dakota. Jon-Paul Harding and I manned the WFA stand in the club bar area – attracted a lot of attention – and two new members – Ray and Sybil Fielding who signed up on line – welcome Ray and Sybil. Here is a picture of our stand just before the event got under way. Good to see a lot of young people showing great interest.

June Meeting

Before opening the meeting and introducing our speaker, Branch Chair Tony Bolton informed those present of the passing of Branch Founder Member, and former member of the committee, Malcolm Ackroyd. Branch Secretary Grant Cullen advised members of the details of Malcolm`s funeral and his widow Pam`s wish that so many of his friends could attend and celebrate his life.

Tony then introduced our speaker for the evening – the popular Rob Thompson, who was to talk on `The Wombles of the Western Front – Salvage in the Great War 1914-1919`

Rob started in a very unusual manner by asking for a recommendation for the best pizza place in Chesterfield as he had travelled over from Lancashire and hadn`t had his tea!

He went on to say that not having been able to bore everyone to death by going on about logistics and engineering, he was sure this latest offering would send everyone to sleep.

Today we are all into recycling putting out bins in different colour codes to indicate what can be recycled or `salvaged` from that which can`t, but the true start of this phenomenon was the First World War. There had always been the ability to recover, recycle and re-use materials like metals but this was the first time it had been put on an industrial scale, to the point where in 1918 the government appointed a Director of Salvage JH Hume.

What is the nature of the Great War, Rob said that this question had exercised him ever since he had come across a poem called `The Ammunition Column` which Rob thought was a perfect example of what this war was about. It talked about it being the part of a chain in a machine, repetitive, like a mechanical process, and this really is the nature of this war, a mass industrial war but it was also a rich man`s war. When Rob looks at a gun or an artillery piece, he doesn`t look at it as a gun or a howitzer, he looks at it as a mode of transport for a shell – it starts at a factory, goes down a railway line, taken on board a ship, unloaded onto another railway line and via various processes reaches an ammunition dump where it is subsequently put on a lorry or general service wagon until it finally reaches another machine (the gun) which sends it on its way towards the enemy – and that really nails it down as to what the war is – a machine war. It is also a rich man`s war – the war of the longest purse – money, organisation and industry. It is a very sad thing to say but the soldiers themselves are just the tiniest of little cogs in the machine. Prior to the First World War the idea of a soldier was to have a `warrior`. The business of the military was that of a craft, as it were, until in this war it became a system, summed up by what is called the `box repair factory`!

Why is this important? It is the reason we win the war! in a metaphorical sense of course. Why? – because we have seven box repair factories and why does this matter – because it tells us how we understand this war. A box is a standard shape and can affect the supply of shells and grenades to the front line, then returned empty to be repaired / refilled and returned to the front. The Germans on the other hand used the sack or just whatever could get the material forward, we, on the other hand looked at this totally differently.

Britain was incredibly rich, Rob said it always stuns him just how rich this country was in 1914, indeed it is hard to comprehend today, just how wealthy the country was. It is also hard to comprehend the control Britain had over global finance but by the end of the war the US had it all – money talks and they had it by 1918.

How much it Britain spend on the Great War - £1.989 BILLION *per day*…..£698 Billion *per year*. Today we don`t have that sort of money but that`s what we had then, money was everything, it sits with industry.

Re-use…….Recycle…….Reduce…..so why was salvage important since we have all this money……..well, statistics reveal all…..here Rob admitted that he was a great a fan of statistics but they do have a way of illustrating the facts. In the 28 days leading up to the end of September 1918, the value of salvage on the Western Front was £129,000,000, an astonishingly large amount of money for stuff that had just been left lying around, Rifles, guns and ammunition accounted for £111 million of that amount. The total sale of recovered boots in the UK alone in January 1918 was £674,000 (at today`s money).

Salvage is a helluvalot of money, and it matters, it matters a great deal…not just in money terms. All the supplies to the Western front had to come from Britain or overseas and that means ships and we had a major shipping crisis, especially in 1917 and 1918 and this crisis goes beyond the German`s unrestricted U-boat warfare, it is simply the fact that we are now producing so much stuff, so complex in its nature and how we operate it, we simply do not have enough shipping and we have to start salvaging everything we can. The cost saving, excluding military stores, in 1918 was £197million, so *salvage matters*.

Recovery of one bullet – or clip of bullets, or one boot makes no difference to anybody…but because it is such a vast war, collecting it all together makes a huge difference. Salvage is big business, indeed for the BEF, Haig should be seen, not just as a commander, as a general it the classical `warrior` description, but as a Managing Director, a CEO of a very large company, for one of the offshoots of this was Army Waste Products Limited. This was owned by the army but run on purely commercial lines. It operated principally in the UK and in France, but also in Mesopotamia so was an international business and specialised in waste fats from which could be recovered glycerine, a vital component of explosives. The recovered fats had a value of £331,000 and from this explosives could be manufactured 18 million – 18 pounder shells! This all generated how we recover, how we can be economical.

Rob put up a montage of pictures of many pieces of equipment and munitions used in the war and said we tend not to look at the financial cost of the war but finance is everything – if you

don`t have the pennies, you can`t make it, can`t buy it. A five bullet clip of 0.303 rounds cost £1.72p, an eighteen pounder shell was 44 quid, just remember – at the Battle of Messines, we shot off over 144,000 tons of shells, so this really was an enormous cost. A sixty pounder shell cost £147.48…and we used a helluvalot of these.

So, what did they salvage and recycle?.....everything…and then some. It became a mania among the BEF. Tins…for example for McConnachies stew, well that tin is a valuable metal which can be recycled…what keeps on the top and bottom of the tin….solder…that can be recycled. Waste paper, glass, other scrap metal, like iron, brass plus leather, soap, rag wastes. There is also the less familiar like fruit stones…why…a source of nitrates…nitrates for explosives. Chestnuts, horsehair etc.

So, how did this colossal, highly complex undertaking begin? How did it develop and how did it develop into a multimillion pound business? Rob put up pictures of things like vehicle radiators being recovered along with more common items like rifles packs, greatcoats, boots – everything gets recycled.

There are three periods of salvage development and this mirrors the war itself – Static – Mobile….and After. Between 1914 and 1917 there was the period of static warfare. Now static war, from a salvage point of view, from a logistical and engineering point of view is great – why?....it is predictable. You can organise yourself as the front is not going to change leading to predictable salvage operations. By the end of 1914 we had to realise that we literally had nothing…the Ministry of Munitions was still months away, we were using everything we had…and had almost nothing to replace it with.

There was potential…but that was all, and the beginnings of salvage was ad hoc. A battalion commander would perhaps instruct his men to pick up discarded equipment when they were coming out of the line, a rifle here, a pack there – it was down to individual effort.

By 1916 & 1917 you get the maturation of salvage when it becomes properly organised whilst by 1918 we have a fully integrated salvage system at national and GHQ level as well as on a global basis.

The return to mobile warfare led to new salvage problems, commencing with the Germans retreat to the Hindenburg Line which was vital for the future advances from August 1918. It wasn`t just about salvage, but about the rebuilding of destroyed bridges and roads, so vital in supporting any advances.

Between 1918 and 1920 it was a whole new ball game – imagine what was left over on the 12th of November 1918 which brought a whole new class of salvage…discarded German munitions….the problems of clearing the battlefields. Initially you had a`captive` workforce…..the whole of the BEF, but they get repatriated and demobilised very quickly, leaving a diminishing number of soldiers available for these tasks. This meant that the BEF had to become one of the biggest civilian employers, a situation which prevailed right into 1921, although technically this was taken over by the Ministry of Munitions.

The French wanted to restore their agriculture in the devastated zones as quickly as possible and dismantled shells became a source of fertiliser……nitrates found in most explosives proved to be very effective. Even today visitors to rural areas of Northern France and Belgium can still find fields fenced off using screw pickets left over when their original purpose for holding barbed wire entanglements was redundant.

`Necessity is the mother of invention`…….Britain had three main reasons for salvage – Operational and tactical reasons – you need `stuff` and if you can get it locally then so much the better. For example wood, we very, very quickly exhausted supplies of wood, so it was necessary to recover wood from the areas behind the lines. A major use of this recovered material was to shore up and line the galleries in the extensive mining operations. There was also a worldwide shortage of some materials, for example, copper, indispensable for the manufacture of driving bands for shells, telephone communication cables and the manufacture of brass. The principal source of copper was found in Chile, in South America but that country, whilst it had vast resources of the ore, simply could not produce enough. So we had these shortages….some short term, others long term.

Finally the other big one is…shipping. Just think, if you had to issue an extra ten rounds of 0.303 ammunition to every soldier on the Western Front…how many extra ships would that involve to transport this – an answer Rob couldn`t give but it would be considerable. Shipping is important, the longer the war goes on the more complex it becomes, the more stuff we have, the more we use, the more shipping required. Shipping is a problem during 1917, and Rob reiterated, not just because of German U boats. Ships were being built to replace losses but the

yards were unable to produce them fast enough.

!914 and 1915, the BEF is short of everything, we had no artillery, we had no helmets, we had no shells, no mortars, no grenades, and this the jam tin grenade illustrates the problem that we faced.

The rise of trench warfare saw the need for reliable grenades in unlimited numbers

With the shortage of manufactured grenades the troops start to make their own – jam tin, some gun cotton, scrap metal, nuts, bolts etc., and a fuse. These were unreliable and downright dangerous but it was the first real British grenade and it was the product of salvage.

The only alternative was a mid-nineteenth century grenade of obsolete design, of which there were little stocks which were rapidly used up – and very expensive to produce.

From a few made in the lines, the production – in Rob`s words, becomes `systematised` - Brigade takes over – and the rear areas are scoured for all kinds of tins – jam, bully beef, condensed milk etc., and it was not unknown for troops to climb out of their trenches in the middle of the night to recover jam tins – they become a`premium` item.

By 1916 there is a change, the armies are up to full size, they may have become de-skilled, they may have been on the lower reaches of the learning curve, but it all required a massive increase in the need for every material of every single nature, be it calico, brass, soda, but what we have now is a`superabundance` - so much stuff is pouring in that in artillery , boxes of shells are used to provide the base for a gun which was a waste, which if kept up would result in shortages.

We also had the increasing size of the `devastated zone` resulting from the increase in numbers and range of artillery pieces, we now have this large area full of `stuff` which can be recovered for further use, indeed `raids` were made, not to take prisoners or blow up tunnels/trenches but to survey what stuff is out there. Demand for material is skyrocketing , both from the front and at home as well.

So there is demand for material to be used at the front and demand at home and in the rear for recovered materials but a shortage of the means of getting back across.

Organising salvage – how did the British do it ? – not like the Germans – the answer is we `muddled though`. The initial salvage methods were ad hoc, adopted by battalions, taking for example motorised transport, spares not being readily available, the drivers and engineers started hunting fort the bits and pieces to keep the trucks running – this spawned an entire industry which begins to take over all of the rear of the western front. Divisions begin to appoint their own salvage officers. These positions have largely been forgotten as we tend to concentrate on the front line infantry soldier. These officers now create their own dumps and their men tended to be `derelicts` those who were often deemed as `idiots`. Troops being relieved at the front and returning to the rear were required to bring back items of salvage and

in the time honoured tradition of the British army, an element of competition was introduced between units. The Australians were the best at this, seemed to be the best organised. Anything

recoverable was accepted – even the humble sandbag although rifles were the major piece. In 1915 the Canadian Corps had the Ross rifle – a beautiful weapon, very accurate, but utterly useless in the trenches – too prone to jamming – it was too well made. What did they need – Lee Enfields – so a major target for battlefield recovery was SMLEs. About 60% of the 1st and 2nd Canadian divisions re-equip themselves with Lee Enfields recovered from the battlefields and that effectively drove salvage policy.

By 1916 and 1917 the salvage system begins to self-organise, based on a set of principles, in a way the same as everything else on the Western Front. It starts at the bottom – test – fail – adapt – test – and so on and so forth with Battalions, the then Divisions, then Corps, then Armies appointing salvage officers, still on an ad hoc basis and these officers were probably the most useless in each battalion, division, corps or army and they ended up with the most useless men as well. The distinction is now being made between forward areas and billets – as Rob said what were the billet areas like after the troops had moved on? Soldiers spent most of their time, not in the front line but somewhere behind it. There was also the base areas, so you can see that salvage was becoming `codified` - more organised – forward areas, camps and base areas.

Although salvage had no transport of its own, all transport returning from the forward areas were filled with salvage. In 1917 when light railways were coming into their own what you will see is the light railway trains coming back from the forward areas loaded with recoverable materials

Casualty evacuation by light railway became a problem in 1917 as the trains were coming back – not load with wounded soldiers – but with shell cases and such like – and it took time until this was sorted out and a system evolved. To encourage recovery of materials by the troops, incentive schemes were introduced, generally the offer of leave passes to, for example Paris or Poperinghe.

Rifles – the most expensive item readily salvaged were sent back in their thousands, no longer to the UK to places like Calais where full workshops were put in place to restore these to a condition whereby they could be re-issued. Around 25% of all rifles used by the BEF, the Canadians and the Australians in 1917, had probably been salvaged. This takes pressure off the Ministry of Munitions and takes the pressure off the suppliers of raw materials, it takes pressure off shipping. References to salvage start to appear in War Diaries which shows just how important it is becoming.

Rob went on to talk about three areas, Forward, Camps and Base.

What happens in the forward areas? as usual poor old Tommy is the donkey that has to carry it. Iron for a heavy gun emplacement could weigh 25 tonnes, so if you replicate that across a large number of batteries you can see how large tonnages required build up. There was also developments into `technical salvage` - the Tank Corps, for example – tanks were (for the time) high tech machines, vulnerable and if wrecked or disabled on the battlefield, you could not just leave them out there – everything possible had to be recovered, engines, gearboxes, guns, ammunition n- even the tank hull itself, if that was possible .So the Tank Corps itself had to become salvage experts forming sub units to deal with this. Shells too, were important, not so much the shell itself per se, but the copper driving band - copper is at a premium – as are rifles, machine guns and small arms ammunition. Brass too, which forms the base of a shell case, was valuable and these could be re-used up to six times. Then you get personal equipment, something which tends to get forgotten – when you read in diaries, personal accounts etc by soldiers about how they were so tired they dumped their packs, shovels etc…somebody has to replace these.

Take for example a battalion with – say – 10% on working party duties – 100 men, and of these maybe twenty five on shovels, when the task is over the shovels just get dumped. Think how many battalions were on the Western Front – how many shovels were involved – then think Brigades, Divisions, Corps….it all starts to stack up to an enormous amount of equipment – not just shovels – everything else – anything else that could be immediately re-issued…why does that matter. Stocks of new materials have been brought to railheads for distribution by ASC personnel, but now there is a growing stock of equipment which has been salvaged and which can be re-issued. Such like ? – boots , greatcoats, canteens, cutlery, helmets – even something as simple as a clasp knife. Every soldier is issued with one, but how many thousands are just left lying around in trenches. What do we do ? Recover them, clean them up, repair if necessary and send them out again.

At Corps level, larger items which have been recovered are returned to base workshops by standard gauge railways. Workshops, factories begin to spring up around the base depots, specifically for the repair and recovery of salvaged items . Very importantly this salvage/recovery/reissue has a significant impact on shipping – saving thousands of tonnes of goods having to be transported by ships at a time when we are under a tremendous amount of pressure for ships.

At base areas salvage was sorted into materials /items which could be sorted/repaired and re-issued and then you have scrap – things which cannot possibly be repaired – even that is not dumped but is sent back to the UK on any available ship – even leave ships had their holds filled in this way. Non valuable scrap was put up for sale to the local French and Belgian populace. Certainly by late 1917 not a penny was being wasted from the salvaged material. Factories set up at base areas were very important, indeed a boot factory near Calais employed nearly 8000 French women and by the end of the war there was seven of these boot factories. Ordnance had boot factories as well and there was ken rivalry between Ordnance and Salvage Departments.

The main governing factor was could an item be repaired, reissued or sold – *in country* – then it was.

We know of the horrors of the trenches now we have the horrors of the base areas – the Carcase Economiser Department – operated by the Veterinary Corps where fats (to be used as lubricants) and bones were recovered from dead horses, mules etc. This unit came into being in late 1917 and by the war`s end there were 25 such units where every part of the animal was recovered – hooves, horsehair, hides. As Rob said – a ghoulish job!

Rob mentioned the sterling work done by men of the West Indian Regiment in battlefield recovery of disabled motor transport each being broken down into constituent parts for re-use – wheels, radiators, engines, gearboxes, springs etc. When the BEF went to war in 1914 in had 900 lorries of over 37 different types – by 1918 there was 36000 lorries!!

There was simply not enough Allied soldiers available to work on salvage, so, as mentioned previously French and Belgian civilians were employed, but still there was a labour shortfall, leading the German POWs being utilised.

Aircraft – a plane crashes – is it just left there – no – it is stripped of every possible part which could be recovered, repaired re-used or re-issued – even the doped fabric could be broken down and used again. Bicycles were salvaged, repaired and put back into service – Rob asked did anyone know how many cycles were on the Western Front – answer – more than 90000!

Even bully beef tins were recovered – not just for the metal in the can itself – but for the solder in the joins which could be melted out and sent back for re-use. In the period of five weeks to the end of August 1918 fifteen tons of solder was recovered from salvaged tins – FIFTEEN TONS of solder !! - £150,000 at today`s prices. Specialist `beehive` kilns were developed to speed up the melting out of the solder from the salvaged tins.

No one will ever write the history of the men who worked to recover solder and deliver it back to the war effort – they are forgotten and have faded into history.

For every soldier with a rifle there is about ten or twelve soldiers behind them to keep them supplied and Rob said he looked upon it as a personal `mission` to remember these guys, like the ones recovering solder.

In Rob`s opinion the worst offenders for waste was the artillery…just use it, throw it anywhere…they were shockingly bad at waste. The `superabundance` of shells by 1917 led to a colossal amount of waste. For example Second Army at Messines was heavily criticised , for despite the great work of their artillery during the battle they also left 50000 tons of shells just lying around. Many of you will know what goes into making a shell – it is a very, very precise operation, requiring specialist machinery and highly skilled people to operate it.

We simply cannot go on like this, the changing nature of the war means we can no longer afford such levels of waste as by late 1917, early 1918 we have reached our peak as a manufacturing nation. By this time we also have the Americans who created logistical and supply problems. Pershing brought across American soldiers and they arrived with uniforms and rifles – nothing else – no helmets, no transport, no artillery and of course when America enters the war they stopped producing shells for their co-belligerents, all their efforts being directed to the production of shells for themselves. All their industrial capacity was now directed to their own war effort which creates massive problems for Britain (and France).

Salvage grows up, the impetus to salvage everything possible becomes acute but more difficult, the reasons being the movement across land devastated by concentrated artillery fire with as

many as 4.5 million shells being fired EACH WEEK. This simply cannot go on unless we `tighten our belts` and recover more and more from the battlefields for re-use, to address the growing worldwide shortage of materials. The shipping crisis too, is at an absolute peak – not just because of the activities of U Boats but so much of the American mercantile fleet is no longer available to ship goods and munitions for the allies – it is now utilised for use by its own US military. We are suffering shortages, despite our wealth, despite industry gearing up to its best war footing. Even forage is in short supply and at Third Ypres, mule trains are only carrying 50% of their normal loads to reduce fatigue (and consequential losses) of these animals.

By 1918 50% of the shells required by the field guns were obtained just by picking them up from the roadsides where they had previously been discarded – an illustration of the waste and the need for salvaging munitions just left lying around.

Lack of raw materials in the UK saw the creation of the National Salvage Council which directed the BEF to organise salvage at Army level basis, it was time for GHQ to get involved and this results in the appointment of a Controller of Salvage, Brigadier General Edward Gibb – how many folks have heard of him ? again, one of the `forgotten` soldiers despite his enormous contribution in organising salvage which tells us just how important this had now become. Gibb has his own staff and access to every labour company he can get his hands on, including the Chinese Labour Corps.

Rob said he had not (yet) totalled up the number of reclamation factories there was under the control of the BEF but it must be in the order of 3 – 400 such factories. By 1918 there were thousands of people involved in collecting salvage, civilians as well as military personnel. Now we had , between the Ministry of Munitions and the BEF, the salvage element.

After August 1918 we had the return to mobile warfare and here everything changes and this creates a whole new salvage problem. As the front moves forward it leaves devastated battle area behind the front lines. This becomes designated as a `special salvage zone`which required better organisation of recovering salvage as there was a much greater area to cover. How do you pick up the stuff?, have you got the troops to do it?. Lorries and even light railways are used – and dedicated – just to bring in salvage. Another issue is, once the Germans are being rolled back, especially during and after September 1918, you have an awful lot of civilians who have nothing – homes are devastated, they have no food, they have no clean water and we are now responsible for these people and have to supply the basic means of living. Here again salvage comes into its own – you see pictures from late 1918 and 1919 of civilians huts made of recovered corrugated iron, scrap timber even old bully beef tins. When the Germans retreat to the Hindenburg Line the BEF learns how to deal with mobile warfare in the modern era for the first time – remember with mobile warfare in 1914 we were dealing with a nineteenth century army and nineteenth century attitudes and tactics.

Finally we – the Allies – win and we are left with…a mess…the end of the war brings a far more complicated salvage operation, there being pressure from French and Belgian civil authorities to release as much land as possible and as quickly as possible as the biggest user of land in Flanders and Northern France was the British Army, much of which was utilised by massive ammunition dumps. The civilians want the land restored - they need to start growing food for their populace and the British too want them to become self-sufficient as quickly as possible as we cannot continue to supply them from the UK. From late 1918 until March – April 1919 we have massive numbers of soldiers to assist in this clear up but these numbers declined quickly as demobilisation got underway. Rob said that until the late 1920s the biggest element in the Flemish economy was the recovery of scrap metal from the battlefields, much of it from shells – with the inevitable consequence that there was accidents when ordnance exploded when

attempts were made to remove – for example – copper driving bands. Fertiliser was in demand to get agriculture going again – where was there a source of fertiliser – shells! – Ammonium nitrate, a common compound in explosives like amatol. Gas shells were a different problem and these were usually disposed of by shipping them out to sea and dumping them.

Rob said we have all walked down lanes across the old battlefields and seen fences made of barbed wire – held up by screw pickets from 100 years ago.

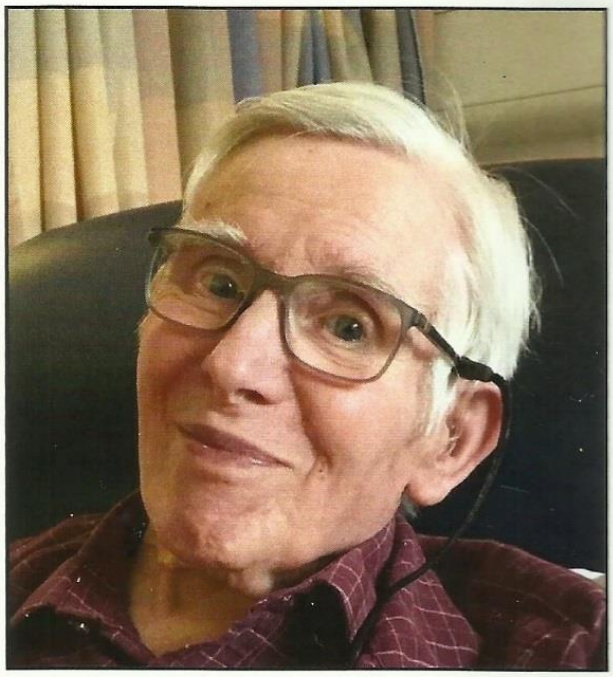
So to conclude – Salvage – the Wombles of the Western Front. The BEF salvage operations during the war did not win it, but it played a big part in the ultimate victory, especially during 1918 when there was such pressure on global raw materials, shipping etc, when we could no longer sustain ourselves and it does remind us that the BEF cannot be seen just as a fighting force it is a complex organisation – for example it ran three quarry companies to provide the much needed roadstone as to ship this from the UK would have been prohibitively expensive but would have tied up much needed shipping.

From this aspect Haig should be viewed, not just as a Commander of the BEF but the CEO of a complex company, as indeed many senior British officers should be viewed in the same light. It also reminds us of the forgotten `warriors` - the guys operating the railways, the guys collecting, brass, solder, zinc – and don`t forget the thousands of French women working in the boot factories they too were making their contribution to the war. It is only in recent times that the Chinese Labour Corps have received, belatedly, the recognition they deserved.

There is still of course a legacy the `Iron Harvest` still yields 1000 – 1500 tonnes of exploded munitions each year.

The salvage, recycling and recovery systems developed during the Great War was the springboard of what we see today, so, in Rob`s opinion, the recovery and recycling which we so often take for granted today came as a consequence of the Great War. So when you separate out your rubbish into the different coloured bins for collection on a weekly, fortnightly or monthly collection, just remember – this all began in the Great War.

ST. WILLIAM OF YORK R. C. CHURCH
SHEFFIELD



A CELEBRATION
FOR THE LIFE
OF

MALCOLM ROBERT ACKROYD

1932 - 2019

FUNERAL SERVICE
20th JUNE, 2019

BARNSLEY PALS COLOURS PROJECT: CENTENARY COMMEMORATION ON 2 JUNE 2019 OF THE LAYING UP OF THE FIRST COLOURS IN ST MARY'S CHURCH

I am grateful to the Western Front Association Chesterfield Branch for publicizing this event for me. I am delighted to inform you that it went extremely well and was attended by about 200 people, even though it was the last Sunday of the school holidays and the weather was uninspiring. I was thrilled that so many different groups and individuals wanted to participate and that various dignitaries were enthusiastic about attending as well as relations of Barnsley Pals and other men who served in the First World War. With all the pressure beforehand, including several sleepless nights trying to get everything finalized, and constant demands on the day I felt exhausted when it was over but extremely satisfied (and relieved) that it had gone so smoothly and everyone had enjoyed it. I am very grateful to all who helped in whatever capacity to make such an important event for Barnsley a huge success.

Attendees assembled in St Mary's Church ready to start the procession at 2pm; we were only allowed to have a very short route but it was significant in providing a flavour of the much longer procession made by the surviving Barnsley Pals and Territorials on 29 May 1919. The 'Colour Party' comprised members of the York and Lancaster Association who carried the two replicas of the Colours of the 13th and 14th Battalions of the York and Lancaster Regiment as well as their own standards. Then members of the Royal British Legion, the Royal Air Forces Association with their respective standards. (Unfortunately, no Cadets were able to attend as they were at Camp that weekend, but I have arranged to take the replica flags to the Sea Cadets meeting on the meaningful anniversary date of 1 July). Dodworth Colliery Band came next and they had learnt a York and Lancaster Regimental March at short notice .specially for this occasion. Members of local Freemasons Lodges obtained permission from their Grand Lodge to wear their impressive regalia and participated. Five members of the National Union of Mineworkers carried two magnificent Colliery Banners. I had not expected the latter to turn up because they had another event on that day in Stanley so I was especially grateful that representatives came. This was in recognition that many of the men who volunteered for the Barnsley Pals battalions were Miners and that many Miners also lost their lives in the Great War while working to contribute to the war effort, although they have never been recognised for this despite the NUM's best efforts.

Three members of the Great War Society wearing replica First World War soldiers uniforms

Barnsley Pals Walking Football Team arranged to play against Accrington Pals WFT in the morning at Oakwell (they lost 2 – 1), then they all joined in the procession. This was poignant because the two Barnsley Battalions served in the same Brigade as Sheffield City - 12 Y&L - and 11th Battalion of the East Lancashire Regiment, known as Accrington Pals. (I had invited various groups from Sheffield to join in but, regrettably, they were unable to).

Reverend Canon Stephen Race, Priest in Charge of St Mary's Church, was joined at the Cenotaph (and the Church Service) by the Bishop of Wakefield. Her Majesty's Lord Lieutenant, High Sheriff of South Yorkshire and Mayor of Barnsley laid wreaths at the Cenotaph. Dodworth Colliery Band played a piece of music in addition to sounding the Last Post and Reveille during the short Remembrance here. Then everyone walked back up to St Mary's Church.

The Commemoration Service was based on the Laying Up Service one hundred years ago as reported in detail by *Barnsley Chronicle*. Colonel (Retired) Geoffrey Norton outlined the history of the York and Lancaster Regiment and King's Colours to explain the purpose of this special occasion. Sir Nicholas Hewitt Bart paid tribute to his grandfather Joseph Hewitt, a Solicitor who was one of the main instigators of the recruitment of the Barnsley Pals Battalions. He was the first Lieutenant Colonel of the First Barnsley Pals until they left Barnsley to prepare for transfer overseas. Although Joseph was not deemed fit enough to accompany them, he continued to support them while focussing on his new role as Chair of the Military Tribunals in Barnsley when conscription was introduced in 1916. He also acted as Honorary Legal Adviser to the Government's Coal Controller, for which he was Knighted.
Sir Joseph Hewitt's eldest son George Alfred Guest Hewitt was a Captain in the Territorials Y&L; he was seriously injured twice before transferring to the front for a third time to be killed at Cambrai. Sir Nicholas' uncle Tom Guest was a Major in the First Barnsley Pals and he was killed after leading his men over the top at the Battle of the Somme.

Dan Jarvis MBE MP and Sheffield Region Mayor laid a wreath beneath the cupboard containing the two King's Colours of the Barnsley Pals Battalions alongside Councillor Joe Hayward, who has been instrumental in ensuring that Memorials to the two Battalions have been provided in Barnsley and in Sheffield Memorial Park in France. Sandra Birkinshaw laid a specially created crocheted wreath on behalf of her grandfather and I laid another on behalf of everyone who served in these Battalions. The Colours were blessed by Father Stephen.

Both Father Stephen and the Bishop spoke movingly in honour of all men and women from Barnsley who served in the Great War in addition to those who contributed on the home front and the families left behind. Dodworth Colliery Band played the music for the hymns. People then had the opportunity to mingle while partaking of refreshments, to look closely at the two King's Colours as well as the exhibition I had organized in the War Memorial Chapel and to purchase copies of my booklet. I was pleased that we sold 29 booklets and three attendees made personal donations towards framing the two Colours.
I have submitted applications to all 19 Barnsley Council Ward Alliances for £500 each and another to the South Yorkshire Community Foundation for a grant of £5,000. So far, I have been notified of the decisions of 8 Ward Alliances; I am glad that four have agreed to pay £500 each but another four have rejected my applications. I hope that I will know the outcome of the remainder soon but, even if all agree to contribute, there is likely to be a significant shortfall in meeting our target of £18,000. (We are also raising money to pay for the conservation of the panels with 200 names on the impressive War Memorial Pillar and two matching plaques as half of the names are of men who served in the York and Lancaster Regiment with about a third of these being Barnsley Pals).

If anyone is interested in purchasing a copy of my History of the King's Colours for the Barnsley Pals Battalions at £5 I can arrange to post a copy on receipt of a cheque for £7 made out to PCC St Mary with St Paul to include postage and packing or booklets are on sale at Experience Barnsley, Barnsley Antiques Centre, Sheffield Cathedral Shop or Clifton Park Museum in Rotherham. If you would like to make a donation to the Barnsley Pals Colours Project this would be most welcome; gift aid forms are available from me and cheques should be made out to PCC St Mary with St Paul.

If anyone would like to view the two King's Colours and the replicas these will be on display during the Heritage Open Days, the last weekend in September. Details are being finalised and will be publicised as soon as possible.

Jane Ainsworth , June 2019

45 Victoria Road, Barnsley, South Yorkshire, S70 2BU janemaa@hotmail.co.uk

As many of you know one of my campaigns of interest in WW1 is that of Gallipoli and in September 2017 I was fortunate to be able to spend a week exploring the battlefields. As well as the Western Front Association I am a member of the Gallipoli Association, receiving their magazine `The Gallipolian` three times per year. Earlier this year there was a major conference on this campaign in Cannakale at which a member of the Gallipoli Association Klaus Wolf made a presentation

Conference in Çanakkale on 15 March 2019

The congress centre of the Çanakkale Onsekiz Mart University was packed with 1,300 students attending the conference, titled “Perspectives of the Gallipoli Campaign”. After everyone stood up for a minute’s silence and then sang the Turkish National Anthem, the conference was formally opened by the Rector of the University, Professor Yücel Acer. Following his opening remarks, the speakers, already seated onstage, were introduced.

The speakers were

- Dr Gültekin Yildiz from the Turkish National Defence University in Istanbul,
- Professor Mesut Uyar, Dean of the School of Business and Social Sciences, Antalya University,
- Edward J Erickson, renowned author for his books on the Ottoman Army and currently a visiting professor in Antalya University, and
- Gallipoli Association member, Klaus Wolf, a Bundeswehr colonel, currently serving with the NATO Rapid Deployable Force in Istanbul and author of the book “Gallipoli 1915 through German Eyes” (to be published early 2020).

Photo courtesy of Thomas Iredale: (Left to Right: Erickson; Yildiz; Wolf; Uyar

Edward spoke first and his subject was "Ottoman Military Effectiveness in Gallipoli 1915”. The talk was translated by Professor Uyar. Next was Dr Yildiz, who spoke about the “Çanakkale Front and Lessons Learned from the United Kingdom”, but only in Turkish and no synopsis given in English. Then GA member Klaus Wolf (4) started his talk entitled “The German Factor in Gallipoli 1915” and made his opening remarks in pretty good Turkish, which went down well and

he got a round of applause. Launching into English, he said it would be better to just talk in English, without translating – or “you will all still be here tomorrow”. Last to speak was Professor Uyar on the topic of “25 April 1915: An Extraction and Examination of Coastal Defence”, again all in Turkish and no English summary. Then a barrage of questions came and they all seemed to be directed at Edward and Klaus. Lively interest in the topics centred on the Gallipoli Campaign was shown by this young audience, who hopefully will carry forward aspects of this Campaign from different perspectives. That the whole event was a great success, Buğra Terzi, of the Çanakkale Savaşları Enstitüsü, surmised that the high turnout was probably due to the participation of foreign speakers.

Çanakkale Onsekiz Mart University, founded in 1992 currently has a student population of 49,000 and several campuses spread widely around Çanakkale. Its name derives from the Turkish victory over the Allied fleet on 18 March 1915. The University is now one of the key economic factors of the town.

Report reproduced by kind permission of the Gallipoli Association.

What is the `Gallipoli Association `?

It is the foremost Association for the Gallipoli campaign who, with genuine passion and enthusiasm, help to keep its memory alive.

The key focus today is education, in particular of the young of all those countries that once took part in this tragic campaign. By raising public awareness of the Gallipoli Campaign, encouraging and facilitating study, we keep the memory of the campaign alive, ensuring that all who served in it, and those who gave their lives, are not forgotten.

It has existed for over forty years, having been established by Gallipoli veteran Major Edgar Banner in 1969. From an informal group of veterans, meeting from time to time to exchange shared memories, they had very soon started their own Association Journal, 'The Gallipolian' was initially cyclostyled but, as membership increased, it became a properly printed magazine published several times a year, in which articles of high historical, academic and literary merit appeared. It is regarded as exemplary in its class. The Gallipoli Association today is open to everyone worldwide. Many of our members are descendants of the veterans, but we also have an ever growing membership of professional and enthusiastic amateur military and family historians who, with the general public, are swelling our ranks.

Membership

Membership of the Association continues to grow worldwide, and now stands at over 1,000. Strong links have been established with official and other interest groups concerned with the campaign, notably in those countries, such as Australia, New Zealand, Canada, France and Turkey, which participated significantly in the naval and land operations. The creation of this website in its new form will enable members to exchange information freely as well as to make enquiries concerning the participation of family members in this campaign.

Visits to the old battlefields and the Dardanelles are run by the Association and Bursaries awarded to schools and colleges, enabling students to go there to study aspects of the campaign such as the deeds of former pupils of their school or college or members of their own families. Sponsorships are also offered to individual not in full time education who wish to conduct a further study into various aspects of the campaign. Details are to be found in the 'Gallipolian' and on this site. Following these visits and the

completion of their written reports, bursary winners are required to give presentations to an audience of their peers and of distinguished historians, and these have invariably attained a very high standard of research and delivery.

We are a registered charity (No.1155609) with the following Charitable Objectives :

To advance education for the public benefit by raising public awareness of the Gallipoli Campaign of 1915 and by encouraging and facilitating the study in the legacy and lessons of that Campaign, keeping alive the memory of the Campaign and ensuring that all who fought or served in it, and those who gave their lives, are not forgotten by applying such means as the Trustees deem fit.

Membership

Individual Membership of the Association gives you:

- *The highly respected The Gallipolian journal, posted to members three times a year. Its editorial policy is to increase our knowledge and understanding of the Gallipoli campaign*
- *Full information on and access to remembrance events*
- *Preferential invitations to conferences, lectures and Gallipoli battlefield tours*
- *Free access to expert historical advice and research support*
- *Full access to all areas of the Gallipoli Association forum*
- *E-newsletter updates*
- *Access to 45 years' worth of Gallipolian journal back issues, totally free*
- *Access to the members contribution area*

https://www.gallipoli-association.org/membership/

Annual Membership Fee	UK		Overseas	
Membership Types	**Cheque DD**	**PayPal**	**Cheque DD**	**PayPal**
Individual Membership	£20.00	£21.50	£30.00	£31.50
Primary School	£25.00	£26.50	£35.00	£36.50
Secondary School	£35.00	£37.00	£45.00	£47.00
Regimental Association / Museum	£50.00	£52.50	£75.00	£78.00
Other Museum / Library / Association	£100.00	£105.00	£125.00	£130.00

The Friends of St. George's Memorial Church, Ypres

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31st May 2019

Dear Tony,

As a fellow Chairman of a Western Front Association Branch, and also as a Trustee and Committee Member of the Friends of St George's Memorial Church, Ypres, I write to advise you of the following initiative relating to the latter, which I hope will be of interest to both you and your Branch Members.

The Friends of St George's Memorial Church are dedicated to the continued preservation of this historic Church as a living memorial to the thousands of service personnel from Great Britain and the present-day Commonwealth who fought and died in the Salient and other theatres of the Great War. We support the Chaplain, the Churchwardens and the Congregation in practical ways to help maintain the fabric of the Church and the adjoining Church Hall and Garden.

A decision has now been taken to extend the qualification of our Corporate Membership offer to established Associations with an interest in Military History. The individual Branches of the Western Front Association are, therefore, an obvious and unanimous choice for this initiative. For the annual sum of only £20.00, your Branch (through its Branch Officers) will receive:

- Our twice-yearly Members Newsletter, updating all Friends on activities relating to the Church.
- The opportunity to join existing Friends in various commemorative events connected to the Church held throughout the year.
- The opportunity for your Branch Members to join the Friends on their bespoke Annual Pilgrimage to the Western Front, the itinerary for which is structured around requests for personal visits to the cemeteries, memorials and sites of the Ypres Salient and The Somme.

Of course, this letter also presents the opportunity for individual members of a Branch to personally join The Friends, for an annual subscription of £10.00, and to be able to claim the above benefits in their own right.

The Friends fully appreciate that Membership subscriptions are the lifeblood of all Charitable Associations and the need for support will continue with the duty to remember our forebears and the sacrifice they made. I therefore invite you and your Branch to join us and help maintain St George's Memorial Church, as not only a place of worship, but also as one of the two great War Memorials dedicated to the British and Commonwealth soldiers who laid down their lives in the Ypres Salient, during the First World War.

I enclose for your attention our standard leaflet together with an updated application form covering the recent GDPR legislation requirements. Please return the latter to the Honorary Membership Secretary at the address quoted. Alternatively, if you require any further details please do not hesitate to e-mail me on foft@live.co.uk.

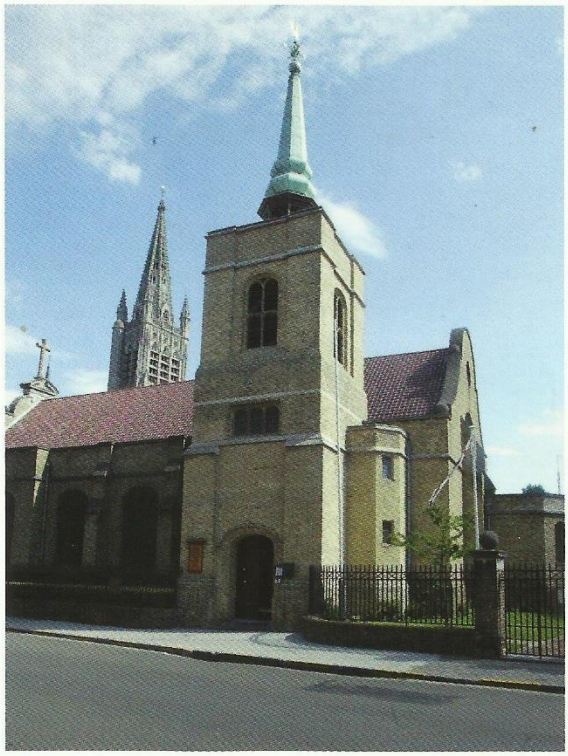
I thank you in anticipation of your kind and generous support.

Yours sincerely,

David Humberston
Chairman
Western Front Association
Leicestershire & Rutland Branch

Committee Member/Trustee
Friends of St George's Memorial Church, Ypres

The Friends of St. George's Memorial Church Ypres



St. George's Memorial Church,
Elverdingestraat, Ypres

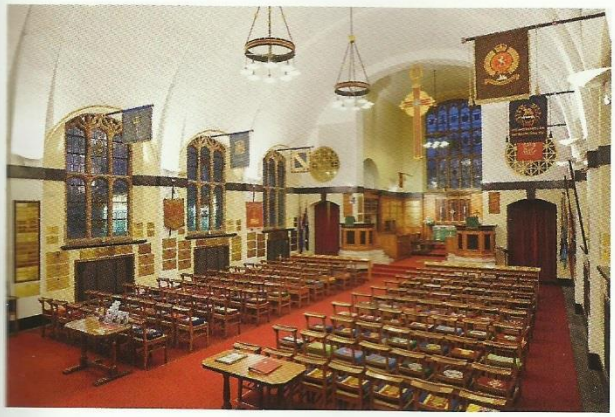
Why be a Friend ? - the background

For over 700 years, there has been a close relationship between Ypres and Great Britain. By the middle thirteenth century, Ypres was a principal centre of the cloth weaving trade and flourished so much that by 1260, it had a population of 40,000 people, with another 150,000 in the surrounding area. Most European nations had their agents and exchanges in Ypres. Between 1260 and 1304, its Drapers Guild built itself a Hall, later named Lakenhall or Cloth Hall, one of the largest and most beautiful secular monuments of the Middle Ages in Europe. In the surrounding province of West Flanders, however, the wool supplies were insufficient to satisfy the needs of the trade and merchants; and England became the principal supplier. During the fourteenth century, the prosperity of Ypres declined and it became involved in civil war and wars between England and France, suffering a two-month siege by the English (under the command of the Bishop of Norwich) in 1383. So much damage was done during this siege that a large number of weavers and others who left in the ensuing two hundred settled in England. It was ironic that the weavers of Ypres taught the English the craft of weaving and, with such plentiful supplies of wool in England, the English cloth industry largely replaced the Flemish one. As the Cloth Hall of Ypres became a memorial of a once prosperous trade, the English cloth merchants carried on there in the new cloth halls of Lavenham and other places in East Anglia. In the seventeenth and eighteenth centuries, Ypres changed from a commercial centre to a fortress town, with its impressive fortifications along the ramparts constructed by Marshal Vauban.

1914 – 1918

By 1914, Ypres was a quiet town of 18,000 inhabitants, proud of their ancient buildings which were silent witnesses of old time, wealth and prosperity. In October 1914, the Germans occupied the town for a few days; for the remainder of the war it remained in Allied hands and the Ypres Salient became synonymous with bravery, suffering and sacrifice on a scale unsurpassed before or since. Ypres and Passchendaele became written into history as Crecy and Agincourt had been. At the end of the war, Ypres lay wholly in ruins, its Cloth Hall, Cathedral and many other buildings gutted by fire, the remainder of the town destroyed by constant shelling. In its environs and in the Salient, 500,000 men had died; and the 160 Commonwealth war cemeteries around Ypres stand as silent testimony to their sacrifice, gardens of peace in a landscape potted and marked by the bitterness of war.

Interior view of St. George's Memorial Church, Ypres



Become a Friend of St. George's Memorial Church

To: The Honorary Membership Secretary,
The Friends of St. George's Memorial Church, Ypres
32 Fulwood Walk, London SW19 6RB

I wish to become a Member and enclose/ or have arranged electronic payment/ bankers order of £ ..... as my first subscription.

Name: .....

Address: .....

.....

Postcode:.....

Email: .....

Date: .....

Please indicate if you wish to pay subsequent subscriptions by banker's order or electronic banking.

We would appreciate it if you could fill out the Gift Aid form if you are a UK Tax payer.

A gift aid form is not required for donations of £20 and under but we will need you to tick here to agree to Gift Aid. ☐

MEMBERSHIP CATEGORIES

Note: All membership fees are regarded as a minimum donation.

UK Individual	£10 per year
Overseas Individual	€15 per year
UK Joint Couples	£15 per year
Overseas Joint Couples	€20 per year
UK Corporate Membership	£20 per year
Overseas Corporate Membership	€25 per year
UK Life Membership	£250
Overseas Life Membership	€250

St. George's Church

The rebuilding of Ypres, now Ieper, in exactly the same style as in 1914, became a national effort of the Belgian nation, Field Marshal Sir John French, Earl of Ypres, who had commanded the armies in 1914, appealed for a British memorial church. Land in Elverdingestraat, nearly opposite the cathedral, was granted by the town of Ypres and Field Marshal Lord Plummer laid the foundation stone on Sunday July 24th 1927, a few minutes after the dedication of the Menin Gate Memorial to those who have no known grave. The church was dedicated and opened for worship by the Bishop of Fulham on March 24th 1929. In addition to the church, a Pilgrims' Hall and a vicarage were built. Eton College paid for the building of a school for the children of the British community; in 1938, there were 98 children in the school. Since 1945, the church has served as the memorial church for all who fought and who died in Flanders in both world wars, remembering that many thousands of British and Commonwealth soldiers passed through Ypres in the retreat to Dunkirk in May 1940 and also in the period following its liberation on 6th September 1944.

When the church was built, a bell tower was included, given by the Knott family in memory of their two sons killed in the Great War. Unfortunately, there were insufficient funds at the time to install bells. This was finally rectified in 2017 and the tower was equipped with a full set of change ringing bells, following a successful fundraising, commissioning and installation programme. They are the only set of English change ringing bells in Belgium and add a new dimension to the ministry of St Georges; inspiring local bell-ringers, attracting groups of visiting ringers and, above all commemorating the fallen in the Salient.

Nearly every item in the church has been given in memory of either an individual or a regiment. From the day of its opening, however, the church has been a living, worshiping church for the British community resident in the area and the many thousands of pilgrims who come to Flanders from all parts of the world. Within its walls, many find an inexplicable peace in which private prayer and public worship enable them to be reminded of the suffering and sacrifice of those it commemorates. The number of visitors is increasing every year: in 2016, there were 140,000.

Apart from individuals and regimental associations, there is an increased number of school parties as children learn of 1914-1918 and 1939-1945 in their history syllabuses. Services are held every Sunday and you can be sure of a warm welcome.

Gift Aid Declaration in favour of The Friends of St. George's Memorial Church Ypres

Charity number 21382-L-1

Donor title ..... forenames.....

Family name.....

Address.....

.....

Postal town..... Postcode.....

Telephone number in case of query.....

I wish to make a donation to
The Friends under the Gift Aid scheme as follows:
The enclosed donation of £
All donations I make to The Friends from the date of this declaration until further notice.

I confirm that I pay income tax and or capital gains tax at an amount at least equal to the sum mentioned above in each relevant tax year and that the amount of tax that all gifts made to charities does not exceed the total tax paid. I understand that VAT and council tax do not qualify as taxes.

Signature: .....

Date..... / ..... / 20 .....

This declaration may be cancelled by you in writing at any time. Please advise The Friends of any change of address during the currency of the declaration, and also should you no longer pay income or capital gains tax. Regular payments may be made by bankers order.

Kindly return this form duly completed to:
The Treasurer, The Friends of St George's Memorial Church Ypres,
69 Honey Hill, Blean, Whitstable, CT5 3BP.

Bankers order form

To (name & address of your bank).....

.....

Please pay to Lloyds Finsbury Circus
Sort code 30 95 74 Account number 00252832
For the account of The Friends of St George's Memorial Church Ypres the sum of

£..... (amount in words.....)

on.....(date)
and annually on the same date thereafter until further notice.

Kindly mention reference: Gift aid.....

Your support is vital -

The Friends

At the conclusion of the 1939-1945 war, the church buildings, which has suffered only slight damage, were restored by the Royal British Legion, but the British community was now much smaller than it had been before the war; and it was apparent that wider support was necessary in order to provide for the maintenance of the church. The objectives of the Association of the Friends of St. George's Church are to provide a link between members in the U.K and the church community in Ypres, to co-operate with other bodies such as the Royal British Legion and Commonwealth War Graves Commission for the benefit of the church, to help in the maintenance of the church fabric and the life of St. George's Church. In recent years, the Friends have supported projects including:

- *Specialist Cleaning of the magnificent stained glass windows*
- *Purchase of a Chaplaincy house*
- *Restoration of the Military Standards hanging in the Church*
- *Redecorating of the Interior walls*
- *Updating the sound system within the Church*
- *Installing CCTV*
- *Redesigning the church website*
- *Refurbishment of the Church Hall*
- *Installation of the Bells*

The Friends issue a newsletter to members twice a year, giving news of what is happening in the church and in the Ypres area as well as interesting articles that our members contribute. Each May, there is a five-day Friends' Pilgrimage to Ypres, when war cemeteries and memorials are visited and new memorial plaques are dedicated at the Sunday evening service. Friends receive a discounted rate for this pilgrimage.

You are very welcome to join the Friends and to help in supporting and maintaining this very beautiful, unique church and feel a close connection to the life of the church and what it represents, even though you may be many miles away. As a Friend of St. George's church you will be joining a world wide community who have forged a personal link with this historic centre of worship and remembrance.

We would be happy to forward everything by email if you wish. Please get in touch via the website or email: **plusnet32@espeare.plus.com**

Please visit our website:
www.stgeorgesmemorialchurchypres.com

The day the entire German fleet surrendered

Armistice Day is remembered as the day World War One ended, but for naval historians Britain's greatest victory came 10 days later. Operation ZZ was the code name for the surrender of Germany's mighty navy.

For those who witnessed "Der Tag" or "The Day" it was a sight they would never forget - the greatest gathering of warships the world had ever witnessed.It was still dark in the Firth of Forth when the mighty dreadnoughts of the Royal Navy's Grand Fleet began to raise steam and one by one let slip their moorings.

The huge shapes of more than 40 battleships and battlecruisers began to ease out, course set due east. As the procession of steel headed for the open water of the North Sea, more than 150 cruisers and destroyers joined them. The mightiest fleet ever to sail from Britain's shores was heading for a final rendezvous with its mortal enemy - the German High Seas Fleet.

Victory would be total. But there was to be no battle. After four years of naval stalemate, this was the day when Germany would deliver her warships into British hands, without a shot being fired.

The date was 21 November 1918. World War One had ended on land 10 days earlier, but this was to be the decisive day of victory at sea

After tense negotiation, Germany had agreed to deliver its fleet - the second biggest in the world behind only the Royal Navy - into the hands of the British. The mighty assembly steaming to meet the Germans was a reception committee so overwhelming that it would brook no changes of plan.

"The Royal Navy perceived something that others did not. They wanted to underline to the Germans that they had truly been defeated, and nothing does that better than having to surrender your fleet into the enemy's hands," explains Andrew Choong, Curator of Ships, Plans and Historic Photographs at the National Maritime Museum in Greenwich.

Operation ZZ saw the mightiest gathering of warships in one place on one day in naval history. It was a sight those who saw it would never forget. The unnamed correspondent for the Times, watching from the deck of the British flagship the dreadnought HMS Queen Elizabeth, was overwhelmed:

"The annals of naval warfare hold no parallel to the memorable event which it has been my privilege to witness today. It was the passing of a whole fleet, and it marked the final and ignoble abandonment of a vainglorious challenge to the naval supremacy of Britain."

Two days earlier nine German battleships, five battlecruisers, seven cruisers and 50 destroyers had set sail, heading west. Under the terms of the Armistice which had ended the war they were to hand themselves over in the Firth of Forth, before being brought to the lonely Orkney anchorage of Scapa Flow.

It was a fleet built to challenge Britain's dominance at sea. Its construction had sparked a naval arms race which helped turn the two countries against one another.

As an island nation, dependent on imports to feed itself, Britain had to rule the waves. Defeat at sea by Germany could have led to blockade, possible starvation and surrender.

The commanders of the Royal Navy knew it was not an option. As Winston Churchill had said, Sir John Jellicoe, the admiral who led the Royal Navy until 1916, was "the only man on either side who could lose the war in an afternoon".

To avoid that possibility Britain built more warships and bigger warships than Germany. Throughout the war she held an advantage of roughly two-to-one in battleships and battlecruisers. Superiority in numbers was designed to make defeat in battle impossible, and bottle up the Germans on the other side of the North Sea.

It worked.

"A lot is said about how close Germany's U-boats came to strangling Britain in 1917, but if you turn it around, by early 1915 the seas were empty of German merchant ships," explains Andrew Choong.
"Germany's overseas trade was effectively shut off overnight. It ended up causing her major problems later in the war."

The blockade of Germany meant that by 1918 it was the Germans who were hungry, not the British. Unrest followed, then a clamour for peace. For maritime historians like Andrew Choong, the strategic defeat of Germany at sea was an even greater British contribution to victory than the battles fought on land.
"I personally think the maritime contribution was our most important one, but not in battle. It was the quieter strangulation by blockade," he says.
As he led his fleet out of the Firth of Forth, Sir David Beatty, Jellicoe's successor as commander-in-chief of the Grand Fleet, could count on an overwhelming superiority to forestall any final show of German defiance. As well as his ships, he was joined by five American battleships and three French warships.
Nevertheless, he was taking no chances. His orders issued the night before were clear - ships were to be ready for action:

"Turrets and guns are to be kept in the securing positions, but free. Guns are to be empty with cages up and loaded ready for ramming home. Directors and armoured towers are to be trained on. Correct range and deflection are to be kept set continuously on the sights."
As the Grand Fleet sailed into the North Sea, it formed two massive columns, one to the north, one to the south, six miles apart. Just before 10:00 it met the Germans, being led to their

surrender by the British light cruiser HMS Cardiff. The Allied columns swung round to due west, forming an overwhelming escort on either side of the Germans.
The Times correspondent described the scene:
"Between the lines came the Germans, led by the Cardiff, and looking for all the world like a school of leviathans led by a minnow. Over them flew a British naval airship. First came the battlecruisers, headed by the Seydlitz."
By late morning it was over. The German ships, missing one destroyer which had struck a mine and sunk, lay at anchor off the Isle of May in the outer reaches of the Firth of Forth, surrounded by their jailers. Beatty rammed home the message with a curt signal:
"The German flag will be hauled down at sunset today and will not be hoisted again without permission."

Before holding a service of thanksgiving on board HMS Queen Elizabeth, Beatty thanked the sailors of the Grand Fleet.
"My congratulations on the victory which has been gained over the sea power of our enemy. The greatest of this achievement is in no way lessened by the fact that the final episode did not take the form of a fleet action."
The Royal Navy stood at the apex of its power. Britannia truly ruled the waves. "As of that date, Britain was still the world's predominant naval power, and the world's second naval power had just placed its ships in our custody," Choong explains.
But it was not to last. Within a few months the German fleet would be at the bottom of Scapa Flow, scuttled by skeleton crews in a final act of defiance.

With no enemy left to face, and Britain desperate to slash military budgets, the Royal Navy could not justify the expense of its massive ships.
"The majority were scrapped between the 1920s and the early 1930s. A handful of the most capable went on to serve in World War Two," explains Choong.
At least one of the British battleships, HMS Hercules, was towed across the North Sea to meet her fate in a breakers yard in the German naval port of Kiel.
But as darkness fell on 21 November 1918 that was still in future. As buglers played "making sunset", cheers rang out from the sailors of the Grand Fleet. The Times correspondent knew he had witnessed a unique spectacle.
"The plan of the operation will not convey to the mind any conception of the scene, but it must be placed on permanent record, for it indicates a disposition of hostile fleets such as has never been seen before and will in all likelihood never be seen again."

The letter that reveals a brutal day at Scapa Flow

The mighty ships of the German High Seas Fleet were scuttled by their own sailors in Scapa Flow in Orkney on 21 June 1919. A newly discovered letter paints an extraordinary picture.

It was the single greatest loss of warships in history, and the sailors killed that day were the last fatalities of World War One.

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.

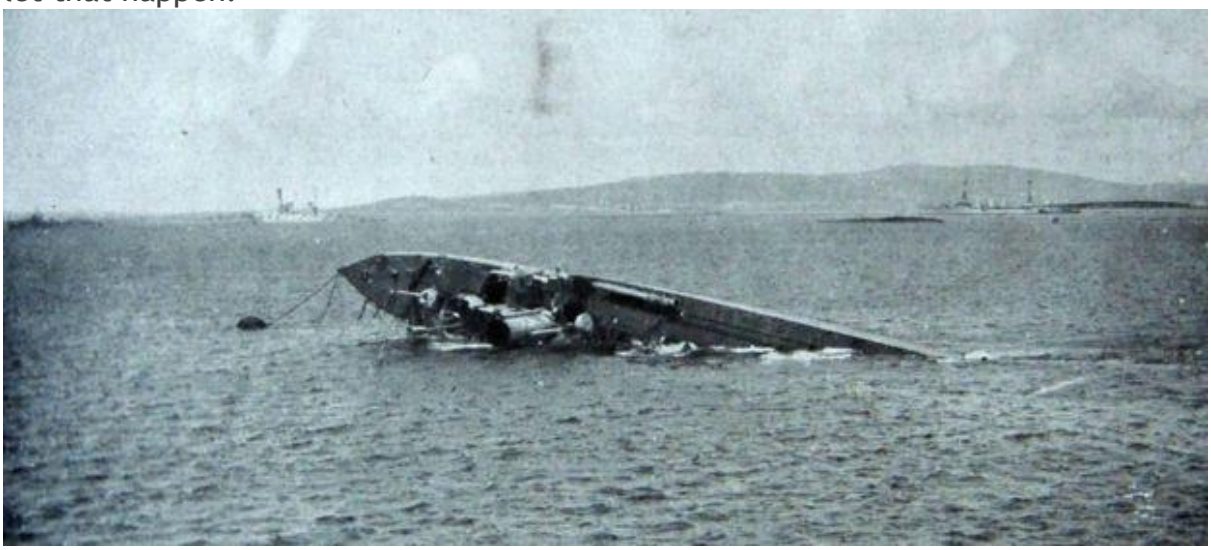
Edward Hugh Markham David - Hugh, or "Ti" (short for "Tiny") to his family - was 18 years old in 1919, but had already been in the Royal Navy for two years.

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.

On the morning of Sunday 21 June, the British fleet steamed out on exercise. Hundreds of miles away, in Paris, the wrangles over the peace treaty to officially end the Great War were reaching a climax. The fate of the magnificent German warships was due to be decided.

The German commander, Admiral Ludwig von Reuter, believed that his ships were about to be seized as spoils of war and divided up between the victorious Allies. He felt duty-bound not to let that happen.



At 10:30 von Reuter's flagship, Emden, sent out the seemingly innocuous message - "Paragraph Eleven; confirm". It was a code ordering his men to scuttle their own ships.

Beneath decks, German sailors immediately began to open seacocks - valves that allow water in - and smash pipes.

There have been many accounts of the drama that followed, but Hugh David's version of events has never been published.

My Dearest Mummie, I am writing this at sea, after witnessing perhaps the grimmest and certainly the most pathetic incident of the whole war..."

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.

HMS Revenge received a message at around 12:45 on 21 June that its captive German ships were sinking. The fleet turned back at full speed. It was too late.

"The sight that met our gaze as we rounded the Island of Flotta is absolutely indescribable," wrote David.

"A good half of the German fleet had already disappeared, the water was one mass of wreckage of every description, boats, carley 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."

The Germans took to small boats to escape their sinking ships. From one of them Admiral von Reuter was taken aboard HMS Revenge.

"About the most dramatic moment of the whole day was the meeting of the English and German Admirals," wrote David. "The two men were about the same height, both fine looking and tall." *As the German climbed wearily over the side there was a deadly hush on board. I was a few feet behind von Reuter so heard every word..."*

Although von Reuter later recalled this conversation in his memoirs, David's record appears to be the only contemporaneous one:

"At first there was a pause, the German standing at the salute then the following conversation –

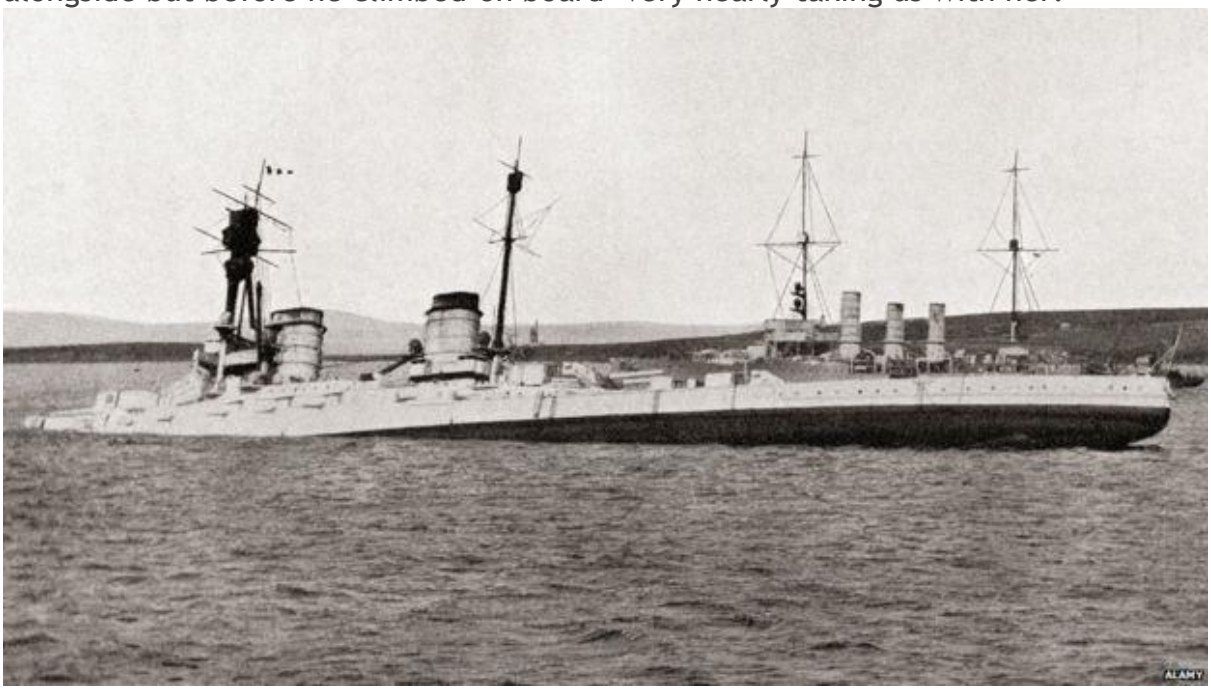
***Fremantle**: I presume you have come to surrender?*

***Von Reuter**: I have come to surrender my men and myself (with a sweeping gesture towards the fast sinking ships) I have nudding else.*

Pause
***Von Reuter**: I take upon myself the whole responsibility of this, it is nothing to do with my officers and men - they were acting under my orders.*
***Fremantle**: I suppose you realise that by this act of treachery [hissing voice] by this act of base treachery you are no longer an interned enemy but my prisoner of war and as such will be treated.*
***Von Reuter**: I understand perfectly.*
***Fremantle**: I request you remain on the upper deck until I can dispose of you.*
***Von Reuter**: May my Flag Lieutenant accompany me?*
***Fremantle**: Yes, I grant you that.*

The drama recorded by David took place at about 16:00 that Midsummer Day. It seems David was then ordered to join a boarding party to try to save the few German ships still afloat.

"I strapped a revolver round my waist grabbed some ammunition and leapt into the drifter with an armed guard and took off to save the Hindenburg," wrote David.
The Hindenburg was the biggest German battlecruiser. She sank as Hugh's small boat drew alongside but before he climbed on board "very nearly taking us with her."



David's launch turned instead for the giant battleship Baden, sister of the Bayern. She was the only German battleship the Royal Navy succeeded in saving.

"We then got alongside 'Baden' who was going down fast and hurried below to see what we could do to save her - we closed watertight doors which kept her up temporarily but she eventually had to be towed ashore," explained David.

"We found one little German sub-lieut (sic) below who was dragged onto the upper deck."
The flag captain told him he would be shot at sunset if he did not immediately take us below and show us how to shut off the valves..."

The German said that he didn't mind if he was shot straight away. David, however, doesn't record whether the unfortunate man was shot, but there's no doubt that others were. They were the final casualties of World War One - the Treaty of Versailles was signed a week later on 28 June 1919.

"The terrible part of the whole show, to my mind, was that the Huns hadn't got a weapon between them and it was our bounden duty to fire on them to get them back to close their valves," wrote David. He describes the British as being in an "awful position".
It was quite obvious that the huns would die to a man rather than save their ships so that there was no point in going on firing - yet what could we do?"

Andrew Choong, Curator of Ships, Plans and Historic Photographs at the National Maritime Museum in Greenwich, has read a transcript of David's letter.

"I think it's an absolutely fascinating account. Our knowledge and analysis of this event are based on the recollections of the great and the good, like von Reuter and official reports. I haven't ever seen an account of a similar experience. Here's a mid-level officer placed right in the middle of it all."

Choong was struck by David's feelings. "Here is a man who comes across first as a human being and is obviously very uncomfortable about the whole thing," he says."I think it's very moving because there is no relish in what he's doing and he finds time to mark the acts of German bravery. It's a remarkable document." After his eventual return to Germany, von Reuter helped to put together a government report on "British breaches of international law" against the German sailors, charges consistently denied by Britain.

Choong says the British would have had justification to fire in some cases. "The rules of engagement were that if you saw a German opening a seacock or giving orders to others to do so you could order him to stop - and if he refused, you could shoot him," he says.

However, there's evidence, including in David's letter and a subsequent one he wrote a few days later to his Uncle Walter, to suggest some British sailors went further, firing on Germans who were trying to escape from their sinking ships.

"Today you would say there's probably no excuse, but that's to impose a modern view of the situation which then was very unclear and very uncertain," says Choong. "In one or two places in the letter it makes it sound like a bit of a massacre but in fact only nine men were killed and 16 wounded out of hundreds and hundreds."
The tumultuous events of that day clearly had their effect on Hugh David.
I have seen men killed for the first time in my life and at that without the crash of action to keep ones spirits up, and it has made me think, God, it has made me think..."

He died in 1957. His letter to his mother eventually passed to his daughter, Hilary Chiswell Jones. It was her decision to make it public, after 96 years.

"I probably didn't read it until I was 25 or so," explains Hilary. "I remember being impressed by the way he portrayed the event and also by his awareness of how awful it was for the Germans.

"He obviously had compassion for them and I admired him for it - I was pleased he showed it, especially at 18, when you tend to be perhaps a bit cocky. I thought that showed his humanity."

Does she think her father did fire on the German sailors?

"I think he would have told his Uncle Walter in his letter to him had he shot anyone, so I don't think so."

Within months of the scuttling, David had left the Royal Navy. He joined the fledgling RAF, where he served with distinction until 1950, rising to the rank of Group Captain.

But it seems unlikely he ever forgot the extraordinary things he witnessed at Scapa Flow.

And finally……

Maschinist Kuno Eversberg, S.M.S. Frankfurt, was shot and killed aboard H.M.S. Resolution at Scapa Flow on 23rd June 1919. One of the ship's crew, A.B. James Woolley, 18 years old at the time, was accused of his murder, said to have been in revenge for the loss of two brothers in the war.

He stood trial in Edinburgh on 9th February 1920.

“A SCAPA FLOW INCIDENT.

“BRITISH SAILOR CHARGED WITH MURDERING A HUN.

“James Woolley (20), a sailor, was tried at the High Court, Edinburgh, to-day, [9th February 1920] on a charge of murdering Kuno Eversburg, a German prisoner of war, by shooting him board H.M.S Resolution, Scapa Flow, in June last.

“The incident occurred two days after the scuttling [23rd June 1919]. At the time it could not be ascertained who fired the shot.

“Captain Alington [2] said that conditions at the time were unique. Witness paraded the German officers and expressed regret for the occurrence. Nothing implicating Woolley arose until an inquiry was held in September, at which time he was a deserter. He joined the Navy as a boy, and until his desertion his character was spotless from the Service point of view.

“The sentry who was escorting Eversburg to the fo'cle at the time of the tragedy said that the bullet had apparently been fired from the boat deck overhead it entered Eversburg’s back passing through his stomach and lodging in the deck. The rifles of the guard were examined and found to be clean.

“John Copeland [3] said that earlier that night Woolley told him he was going to shoot a German prisoner. He saw Woolley on the boat deck with a rifle and witness removed the cartridges from it. Woolley was drunk.

“William Berry said Woolley told him he had lost two brothers in the war and was going to have his own back.” [4]

The story was concluded after the evening newspapers had gone to press. The conclusion of the trial was reported the next day.

"NOT PROVEN."

“BRITISH SEAMAN CHARGED WITH SHOOTING GERMAN PRISONER.

“The trial concluded in the High Court, Edinburgh, last night, [9th February 1920] of James Woolley. seaman on H.M.S. Resolution, on a charge of murdering a German prisoner named Kuno Eversberg, a sailor belonging to the German cruiser Frankfurt, by shooting him on board the Resolution on June 23.

“The affair occurred shortly after the Scapa Flow scuttling. On the night in question there were some peace celebrations on the Resolution There was a rifle shot, and Eversberg, one of a number of German prisoners confined on board, was wounded in the back. The allegation was that Woolley was seen with a rifle, and said he had lost two brothers in the war, and was going to have his own back at the Germans.

“After 30 minutes' absence the jury returned a unanimous verdict of not proven, and Woolley was discharged.

“There was considerable applause in Court and [the] accused was heartily congratulated by his naval friends.” [5]

Kuno Eversberg is buried in Scapa Flow Bucht, Orkney. His headstone states erroneously that he died on 21st June 1919, a casualty of the scuttling of the German fleet.

[1] The two brothers both lost their lives in 1916:

L/Cpl. John Woolley, 6th Battalion York & Lancaster Regiment, who was killed in action on 29th September 1916. He is commemorated on the Thiepval Memorial.

Pte. Hugh Vernon Woolley, 1st Battalion Border Regiment, was killed in action on 23rd October 1916. He is buried in Bancourt British Cemetery.

They were the sons of Richard and Sarah Woolley, of Blackburn, Lancashire. Hugh Woolley was married to Christina Woolley.

[2] Captain Argentine Hugh Alington, R.N., commander of H.M.S. Resolution.

[3] O.S. John Copeland, R.N., born 6th November 1899 in Dundee.

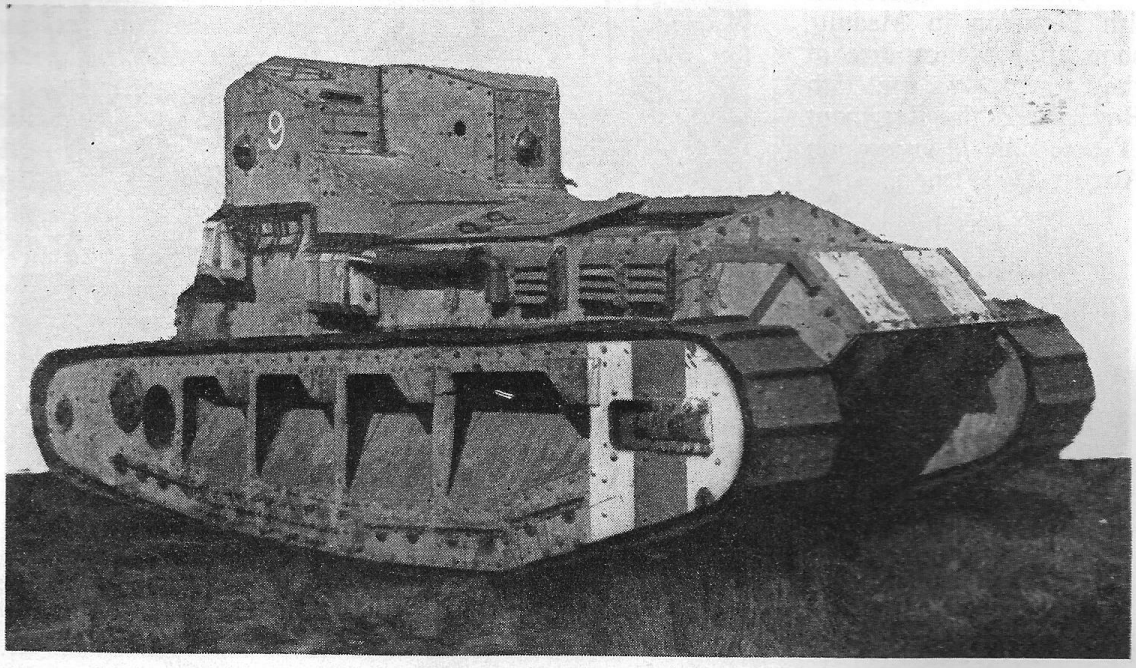
[4] 'Nottingham Evening Post,' 9th February 1920.

[5] 'Western Daily Press,' 10th February 1920.

Image: Kuno Eversberg's grave, Scapa Flow Bucht, Orkney.

BRITISH FIGHTING TANKS—MEDIUM—Marks A to D

MEDIUM MARK A (WHIPPET)



This tank was the first of a series of lighter and more manoeuvrable machines intended to operate under conditions of more open warfare when the occasion arose. It was designed by Sir William Tritton in December, 1916 and could be controlled by one man. Two hundred were built by the end of 1918.

The hull proper was a chassis in armour plate with almost continuous mud chutes stretching along its whole length. A turret was carried at the rear and the two engines, radiators, transmission and petrol tank occupied the front of the hull. The tracks were driven independently, each engine driving one track through a separate cone clutch, four-speed constant mesh gearbox and worm gear. The final drive shafts could be locked together by means of a dog clutch to drive the tank straight ahead. A friction clutch was fitted so that when the dog clutches were engaged the power which could be transferred from one shaft to the other was limited to about 12 h.p.

Engine control was by means of a hand-lever mounted on a quadrant within the circumference of a small handwheel. The lever controlled the setting of the carburettors of each engine through a linkage. To steer the tank, the dog clutch was disengaged and the handwheel turned, thus opening one throttle and closing the other. This increased the speed of one engine and decreased that of the other within the limits set by the lever.

MEDIUM MARK A (WHIPPET)

Extension tails were designed for this tank to improve the trench-crossing capacity. One resembled the steering tail fitted to Mark I tanks, and the other was a plain skid tail. Neither was satisfactory, as they caused excessive track slip.

The Whippet was first employed on March 26, 1918, in a minor action near Hebuterne. On April 24, 1918, seven of these tanks were responsible for an amazing feat of arms south of Villers Bretonneux when three German battalions were overrun.

On August 8, 1918, 'Musical Box', a Whippet from the 6th Battalion, penetrated nearly eight miles behind the German lines at Villers-Bretonneux in one of the most extraordinary achievements of the war.

The Museum exhibit, 'Caesar', was the tank in which Lieut. C. H. Sewell won the Victoria Cross at Bapaume on August 29, 1918, when he lost his life rescuing the crew of another tank of his section which had overturned and caught fire.

Whippet tanks were designed for use as raiders in conjunction with cavalry. The Whippets were to precede the cavalry in order to silence machine-guns, deal with wire and generally to pave the way.

In practice, however, the cavalry was seldom able to act with them, mainly through the lack of a suitable means of communication during action. Partly in consequence of this, partly owing to the state of open warfare being of short duration, the Whippets, though having many brilliant feats to their credit, remained creatures of promise rather than of achievement. A promise which was amply fulfilled by their offspring, Crusader, Cromwell and Comet, in the war of 1939-1945.

A brief specification of the Whippet is given below.

SPECIFICATION

General

Weight (fully stowed)	...	14 tons
Overall length	...	20 ft. 0 ins.
Overall width	...	8 ft. 7 ins.
Overall height	...	9 ft. 0 ins.
Ground clearance	...	1 ft. 10 ins.
Armour (maximum)	...	14 mm.
Petrol capacity	...	70 gals.

Engines

Two Tylor JB4 4-cylinder, 45 h.p. each.

Crew

Three: Commander, Driver, Gunner.

Performance

Maximum vertical obstacle		2 ft. 6 ins.
Maximum width of trench crossed	... ...	7 ft. 0 ins.
Road speed	...	8.3 m.p.h.
Radius of action	...	80 miles

Armament

Hotchkiss machine-guns	4
Small arms ammunition	5,400

Signalling

Tank to other troops	By pigeon.
Other troops to tank	No provision.

MEDIUM MARK B

Owing to the high degree of driving skill necessary to avoid stalling one or both the engines of the Medium Mark A, the one-engined Mark B was developed, embodying at the same time a number of other modifications. It was designed in June, 1917, and 45 were produced. The hull was divided into two compartments, with a fighting chamber forward and an engine compartment in the rear. One four-cylinder Ricardo engine was fitted, and the normal method of steering by epicyclics was employed.

The track contour was improved, giving better climbing power and a maximum vertical obstacle performance of 3 ft. 2 ins. Trench crossing was increased to 8 ft.

This was an unpopular tank as the accessibility was very bad, and numerous alterations had to be made to enable repairs and adjustments to be carried out.

SPECIFICATION

General

Weight (fully stowed)	...	18 tons
Overall length	...	22ft. 9½ins.
Overall height	...	8 ft. 4¾ ins.
Overall width	...	9 ft. 3 ins.
Ground clearance	...	1 ft. 5¾ ins.

Engine

Ricardo 4-cylinder.
100 h.p. at 1,200 r.p.m.

Crew

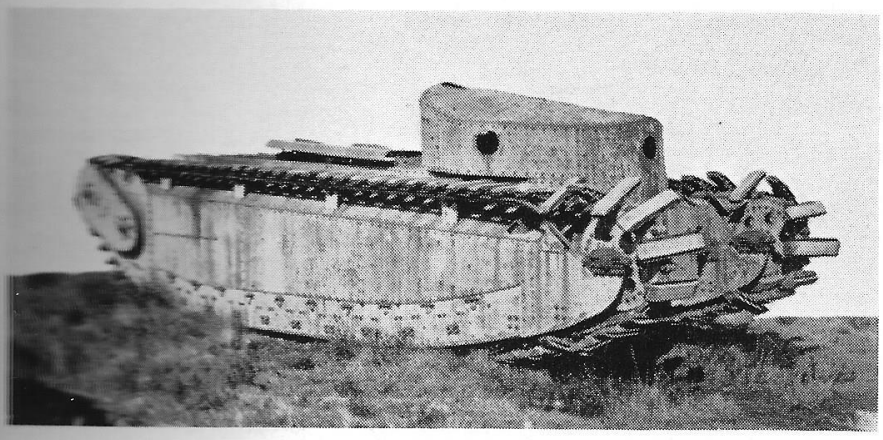
Four: Commander, Driver, Two Gunners.

Performance

Maximum vertical obstacle		3 ft. 2 ins.
Maximum width of trench crossed	...	8 ft. 0 ins.
Road speed	...	6.1 m.p.h.
Radius of action	...	65 miles

Armament

Two-pounder gun (experimental)	1
Hotchkiss machine-guns	4



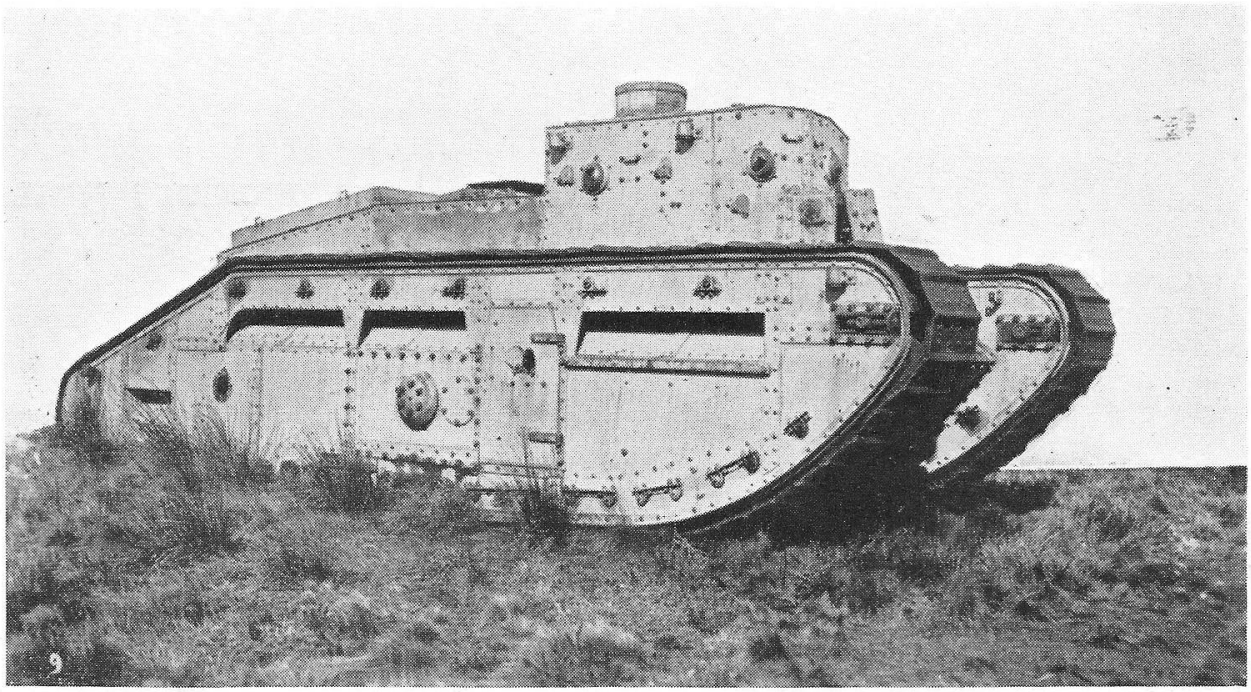
EXPERIMENTAL "D"

An experimental Medium, this tank weighed 18 tons, had a wire rope suspension, and a speed of 18 m.p.h. It was powered by a 325 h.p. Siddeley-Puma engine. The track plates were completely articulated.

WHIPPET TANK

A typical picture of Whippet tanks going into action. Tanks of the 3rd Battalion are shown on the move near Albert on March 28, 1918.

MEDIUM MARK C



This tank, designed by Sir William Tritton in December, 1917, was intended to fulfil if possible the Tank Corps specification for an ideal medium tank.

It was produced as the result of battle experience and incorporated numerous refinements asked for by tank crews. In many ways it compares favourably with more modern tanks, particularly in the consideration given to stowage.

Although a medium tank, the hull formed a frame to carry the tracks. The engine was placed in the rear, with the flywheel and gearbox forward. There was a large front turret, and in the male machine a six-pounder gun was mounted forward with spherical machine-gun mountings in the sides. A commander's revolving turret was mounted on top of the front turret. Firing platforms were arranged round the main turret for the use of machine-gunners.

The engine radiators were cooled by a powerful fan drawing air through a port in the roof. By opening a shutter in the fan casing air could be blown into the interior of the tank to ventilate it. This was altered in later models and the fan drew its air from inside the tank. A further fan cooled the exhaust system, which frequently became red hot.

Stowage bins were provided inside the hull for the crews' kit, rations and water. The tools and spare parts were stowed on boards, with recesses for each tool, on the sides of the engine room, where bins were also provided for carrying spare engine and transmission oils.

MEDIUM MARK C

Eleven vision ports were provided in the turret and hull, with rotary shutters. In addition there were three periscope openings, but only one periscope, which could be moved from one position to another as required. The large driver's outlook visor could be closed by the driver by means of a handwheel and screw. Five revolver ports were fitted (nine on female tanks) and an anti-aircraft mounting. To assist the commander in navigation a distance indicator was driven off the final drive, and an aero type compass was fitted. The commander also had a map table and a drawer for stowing spare maps.

The vehicle was camouflage painted and could be further concealed by nets carried on struts round the hull, or by smoke produced by acid injected into the exhaust. The latter was considered unsatisfactory as the tank invariably ran ahead of the smoke. A charge of gun cotton was placed near the gearbox for demolition purposes should the tank have to be abandoned.

The driver operated all controls, which were as follows:

On right of driver's seat: Hand lever controlling throttle.
Hand lever controlling magneto.
Gear change lever (four forward speeds).

On left of driver's seat: Reverse gear lever.

Two steering levers in front of driver, controlling epicyclic reaction brake bands.

Clutch pedal. Track brake pedal

Thirty-six of these tanks were built, and brief specification details are given below.

SPECIFICATIONS

General

Weight (fully stowed)	...	19½ tons
Overall length	...	25ft. 10ins.
Overall width	...	8ft. 10½ins.
Overall height	...	9 ft. 7½ ins.
Ground clearance	...	1 ft. 6 ins.

Armour

Maximum	...	12 mm.
Minimum ...	...	6 mm.
Petrol capacity	...	150 gals.

Engine

Ricardo 6-cylinder (light)
150 h.p. at 1,200 r.p.m.

Crew

Four: Commander,
Driver,
2 Gunners.

Performance

Maximum vertical obstacle		3 ft. 9 ins.
Maximum trench crossed		10 ft. 0 ins.
Road speed	...	7.9 m.p.h.
Radius of action	...	120 miles

Armament

	Male	Female
6-pr. 40 calibre QF Hotchkiss gun	... 1	—
Hotchkiss machine-guns	3	4

Signalling

Internal	Voice tubes.
To other troops	Semaphore.
	Pigeon.
	Siren.

From other troops
Bell-pull outside tank to attract crew's attention.