



CHESTERFIELD WFA

Newsletter and Magazine issue 47

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**Welcome to Issue 47 - the November
2019 Newsletter and Magazine of
Chesterfield WFA.**



**Chairman of the Lincoln Branch of the WFA,
Jonathan D`Hooghe, will present on the
“ 7th Sherwood Foresters - The Robin Hood
Rifles”**

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 People 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 Tolkien 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”

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CHESTERFIELD WFA BOOK GROUP

Six members of The Chesterfield WFA book group, with two apologies, met again on Tuesday 15th October at our usual venue. As a change from a published book, we followed a suggestion from Pete Harris, currently completing an MA in *History of Britain and the First World War* at the University of Wolverhampton, that we look at four recently published academic papers.

* Jonathan Boff, 'Combined Arms during the Hundred Days Campaign, August –November 1918', *War in History* 14(4) (2010) pp. 459-478

* Jonathan Krause, 'Ferdinand Foch and the Scientific Battle', *The RUSI Journal*, 159.4, (2014) pp. 66-74

* Paul Harris & Sanders Marble, 'The Step by Step Approach: British Military Thought and Operational Method on the Western Front, 1915-1917', *War in History* 15(1) (2008) pp. 17-42

* Jim Beach, 'Issued by the General Staff: Doctrine Writing at British HQ, 1917-1918', *War In History* 19(4) (2012) pp. 464-491

With the exception of the university students among us, we mainly found these papers hard work and not something we would normally read – this is of course the benefit of a 'Book Group'! We will probably not undertake the study of academic papers in the near future and choose a variety of popular books. We did learn some interesting facts; that Haig was an 'excessive manoeuvrist' who did not understand the concentration of artillery. He always tried to achieve too much rather than adopt a policy of 'bite and hold' favoured by many of his senior officers - whereby the BEF took limited objectives supported by massive fire power and then inflicted heavy casualties on the counter attacking German forces. This would have had an attritional effect on the German army. The reality was the BEF had neither the guns or munitions to do this until 1917. We learnt that Field Ferdinand Foch's tactics of 'Attaquez, Attaquez, Attaquez', on all fronts to keep the German army under constant pressure with attritional results, was probably more of a reason the Allies were successful rather than the often mentioned sophisticated combined arms operations of 1918, "Doctrine, or the method of war any army employs does not work unless it's between the ears of 51% of the soldiers charged to employ it," General William DuPuy – who reads Head Office memos?

Our thanks to Pete for finding these papers, if anybody would like to read them please contact Grant Cullen for a copy. Our next book club meeting will be on Tuesday 10th Dec, 7pm at Saltergate when we will discuss 'Haig's Enemy' by Jonathan Boff, in which he discusses the role of Prince Ruprecht of Bavaria and sheds new light on many of the controversies of the Western Front from a German point of view.

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A Personal Note from the Chair (38)

If this edition of Notes is somewhat shorter than some then I plead mitigating circumstances. I am writing this in a one hour slot before setting off to stay overnight with my son and his wife who willingly stepped in to provide their ageing father with a bed so that I could get to the WFA annual Committee planning weekend in London. Naturally I had just intended to get the train down on Saturday morning only to discover that weekend engineering works meant several changes and a bus

from Market Harborough. To Bedford and even if I got there, Sunday's return was worse. It seems Network rail invariably plan their works to take account of the WFA schedule as this is the second such travel disruption in three WFA London meetings, I take my hat off to Mark Macartney who conducts all his WFA Branded Goods activities by train.

On a more positive topic, I managed a few days in France with my old Birmingham University group, we stayed in Rheims and visited a section of the front which receives far fewer visitors than further north. The area is dominated by the rivers Marne and Aisne with the Chemin des Dames ridge a startlingly obvious important tactical feature. Many will think that the area was predominantly a French battlefield and of course it was the site of the ill fated Nivelle Offensive of 1917 and the first French massed tank attack (marked by the French memorial to the Chars). It would be wrong however to think there was little of interest for the British visitor. The 1914 battles sandwiched between the retreat and the move to Ypres cover the western end of the ridge and of course the unfortunate British Divisions sent south to this quiet area just in time for the 1918 Blucher Yorke offensive. The remnants of those divisions took part in Foch's Soissons counter attack on the salient which should in my opinion be regarded as the true start of the allied final offensive rather than Amiens in August.

The rarely visited Art Deco Soissons memorial to the British missing lists almost 4000 names and there are many beautiful but under visited CWG Cemeteries including that at Marfaux which features as the October photograph in the 1918 WFA Calendar. Well, yes I suppose this is a further reminder that next year's calendar is now available.

Best regards,

Tony Bolton Branch Chair

Secretary's Scribbles



Welcome to issue 47 of the WFA Chesterfield Branch Newsletter and Magazine.

For our November 2019 meeting on Tuesday we welcome Jonathan D'Hooghe who is a Nottinghamian by birth but today resides in Lincolnshire where he is the Chairman of the Lincoln and North Lincolnshire Western Front Association Branch. He is a Chartered Construction Professional (MCIOB) and was awarded an MA in British First World War Studies (University of Birmingham) in 2014. Passionate about all aspects of the Great War, his favoured subjects are those that look at the social side of the war - in particular the stories of the men and women

who served and the stories behind our nation's War Memorials. Jonathon will guide us through a brief look at the history of the 7th Battalion Sherwood Foresters (The Robin Hood Rifles) and a snapshot of the battalion at two points in time, Autumn 1915 and Spring 1918. Using death records at the Hohenzollern Redoubt in 1915 and for the German Spring Offensive of March/April 1918 we will look to see how the character of this Nottingham City Territorial battalion changed over the course of the war.

Our speakers list for 2020 is now complete and full details will be circulated in the next newsletter. Great contributions by excellent speakers on a wide range of subjects is in prospect

No doubt many of you will, but equally many will not, be aware that the popular Great War historian, Rob Thompson, has been diagnosed with a serious illness. Rob, as we know, is a battler and in his own words, his condition is 'treatable and manageable'. He is on our guest speakers' list

for next year and fingers crossed he will be with us once again - he's one of the most popular of speakers on the circuit, and it is always a pleasure to welcome him. I am sure all will join with me in wish Rob a speedy recovery.

As I mentioned in the last Newsletter, I am Poppy Appeal Organiser for Royal British Legion Workop and District and we are now in the throes of collecting on behalf of the charity. My work started weeks ago with ordering all the poppy merchandise, then visiting over 100 schools, businesses and individuals distributing boxes of poppies and collecting cans. Now we are underway it's managing the rotas for the tables at the town's supermarkets - got to say the management and staff at Tesco, Sainsburys, Morrisons and Aldi have been superb supporting our in store collecting tables and the volunteers - many of whom are elderly - who man these facilities. Note the absence of Asda. I am continually amazed at the support and generosity of the public towards the Poppy appeal.

I look forward to seeing a good turn out on Tuesday evening - see YOU there !!

Grant Cullen - Branch Secretary

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Any opinions expressed in this Newsletter /Magazine are not necessarily those of the Western Front Association, Chesterfield Branch, in particular, or the Western Front Association in general





The Western Front Association's 2020 calendar is now available for pre-order. Once again it features images of the battlefield taken by a team of volunteer photographers. It includes a bit of a Canadian theme this year. The scenes depict points of interest in France and Belgium (and, incidentally, Italy, not forgetting Cobbers image to The 5th Australian Division, and the Vancouver Corner image to commemorate the Canadian 1st Division, there is also reference to Canadians on the Courcellette British Cemetery text) ditto to New Zealand because of what is written in February) some of which are well known but others 'off the beaten track'.

As well as providing superb images of a dozen views of the First World War battlefields, the calendar provides detailed commentary to each image helping to set the scene in context.

This is a high-quality product which, every year, receives superb feedback. The sales of the calendar also assist the WFA to continue its work.

The WFA's 2020 calendar is available via [the WFA e-shop](#) or by phone on 0207 118 1914.

The URL for the calendars on the Eshop is here <http://www.westernfrontassociation.com/shop/wfa-branded-items/wfa-calendar-2020/>

If you prefer to order by post just complete the order form accompanied by a cheque (details on the form) the URL for this is

[file:///H:/WFA/\(2\)%20Branded%20Goods/\(15\)%20Calendar%202020/calendar%20leaflet%202020%20\(1\).pdf](file:///H:/WFA/(2)%20Branded%20Goods/(15)%20Calendar%202020/calendar%20leaflet%202020%20(1).pdf)

The calendars can be ordered NOW

It is clearly the case that members like to see the calendar images first before they purchase the calendar'

These images can be seen in this URL .

[file:///H:/WFA/\(2\)%20Branded%20Goods/\(15\)%20Calendar%202020/Calendar,%20Final%20Images%20.pdf](file:///H:/WFA/(2)%20Branded%20Goods/(15)%20Calendar%202020/Calendar,%20Final%20Images%20.pdf)

Of course Orders in addition to (as stated here) may be made over the telephone to Sarah in WFA Head Office, please ring 0207 118 1914, with credit card details to hand, or purchase on the Eshop , the Eshop link is under, you can purchase at the Branch for the same price of £10, and when purchased at branch , £5 is retained at branch level and £5 sent to the WFA.

The calendars are now available for dispatch .

Just a few images here, but if you click on the link all images are there, all 13 of them,



Above: May 2020 - Prowse Point Military Cemetery (photo: John White)



Above: November 2020 - Sacrario Militare Del Monte Grappa (photo: Jonathan Dyer)



Above: April 2020 - Vancouver Corner (photo: Steve Kerr)

**University of Wolverhampton/
Western Front Association
Open Public Lecture Series**

Wednesday 13th November 2019

**“Soldiers of the Empire”: international, intercultural
encounters in the Great War, then and now.**

Professor Peter Stanley

(University of New South Wales at Australian Defence Force Academy)

This lecture will be held in;

MC Building, MC001 - Main Lecture Theatre, Ground Floor, University of Wolverhampton, Wulfruna St,
Wolverhampton WV1 1LY. To access the MC Building you will need to use either the new entrance next to the



Rosalind Franklin Building, Stafford Street, WV1 1LZ or the MD entrance, Ambika Paul Building St. Peter's Square – please see <https://www.wlv.ac.uk/about-us/contacts-and-maps/all-maps-and-directions/map-and-directions-for-city-campus-wolverhampton/> and photographs below.

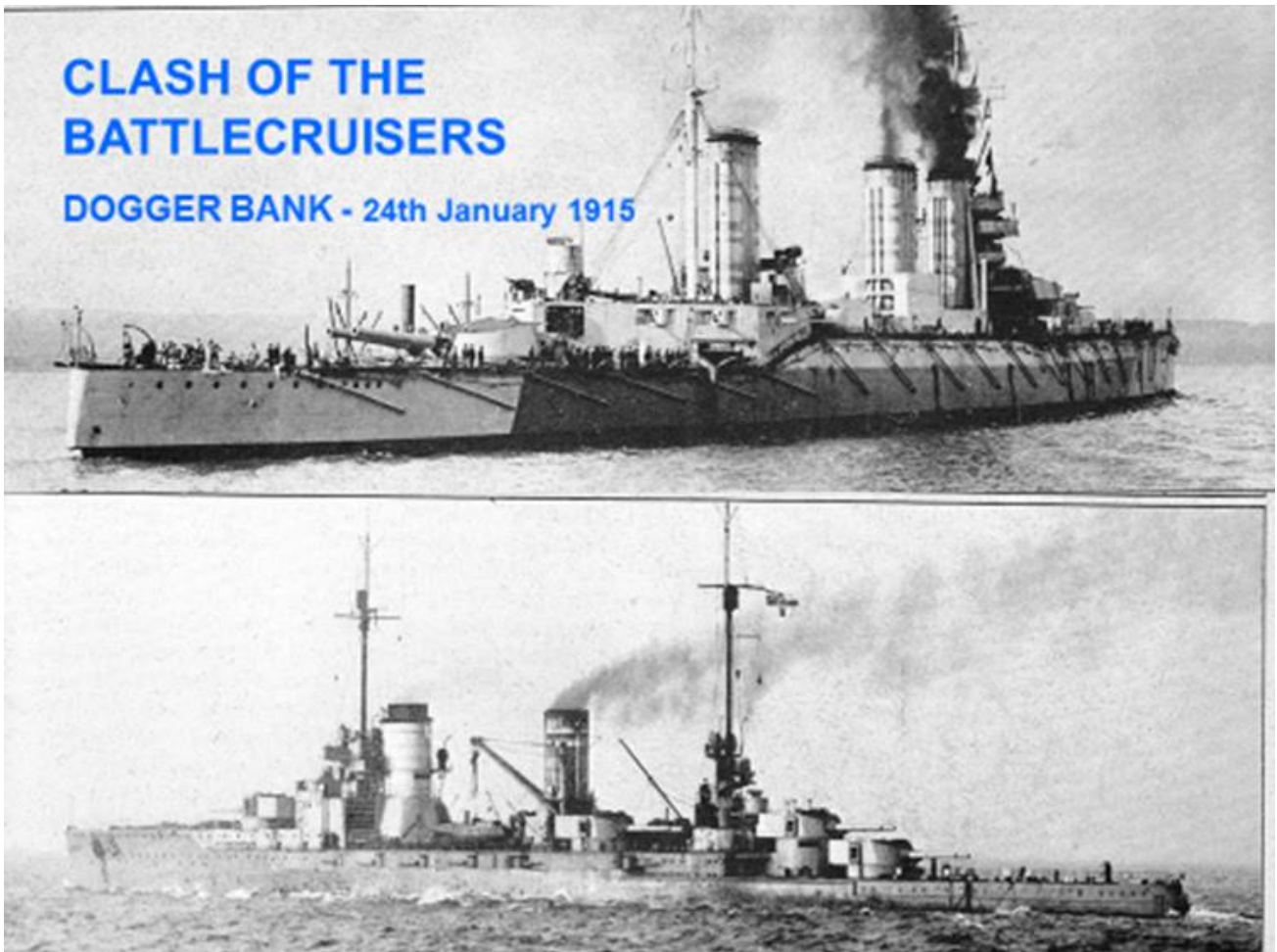


October Meeting

Branch Chair, Tony Bolton, welcomed all attending to our October meeting, on a quite wet evening. He then asked Simon King to speak Binyon`s Exhortation, before we all stood in silent contemplation for a few moments.



Tony then welcomed our guest speaker for the evening Rod Arnold, member of the Wessex Branch of the WFA. *Rod was born in Aston, Birmingham in 1947 and attended the local King Edward VI Grammar School until age 16. He subsequently obtained various professional qualifications related to his career in the public sector, where he worked in a series of administrative, technical and senior personnel management roles until his retirement in 2007. Rod joined the Western Front Association in 1999 and was a founder member of the Wessex Branch in 2003. He is currently the Branch Vice-Chairman. Rod has contributed to a number of local multi-agency projects to commemorate the Centenary of the First World War including presenting talks to a number of local organizations. He “passed through” Solihull, Luton and Liverpool during his career and now lives in Bournemouth with Margaret, his wife of over 50 years. They have two daughters, two grandchildren and one great-granddaughter. Introductions over, Rod opened his presentation.....*



On the 28th August 1914 there was a daring RN operation in the Heligoland Bight saw three German cruiser overwhelmed by three British battle-cruisers.

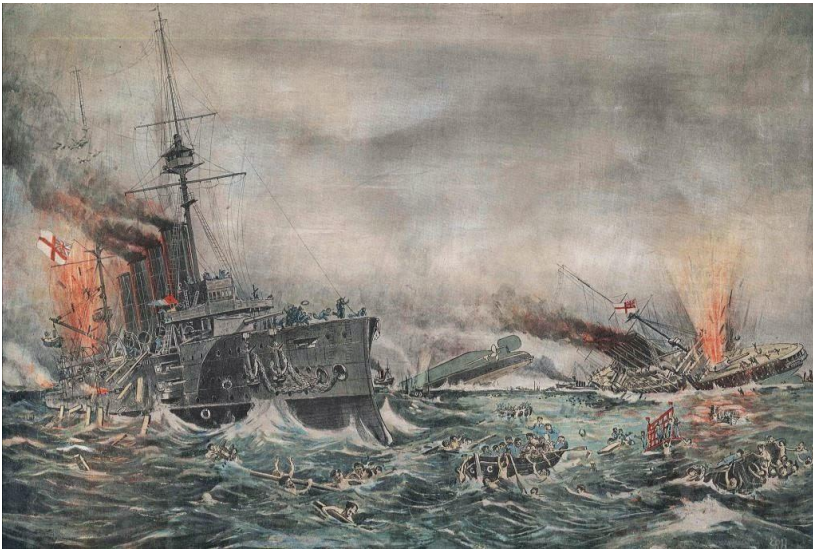


Shocked by these losses on Germany`s doorstep, Kaiser Wilhelm placed restrictions on naval operations in the North Sea with sorties by the High Seas Fleet requiring his prior approval. Churchill wrote in his book `The World Crisis`... "...the German navy was muzzled except for individual submarines and minelayers, not a dog stirred from August `til November. Furtive they may have been but in the early months of the war they were certainly chipping away at the RN`s numerical superiority.

RN BATTLESHIPS & CRUISERS LOST IN HOME WATERS [August 1914 - January 1915]

- 6th August – HMS Amphion (Mine)**
- 5th September – HMS Pathfinder (U.21)**
- 22nd September – HMS Aboukir, Cressy and Hogue (U.9)**
- 15th October – HMS Hawke (U.9)**
- 27th October – HMS Audacious (Mine)**
- 31st October – HMS Hermes (U.27)**
- 1st January – HMS Formidable (U.24)**





The best known success was the sinking of the armoured cruisers Aboukir, Cressy and Hogue by the submarine U9 on September 22nd 1914 with the loss of 1450 sailors. Two battleships and six cruisers were sunk in home waters in the first six months of the war. U9 was also responsible for the sinking of HMS Hawke with the loss of a further 500 men. In fact the U boat's captain Otto von Weddigen was lost the following year when his boat U21 was rammed and sunk by HMS Dreadnought.

The threat of submarines and mines affected the RN's tactical thinking and played a major part in the action at the Dogger Bank.

The Kaiser's operational restrictions led to the resignation of his naval advisor, Admiral Tirpitz and other German naval commanders pressed for some flexibility not least to demonstrate to the German public that the expensively created fleet was being put to effective use. Eventually the Kaiser relented allowing his admirals some discretion and a naval staff document of November 1914 declared that '...the fleet must be held back and avoid action which might lead to heavy losses...but this does not exclude opportunities to damage the enemy in the North Sea'.

This relaxation was welcomed by the High Seas Fleet Commander, Admiral Friederich von Ingenohl (left).



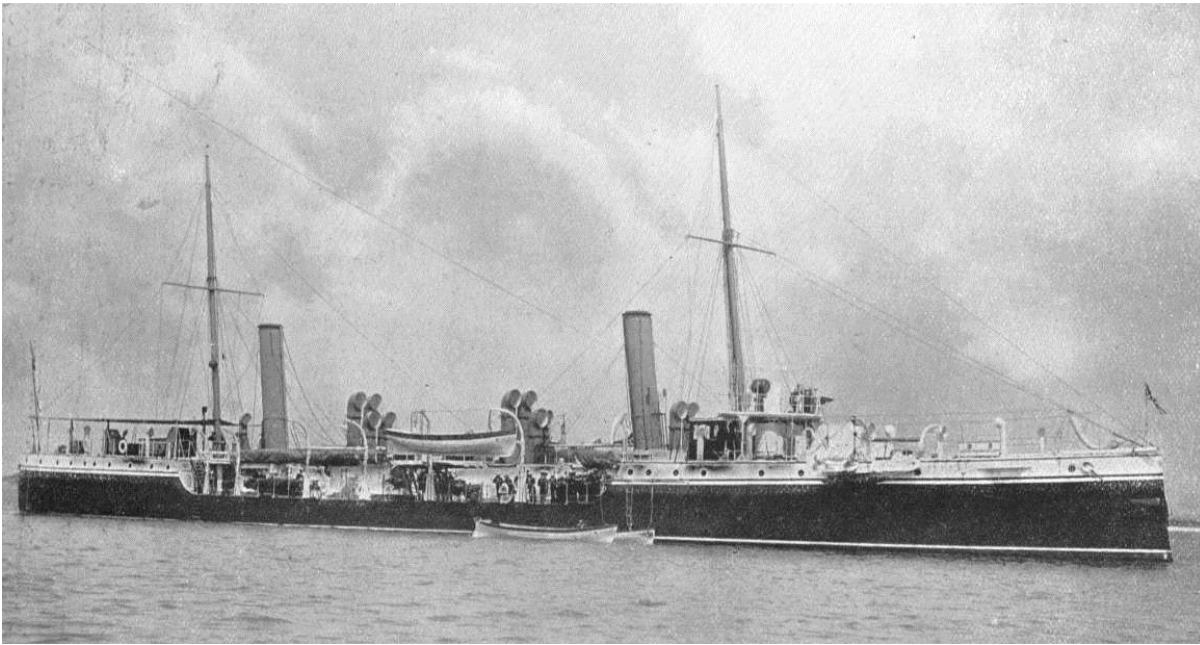
With the RN's main strength being based far away at Scapa Flow and even beyond, the concept of raiding the British coast was examined, their being little perceived risk to German warships.

These raids had several objectives, damage to civilian morale and the RN's prestige, to lay mines and disrupt shipping movements, to cause loss or damage, to overwhelm inferior local patrol forces, to decoy individual British heavy units into action against superior German forces, To force the dispersal of the Grand Fleet, this increasing the likelihood of encountering inferior forces and finally to exercise German squadrons and reduce the boredom of their crews.

However, the Germans were unaware that following a recent incident in the Baltic, the security of their future operations was threatened. From the outbreak of the war British outstations had picked up German wireless telegraphy transmissions enabling the admiralty to track enemy shipping movements.

Then on 26th August 1914, the German cruiser Magdeburg ran aground in the Gulf of Finland, the Russians salvaged copies of the German naval codes from the wreck and sent them to London. By December 1914, cryptologists in Room 40 in the Admiralty Old Building were able to decode German naval messages and give warnings of sorties of the High Seas Fleet. Nevertheless the

first raid took place on Tuesday 3rd of November 1914. It was carried out by Hipper`s Scouting group, comprising the battle-cruisers Seydlitz, Van der Tann and Moltke, the armoured cruiser Blucher and the several light cruisers. This task force was to be covered from a distance by the rest of the High Seas Fleet. Hipper`s ships arrived off the coast just after 06.30hrs.



The minesweeper HMS Halcyon (above) and the old destroyers Lively and Leopard were on patrol, typical of the inferior local forces the Germans expected to meet. Halcyon`s challenge was answered in shellfire from both small and large calibre guns. Lively made smoke to hide the British ships. The German ships engaged Halcyon which made it difficult to judge shell fall so as to adjust their aim. At 07.40 they switched their guns to target Yarmouth itself. The bombardment was conducted from about 8 to 12 miles out and little damage was caused, most shells hitting the beach. The SMS Stralsund laid mines and the Germans turned for home. Four more British destroyers in Yarmouth harbour started to raise steam to join the chase. A lone cruiser from the RN`s Harwich Force returning from patrol spotted Hipper`s returning force but other detached ships could not be concentrated in time to attack the superior German squadron. Admiral Beatty`s cruiser squadron came south, as did elements of the Grand Fleet, but Hipper was already beyond their reach. The only losses were the pursuing British submarine D5 and the German armoured cruiser Yorcke. The D5 struck a mine - probably one just laid by the Stralsund - whilst the Yorcke, part of the covering force for Hipper`s ships, struck two mines and went down near Wilhelmshaven with the loss of 235 men. Hipper was awarded an Iron Cross for the operation, but refused to wear it as he did not consider the operation a success. The results of the raid were not spectacular, the German force had arrived and departed with ease and had encountered little resistance. German commanders were encouraged to try again. On 16th November, the Kaiser authorised another raid. The submarine U18 reconnoitred the Scarborough and Hartlepool areas and found little coastal defences, no protective minefields and a steady stream of coastal shipping. Hipper sailed on December 15th with the battlecruisers Seydlitz, Van der Tann, Moltke, Derflinger, the armoured cruiser Blucher, escorted by the light cruisers Strasburg, Graudenz, Kolberg and Stralsund. Von Ingenhol took 86 ships of the High Seas fleet towards the Dogger Bank in support of Hipper, whilst staying close enough to base to withdraw if necessary

The operation came at a particularly favourable time for the German navy. British strength in home waters was at its nadir, three battle-cruisers which had been detached in response to the Coronel disaster were still across the Atlantic. Beatty had five battle-cruisers to match Hipper`s

four plus the Blucher whilst Jellicoe had only 18 dreadnoughts and 8 pre-dreadnoughts ranged against Germany`s 17 dreadnoughts and a score of older battleships. By the evening of the 14th of December code-breakers at the admiralty knew from intercepted messages that German battle-cruisers would shortly be leaving port, but these did not suggest the enemy fleet`s full involvement . Beatty`s battleships and the 2nd Battle-cruiser group were ordered to sea under the command of Vice Admiral Sir George Warrender. A cruiser squadron was tasked as scouts. The Harwich force of 2 light cruisers, 42 destroyers and 8 submarines sailed to intercept the ships if they attempted to enter the English channel. Jellicoe protested that these arrangements might be sufficient just to deal with Hipper but would be inadequate if the main German fleet was involved. Four armoured cruisers from the 4th Cruiser Squadron from Rosyth were then added to the British deployment. The main British force was to sail south-south east of the Dogger Bank, the intention was to allow the raid to take place and to catch the German ships as they headed for home. British radio traffic as he crossed the North Sea alerted Hipper to the possibility that the British had been warned, he attributed this to trawlers he had passed. The weather deteriorated and early on the 16th of December, the German destroyers and three cruisers were ordered back to base. SMS Holburg remained with the battle-cruisers as she had 100 mines to lay.

Hipper`s force now divided, SMS Seydlitz, Blucher and Moltke headed for Hartlepool while Derflinger, Von der Tann and Holburg approached Scarborough. At 08.00hrs Derlanger and Von der Tann began shelling Scarborough whilst Holburg was laying mines off Flamborough Head. The German battle-cruisers closed to a range of 2 - 3000 yards and many Scarborough residents thought these were British warships on gunnery practise until explosions in the streets dispelled the illusion. Scarborough Castle, the Grand Hotel, three churches, a hospital and various other properties were hit, whilst crowds gathered at the railway station and along the roads out of town. The Times subsequently reported that `...there was an entire absence of panic and the demeanor of the people was everything that could be desired...`. 500 shells were fired in just thirty minutes but casualties were surprisingly light, 17 people were killed including a baby and two other children. About 150 were injured. A local newspaper reported that a cat and two caged birds perished at no.2 Wickham Street. 15



Damage to the Grand Hotel at Scarborough

Derflinger and Van der Tann both now headed for Whitby with 50 rounds being fired between 09.00 and 09.10 hrs, hitting Whitby Abbey which was, of course, already a ruin. Two people were killed and one citizen received a silver medal from the RSPCA for stopping a runaway horse during the bombardment.

Meanwhile, Seydlitz, Moltke and Blucher arrived off Hartlepool. West Hartlepool was a legitimate target, it was a naval anchorage with extensive docks and munitions factories and it was defended by a coastal battery. Local naval forces had not been alerted and because of poor weather there was only four warships on patrol with others in harbour.



At 07.45 the four destroyers HMS Doune, Moy, Test and Waveney saw three large vessels approaching. The only weapon which these destroyers possessed capable of damaging large armoured warships was torpedoes. HMS Doune closed to about 1000 yards and launched one torpedo. This missed and all four British ships retreated.

Hartlepool's shore defences comprised three six inch naval guns positioned near the lighthouse (the Heugh Battery).....picture as preserved today as part of a

military museum.



In 1914 the battery was manned by the Durham Royal Garrison Artillery of the Territorial Force. The 18th (Service) Battalion of the Durham Light Infantry provided the local garrison. Despite having received reports from the destroyers, the gunners were confused by the approaching ships until shells started falling just after 08.10 hrs. Smoke and dust soon reduced visibility for the coastal battery, their shells having no effect on the ships armoured sides, so they aimed at the superstructures and masts, hitting two 5.9 inch guns and putting an 8.2 inch gun out of action. The armoured cruiser then moved in behind the lighthouse to block the shore batteries line of fire.

As at Scarborough, civilians fled the town by road and rail. From the harbour, the small cruiser HMS Patrol got underway but after hits from two heavy shells her captain ran her aground. Another cruiser had no steam and remained immobile. The submarine C9 headed for sea but was forced to dive when fired upon. By the time she cleared the harbour, the enemy had gone. Commodore Roger Keyes commented afterwards that the submarine had been based there specifically to prevent attacks by raiding cruisers. The German cruisers bombarded Hartlepool

for about 40 minutes, many of the shells being fired at short range, with many failing to explode because of the fuse settings.



Others ricocheted away as they were travelling horizontally, rather than falling vertically. Nevertheless damage was caused to the steelworks, railways, five hotels, the gas works, seven churches, a school and over 300 houses. 86 civilians were killed and 424 were injured. The raid resulted in the first death in action of a British soldier on British soil in the 168 years.



Private Theophilus Jones (left) of the Durham Light Infantry was killed by one of the first shells to land on the battery. He had left his job as a headmaster to enlist less than eleven weeks before. He had two brothers, both of whom died in France in 1917. Si other soldiers were killed and fourteen wounded. The coastal guns had fired 123 rounds, causing some damage to the German cruiser SMS Blucher, killing eight German sailors and wounding twelve. The attacks on the three towns resulted in 137 fatalities with a further 592 injured. For the Germans the attacks had the clear strategic objectives of mining British waters, enticing out British warships and affecting civilian morale. They could

argue that Hartlepool was a military target, that Scarborough had three radio stations, but to the British public these were brutal, unprovoked attacks upon innocent civilians in their own homes. Editorials in newspapers in neutral America condemned the raid.



The Royal Navy was criticised for not preventing the attack but the raid became part of the British propaganda campaign with `Remember Scarborough` being used on army recruitment posters.

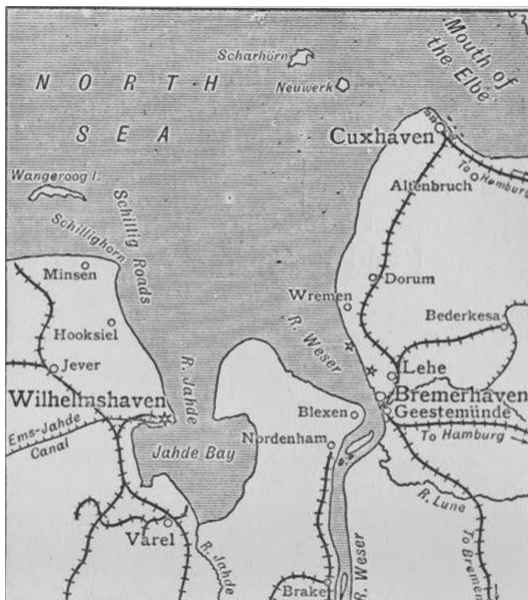
Having pulled the lions mane, the German ships had now to run for home.

Pressing south on December 16th, Beatty`s destroyer screen encountered enemy cruisers and destroyers, these were the advance guard of the German High Seas Fleet. The resulting skirmish was quickly reported to the German flag ship. Ingenohl had already exceeded his standing instructions by deploying the main fleet without informing the Kaiser. Anxious not to jeopardise his fleet`s safety and fearing the British destroyers were the advance guard of the British Grand Fleet, he reversed course back to Germany. Had he continued he would have sited the four British battle-cruisers and six battleships. His much

larger force included 22 battleships, and this was precisely the opportunity German naval

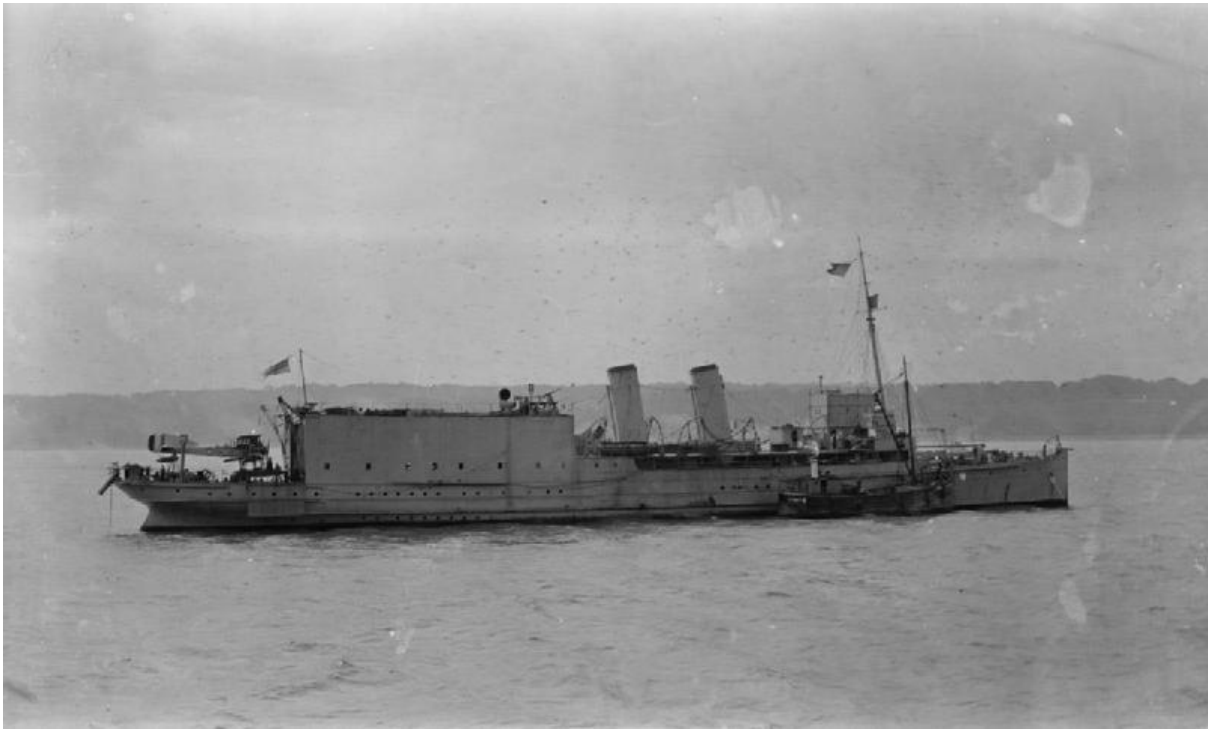
strategists had been seeking. The heavily outnumbered and outgunned British would probably have taken significant losses and would have given the German navy temporary superiority over the Royal Navy in the North Sea. Jellicoe was described as the only man who could lose the war in an afternoon. Tirpitz described this as a `heaven sent never to be repeated opportunity for a battle so enormously in the German`s favour`. He later wrote that `on December 16th 1914 Ingenohl had the fate of Germany in the palm of his hand, I boil with inward emotion whenever I think of it`. At 09.30 Hipper`s ships rendezvoused and ran for home at top speed, in the knowledge that the covering High Seas Fleet had already withdrawn.

Warrender attempted to intercept Hipper. Warrender and Beatty`s squadrons separated in order to avoid shallower water over the Dogger Bank. Goodenough`s cruisers searched the minefield`s channels. At 11.25 the cruiser HMS Southampton sighted enemy warships and with HMS Birmingham she engaged three German cruisers and several destroyers from Hipper`s vanguard. Two more British cruisers moved in support but Beatty only aware of one enemy cruiser, ordered their recall. Not for the first time, nor indeed the last time in the Great War the Royal Navy`s shortcomings in signalling were shown up. Beatty intended to recall only the last two cruisers but all four turned back and Hipper`s ships were soon lost to sight. Had Beatty known the true situation, he would probably have turned all of his ships towards the enemy resulting in a confrontation with Hipper`s battle-cruisers following behind. The German ships were now heading towards the opposite end of the minefield where Warrender`s 2nd Battle Squadron was waiting. At 12.15 German forces exited the southern edge of the minefield and saw British battleships ahead. The captain of the British battleship HMS Orion requested his superior`s permission to open fire but this was refused because the C in C Warrender had not given any orders to do so. Four armoured cruisers sent in pursuit were easily outpaced by the Germans who disappeared into the mist.



It was time for Britain to get in some retaliation and what better day than the 25th of December 1914. The Cuxhaven Raid was described at the time as a reconnaissance by naval sea planes of the Heligoland Bight, including Cuxhaven, Heligoland and Wilhelmshaven with the opportunity of attacking with bombs points of military importance. Captain Murray Fraser Sueter was a torpedo expert and a pioneer of naval aviation, he had supervised construction of the airship `Mayfly` in 1909 and in 1912 he commanded the Navy`s Air department where he oversaw the creation of the RNAS. When war came Sueter continued his penchant for innovations and these included the launching of torpedoes from aircraft. Sueter`s ultimate aim was to `Pearl Harbour` the German High Seas Fleet when in port, German naval bases being

beyond the range of land based aircraft, but Sueter already had the solution to his problem. Early in the war he persuaded the Admiralty to requisition three cross channel steamers and equip them as seaplane carriers. Further conversions were to follow. By the end of 1914 the Engadine (below) the Empress and the Riviera had been converted and ready for operations.



Each could carry up to four seaplanes, the Short Folder Seaplane, capable of 78 miles per hour.



Seen here being winched overboard for take off. It could carry a 14 ins torpedo and a few small bombs. Flying endurance was 5 hours. Of course all this was before deck take off / landings and catapults and the planes were hoisted overboard, taking off under their own power from the surface of the sea. Returning from a sortie, they had to land alongside their parent ship and be winched back on board. In rough conditions these operations were well nigh impossible. The main target for the raid was the Cuxhaven airship sheds, this being an appropriate target for the RNAS as this service was tasked with

UK air defence.

All three ships carried three seaplanes for this raid. Commander of the raid was Cecil LeStrange Malone (who later became Britain's first Communist MP). The seaplane carriers left Harwich on the evening of the 24th December. Ships of Commodore Tyrwhitt's Harwich force sailed to provide escort. Early on the 25th, 90 kms off Cuxhaven, the 9 seaplanes were hoisted out, two immediately developed engine trouble and were taken back on board their parent ships and around 07.00hrs, the remaining seven took off on the world's first ship launched air raid. The seaplanes went amiss in the mist and could not find the airship sheds, they were in fact well to the south of the target and the Wilhelmshaven naval base now became their objective. Here the small bomb loads caused no significant damage to any ships or dockyard installations. All seven planes were hit by anti aircraft fire, three making it back to the task force and were taken back on board. One ditched with engine failure and were rescued by Dutch fishermen and were interned for the rest of the war. The others ran out of fuel and ditched near the island of Norderney, the British submarine E11 had been stationed here just for such a situation. The crews were taken on board before a Zeppelin appeared and the submarine was forced to dive. The German response came mainly from the air, seaplanes and airships were sent out to track

the raiders withdrawal. The seaplane carrier *Empress* had boiler problems and was attacked by seaplanes and the airship *L6*. The stern mounted 12 pounder could not be brought to bear on the attackers and the crew had to resort to rifle fire. No damage was done to the ship, seaplanes or airship. Attacks on the retiring ships by three U boats were unsuccessful and the British returned safely to home waters. In attempting to leave Wilhelmshaven during the raid, the battleship *Van der Tann* collided with a cruiser and was still in dockyard hands when Hipper mounted his next operation.

The Cuxhaven raid was an imaginative endeavour, showing the willingness amongst naval and military leaders to adopt new technology, and prefigured the air-sea battles of the future. It was a boost to British morale, and pointed the way to ways in which aircraft could be made more effective.



Rod then put up a photograph and asked if anyone knew who it was...it was Robert Erskine Childers, author of `The Riddle of the Sands` who had volunteered for the RN in 1914 and initially was used to instruct pilots on coastal navigation, but he managed to extend his role to include flying and he actually took part in the Cuxhaven raid as a navigator / observer and he was Mentioned in Despatches.

Note - Erskine Childers was executed in the Irish Civil War, November 1922.

Moving on, Rod then focussed on the Battle of Dogger Bank itself. Around 12 noon on the 23rd of January 1915. Winston Churchill returned to the Admiralty after visiting Admiral `Jacky` Fisher who was in bed with a cold. Admiral Sir Arthur Wilson entered the office...Churchill described Wilson as `having a glow in his eye` ...when he said `First Lord, those fellows are coming out again`. `Those fellows` were , of course, the German fleet. The developments that led up to this, the British reaction led to this clash in the North Sea since the war began. On January 7th the Kaiser issued new operational instructions to the High Seas Fleet and Ingenohl was now allowed to attack British advance patrols on his initiative but he was still cautioned about getting involved with superior forces. Major attacks on the English coast required specific approval . German naval staffs still discounted the probability that the British had broken their codes and they suspected that British fishing boats off Dogger Bank was the source of British intelligence as to their Fleet movements. It was decided to mount a sweep to attack the fishing fleet and any covering light forces.



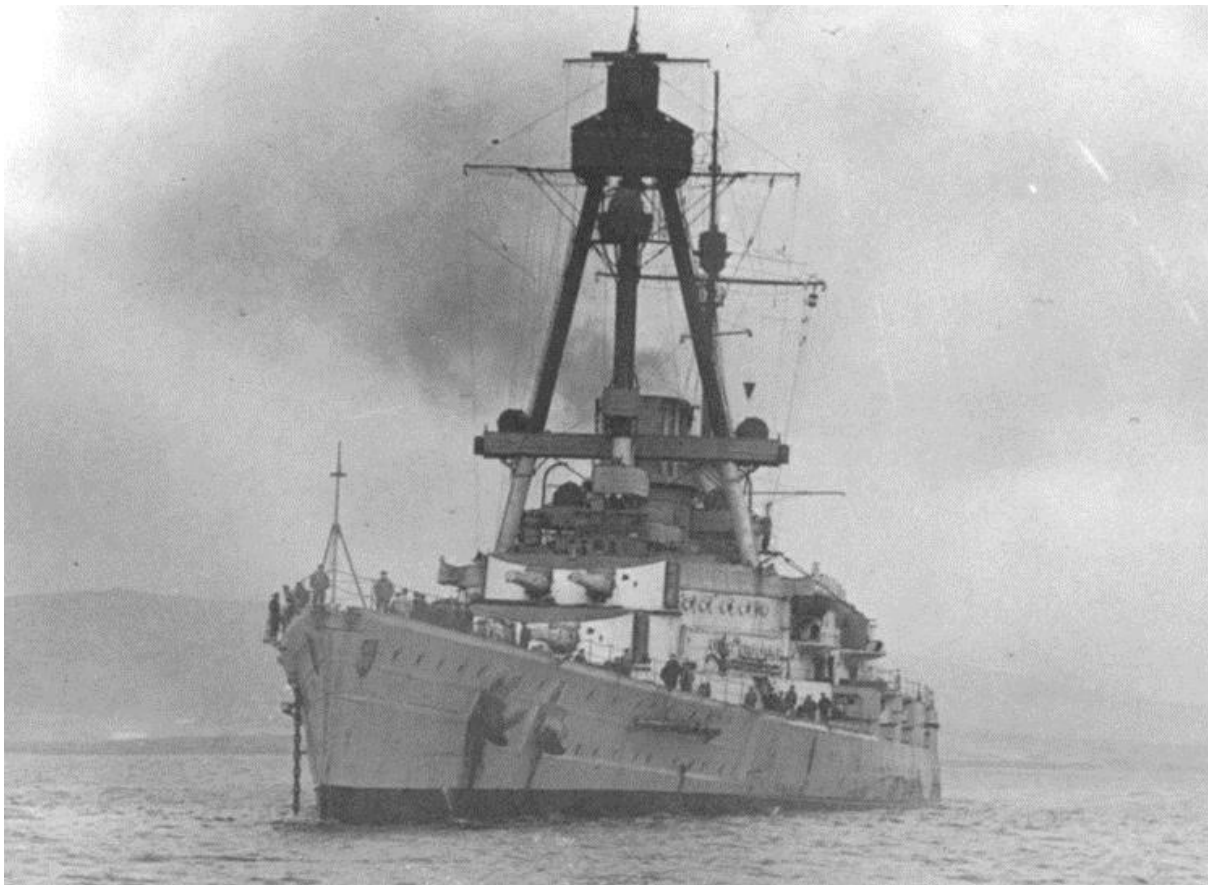
This satellite image shows the location of the Dogger Bank roughly midway between the English and German coasts and covers around 6800 square miles, water depth varying from 40 - 150 feet, about 66 feet shallower than the surrounding sea. Rod said that `Dogger` is an old Dutch word for fishing boat.

With the SMS Van der Tann still in dock following the bombing raid, Hipper`s task force comprised only two battle-cruisers, the armoured cruiser Blucher, a further four cruisers and nineteen destroyers.

His flagship the SMS Seydlitz (below) had entered service in May 1913 and had several improvements over earlier battle-cruiser designs.

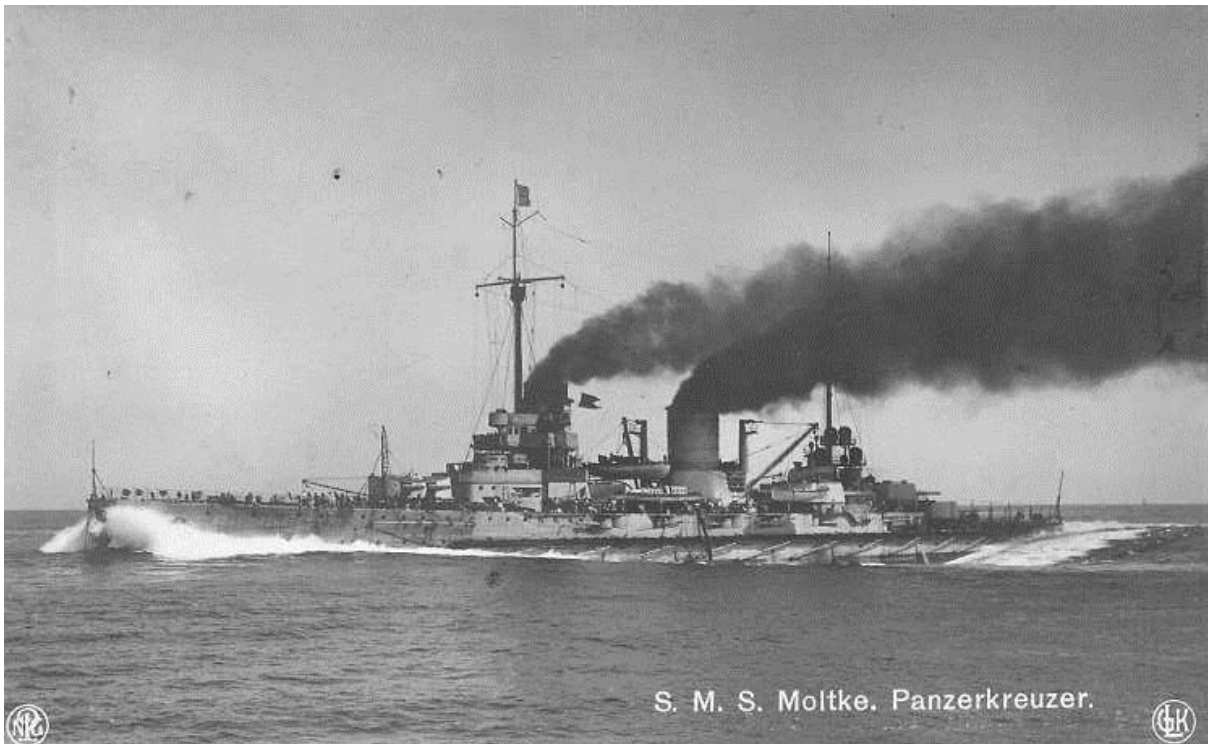


The SMS Derflinger was a newer ship only being commissioned in December 1914 and was Germany`s largest and most powerful battle-cruiser to date and her main armament of eight 12 inch guns was a significant upgrade on the previous weaponry carried by German capital ships. The British, of course already had several ships fitted with 13.5 inch main armament.



SMS Derflinger

The SMS Moltke was the Imperial German navy`s second battlecruiser.



This was an enlarged version of the Van der Tann design. Moltke had increased armour and an additional two more main guns. Compared with the British contemporaries, the Indefatigable class, Moltke was significantly larger, better protected and her sister ship SMS Goeben was operating with the Turkish navy after playing a big part in bringing the Ottoman Empire into the war



SMS Blücher was the last armored cruiser built by the German Empire. She was designed to match what German intelligence incorrectly believed to be the specifications of the British Invincible-class battlecruisers. Blücher was larger than preceding armored cruisers and carried more heavy guns, but was unable to match the size and armament of the battlecruisers which replaced armored cruisers in the British Royal Navy and German Imperial Navy.



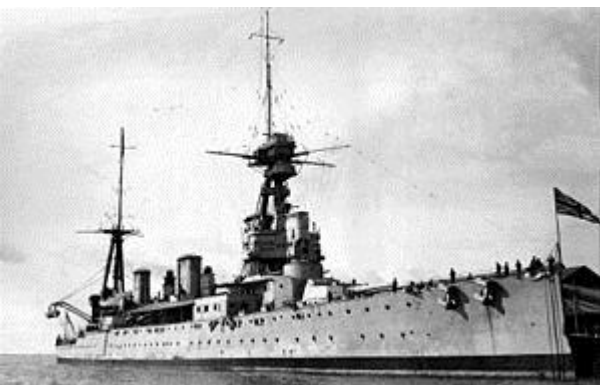
SMS Rostock was typical of the four German light cruisers which took part in the operation

It is not very often in naval warfare that your enemy presents you with his operational plan. The British had intercepted and decoded German wireless transmissions, gaining advance knowledge that a German raiding squadron was heading for Dogger Bank and ships of the Grand Fleet sailed to intercept the raiders - hence Wilson`s comment to Churchill at the Admiralty.

The British knew the enemy`s probable strength but took no chances, their deployment being geared to Hipper`s force being supported by elements of the High Seas fleet. Arrangements were made for units of the Grand fleet to sail south, the battle-cruiser force and the Harwich force to put to sea, all headed for the Dogger Bank. As it turned out, only Beatty`s battle-cruisers and their escorts were destined to meet the enemy.



The battle cruiser Lion and her sister ship HMS Princess Royal were very much larger than earlier British battle -cruisers, faster, better armoured and had the 13.5 inch gun . She was the lead ship of her class, which were nicknamed the "Splendid Cats". The third unit was HMS Queen Mary.

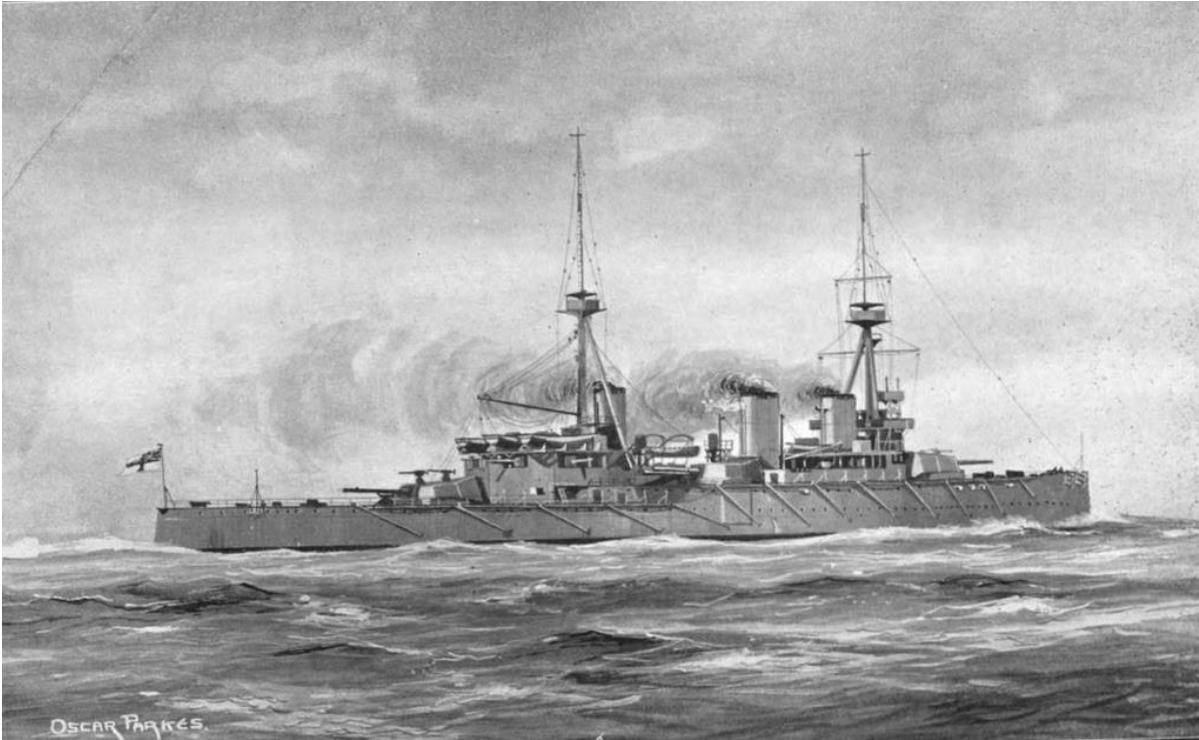


HMS Tiger was completed at the start of the war but was described by Beatty as `not yet fit to fight` as bad weather had restricted her working up. HMS New Zealand, the second of the Indefatigable class ships which were generally considered inferior to all German battle-cruisers. The ship was commissioned in 1912, the same year as the much superior Lion. Funded by the New Zealand government for service in the pacific, she was released for service in British waters when war broke out. During the war HMS New

Zealand was hit only once by enemy fire and she sustained no casualties. Her reputation as a `lucky` ship was attributed to her captain`s custom of wearing a Maori warrior`s skirt and

pendant when the ship went into battle. At Dogger Bank she carried the flag of Beatty's second in command, Rear Admiral Moore.

HMS Indomitable was one of three Invincible class ship which introduced the battle-cruiser type to the world's navies. Completed in 1908, she was the slowest battle-cruiser present at Dogger Bank.



On paper she was more than a match for the armoured cruiser Blucher but would have been hard pressed in any duel with the German battlecruisers.



HMS Lowestoft and her three sisters in the Town class, comprised the light cruiser squadron under Commodore William Goodenough and they had operated with Beatty's battle-cruiser force since the outbreak of war and were more powerful than the German light cruisers

Further light cruisers - HMS Arethusa seen here - were members of Commodore Tyrwhitt's Harwich Force

A summary of the opposing forces at Dogger Bank in the early hours of January 24th 1915

Royal Navy

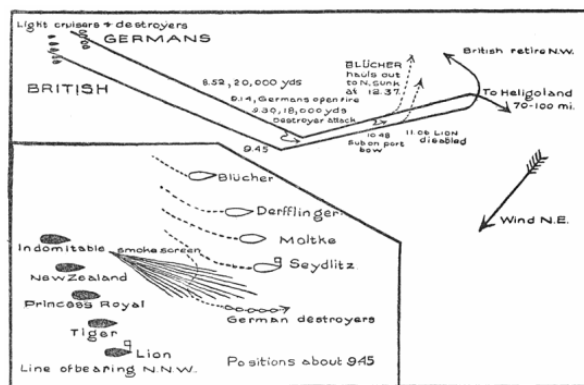
- 1st Battlecruiser Squadron: HMS *Lion*, *Tiger* and *Princess Royal*
- 2nd Battlecruiser Squadron: HMS *New Zealand* and *Indomitable*
- 1st Light Cruiser Squadron: HMS *Southampton*, *Birmingham*, *Lowestoft* and *Nottingham*
- Harwich Force: three light cruisers (HMS *Aurora*, *Arethusa*, *Undaunted*) and 35 destroyers

Imperial German Navy

- 1st Scouting Group: SMS *Seydlitz*, *Moltke*, SMS *Derfflinger* and SMS *Blücher*^[b]
- 2nd Scouting Group: SMS *Kolberg*, *Stralsund*, *Rostock*, and *Graudenz*
- Two flotillas of 18 destroyers combined

Hipper's force was facing an unexpected severe test. At 07.00 hrs on 24th January Beatty and Goodenough's cruisers reached the British rendezvous point. Dawn broke and the leading units of the Harwich force, HMS *Arethusa* and seven destroyers were sighted ahead. The cruisers *Aurora* and *Undaunted*, together with Tyrwhitt's remaining destroyers were still some 13 miles astern, having been delayed by fog. Still south of the rendezvous point, at 07.15, HMS *Aurora* sighted unidentified warships to starboard and moved across to challenge. The response was gunfire, the ships being the SMS *Kolberg* and *Stralsund* and light warships part of Hipper's force now rounding the south side of Dogger Bank. *Kolberg* made some hits on the *Aurora* but these caused little damage. A shell from the *Aurora* hit the *Kolberg*'s bridge and the German cruiser turned away. The *Aurora* and the *Undaunted* now sighted more enemy warships. The gun flashes from this exchange were now seen from the British battle cruisers away to the north and shortly afterwards Beatty received *Aurora*'s 'enemy sighting' report and he issued orders to steer towards the action and increase speed to 22 knots. Goodenough sent his scout cruisers headed by HMS *Southampton*. The *Southampton*, *Arethusa* and *Aurora* now identified the enemy force as three battle cruisers and SMS *Blücher* with escorting cruisers and destroyers all heading towards the west. The Germans made a 'U' turn, the British followed keeping Beatty informed as to the enemy's course and speed. The British battlecruisers increased speed and headed south in pursuit and by 08.00hrs, Beatty had sighted the enemy, 14 miles to the south east. With faster ships, a light north-easterly wind, excellent visibility and a full day available the destruction of Hipper's force was within Beatty's grasp.

The following map shows how the battle developed.



Initially, Hipper having received the report from SMS *Kolberg*, headed his ships to the scene of the action as he believed they had come upon light forces guarding the Dogger Bank. Shortly afterwards reports from the *Kolberg* and *Stralsund* indicated that further enemy units were in the area and Hipper turned south east to enable him to assess the situation, several British light cruisers and numerous destroyers could now be made out. The presence of such light forces in

strength and the high level of wireless traffic suggested that British capital ships were nearby and Hipper realised that he may have encountered a superior enemy and he decided to head for the safety of Heligoland. Hipper's movement towards the Kolberg had taken him closer to Beatty's battle-cruisers and his speed was increased to 23 knots, the best that Blucher could make and it was now at the rear of the German line and closest to the enemy. At 08.40 hrs, Hipper finally identified his opponents as Beatty's battle-cruisers and by then the range was down to 25000 yards and battle was inevitable.

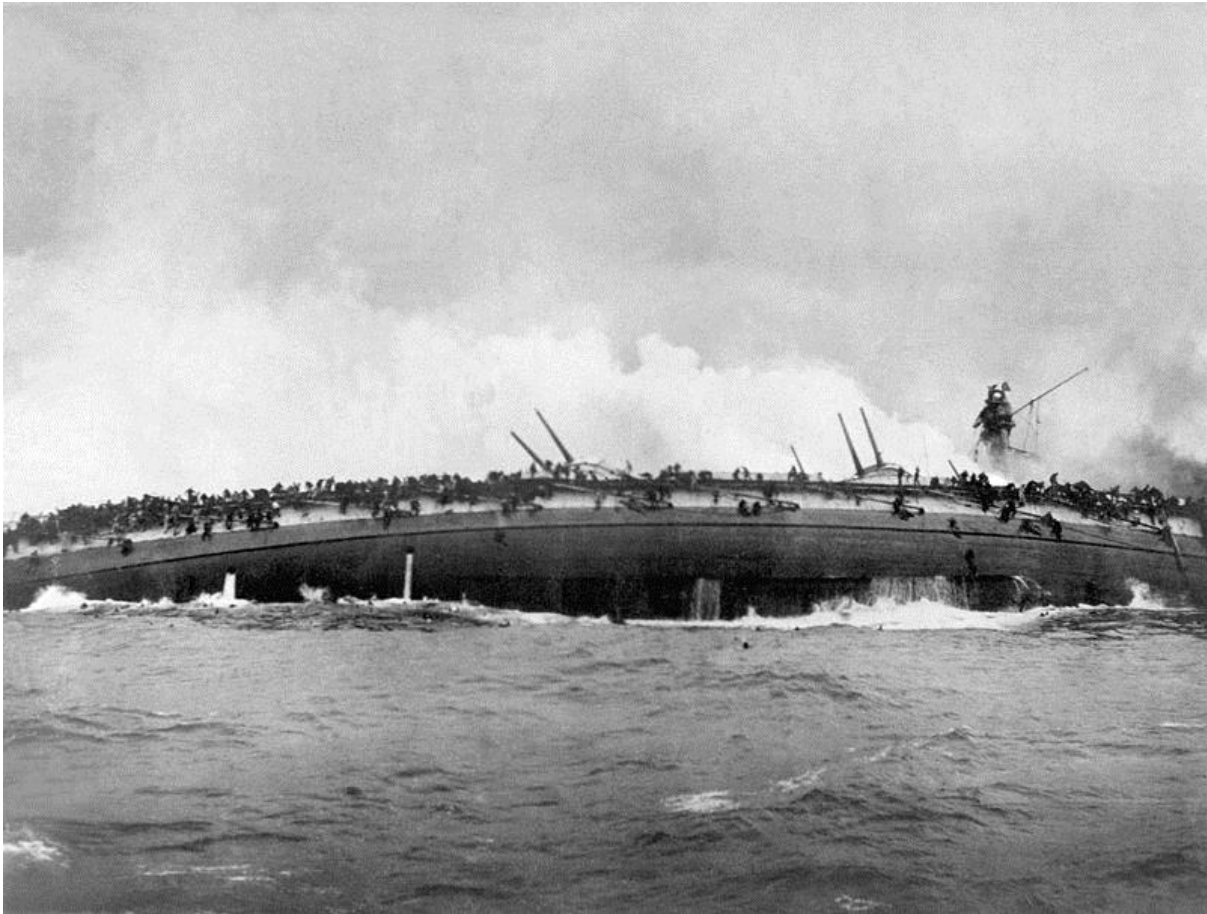
With the German heavy units in sight, Beatty's battle-cruisers went to full speed, this meant that for Lion, Tiger and Princess Royal, 27 knots, 4 knots faster than the best speed Hipper's force could maintain. The slower New Zealand and Indomitable began to fall behind the leading British ships, but they were still gaining on the enemy. At 09.00hrs, with the range down to 20000 yards, the Lion opened fire on the Blucher. Shortly afterwards the Tiger joined the action, followed by the Princess Royal and again the Blucher was the main target. At first there was no German reply, the heavy smoke they were producing reduced visibility and the maximum range of their guns was 19000 yards. Their war planning had assumed that this would be the upper limit for visibility in the North Sea in exceptionally good conditions. The arrival of 13.5 inch British shells, each weighing more than half a ton from way beyond this range came as a shock. It was not until 09.10 hrs that the Seydlitz finally signalled to open fire, the Derflinger being the first to respond. Minutes later the first 13.5 inch shell hit the Blucher. The British now faced a classic stern-chase, on a parallel course behind the Germans but gaining ground as their speed advantage told. Beatty's battle-cruisers were in echelon to the starboard of Hipper's ships with Goodenough's cruisers to port. At this stage only the lead three British battle-cruisers were in action. Lion had switched targets to the Moltke, the second ship of Hipper's line. Tiger and Princess Royal continued to engage the Blucher and by 09.20 hrs all four German ships had opened fire and 8 minutes later, Lion received her first hit and Goodenough's cruiser received warning shots when she approached too close to the Germans.

By 09.35hrs, the New Zealand had gained sufficient ground to open fire on the Blucher, the German ship beginning to show signs of serious damage. With four of his battle-cruisers now in action, Beatty ordered them to engage their opposite number. Beatty intended Lion to engage the Seydlitz, Tiger the Moltke and Princess Royal, the Derflinger, leaving the New Zealand to deal with the Blucher along with the Indomitable when she had closed the range. Unfortunately, Captain Perry on the Tiger assumed that the Indomitable was already firing on the Blucher, counting from the back he assumed that the New Zealand would attack the Derflinger, the Princess Royal the Moltke, leaving him joining Lion to target the Seydlitz. The result was no one was firing at the Moltke which was left to make undisturbed target practise. The Germans kept to the principle of concentrating fire on the head of the enemy line, making Lion the target of all three German battle-cruisers. The Lion soon found the range of the Seydlitz with almost fatal consequences for the German flagship. At a range of 17500 yards, a 13.5 inch shell penetrated the working chamber of the rearmost turret and exploded. The flash shot up into the gunhouse and downwards into the magazine igniting ammunition in transit. The magazine crew tried to escape by opening the doors into the handling room of the adjacent turret, this enabled the flash to ignite the charges there and the fire spread to the adjacent magazines and upwards as far as the gun-house. Both turrets had been knocked out by the one shell. Of the 165 men in the two turrets, most died from burns, others from poison gases produced by the burning charges. On the bridge, they expected the ship to blow up. The Seydlitz was saved by an individual act of bravery by Petty Officer Wilhelm Heidkamp who made his way through the heat and smoke to the magazine flooding valves. The first valve was glowing red hot, but he grasped it and opened it. He was attempting to open the second valve when he collapsed and the job was completed by another man. Seawater flooded the magazines and the ship was saved. Heidkamp survived but his hands and lungs were severely injured. He died of lung disease in 1931 aged just 48.

So far the British were unscathed but from 10.00hrs, the German concentration of fire on the Lion began to have an effect and a 12 inch shell from the Derflinger slowed the Lion`s engines, just as Beatty ordered his battlecruisers to proceed at the utmost speed.

The Blucher, meanwhile had been targeted by four British battle cruisers and the cumulative damage was fatal and by 10.30 she was dropping further behind the other German ships and at 10.48 she swung to port, apparently out of control and came under concentrated fire from the Harwich flotilla and HMA Indomitable, which had at last caught up with the action. Hipper made a half-hearted attempt to come to her aid but with the prospect of no assistance from the high Seas fleet, still 150 miles away, he continued south east at his best speed his three battle cruisers could manage. The Blucher was abandoned to her fate.

Beatty`s prospect of catching the rest of the squadron remained bright and the slower German ships were still over 100 miles from the security of Heligoland and many hours of daylight were left. A series of incidents now altered the whole course of the battle. Lion, which had sustained several hits was, at 10.52, hit by a shell which stopped the port engine and slowed her speed to 14 knots. The Lion developed a list and lost all electrical power. Beatty was left with semaphore flags as the only means of controlling the action. Lion pulled out of the line and Beatty watched as Tiger, Princess Royal and New Zealand rushed past in pursuit of Hipper. Rear Admiral Moore now assumed command. At this point, Beatty and others on the Lion thought they saw signs of submarines when in fact the nearest German U-Boats were many miles away, but Beatty did not know that. Suspecting a trap he signalled a sharp turn to port and a new course. This took Moore`s pursuing vessels away from the perceived danger but also away from the fleeing Hipper. The British heavy units were now crossing the enemies wake, raising the possibility that the fleeing enemy might release sea mines. However, no mines were being carried by the Germans on this occasion but Beatty ordered another change of course and the gap between the British battle-cruisers and Hipper was now opening with the latter now heading towards the battered Blucher. The situation was now compounded by signal confusion, Beatty wanted to make it clear to Moore that his priority was the destruction of Hipper`s main force but unfortunately Beatty`s flag lieutenant was not a specialist signals officer and there had been some suggestion that his lack of efficiency had contributed to the confusion when the British failed to intercept the German squadrons at Scarborough. Beatty`s signal `attack the rear of the enemy` was intended that Moore would pursue Hipper but when this signal was sent the signal for the last course change was still aloft. Moore then read the signal as `attack the rear of the enemy bearing north east`. This pointed Moore straight at the Blucher which had, of course, been stationed at the rear of Hipper`s line and the British ships concentrated on the beleaguered German ship. In an attempt to regain control, Beatty called the destroyer, HMS attack alongside, jumped aboard and set off in pursuit of Moore. The Blucher was now in a desperate situation as more and more British ships closed in with several fires on board and only two of her main guns were still in action, but she fought on stubbornly against overwhelming odds and HMS Meteor was stopped dead in the water with a hit in the boiler room with a hit by an 8.5 inch shell. Three other destroyers and HMS Arethusa moved in to attack, the cruiser closing to 2500 yards and blazing away with 6 inch guns and firing two torpedoes, both of which hit, but still the German ship fought on until her last gun was put out of action at 11.45am. Hit by over 70 shells and 7 torpedoes, the ship capsized and lay bottom up for a few minutes. HMS Arethusa and some destroyers closed in to rescue survivors. Seeing them approach, the Blucher`s surviving crew, cheered. At 12.10, the upturned hull suddenly sank beneath the waves whilst overhead the whole scene was watched the crew of a Zeppelin but could do nothing other than chronicle the Blucher`s end. The British warships rescued 260 of these gallant men who had been under constant fire for three hours. Rescue efforts were ended by the arrival of a German seaplane which dropped bombs.



The end of the Blucher

The pilot's actions were later criticised by the German admiralty. By 12.20 HMS Attacker, with Beatty on board had caught up with the battle cruisers and the Admiral hoisted his flag on HMS Princess Royal. Beatty intended to resume the pursuit but he realised his quarry would reach Heligoland before he could be caught again, the High Seas Fleet was reportedly on the move to cover Hipper's return, Beatty therefore abandoned the chase and headed back to base. Hipper had evaded the British net for the second time in six weeks.

To most people, Dogger Bank was a clear cut British victory, Hipper's squadron had been chased from the scene and one of his larger vessels destroyed. The British hadn't lost a single ship, whilst Seydlitz, Derflinger and Kohlberg had all been damaged. Lion had been disabled but Tiger had only sustained minor damage whilst HMS Meteor, although disabled, survived.

The Germans lost 1000 men killed whilst fatal casualties on the British side totalled 15.

Early German reports said the damaged Lion had been sunk but when Beatty left on HMS Attacker, the damaged ship limped away to the north west and with her wireless out of service, her condition was only a matter of guesswork. Escorted by other warships, Lion slowly edged towards Rosyth at 8 knots. Eventually her engines failed completely and she was taken in tow by HMS Indomitable and it was on January 26th, two days after the battle, that Lion eventually reached the Forth. Beatty's flagship was out of action for four months.

At first the Germans thought that Tiger had been sunk, because of a large fire that had been seen on her decks, but it was soon clear that the battle was a serious German reverse. Kaiser Wilhelm II issued an order that all risks to surface vessels were to be avoided. Ingenohl was sacked and replaced by Admiral Hugo von Pohl. The damage to Seydlitz revealed flaws in the

protection of its magazines and dangerous ammunition-handling procedures and some of these failings were remedied in the HSF before the Battle of Jutland (31 May - 1 June 1916). The Germans thought that the appearance of the British squadron at dawn was too remarkable to be coincidence and concluded that a spy near their base in Jade Bay was responsible, not that the British were reading their encrypted wireless communications. (In 1920, Scheer wrote that the number of British ships present suggested that they had known about the operation in advance, but that this was put down to circumstances, although "other reasons" could not be excluded.)

Beatty had lost control of the battle and he judged that the opportunity of an overwhelming victory had been lost and the Admiralty—erroneously believing that Derfflinger had been badly damaged—later reached the same conclusion. Jutland later showed that the British battlecruisers were still vulnerable to ammunition fires and magazine explosions, if hit by plunging fire. Had Moore's three fast battlecruisers pursued Hipper's remaining three (leaving the slower Indomitable behind as Beatty intended), the British might have been at a disadvantage and been defeated. Blücher demonstrated the ability of the German ships to absorb great punishment; all of Hipper's remaining ships were larger, faster, newer, more heavily armed, and far better armoured than Blücher; only Seydlitz had suffered serious damage. Apart from the sinking of Blücher, the Germans out-hit the British by over three to one, with 22 heavy-calibre hits—16 on Lion and six on Tiger—against seven British hits.

The battle, although inconclusive, boosted British morale. The Germans learned lessons and the British did not. Rear-Admiral Moore was quietly replaced and sent to the Canary Islands and Captain Henry Pelly of the Tiger was blamed for not taking over when Lion was damaged. Beatty's flag lieutenant Ralph Seymour—responsible for hoisting Beatty's two commands on one flag hoist, allowing them to be read as one—remained. The use of wireless allowed centralised control of ships from the Admiralty, which cramped the initiative of the men on the spot. Signals between ships continued to be by flag but there was no revision of the signal book or the assumptions of its authors. Signalling on board Lion was again poor in the first hours of Jutland, with serious consequences for the British. The battlecruisers failed to improve fire distribution and similar targeting errors were made at Jutland. And this concluded an excellent presentation - but the evening wasn't over.! Tony Bolton then asked - as is the normal at our meetings for questions silence then one question, then another, and another until we had a full blown debate right across a spectrum of attendees. An interesting and welcome end to an excellent presentation.

Gunnery Records				
Ship	Shells fired	Target hits	Hits received	Casualties
<i>Lion</i>	243 × 13.5-in	<i>Blücher</i> 1 <i>Derfflinger</i> 1 <i>Seydlitz</i> 2	16 × 11- and 12-in 1 × 8.3-in	1 killed 20 wounded
<i>Tiger</i>	355 × 13.5-in	<i>Blücher</i> – <i>Derfflinger</i> 1 <i>Seydlitz</i> 2	6 × 11- and 12-in 1 × 8.3-in	10 killed 11 wounded
<i>Princess Royal</i>	271 × 13.5-in	<i>Blücher</i> – <i>Derfflinger</i> 1	0	0

<i>New Zealand</i>	147 × 12-in	<i>Blücher</i> —	0	0
<i>Indomitable</i>	134 × 12-in	<i>Blücher</i> 8	1 × 8.3-in	0
<i>Seydlitz</i>	390 × 11-in	<i>Lion</i> and <i>Tiger</i> 8,	3 × 13.5-in (1 <i>Tiger</i> , 2 <i>Lion</i>)	159 killed 33 wounded
<i>Moltke</i>	276 × 11-in	<i>Lion</i> and <i>Tiger</i> 8	0	0
<i>Derfflinger</i>	310 × 12-in	<i>Lion</i> , <i>Tiger</i> , and <i>Princess Royal</i> 5 or 6	3 × 13.5-in (1 each <i>Lion</i> <i>Tiger</i> and <i>Princess Royal</i>)	0
<i>Blücher</i>	12 × 8.2-inch	<i>Lion</i> 1 <i>Tiger</i> 1 <i>Indomitable</i> 1	about 70 7 torpedoes ¹	792 killed 234 prisoners 45 wounded



Cleaning the rifling of a `big gun`

ST MARY'S CHURCH, BARNSELY TOWN CENTRE: VISITORS AGED 2 TO 102 YEARS OLD, FROM UK TO USA!

St Mary's Church in Barnsley Town centre opened as part of the Heritage Open Days for the first time this year. The Heritage Open Days theme was 'People Power' to celebrate its 25th Anniversary and acknowledge 200 years since the Peterloo Massacre in Manchester.

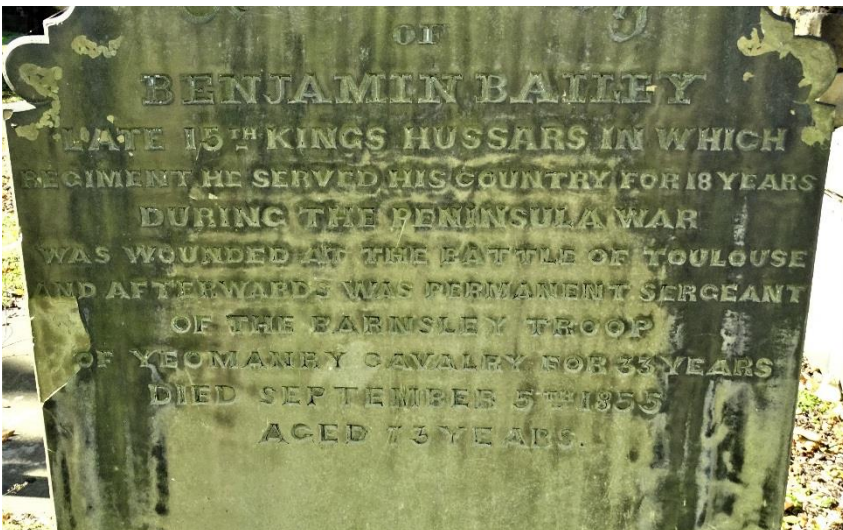
Jane Ainsworth, Co-ordinator of the Barnsley Pals Colours Project, prepared a comprehensive exhibition in the War Memorial Chapel on the history of this magnificent ancient church in the heart of Barnsley, the Chapel with its unique Memorial Pillar, the Barnsley Pals Colours and various individuals connected with the church in different ways. There were also activities for children, including a special trail with bulldogs, tigers and lions to highlight some of the most interesting features.



Jane explains: 'Rev Canon Stephen Race and I were keen to encourage many more people to come inside this impressive building to share our mutual heritage while demonstrating our commitment to inclusivity. Individuals of all faiths or none are welcome to come in any time the doors are open and most of the church is accessible, except for the toilet.'

'St Mary's is one of the oldest churches in Barnsley and it has affected people's lives for centuries. There have been various buildings on the site since 625 AD although the present church was erected in 1822 retaining the tower of 1380. On the walls are many beautiful stained-glass windows, most dedicated to individuals or families

who paid for them, and a huge number of plaques. I feel sure that there must be a lot of descendants in Barnsley if we can find them.



'In the churchyard the oldest headstone is probably one dated 1643; there is a rare headstone commemorating Benjamin Bailey, who served his country for 18 years during the Peninsular Wars in the 15th King's Hussars before serving as Sergeant of the Barnsley Troop of Yeomanry Cavalry for 33 years; he died in 1855, aged 73 years, and one of our visitors offered to research his story for us.'

Amongst notable Barnsley people buried here are members of the Keresforth family (inside), Joseph Wilkinson, Historian and Author of *Worthies, Families & Celebrities of Barnsley & the District* published in 1883 and Edward Lancaster, a wealthy Auctioneer of Keresforth Hall, whose son Edward George was a benefactor to Barnsley and endowed St Edward's Church, where he is buried. There are plenty more gems to discover ...

'We invited several local groups to bring a display and promote their activities because they could use our premises free of charge; it is increasingly relevant for churches to act as a hub for the local community and to ensure that the building is well used. We were delighted that the Royal British Legion were keen to do

this and we owe special thanks to Philip Watson, Graeme and Sharon Beck for volunteering a huge amount of time over the eight days we were open. We are also very grateful to Pauline Gould for her support and long-time interest in St Mary's.

'We had no idea how many people would join us, especially since we had competition from other events in Barnsley between 13 and 22 September as well as some glorious late summer weather – I can vouch for how cold it was to spend up to six hours inside the church! While we would have liked a lot more people to take advantage of this opportunity to learn more about St Mary's and enjoy an informal guided tour of the most important features, we were delighted by the very positive response of everyone who did visit.

'Visitors included several relations of people named on memorials, including possible ancestors of three men named on the Boer War Memorial. One visitor read out the words on a small plaque high up on the Chapel walls that I had been unable to read; it remembers two William Barracloughs, father and son, who poignantly died just three days apart in September 1916. I did some research and found that the father had inherited an Iron Foundry in Barnsley while his son had been killed on the Somme as Second Lieutenant in the West Yorkshire Regiment (Prince of Wales' Own), also named on the WW1 Pillar.

'Most visitors came from Barnsley with a few from Sheffield, Huddersfield and even someone from Chatteris in Cambridgeshire. Two people had travelled from the USA and were exploring Barnsley while staying with friends in Wombwell.

'I was pleased to welcome a few children. Elsie, aged 2, was the first, although my best efforts to engage with her while showing her grandmother round the church resulted in an obdurate silence from this usual 'chatterbox', much to our amusement. Kye (almost 5) and Kirsten (9) were the complete opposite; they had fun sampling all the various activities and following the trail while eating Peace Babies.



'Out of all the fascinating conversations I had with visitors, the highlight was meeting Margaret Critchley, aged 102. I had learnt about her connections with St Mary's from Kay Fussey's excellent article in *Memories of Barnsley* and I appreciate greatly the help of Kay and her husband to bring Margaret to meet us, continuing her links to the church.

Picture shows two members of RBL, Mayor & husband consort, two Church Wardens, Fr Stephen, Jane with Margaret aged 102 in the middle!

'Although not a member of the congregation, Margaret was

baptised in St Mary's in 1917 and was married here at 8am on Boxing Day 1940 during the blackout in the Second World War. Her parents, grandparents and brother had also got married in St Mary's. Margaret's lively reminiscences kept us all entertained – including Mayor Pauline Markham who kindly fitted in a visit amidst her hectic schedule. I felt privileged to discuss with Margaret what Barnsley was like when she was a child because I could not imagine it before the Town Hall was built in 1933. We celebrated what must be a record length of time attending significant events in the same church.



'Several people are keen to become Founder Friends of St Mary's Church and to visit the People's History Museum in Manchester with a tour of the Conservation Studio. It costs £10 to become a Founder Friend and when we have ten these Friends will agree arrangements to establish a larger Friends group. The coach trip will cost about £20 per person depending on numbers who book; the mid-week date is yet to be decided but will be while their Peterloo exhibition is on'.

If anyone would like more details please contact Jane as soon as possible.

Jane Ainsworth janemaa@hotmail.co.uk

45 Victoria Road, Barnsley, S70 2BU



Ordnance works - 1917

GALLIPOLI ASSOCIATION ANNUAL CONFERENCE - REPORT 2019

Peter Biles reports.....

The Royal Air Force Club - Piccadilly was again the venue for the Gallipoli Association's Annual Conference, held on Saturday September 28. A total of 80 guests, including a Turkish delegation headed by Ambassador Ümit Yalçın, were treated to a brilliant programme of talks that did much to enrich our knowledge of the campaign at The Dardanelles. It is 50 years since the formation of the Gallipoli Association, and in his introduction, the Chairman, Brigadier James Stopford, reminded us that Gallipoli still has a military relevance. "The focus now is on study.... the lessons learned in 1915 are as important as they ever were", he said. The Turkish Ambassador, Ümit Yalçın, and Mr İsmail KAŞDEMİR, Director of the Gallipoli Historical Site, also said a few words at the opening of the conference about the importance of Gallipoli and remembrance of "our ancestors who shed their blood heavily, lost their lives and hopes in the Gallipoli trenches."

The first keynote speaker was Turkish diver and filmmaker, Savaş Karakaş, whose topic, "Echoes from the Deep: The Wrecks of the Dardanelles Campaign", allowed us to share his unparalleled experience of filming the ships and submarines which were tragically lost in 1915. In the video recordings, there were frequent reminders of how risky and demanding the diving operations can be, but nonetheless, ultimately rewarding.

Turkish historian, Aslıhan Kervan, from the Gallipoli Historic Site Directorate team, then outlined the current work on the Peninsula, including the establishment of the new Ariburnu Walking Route.

After lunch in the Churchill Bar, military historian Wayne Birch gave us some fascinating insight into the role of the Nottinghamshire Yeomanry in the attack on Scimitar Hill. "Gallipoli was not an action the men from Notts would remember with any pleasure", he concluded.

Enter Gallipoli expert, Peter Hart, the Oral Historian of the Imperial War Museum Sound Archive since 1981. His animated presentation, "Baby Steps at Gallipoli" described how the British Army was unprepared for modern warfare in 1915, and was not fit for purpose. "The over-riding problem was that the military situation was impossible in the face of vibrant Turkish opposition", Peter said. "It was no surprise that British forces were utterly and completely defeated".

Our next keynote speaker was Brian Cleary who is currently writing a book on the extraordinary lives of Dick and Lilian Doughty-Wylie. Lt Col Wylie VC, a career soldier, was killed on April 26, 1915, the second day of the Landings. Brian was set to reveal his new research on "The Mystery Woman of Gallipoli". Who was it who visited Dick's grave on the Peninsula towards the end of November 1915, thus becoming the only woman ever to land at Gallipoli during the campaign? Was it Dick's widow, Lily, or the woman with whom he had been having a passionate affair, the renowned archaeologist and explorer, Gertrude Bell? Brian's exhaustive research into this tale of intrigue is not yet complete, with archive material in France still to be examined, but his conclusion is that Lily Doughty-Wylie was indeed "the mystery woman". She was in the area at the right time, whereas there is no contemporary evidence that Gertrude Bell was ever there.

The final talk of the day came from Colonel Andy Taylor who described "126 Days at Suvla Bay - A Territorial Battalion's Story". It was a sobering account of the role played by the Herefordshire Regiment, one marred by total confusion both during the landing and the advance. Of the 1,039 men of Herefordshire who served at Gallipoli, fewer than 80 were fit in December 1915, and 882 men were evacuated because of wounds or sickness. Andy said he hoped he had been able to convey the spirit of the Herefordshire Regiment and what they went through. This he certainly did.

Gallipoli Association historian, Stephen Chambers, drew proceedings to a close, saying this 8th annual conference had been a “fabulous day”. Our thanks go to all those who helped to make this such an absorbing day of WW1 history.









Gallipoli Association	Annual Membership Fee (UK)	
	Cheque/ DD	PayPal
Individual Membership	£20.00	£21.50
Primary School	£25.00	£26.50
Secondary School	£35.00	£37.00
Regimental Association / Museum	£50.00	£52.50
Other Museum / Library / Association	£100.00	£105.00

For more details visit the Website <https://www.gallipoli-association.org/>



Ordnance works 1917

Hundreds answer call to attend funeral of RAF veteran Oswald Dixon



Members of the public gather as the coffin of former RAF serviceman Oswald Dixon arrives for his funeral service

During the height of the Second World War, with Britain desperate for reinforcements, Oswald Dixon was one of thousands of Jamaicans to answer the call for King and Country. The 100-year-old died last month at a care home for service personnel in Salford, Greater Manchester, where he spent the last four years of his life.

With no friends or family to speak of and suffering from blindness and dementia, staff feared his war service would pass unrecognised and launched a public campaign for mourners to attend his funeral. On a rain-lashed afternoon this Wednesday at Salford's Agecroft Crematorium they came in their droves, with hundreds of former and present service personnel honouring Oswald Dixon and the thousands of Caribbean men and women who answered the call to fight for a distant country. Draped in a Union flag, Dixon's coffin was carried into the chapel past a guard of honour formed by RAF personnel and watched by the Veterans Minister Johnny Mercer.

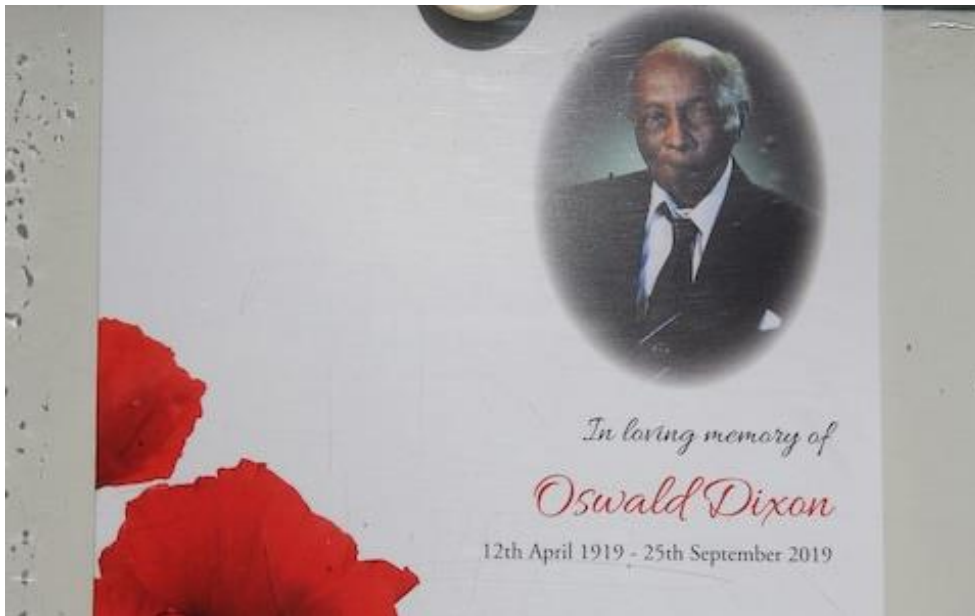


Dixon was one of the thousands of Jamaican men and women to answer the call to fight for Britain

Donald Campbell, chairman of the National Caribbean Monument Charity, was among the regimental standard bearers.

“Jamaicans in those days looked at England as the mother country and said they could not allow the Germans taking over so decided to fight,” said the 68-year-old former Warrant Officer. “But up until today we still feel as if this contribution is not fully recognised.”

Also in attendance was a man claiming to be Dixon’s estranged son, who says he thought his father had died years ago before reading about the appeal for mourners last week. Edward Aspin, a 42-year-old bus driver who has lived in Dublin for the past 16 years and travelled with his family to the service, says his parents had separated and he had lost all touch with his father before he moved into the care home. “This has been such a shock and I’m overwhelmed to be here,” he said.



With no friends or family to speak of, staff at Dixon’s care home made a public appeal for mourners to attend his funeral

Little is known of Dixon’s service history, only that he volunteered in Kingston, Jamaica in 1944 - alongside more than 6,000 Caribbean RAF servicemen to make the perilous Atlantic crossing. He served as a flight mechanic and was selected to train new recruits before eventually retiring in 1949.

Staff at Broughton House care home recall a quiet man with a “wicked” sense of humour who would assiduously take a torch to bed with him every night.

Among the readings was a tribute from the Jamaican High Commissioner before the sounding of Last Post.

World War One hymn is nation's favourite

Jerusalem has been voted the UK's favourite hymn, in a vote held by BBC One's Songs of Praise.

The hymn, which takes an 1803 poem by William Blake and sets it to music written by Sir Hubert Parry, beat How Great Thou Art to the top spot, with In Christ Alone coming third. Members of the public chose from the 100 hymns that have featured most on the BBC show over the past five years. Singer Aled Jones revealed the top 10 in a special episode on Sunday 29th September. Jerusalem did not feature among the top 10 last time the survey was conducted in 2013.



Composer Sir Charles Hubert Hastings Parry wrote the hymn in 1916 at the height of World War One. The song was commissioned by his friend, poet laureate Robert Bridges, who wanted a piece that would lend itself to mass singing in order to rally the public and drive wartime resolve. The first performance, at the Queen's Hall in London, was considered to be a rousing success. In the autumn of 1918 Parry contracted Spanish flu during the global pandemic and died at Knightscroft, Rustington, West Sussex, on 7 October aged 70.

The death certificate says cause of death: 1. Influenza 2. Septicaemia. His daughter, Gwendoline Maud Greene, was present at his death. At the urging of Professor Charles Villers Stanford, Professor of Music at Cambridge, he was buried in St

Paul's Cathedral. The site of his birthplace, in Richmond Hill, Bournemouth, next door to the Square, is marked with a blue plaque; there is a memorial tablet, with an inscription by the Poet Laureate, Robert Bridges, in Gloucester Cathedral, unveiled during the Three Choirs Festival of 1922. Parry's baronetcy became extinct at his death.



2019 saw the 30th Anniversary of the death of aviation pioneer, Tommy Sopwith, here a page from the long defunct aviation magazine 'Wingspan' which commemorated his death in 1989

SIR THOMAS SOPWITH

1888-1989



The Sopwith Tabloid on floats at Monaco for the second Schneider Trophy contest on April 20 1914. □ Hawker Siddeley Aviation

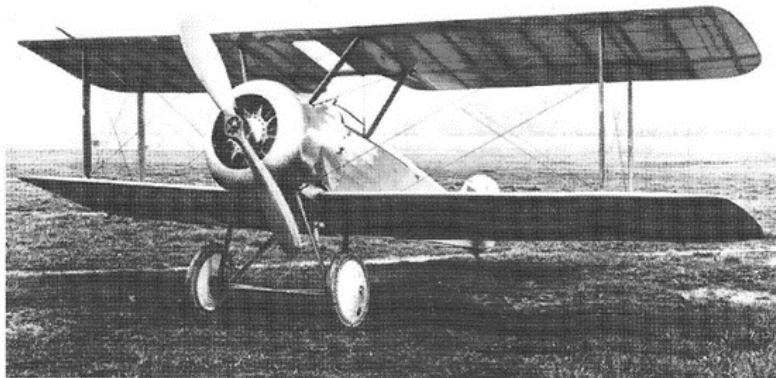
The recent death of Sir Thomas (Tommy) Octave Murdoch Sopwith marks the end of an era in British aviation history. The last of Britain's pioneer aviators who launched their own aircraft manufacturing companies his long and extraordinary career more than spanned the entire history of powered flight

so far. His interest encompassed the pursuit of speed, both on the water and in the air.

He won the Michelin Cup for the longest non-stop flight by a British pilot in a British-built aircraft, and the Baron de Forest Trophy for the longest flight from England to the European Continent; then, in 1932 he helmed

his yacht *Shamrock V* to victory in the King's Cup at Cowes. As a tribute to Sir Thomas and his many achievements we publish photographs of some Sopwith aircraft which emerged from his factory, sometimes called the 'Zoo' or 'Ark' because of the names given to his designs.

Right: The Sopwith Dove was described as a 'sporting two-seater'. However, of the 10 Doves built, this one was the lone single-seater, photographed on April 30 1919. □ British Aerospace



Bottom Right: The Sopwith Swallow parasol monoplane fighter was built in 1918 and intended to be a deck-landing aircraft. None were produced apart from the prototype.

Bottom Left: The Shuttleworth Trust's Sopwith Pup which is, in reality G-EBKY, the last Dove built during 1919-1920, converted to its present configuration.

