# CENTENARY OF THE FIRST WORLD WAR
# THE BATTLE OF JUTLAND



**The National Commemoration of the Centenary of the Battle of Jutland**
31 May 2016

St. Magnus Cathedral, Kirkwall, Orkney
The Commonwealth War Graves Commission's Lyness Royal Naval Cemetery, Hoy
Jutland Bank

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**Front cover** Ships of the Grand Fleet at anchor, Scapa Flow, 1916 © IWM SP1680

HM Government

FIRST WORLD WAR CENTENARY

CWGC
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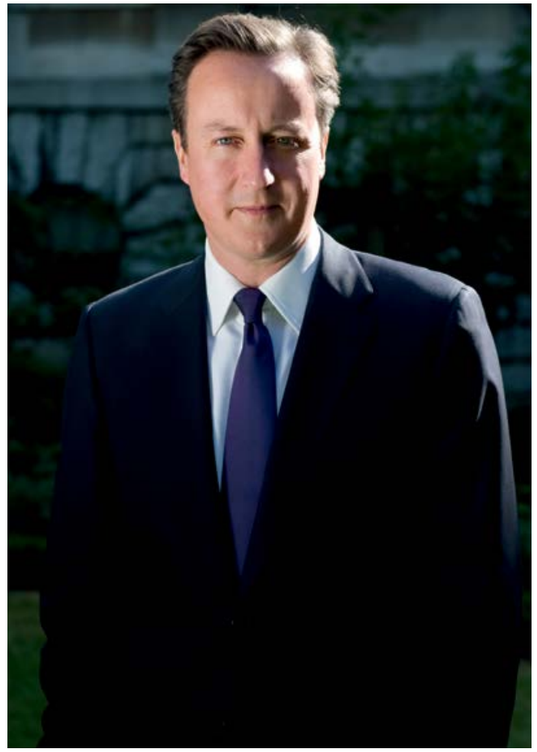


His Royal Highness The Duke of Edinburgh
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BUCKINGHAM PALACE.

The clash between the British and German fleets in 1916 is described as the Battle of Jutland, but, in truth, the battle was fought over a huge area of the North Sea. It involved more ships than any previous naval battle. It also came at an awkward time in the development of power-driven warships. Their speed was much greater, but communication by radio was still in its infancy and radar had not been invented, while funnel smoke made communications by flags or light much more difficult. The potential for things to go wrong – always very great in sea battles – was greater than ever. There was, understandably, public disappointment with the result, but there is no doubt that it was fought with the highest courage and determination under the most difficult and challenging conditions.

Whatever the judgement on the outcome, this commemoration of the centenary of the Battle is focused on the endurance and gallantry of all those who took part, on both sides, and particularly, on those who lost their lives. War may be senseless and the Battle of Jutland may have been inconclusive, but there can be no doubt that their sacrifice was not in vain. Historians may differ in their opinions about who won and who lost, but the fact remains that the German High Seas Fleet was unable to effectively challenge the Royal Navy's dominance at sea for the rest of the war.



The Right Honourable David Cameron MP
The Prime Minister of the United Kingdom of Great Britain
and Northern Ireland

10 DOWNING STREET
LONDON SW1A 2AA

Today, the centenary of the Battle of Jutland gives us an opportunity to remember that the First World War was not just fought on land, in the trenches and on the battlefields of the Western Front and other theatres beyond Europe. The war was also fought at sea and the Battle of Jutland was the most significant naval engagement of that period.

The Battle involved around 100,000 men in 150 Royal Navy and 99 German vessels. Fourteen British ships and 11 German ships were lost along with more than 8,500 men. Those numbers alone are reason enough for us to come together 100 years later to remember and honour the hardship and sacrifice of so many. It is also an opportunity to pay tribute to all those who served at sea throughout the war – establishing and enforcing the trade blockade of supply routes to our enemies while helping what is now known as the Merchant Navy to bring essential supplies to the United Kingdom and our allies.

The strategic importance of Scapa Flow cannot be overstated and it is therefore highly symbolic that today the stark and striking beauty of the Orkney Islands provides the backdrop to our commemorations. The majestic serenity of the United Kingdom's most northerly cathedral – St. Magnus in Kirkwall – proudly owned by the local community, is a fitting place to open our day of reflection.

We could not come back to the home of the Grand Fleet during the war without paying our respects to some of those casualties of the Battle who lie in the Lyness Royal Naval Cemetery on the island of Hoy, now cared for by the Commonwealth War Graves Commission. Looking out across Scapa Flow, the cemetery provides a highly resonant setting for us to remember all those who were lost on both sides, whose last resting place for so many is the seabed. They will be especially honoured today by the Royal Navy and the Federal German Navy who will come together at sea at Jutland Bank in their memory.

It is very moving that we are joined today by the descendants of some of those who served at sea during the war. They have their own special reasons for wanting to be a part of today's commemorations. We stand together with them to pay our profound respects to their ancestors and to ensure that the events of a hundred years ago will be remembered and understood in a hundred years' time.

David Cameron



His Royal Highness The Duke of Kent
President of the Commonwealth War Graves Commission

CWGC
Commonwealth War Graves Commission

It is my privilege to welcome you here to the Commonwealth War Graves Commission's Lyness Royal Naval Cemetery – a moving and fitting place to commemorate the 100th anniversary of the Battle of Jutland, and the wider story of service and sacrifice at sea during the First World War.

On this ground, sailors of the Grand Fleet buried their fallen comrades. Among their number are men who died of their wounds at Jutland; men who were lost a few days later when the cruiser HMS *Hampshire* struck a mine off Orkney; and men from HMS *Vanguard* which exploded while at anchor in Scapa Flow – over which this cemetery still stands in silent witness.

There are German graves here too, from the time when the ships of the High Seas Fleet were interned here after the end of the war. Former foes together and at peace. Since the 1920s the Commonwealth War Graves Commission has cared for this place and thousands more where the graves of sailors can be found.

They lie across the United Kingdom, and further afield: from Stanley in the Falkland Islands to Kviberg in Sweden; from Murmansk in Russia to Mumbai in India. They are a perpetual reminder of the scale of the efforts and of the sacrifice made by the Royal Navy during the war.

Yet most of those who perished on the oceans were committed to the deep in the naval tradition, or were lost with their ships in the dark waters. They too are remembered by the Commonwealth War Graves Commission, at the ports from which their vessels sailed – Portsmouth, Plymouth and Chatham – on great memorials where their names, cast in bronze, will forever be enshrined.

In the heart of London, at Tower Hill, our memorial marks the sacrifice of those lost while serving aboard merchant ships. Almost 12,000 names are a stark reminder of the price paid by the sailors of the Mercantile Marine.

On this 100th anniversary of the Battle of Jutland, I ask you to join with us at the Commonwealth War Graves Commission in remembering the 65,000 Royal and Merchant Navy personnel who served and died – not only at Jutland but throughout the war at sea.

We urge you to visit their graves and memorials, to reflect on their efforts and experiences, and to remember their sacrifices.



# THIS COMMEMORATION IS HOSTED BY THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

**IN THE PRESENCE OF:**

His Royal Highness The Duke of Edinburgh

Her Royal Highness The Princess Royal

Vice Admiral Sir Tim Laurence, Commonwealth War Graves Commission

His Excellency Mr Joachim Gauck, President of the Federal Republic of Germany

The Right Honourable David Cameron MP, Prime Minister of the United Kingdom of Great Britain and Northern Ireland

The descendants of some of those who served in the Battle of Jutland or at sea during the First World War

**Representatives of those nations connected to the Battle of Jutland:**

Australia
Canada
Ireland
Japan
Malta
New Zealand
South Africa



# ST. MAGNUS CATHEDRAL, KIRKWALL

**ORDER OF SERVICE**

Service led by the The Reverend Fraser Macnaughton, the Minister of St. Magnus Cathedral, and The Venerable Ian Wheatley QHC RN, Chaplain of the Fleet and Archdeacon for the Royal Navy

***Please stand***

**Music** *Scapa Flow Fanfare*
**Performed** by the Band of HM Royal Marines and Marinemusikkorps Kiel German Navy Band Brass Ensemble

**Music** *Hymn to St. Magnus*
**Performed** in Latin by the Choir of St. Magnus Cathedral

Noble man, humble man,
Steadfast Martyr Magnus;
Skillful man, useful man,
Venerable Earl, praiseworthy defender;
Save your subjects, weighed down
Weighed down by the burden of fragile flesh.

Endowed by Heaven with the gift of the Holy Spirit,
You guard with all your might against rash living;
You skillfully strive to suppress the stirrings of the flesh
So that the Spirit may reign in the prison of the flesh.

A royal companion, who has never known a man,
Is given and made subject to you;
Woman to man is joined, each chaste,
Neither has been sullied these ten years since.
The bramble is not burned in the fire.

Crafty Hacon, a violent, envious enemy,
Wants to flatten, crush and subdue to himself
What is yours, and also to destroy you
With the arrow of guile, having sealed
A deceitful pact with the kiss of peace.

Bearing the heavy weight of troubles
For the sake of justice, you are taken away
By force at last by the stroke of death.
You are raised from the depths to Heaven;
Thus you are joined to Christ by suffering.

By sign upon sign your glory is sung, is acted;
Christ is blessed and praise
Is duly given to you in church.
O how fortunate Orkney is seen to be because of this.
Since all devote themselves to your praises,
Father, obtain thanks, favour and eternal glory
Through the urging of our prayers.
You save this handmaiden from danger.

***Please be seated***

**Welcome** by the Minister of St. Magnus Cathedral

Good morning. Whether you come from north or south, east or west, whether you live here or are a visitor, are here for the first time or are here regularly, you are welcome to our worship. Your presence enriches us in this time of commemoration and reconciliation together.

It is fitting that we gather here, 100 years after the Battle of Jutland, in the most northerly cathedral in the UK, dedicated to St. Magnus, a seafaring man and Earl of Orkney, who himself made the ultimate sacrifice in the cause of peace.

Scapa Flow is one of the great natural harbours where for centuries mariners have sought sanctuary from the hostile waters of the Atlantic Ocean and the North Sea. During the First World War, the Royal Navy based the British Grand Fleet in its vast sheltered anchorage. It was from here, in May 1916, that those warships sailed to confront the German High Seas Fleet.

The British and German navies fought a terrible battle at Jutland Bank in the North Sea, and thousands of lives were lost. Today, 100 years later, representatives of our two countries meet here, in peace.

**Prayer**

**Led in German** by Militärdekan Marcus Christ, Federal German Navy

Es gibt Augenblicke, die uns bewusst machen, was es bedeutet, menschlich zu sein; die den Wert des Lebens und bedeutender Taten erkennen lassen. Diese Erkenntnis lässt sich aber nicht in Siegesparaden, nicht in großartigen Reden von Weltherrschern, nicht im Kriegslärm und auch nicht im machtvollem Gebaren finden.

Die bedeutendsten Augenblicke, an den wir unser Menschsein spüren, sind die Momente angefüllt mit Stille.

Denn nur in der Stille findet das Gedenken seinen Raum.

Möge Gottes Stille und Frieden auf uns ruhen und seine Gegenwart unser Leben durchdringen.

**Amen.**



**Led in English** by the Minister of St. Magnus Cathedral

The deepest moments that make us more fully human, that recognise the worth of life and the value of what people do, are not found in victory parades or in great speeches by world leaders, in the noise of conflict or the seeking of power. The deepest moments that make us more fully human are the moments we find filled with silence. For only in silence does remembrance live.

May God's stillness and peace rest upon us.

May God's presence permeate all our living.

**Amen.**

***Please stand***

**Music** *Eternal Father, Strong to Save* (The Naval Hymn)
**All, led** by the Choir of St. Magnus Cathedral

**Eternal Father, strong to save,**
**Whose arm hath bound the restless wave,**
**Who bade the mighty ocean deep**
**Its own appointed limits keep;**
**Oh, hear us when we cry to Thee,**
**For those in peril on the sea!**

**O Christ! Whose voice the waters heard**
**And hushed their raging at Thy Word,**
**Who walked upon the foaming deep,**
**And calm amidst the storm didst sleep;**
**Oh, hear us when we cry to Thee,**
**For those in peril on the sea!**

**O Holy Spirit! Who didst brood**
**Upon the waters dark and rude,**
**And bid their angry tumult cease,**
**And give, for wild confusion, peace;**
**Oh, hear us when we cry to Thee,**
**For those in peril on the sea!**

***Please be seated***

**The Chaplain of the Fleet**

The Grand Fleet's move to Orkney in 1914 was a huge operation, and had a significant effect on the local economy and infrastructure. The scale of activity and the unusual sights could be a novelty to local people. Kirkwall resident and picture framer Margaret Tait recorded this in her diary, as recounted by her descendant, Ellie Sinclair.

**Reading** by Ellie Sinclair, descendant of Margaret Tait

Diary of Margaret Tait

24 October 1914.

*Orkney under martial law. All the windows facing Scapa have got to be darkened at night. Also all those facing the sea at Kirkwall and nobody allowed along the sea-front after dark (which rule is often broken by the way). The streets are very poorly lighted up and as for the lanes and back streets they're not lighted at all. As a result of all this darkness there's no comfort in walking out after dark…*

In March 1915 she recalled the impressive sight in her diary.

*I went down to see the ships in the Bay as I was told there were more ships coming and going to Kirkwall at present than comes and goes to the ports of London. It was a lovely sight, the ships stretched right across the Bay as far as Finstown, and were all lighted up making it look like a miniature town. Truly a fine sight and well worth seeing.*

**The Chaplain of the Fleet**

Scapa may have become a 'city of ships', but for those allowed ashore for leave, there was little opportunity for recreation. To relieve the boredom for sailors, inter-ship rowing regattas and athletics were organised, and football pitches were created on Flotta alongside a rudimentary golf course for officers. The merchant ship SS *Ghourko* was fitted with a cinema and a boxing ring, and men organised amateur dramatics and dances on board.

While the sailors of the Grand Fleet kicked their heels in Orkney, sea battles were being fought around the globe in the Pacific, South Atlantic and Indian oceans and, closer to home, in the Heligoland Bight and over the Dogger Bank in the North Sea.

Nor was it just the sailors of the Royal Navy who risked their lives. Many of those in peril on the sea were merchant sailors: civilians who played a vital role supplying the nation and the armed forces with food and supplies and transporting troops and equipment to every theatre of war. They were at risk every time they sailed – from mines, torpedoes and the sea itself. Around 3,000 merchant ships and fishing boats were sunk with the loss of more than 15,000 lives during the course of the war.



**Reading** by Captain John Sail, Chairman of the Merchant Navy Association

Captain Frederick Parslow, Master of the SS *Anglo Californian*, a horse transport vessel, was posthumously awarded the Victoria Cross for his courage in the face of danger when the ship was attacked on 4 July 1915.

One of his shipmates, James Davies, described the events of 4 July 1915.

*I had just had my breakfast and was walking along the deck when I sighted a grey object about 4 miles away. Shortly after, I made out the conning tower of a submarine and minutes later a shot was fired at the vessel but passed over. We all rushed for lifebelts and stood in our allotted places by the boats. Shells burst around us. Then I saw the sub signal by flags and I was told their message was, 'Get into your boats; you cannot get away'.*

*The Captain, however, was determined not to abandon ship, whereupon another signal from the sub, 'If you do not want your lifeboats, we will shoot them away'. My boat was shot away. Then the Captain shouted 'Every man for himself', and I jumped into the water without a lifebelt on and was swimming about 2 ½ hours before being picked up. When I was about to put my lifebelt on the Captain shouted to me to undo some ropes and I put my lifebelt down to carry out his orders. When I looked for it again it had gone. A minute later the Captain was blown to bits.*

**Reading** by The Right Honourable David Cameron MP, Prime Minister

Song of Solomon/Songs 8: 6-7

Set me as a seal upon thine heart,
as a seal upon thine arm:
for love is strong as death;
jealousy is cruel as the grave:
the coals thereof are coals of fire,
which hath a most vehement flame.
Many waters cannot quench love,
neither can floods drown it:
if a man would give all the substance of his house for love,
it would be utterly contemned.

**Music** *The Golden Solstice*
**Performed** by the Choir and Organist of St. Magnus Cathedral
**Composer** Sir Peter Maxwell Davies
**Words** George Mackay Brown
**Published** by Schott Music Ltd

It is time to turn from the solstice of black flame
And to harness the passion of oxen.
Time for the urn to be emptied.
Time for the hill to be smitten with willed fire.
Time for a hundred jars to be gathered.
Indeed it is time to forsake this ebb.
Time for the bird to seek the golden solstice.

## THE BATTLE OF JUTLAND — BEFORE THE BATTLE

**The Minister of St. Magnus Cathedral**

Anticipation for a decisive naval battle was high on both sides. After months of relatively small-scale actions, sailors hoped that a real trial of naval power was upon them.

**Readings** by Engineering Technician Thomas Hughes, Royal Navy, and Commander Mathias Rix, Federal German Navy

Lieutenant Commander John Croome, HMS *Indomitable*

*On a calm summer's evening of 30th May, just about cocktail time, the Commander-in-Chief, Admiral Jellicoe in the Iron Duke, hoisted the momentous signal, 'QP' or in plain language, 'Raise steam for Fleet Speed and report when ready to proceed!' Though we had received the same order many times before, it never failed to raise a thrill of wild excitement in the expectation that this time perhaps, 'Der Tag' as we had called it had dawned at last.*

Commander Georg von Hase, SMS *Derfflinger*

*I went to my cabin, lay down for a siesta, watched the blue rings from my cigar, and dreamed of battle and victory. If only it came to gunnery action this time! My whole career seemed so incomplete, so much of a failure if I did not have at least one opportunity of feeling in battle on the high seas what fighting was really like. Blow for blow, shot for shot, that was what I wanted.*

Lieutenant Commander John Croome, HMS *Indomitable*

*The grey monsters wheeled in succession round us and followed out to sea with that uncanny precision and silent majesty which marks the departure to sea of a perfectly trained fleet. A more powerful exhibition of majestic strength and efficiency devised solely for the utter destruction of the enemy it would be hard to imagine… I was a part of this huge machine and firmly convinced that the machine was invincible if not even invulnerable.*

Commander Georg von Hase, SMS *Derfflinger*

*I was possessed by a burning desire to engage our proud Derfflinger in action with an English battle-cruiser worthy of her. Day and night this thought never left me. I pictured to myself how every salvo from the enemy was replied to by one from us, how the fight became ever faster and more furious, and how we struggled together like two mighty warriors who both know well enough that only one of us will survive.*



**Music** *Lonely Scapa Flow*
**Vocal** by Cameron Dowell
**Guitar** by Douglas Montgomery
**Words** by Ally Windwick

Do you recall my dear how once you walked with me,
Across the warm brown hills, towards the shining sea?
And how we lingered long upon the shore to see
Beloved ships come sailing up the Flow.

But that was yesterday, for now they come no more,
Among the small green isles, where oft they lay of yore,
And so we linger sadly, by an empty shore,
And shed a tear for lonely Scapa Flow.

We saw them anchored proudly as the sun went down,
And heard a far off bugle from the old Renown.
And o'er the gleaming water, like a brave new town,
A thousand port lights winked in Scapa Flow.

But that was yesterday, for now they come no more,
Among the small green isles, where oft they lay of yore,
And so we linger sadly, by an empty shore,
And shed a tear for lonely Scapa Flow.

And for a while we walk not on that darkened shore,
No winking port lights then, to glint the wave tops o'er.
And there were those who came who will return no more.
Who are asleep in lonely Scapa Flow.

But that was yesterday, for now they come no more,
Among the small green isles, where oft they lay of yore,
And so we linger sadly, by an empty shore,
And shed a tear for lonely Scapa Flow.

## BATTLE COMMENCES

**The Chaplain of the Fleet**

This sense of apprehension was replaced by the implementation of the hours of practice and engagement drills which prepared each man for the commencement of battle.

**Readings** by Commander Mark Barton, Royal Navy, and Lieutenant Katharina Jens, Federal German Navy

Midshipman John Ouvry, HMS *Tiger*

*At half past three tea was piped for the hands. That means the Bosun's Mate went around and just shouted out, 'Hands to tea!' I woke up and slouched off towards the Gun Room where I hoped to get a cup of tea. Almost immediately – I'd hardly got up – when the bugles went, 'Immediate action!' That meant I had to run off as fast as I could to my action station.*

Captain Moritz von Egidy, SMS *Seydlitz*

*The British light cruisers came in view, and behind them dense clouds of smoke. Then tripod masts and huge hulls loomed over the horizon. There they were again, our friends from the Dogger Bank.*

Commander The Honourable B. Bingham VC, HMS *Nestor*

*My yeoman-of-signals reported; 'German battleships on the horizon, shaping course in our direction.' I was dumbfounded to see that it was in truth, the main body of the German High Seas Fleet, steaming at top speed and following the wake of their own battle cruisers. Their course necessarily led them first past the Nomad. They literally smothered the destroyer with salvos. I shall never forget the sight. Of what was in store for us there was now not the vestige of a doubt. From an affair of outposts, the situation had suddenly developed into what could well be the decisive action of the whole war. A drama of unparalleled grandeur and significance was about to unfold, though, to the Germans, the full implications were not yet clear. The most powerful figure on the stage was as yet unrevealed to them – Jellicoe, with his mighty array still pressing southwards, desperate to get into the battle and avid for every scrap of information.*

Richard Stumpf, SMS *Helgoland*

*What kind of a strange sound was this? 'Crash, crash,' the sound reverberated. Ah! It was the death cry of an English shell! I fell down on the deck and listened. I noticed that the floor vibrated slowly and sang at each crash. It was loud or quiet, depending on the distance from the point of impact. The engines shook like a machine gun. Deep in our hearts we were all afraid and tried to still our fear by making noise.*



Signaller C. Farmer, HMS *Indefatigable*

Signaller Farmer was one of two survivors from HMS *Indefatigable*.
Some 1,017 men were lost.

*There was a terrific explosion aboard the ship – the magazines went. I saw the guns go in the air just like matchsticks – 12" guns they were – bodies and everything. She was beginning to settle down. Within half a minute the ship turned over and she was gone. I was 180 foot up and I was thrown well clear of the ship, otherwise I would have been sucked under.*

***Please stand***

**Music** *Sunset*
**Performed** by the Choir of St. Magnus Cathedral
**Accompanied** by the Band of HM Royal Marines and Marinemusikkorps Kiel
German Navy Band Brass Ensemble, with Royal Marine Buglers
**Lyrics** by Tim Marshall
**Arrangement** by A.C. Green

Sunset in the western sky,
Darkness falls o'er land and sea,
Keep safe your people lord, This night and for evermore.
We often think of those we love and all of those who've gone before,
Thanks now to You we raise
This night and for evermore.

***Please be seated***

## AFTERMATH

**Militärdekan Marcus Christ, Federal German Navy**

The awful reality of a full-scale sea battle was soon realised by those who survived.

**Readings** by Engineering Technician Thomas Hughes, Royal Navy, and Commander Mathias Rix, Federal German Navy

Reverend Montague Hainsselin

*The next morning broke misty and dull as the evening before; the noise of gunfire which had resounded at intervals during the night had died away; a light breeze was beginning to spring up, and already stirred the waves to leap mercifully upon all the flotsam, human and other, and sink it down to its long rest. So many gallant men and jovial comrades gone! Men to whom we had been talking only a few days before, when we went aboard their ships or they visited us. Old shipmates,*

*old station-mates; men who had pulled in boat races against our men: partners at golf, people of the same term at Osborn, or the Britannia: and all men of the same loves and hatreds as ourselves, the same tastes and ways, the same weaknesses, and the same joy in living: what had we done that they should be taken and we left?*

Richard Stumpf, SMS *Helgoland*

*The first thing I did was to climb down to survey the hole and the damage. Good God, how things looked down there! If I had not seen it myself it would have been impossible to picture the confusion which prevailed. The hole itself could no longer be seen because it had been patched up with mattresses, blankets, boards and beams. The water still stood about a foot deep in the compartment. Naturally the lookouts were bombarded with all sorts of questions: 'How was it?' 'How many ships were sunk?' 'Is this or that true?' Those who had witnessed the battle had to repeat the entire story over and over until all of the men were satisfied.*

## THE LIGHTING OF THE CANDLE OF REMEMBRANCE AND HOPE

**Choir of St. Magnus Cathedral**

Bless the Lord, my soul, and bless his holy name.
Bless the Lord, my soul, he rescues me from death.

***The Candle of Remembrance and Hope will be lit by Able Cadet Sam Henderson***

**Reading** by Gemma Harcus

We light this Candle of Remembrance and Hope, to call to mind Magnus and Rognvald, and all the saints, all those dear to us who have gone before, and today, all those who made the ultimate sacrifice in the naval engagements of the First World War.

And as a sign of hope to future generations, as yet unborn.

Jesus said, 'I am the Light of the World. Whoever follows me shall not walk in darkness but shall have the light of life.'

**Choir of St. Magnus Cathedral**

Bless the Lord, my soul, and bless his holy name.
Bless the Lord, my soul, he leads me into life.



**Reading** by His Excellency Mr Joachim Gauck, President of the Federal Republic of Germany

1st John 4: 7-8, 11-12

Ihr Lieben, lasst uns einander lieb haben; denn die Liebe ist von Gott, und wer liebt, der ist von Gott geboren und kennt Gott.

Wer nicht liebt, der kennt Gott nicht; denn Gott ist die Liebe.

Ihr Lieben, hat uns Gott so geliebt, so sollen wir uns auch untereinander lieben. Niemand hat Gott jemals gesehen. Wenn wir uns untereinander lieben, so bleibt Gott in uns, und seine Liebe ist in uns vollkommen.

Dear friends, let us practice loving each other, for love comes from God and those who are loving and kind show that they are children of God, and that they are getting to know him better.

But if a person isn't loving and kind, it shows they don't know God – for God is love.

Dear friends, since God loves us so much we surely ought to love each other too. For though we have not yet seen God, when we love each other, God lives in us and his love within us grows ever stronger.

***Please stand***

**Music** *For the Healing of the Nations*
**All, led** by the Choir of St. Magnus Cathedral

**For the healing of the nations,**
**Lord, we pray with one accord,**
**For a just and equal sharing**
**Of the things that earth affords.**
**To a life of love in action**
**Help us rise and pledge our word.**

**Lead us forward into freedom,**
**From despair your world release,**
**That, redeemed from war and hatred,**
**All may come and go in peace.**
**Show us how through care and goodness**
**Fear will die and hope increase.**

**All that kills abundant living,**
**Let it from the earth be banned:**
**Pride of status, race or schooling,**
**Dogmas that obscure your plan.**
**In our common quest for justice**
**May we hallow brief life's span.**

**You, Creator God, have written**
**Your great name on humankind;**
**For our growing in your likeness**
**Bring the life of Christ to mind;**
**That by our response and service**
**Earth its destiny may find.**

**The Blessing**

**Read in German** by Militärdekan Marcus Christ, Federal German Navy

Es segne und behüte euch der allmächtige und barmherzige Gott, der Vater, der Sohn und der Heilige Geist. Amen.

**Read in English** by the Minister of St. Magnus Cathedral

May almighty and merciful God bless you, the Father, the Son and the Holy Spirit. Amen.

**Music** *In Remembrance*
**Performed** by piper Andy Cant

**Music** *The Peat Smoke Air*
**Performed** by piper Raymie Peace, Kirkwall City Pipe Band



# THE COMMONWEALTH WAR GRAVE COMMISSION'S LYNESS ROYAL NAVAL CEMETERY, HOY

**Music** *Flowers of the Forest*
**Performed** by The Stromness Royal British Legion Pipe Band on the arrival of guests

**ORDER OF SERVICE**

**Gun Salute** by HMS *Kent*

**The Last Post** by Royal Marines buglers

**Two Minute Silence**

Sailors from both navies will scatter symbols of our remembrance, British poppy petals and German forget-me-nots, at Jutland Bank to honour those lost at sea.

**Gun Salute** by HMS *Kent*

**Reveille** by Royal Marines buglers

**Reading** by [redacted]

*For the Fallen* by Laurence Binyon, 1914

They shall grow not old as we that are left grow old.
Age shall not weary them, nor the years condemn.
At the going down of the sun, and in the morning, we will remember them.

**All: We will remember them**

## THE LAYING OF WREATHS

**Music** *Remember*
**Performed** by The Mayfield Singers
**Words** by Christina Rossetti

Remember me when I am gone away,
Gone far away into the silent land;
When you can no more hold me by the hand,
Nor I half turn to go yet turning stay.
Remember me when no more day by day
You tell me of our future that you plann'd:
Only remember me; you understand
It will be late to counsel then or pray.

Yet if you should forget me for a while
And afterwards remember, do not grieve:
For if the darkness and corruption leave
A vestige of the thoughts that once I had,
Better by far you should forget and smile
Than that you should remember and be sad.

**Wreaths will be laid at the Cross of Sacrifice**

His Royal Highness The Duke of Edinburgh

His Excellency Mr Joachim Gauck, President of the Federal Republic of Germany

Vice Admiral Sir Tim Laurence, Commonwealth War Graves Commission

The Right Honourable David Cameron MP, Prime Minister of the United Kingdom of Great Britain and Northern Ireland

Admiral Sir Philip Jones, First Sea Lord, Royal Navy

Vice Admiral Andreas Krause, Chief of the German Navy

**Representatives of**

Australia

Canada

Ireland

Japan

Malta

New Zealand

South Africa



**Acts of remembrance at the graves of German naval personnel by**

Her Royal Highness The Princess Royal

Andreas Wagner, Mayor of Wilhelmshaven

Monsignor Rainer Schadt, Leitender Militärdekan, Federal German Navy

**Welcome** by Vice Admiral Sir Tim Laurence, Commonwealth War Graves Commission

We gather here today to commemorate the courage and comradeship of those who served at the Battle of Jutland, 100 years ago today. We remember those who died, whether in British or German ships. We also remember those who were wounded, and those whose lives would be forever altered by their experiences.

This cemetery is a place where sailors buried their comrades, where they honoured their own. Some of the British casualties of Jutland were brought back to Scapa Flow and lie here. But there are German graves here too: former enemies now united and at peace.

Ten years after the battle, the great granite cross which stands here was unveiled. That day tribute was paid to the arduous work of the Royal Navy and its people, not only at Jutland but throughout the war.

They served aboard large battleships and small patrol craft, in submarines below the waves and aircraft above them. Ashore, men and women served in dockyards, supply bases and communication centres, in a variety of supporting roles.

Most of those who lost their lives have no grave but the sea, and their names are inscribed on three imposing stone memorials, overlooking their base ports at Portsmouth, Plymouth and Chatham.

Others lie buried in war graves around our islands, and far beyond them. They remind us of those from across the British Empire who served at sea, upon whom so much depended, and who paid the ultimate price.

For nearly 100 years, the Commonwealth War Graves Commission has cared for all of them, and not least for those seafarers who were laid to rest here in Orkney. Their ships are long gone, but here they remain, overlooking the waters where they once served.

The Commission will look after them in perpetuity.

**One Bell** is sounded on the ship's bell of HMS *Calliope*.

Traditionally used to mark the beginning of a Watch or turn of duty, today One Bell marks the opening salvoes that commenced the Battle of Jutland.

**Reading** by Admiral Sir Philip Jones, First Sea Lord

At the outbreak of the First World War, the Royal Navy was the most powerful maritime force in the world. It was known then, as it is now, as 'the Senior Service', with proud traditions shaped over centuries. Among its ships were some of the most destructive weapons of war ever designed.

Soon after the conflict began, the Royal Navy established a blockade of the North Sea, to restrict Germany's access to the oceans, and to safeguard British trade and the movements of men and military supplies. This led to several clashes, as German warships and submarines attempted to wear down the Royal Navy's forces.

On 31 May 1916, the Royal Navy's Grand Fleet, commanded by Admiral Sir John Jellicoe, finally met the Imperial German High Seas Fleet, under Vice Admiral Reinhard Scheer, off the coast of Denmark.

The Battle of Jutland was the greatest naval encounter of the war. More than 100,000 sailors and marines were engaged in 250 ships. From the afternoon of 31 May to the early morning of 1 June, the fighting was brief but brutal. Over just a few hours of battle, 14 Royal Navy vessels and 11 German ships were lost, along with 6,000 Royal Navy and 2,500 German sailors.

When they sailed for battle, each man knew his job and knew the risks he faced. At sea, every man shared the same dangers, whether Admiral or Able Seaman. Within each of the great battleships were a thousand men, whose lives could be ended in an instant. It was incumbent on every sailor and marine to do his duty, because his actions might determine the fate of every one of his comrades.



**Reading** by Major John Wall, Royal Marines

Major Francis Harvey VC, RMLI

Major Francis Harvey, of the Royal Marine Light Infantry, was awarded the Victoria Cross for his courage, initiative and sense of duty, which saved the lives of many of his fellow men.

One of the first ships in action during the battle was HMS *Lion*, the flagship of Admiral Sir David Beatty's battlecruiser force. She was one of the most powerful warships in the world but, like the other British battlecruisers, some of her armour was sacrificed to make her faster.

When the battlecruisers met their German counterparts, *Lion* took several direct hits, which had devastating effects. The roof of one of the ship's gun turrets was peeled back like a tin can, sending dense smoke down below. Every man in the gun house was killed or seriously wounded. Cordite charges, used to propel the shells, had been stacked near the guns to help them fire more quickly. They ignited, and in a matter of moments threatened to cause a cataclysmic explosion which would tear the ship apart.

In command of the turret was Harvey, one of the 6,000 Royal Marines who served at the Battle of Jutland. He was severely burnt and had suffered mortal wounds, but – still alert to the danger and knowing his duty – he gave the order to close the blast doors and flood the magazine. Harvey's presence of mind, in the midst of the most extreme circumstances, prevented an explosion which would have destroyed the whole ship and killed every man on board. He died of his wounds not long afterwards, and his body was found alongside those of his men in the burnt-out turret. Harvey was awarded the Victoria Cross for his actions that day, saving the ship from certain disaster and preserving the lives of his Admiral and innumerable comrades. In the words of Winston Churchill: 'In the long, rough, glorious history of the Royal Marines there is no name and no deed which in its character and consequences ranks above this.'

**Reading** by Able Seaman Alex Saradis, great-grandnephew of Jack Cornwell, and Petty Officer Cadet Gareth Hampton, Navy Board Sea Cadet (Northern Area)

With Amy Keogh and Noah Duncan, holders of the Scout Association's Cornwell Badge

Boy (1st Class) Jack Cornwell VC

Like Harvey, John Travers Cornwell, known as Jack, was posthumously awarded the Victoria Cross aged 16, making him the youngest recipient of the award during the First World War. Many of those who served at sea during the war were young men, barely teenagers. Some were as young as 14.

Jack Cornwell was born in 1900 in Leyton, Essex, and before the war worked as a delivery boy for a tea merchant. As a young boy Jack was a Scout with the local troop. He joined the Royal Navy at Devonport in 1915, and after nine months of training, was drafted to the new cruiser HMS *Chester*.

Only a few weeks later, *Chester* went into action at Jutland. Jack Cornwell's station was at a gun in an exposed position on the foredeck. Early in the battle, the ship came under heavy fire and within three minutes had been hit by 17 shells. Jack was seriously injured and the rest of his gun's crew lay dead or wounded around him.

Yet he continued to stand alone at his post awaiting orders, with steel shrapnel in his chest, until the end of the fighting. On 2 June 1916, after *Chester*'s return from the battle, Jack was taken ashore and transferred to hospital. He died of his wounds the same day.

His Commanding Officer wrote to Jack's mother:

*I know you would wish to hear of the splendid fortitude and courage shown by your son during the action of May 31. His devotion to duty was an example for all of us… He remained steady at his most exposed post at the gun, waiting for orders… under heavy fire, with just his own brave heart and God's help to support him. I cannot express to you my admiration of the son you have lost from this world. No other comfort would I attempt to give to the mother of so brave a lad, but to assure her of what he was and what he did, and what an example he gave.*



**Reading** by Leading Seaman Federico Vittorio Gubisch, Federal German Navy

Seaman Johann Kinau, aged 35, a lookout in the German Light Cruiser SMS *Wiesbaden*, died when the ship was lost with all but one hand on board. His most successful novel, 'Seefahrt ist Not!', was written in 1913. He was known at this time under the pseudonym Gorch Fock. This name is, still today, the name of the sail training ship of the German Navy in remembrance of him. His body was washed ashore in Sweden after the battle where he is buried on the Island of Stensholmen alongside British and German comrades.

*Seefahrt ist Not!*

Du Wind mußt wehen, du Sonne mußt lachen, du Wasser mußt blinken,
auf daß die Freude in Klaus Störtebekers Herz komme und er die
Fahrt lieb gewinne,
auf daß er ein Fahrensmann werde!
Daß er sich dem Kampf mit der See zuschwöre, wie der Knabe Hannibal
dem Kampf mit Rom!
Denn navigare necesse est – Seefahrt ist not...!

*English translation*

*Seefahrt ist Not!*

You, Wind, must blow, you, Sun, must laugh, you, Water, must sparkle,
That joy may enter Klaus Stoertebeker's heart and the voyage become
dear to him,
That he may become a sailor!
That he may vow himself to the fight with the sea, like young Hannibal
to the fight with Rome!
For navigare necesse est – To sail is necessary!

**Music** *Der Gute Kamerad (The Good Comrade)*
**Performed** by the Band of Her Majesty's Royal Marines Portsmouth and the Marinemusikkorps Kiel German Navy Band

A traditional lament of the German Armed Forces written by the poet Ludwig Uhland in 1809. The song tells the story of the immediate experience of a soldier losing a comrade in battle.

**Reading** by Ivo Beatty, great-grandson of Admiral Sir David Beatty

Petty Officer Ernest Francis, HMS *Queen Mary*

Petty Officer Ernest Francis was one of 20 survivors of a company of 1,286 men in HMS *Queen Mary*. He describes the comradeship of his fellow sailors, who saved his life.

*The ship had an awful list to port by this time, so much so that men getting off the ladder went sliding down to port. I got on to the bottom rung of the ladder and could not by my own efforts reach the stanchions lying on the deck from the ship's side, starboard side. I knew that if I let go that I should go sliding down to port like some of the others must have done – and probably got smashed up sliding down. Two of my turrets crew, seeing my difficulty, came to my assistance. These two men had no thought for their own safety. They saw I wanted assistance and that was good enough for them, they were both worth a VC twice over. How long I was in the water I do not know. I was miserably cold, but not without hope of being picked up, as it seemed to me that I had only got to keep quiet and a ship would come for me. After what seemed ages to me, some destroyers came racing along, and I got up on the spar, steadied myself for a second and waved my arms. I remember no more until I came to and found I was lying on what seemed to be a leather setee (sic). Someone was telling me I was all right and not to struggle. My thoughts flew to the fine crowd that had gone under.*

**Reading** by Thomas Roynon-Brown, great-grandson of
Commander Edward R. Jones RN, Navigating Officer of HMS *Tiger*

Reverend Thomas Bradley RN, HMS *Tiger*

Reverend Thomas Bradley describes caring for the wounded as the battle ensued.

*We had not been in action a few minutes before the wounded began to arrive in the distributing station. The stretcher parties worked splendidly. The cries of the wounded and burnt men were very terrible to listen to. They were brought in sometimes with feet or hands hanging off. The greater number of injuries were caused by burns – some men had all their head, hands and arms burned, but there were not many burned about the body. Those that died were taken out and put in the messdeck port side abreast of the distributing station.*

**Eight Bells** are sounded to honour the Lost. Traditionally used to mark the end of each Watch, Eight Bells symbolise the death of a sailor.



**Reading** by Surgeon Commander Donald Angus, Royal Navy

Surgeon Lieutenant D. Lorimer RNVR, HMS *Malaya*

On the evening of 1 June, some of the dead were committed to the sea. The Battle Fleet slowed down and ensigns were half-masted to honour the dead.

In *Malaya*, Surgeon Lieutenant Lorimer recalled events.

*It was a gloomy scene, the grey sky, the grey sea, the stitched up hammocks, the Padre with his gown blowing in the breeze. The Last Post was sounded by the marine buglers, and our shipmates plunged into the sullen waters.*

***Please stand***

**Music** *O God, Our Help in Ages Past*
**All, led** by The Mayfield Singers

**O God, our help in ages past,**
**Our hope for years to come,**
**Our shelter from the stormy blast,**
**And our eternal home.**

**Under the shadow of Thy throne,**
**Thy saints have dwelt secure;**
**Sufficient is Thine arm alone,**
**And our defence is sure.**

**Before the hills in order stood,**
**Or earth received her frame,**
**From everlasting Thou art God,**
**To endless years the same.**

**A thousand ages in Thy sight**
**Are like an evening gone;**
**Short as the watch that ends the night**
**Before the rising sun.**

**Time, like an ever rolling stream,**
**Bears all its sons away;**
**They fly, forgotten, as a dream**
**Dies at the opening day.**

**O God, our help in ages past,**
**Our hope for years to come,**
**Be Thou our guide while troubles last,**
**And our eternal home.**

A Drum Altar is assembled by the Band of Her Majesty's Royal Marines Portsmouth and the Chaplain of the Fleet, and draped with an ensign flown by HMS *Revenge* at the Battle of Jutland. Battle Honour caps are laid around the Drum Altar.

## THE PRAYERS

**Introduced** by the Chaplain of the Fleet and assisted by Lieutenant Nicola Stephen, Royal Navy, and Petty Officer Mike Prock, Federal German Navy

**Prayer**

Let us pray.

Almighty and eternal God, from whose love in Christ we cannot be parted, either by death or life: hear our prayers and thanksgivings for those companions of our way whose lives were given at the Battle of Jutland; fulfil in them the purpose of your love; and bring us all, with them, to your eternal joy; through Jesus Christ our Lord.

**Amen**.

**Reading** by Her Royal Highness The Princess Royal

Romans 8: 31-39

What shall we then say to these things? If God be for us, who can be against us?

He that spared not his own Son, but delivered him up for us all, how shall he not with him also freely give us all things?

Who shall lay any thing to the charge of God's elect? It is God that justifieth. Who is he that condemneth? It is Christ that died, yea rather, that is risen again, who is even at the right hand of God, who also maketh intercession for us.

Who shall separate us from the love of Christ? Shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword?

As it is written, For thy sake we are killed all the day long; we are accounted as sheep for the slaughter. Nay, in all these things we are more than conquerors through him that loved us.

For I am persuaded, that neither death, nor life, nor angels, nor principalities, nor powers, Nor things present, nor things to come, nor height, nor depth, nor any other creature, shall be able to separate us from the love of God, which is in Christ Jesus our Lord.

**Prayer**

Let us bring to the Father our prayers of intercession, through Christ who gave himself for the life of the world.



**Prayer**

As we remember the sense of duty and professionalism demonstrated by so many at the Battle of Jutland, we pray that the courage and values we commemorate in our forebears will continue to guide the men and women of our Naval Services today.

Lord, in your mercy

**Hear our prayer.**

**Prayer**

We acknowledge the pain and loss experienced by so many in the aftermath of the battle, and pray for all those who continue to suffer as a result of war; may they come to know, through the care and ministrations of others, the reality of God's healing love.

Lord, in your mercy

**Hear our prayer.**

**Prayer**

We pray for all who bear the burden of political or military leadership; that God will grant them the wisdom and courage to seek peace between nations and build up our common bonds.

Lord, in your mercy

**Hear our prayer.**

**Prayer**

We pray for the men and women of our Armed Forces, that they may continue to be a 'Force for Good' in our generation.  We pray, too, for their families, whose constant care and love sustains them in their work on our behalf.

Lord, in your mercy

**Hear our prayer.**

**Prayer**

And finally, we pray for the repose of the souls of those interred here, especially those who died as a result of the Battle of Jutland. May they rest in peace.

Lord, in your mercy

**Hear our prayer.**

**Prayer** *The Naval Prayer*
**All, led** by the Chaplain of the Fleet

**O Eternal Lord God, who alone spreadest out the heavens and rulest the raging of the sea; who hast compassed the waters with bounds until day and night come to an end: be pleased to receive into thy almighty and most gracious protection the persons of us thy servants and the Fleet in which we serve.**

**Preserve us from the dangers of the sea and of the air and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lady, Queen Elizabeth and her dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Islands and Commonwealth may in peace and quietness serve thee our God; and that we may return in safety to enjoy the blessings of the land with the fruits of our labours and with a thankful remembrance of thy mercies to praise and glorify thy holy Name; through Jesus Christ our Lord. Amen.**

**Music** *The last verse of the Naval Hymn*
**All, led** by The Mayfield Singers

**O Trinity of love and power,**
**Our brethren shield in danger's hour;**
**From rock and tempest, fire and foe,**
**Protect them whereso'er they go;**
**And ever let there rise to thee,**
**Glad hymns of praise from land and sea.**

**Prayer** by Monsignor Rainer Schadt, Leitender Militärdekan, Federal German Navy

Spoken in German

Let us pledge ourselves anew to the service of God and our fellow men and women: that we may help, encourage and comfort others, and support those working for the relief of the needy and for the peace and welfare of the nations.

Lord God our Father, we pledge ourselves to serve you and all humankind, in the cause of peace, for the relief of want and suffering, and for the praise of your Name.

Guide us by your Spirit; give us wisdom; give us courage; give us hope; and keep us faithful now and always.

**Amen.**



**Music** *I Vow to Thee, My Country*
**All, led** by The Mayfield Singers
**Words** Sir Cecil Spring-Rice
**Composer** Gustav Holst

**I vow to thee, my country, all earthly things above**
**Entire and whole and perfect, the service of my love;**
**The love that asks no question, the love that stands the test,**
**That lays upon the altar the dearest and the best;**
**The love that never falters, the love that pays the price,**
**The love that makes undaunted the final sacrifice.**

**I heard my country calling, away across the sea,**
**Across the waste of waters she calls and calls to me;**
**Her sword is girded at her side, her helmet on her head;**
**And round her feet are lying the dying and the dead;**
**I hear the noise of battle, the thunder of her guns,**
**I haste to thee my mother, a son among her sons.**

**And there's another country, I've heard of long ago**
**Most dear to them that love her, most great to them that know;**
**We may not count her armies, we may not see her King;**
**Her fortress is a faithful heart, her pride is suffering;**
**And soul by soul and silently her shining bounds increase,**
**And her ways are ways of gentleness, and all her paths are peace.**

**The Blessing** by the Chaplain of the Fleet

May God give you his comfort and his peace, his light and his joy, in this world and the next; and the blessing of God almighty, the Father, the Son, and the Holy Spirit, be among you and remain with you always.

**Amen.**

**Music** National Anthems
**All, led** by The Mayfield Singers

The National Anthem of the United Kingdom of Great Britain and Northern Ireland
*God Save the Queen*

**God save our gracious Queen!**
**Long live our noble Queen!**
**God save the Queen!**
**Send her victorious,**
**Happy and glorious,**
**Long to reign over us,**
**God save the Queen.**

The National Anthem of the Federal Republic of Germany

**Einigkeit und Recht und Freiheit**
**für das deutsche Vaterland!**
**Danach lasst uns alle streben,**
**brüderlich mit Herz und Hand!**
**Einigkeit und Recht und Freiheit**
**sind des Glückes Unterpfand:**
**Blüh im Glanze dieses Glückes,**
**blühe, deutsches Vaterland!**



# JUTLAND BANK
# A SERVICE OF RECONCILIATION AND COMMEMORATION

**IN THE PRESENCE OF:**

Vice Admiral Ben Key, Fleet Commander

Vice Admiral Rainer Brinkmann, Vice Chief, German Navy, and Commander, German Fleet and Supporting Services

Mr Richard Latham, grandson of Admiral Sir John Jellicoe

**Led** by Reverend Martyn Gough, Deputy Chaplain of the Fleet, and Militärpfarrer Christoph Sommer, Federal German Navy

In the midst of the stillness of these islands and our commemorations today, sailors from the Royal Navy, the Federal German Navy and others will come together at sea, some 300 nautical miles to the south-east of Scapa Flow.

Over the wrecks of HMS *Invincible*, HMS *Queen Mary*, SMS *Lützow* and SMS *Pommern*, their modern day counterparts, HMS *Duncan* and FGS *Brandenberg*, will keep silence and honour all those lost during the Battle of Jutland. Ships of the North Atlantic Treaty Organisation, including HMS *Iron Duke*, will also be present.

In a service that reflects very closely the service at Lyness Royal Naval Cemetery, sailors from both navies will scatter symbols of our remembrance, British poppy petals and German forget-me-nots. United by the sea, they will come together to recall those who have gone down to the deep and to commit themselves anew to work together for peace and reconciliation.

## ACKNOWLEDGEMENTS AND CREDITS

**Music**
Lieutenant Colonel Nick J. Grace, Principal Director of Music, Royal Marines
The Band of Her Majesty's Royal Marines Portsmouth (Royal Band), Director of Music, Captain Iain Davis RM
Marinemusikkorps Kiel German Navy Band, Director of Music, Fregattenkapitän Friedrich Szepansky
Stromness Royal British Legion Pipe Band, Pipe Major, Ian MacDonald
The Mayfield Singers, Director, Denise Stout
The Choir of St. Magnus Cathedral, Directors of Music, Ian Campbell and Michael Bell; Organist, Heather Rendall
Kirkwall City Pipes and Drums, Pipe Major, Laurence Tait
Cameron Dowell
Douglas Montgomery
Andy Cant

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The Imperial War Museum
The National Museum of the Royal Navy
Orkney Library and Archive

# JUTLAND AND THE WAR AT SEA

HMS *Dreadnought*, 1907
© IWM Q21183



## THE ROYAL NAVY IN 1914

At the outbreak of the First World War, the Royal Navy was the most powerful maritime force in the world, and the leading military arm of the British Empire. The First Lord of the Admiralty was a senior government role, while the Sea Lords and leading naval commanders were prominent public figures. Sailors formed a familiar part of popular culture, and naval developments were widely reported in newspapers and film reel. The Royal Navy was known as 'the Senior Service', with proud traditions shaped over centuries.

The Grand Fleet was the navy's most powerful formation, and was at the heart of Britain's military strategy. Intended to act as a deterrent, as well as a weapon, it was formed of some of the most powerful warships ever constructed. Under the command of Admiral Sir John Jellicoe between 1914 and 1916, they included 'Dreadnought' battleships carrying guns more destructive than almost any land artillery, and fast battle cruisers with lighter armour but similar firepower. At sea, they sailed alongside smaller cruisers and flotillas of destroyers.



Admiral
Sir John Jellicoe
© NMRN



British naval forces operated across the world's oceans, but were strongest in the home waters of the British Isles. From 1915, a Battle Cruiser Fleet was based in Rosyth on the Firth of Forth under the command of Admiral Sir David Beatty. A squadron of light cruisers and destroyers was based at Harwich, while the Dover Patrol guarded the English Channel with warships and small craft, such as trawlers and minesweepers, motor boats and launches. There were other bases and patrols around the coastlines, from Portland and Sheerness, to the Humber and the Tyne, Pembroke, and Queenstown in Ireland.

Admiral
Sir David Beatty
© NMRN



A stoker tending fires in an armed trawler
© IWM Q18996



Ships' companies ranged from a handful of men in the smallest craft to well over a thousand in the fleet's battleships, from senior officers to ordinary seamen, Royal Marines, gunners and stokers, signallers and cooks. Officer cadets began their naval education when they were as young as 12, while many ratings joined the navy at the age of 15 or 16. Some would specialise in fields such as gunnery, wireless, torpedoes or electrical engineering.

Every ship in the navy was itself a distinct community. There were naval songs, stories and games, including the notorious gambling pastime of 'Crown and Anchor', officially forbidden but pursued nonetheless. Informal 'firms' would provide laundry ('dhobeying'), tailoring and barber services to shipmates, while the daily rum ration provided a complex system of barter and reward, based around 'sippers' and 'gulpers', which could be employed for many



The ship's company of HMS *Swift*
© IWM Q18211



Sailors having a meal on board HMS *Royal Oak*
© IWM Q17952



A barber's shop on board HMS *Royal Oak*
© IWM Q18036

purposes, from fulfilling debts to celebrating the birth of a child.

Ship technology had developed dramatically over the course of the 19th Century, from wooden vessels under sail to the vast steel 'Dreadnoughts' which represented the cutting edge of early 20th Century military technology. The Royal Navy's first submarine was launched in 1901 and British submarines served across the world, notably in the Baltic and during the Dardanelles campaign. Aircraft of the newly formed Royal Naval Air Service – operating from ships' decks as well as land – contributed to reconnaissance and offensive operations across the North Sea, the Western Front, and further afield.

Sailors joined the Royal Navy from every part of the United Kingdom, including Ireland, and from across the British

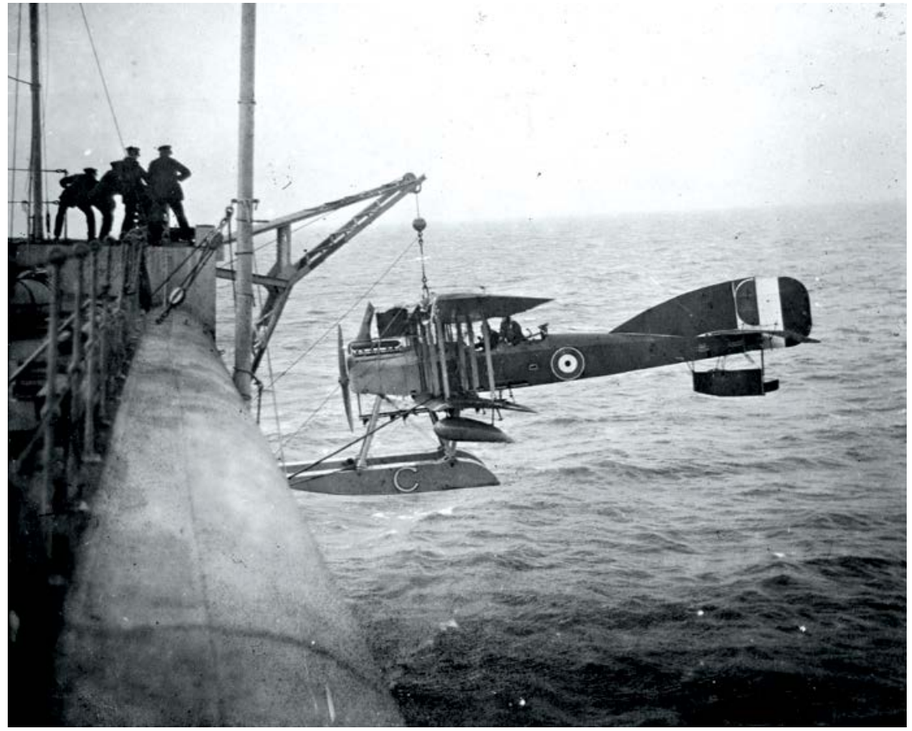





The gun crew of 'P' turret, HMS *New Zealand*, posing for a group portrait after the Battle of Jutland
© IWM Q64301B

Empire, particularly from Australia, Canada, Malta, New Zealand, and South Africa. Among the officers commanding ships at the Battle of Jutland was Vincent Barkly Molteno, born in Cape Town and son of the former Prime Minster of the Cape Colony. Foreign observers also went to sea aboard Royal Navy ships: three Japanese personnel were present at the Battle of Jutland, including Lt Cdr Shimomura Chusuke, who would lose his life aboard HMS *Queen Mary*.

Others served in the nascent naval forces of the Dominions. The Royal Canadian Navy's seven ships patrolled the western and eastern coasts of North America. The New Zealand government paid for the construction of HMS *New Zealand*, which would fight at Jutland, while a division of the Royal Navy known as New Zealand Naval Forces operated around the Pacific Islands, the Mediterranean, the Red Sea and the Persian Gulf. Ships of the Royal Australian Navy guarded the South Pacific, and later served in the Mediterranean and the North Sea, the Adriatic, and the Black Sea. Minesweepers, patrol vessels and troopships of the Royal Indian Marine patrolled coastlines and contributed to the campaigns in Mesopotamia (now Iraq), Egypt and East Africa.



A seaplane being prepared for flight
© IWM Q73730



A Boy worker transporting coal aboard a merchant ship
© IWM Q18551

When Britain went to war in August 1914, British merchant shipping accounted for nearly half of the world's tonnage, and delivered more than half of all the food consumed in the British Isles. As the war progressed, the Entente powers increasingly relied on British finance and credit, which was underpinned by Britain's merchant shipping activity.

Civilians serving aboard these merchant vessels, from great ocean-going liners to small tramp steamers or the smallest boats of the Fishing Fleet, would play a vital role in the war effort by supplying the nation and the armed forces with food, transporting raw materials for the manufacture of munitions, and carrying troops and supplies to every theatre of war. Many merchant sailors were drawn from across the British Empire, including India, Hong Kong and Africa.

In the years before the outbreak of war, Britain's global maritime dominance began to be challenged by Germany. A naval arms race saw both sides increase ship production and technical innovation. By 1914, the Royal Navy still retained an overwhelming numerical superiority over the German High Seas Fleet. It could call upon some 275 surface ships and 65 submarines in home waters, and the Grand Fleet alone was larger than the entire German navy. Yet both sides entered the conflict having never used their newly developed weapons and fleets in battle before.



*Scapa Flow, Orkney, from the Signal Station*
by John Lavery
© IWM ART 1264



Royal Marines drilling on the quarterdeck of HMS *Royal Oak*
© IWM Q17986



## SCAPA FLOW

Although the historic home ports of the Royal Navy were in the south of England, a base from which to control the northern entrance to the North Sea was essential to counter the threat posed by Germany. In 1914 the great natural harbour of Scapa Flow, at the heart of the islands of Orkney, was selected as the most suitable base. The natural defences of the sheltered waters were strengthened by shore artillery – with guns manned by Royal Marines and men of the Orkney Territorials – minefields, blockships and submarine nets, while drifters and trawlers patrolled the approaches.

The arrival of the Grand Fleet from the summer of 1914 had a profound impact on the islands, transforming Orkney into one of the world's most important strategic locations. Military activity was

Sailors playing sports on land, organised by the company of HMS *Royal Oak*
© IWM Q18088

Royal Navy officers playing hockey on the quarterdeck of HMS *Royal Oak*
© IWM Q18043



constant, with daily sailings and drills, gunnery exercises and torpedo practice.

For those allowed ashore, there was little opportunity for recreation, particularly in bad weather. In an effort to maintain morale, inter-ship rowing regattas and athletics were organised. Football pitches were created on Flotta island alongside a rudimentary golf course for officers, each hole landscaped by ratings from a different battleship. The SS *Ghourko* was fitted with a cinema and a boxing ring, and men organised amateur dramatics and dances. Scapa became a 'city of ships', at times housing as many as 100,000 service personnel. For the sailors of the Grand Fleet, Scapa Flow would come to dominate their experience of the First World War.





British propaganda poster
© IWM Q107426



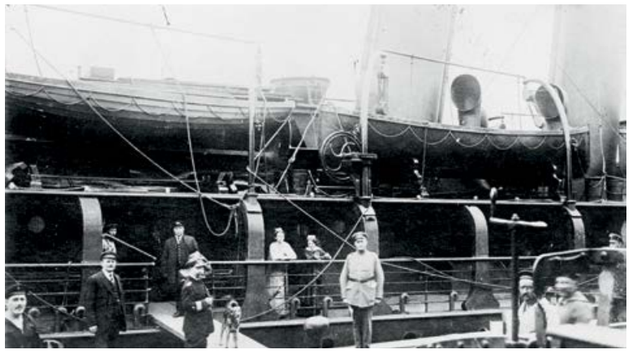

## BLOCKADE

Soon after Britain's declaration of war, the Royal Navy established a blockade intended to cut off supply routes to the Central Powers and strangle their war economies. Minefields and patrols were established to guard the entrances to the English Channel and the North Sea, acting as barriers to the German High Seas Fleet. By early 1915, all supplies bound for Germany and Austria-Hungary by sea were routinely confiscated, and German warships and raiders around the world were gradually eliminated.

Germany laid mines of its own, which proved a constant menace in British coastal waters, eventually accounting for the loss of more than 1,800 merchant vessels. Germany also began to use its small fleet of submarines – *Unterseeboots* or U-boats – to break the blockade and attack British naval vessels and merchant shipping. Several warships were sunk in the first months of the war, but cargo ships were initially given time to surrender. In February 1915, Germany declared the waters around Britain a war zone and lifted the restrictions on its U-boat commanders, who began to attack merchant ships without warning.

Between March and May 1915, the U-boats sank more than 100 merchant vessels. In response, the British authorities provided defensive weapons to the civilian merchantmen but also encouraged an aggressive response, in order to force the German submarines to crash dive. In late March 1915, Captain Charles Fryatt, in command of the ferry SS *Brussels*, attempted to ram U-33 and forced it to submerge and retreat, saving his ship and garnering official praise. In June the following year, his ship was intercepted and captured by German destroyers. He was tried by a German military court, found guilty of being a *franc-tireur* – a civilian engaging in an act of war – and executed by firing squad on 27 July 1916.

Captain Charles Fryatt on board the SS *Brussels* after being taken prisoner
© IWM Q23358



In May 1915, the passenger liner RMS *Lusitania* was sailing to Liverpool from New York when she was torpedoed off the coast of Ireland. She sank in minutes, killing nearly 1,200 civilians on board, including more than 120 American citizens and almost 100 children. Although the vessel was also carrying munitions, the incident further inflamed international criticism of Germany and provided powerful material for Allied propaganda. Reaction in America was particularly vociferous and, after the sinking of more ships during the summer, diplomatic pressure led to the scaling back of German submarine operations in the autumn of 1915. After the SS *Sussex* was severely damaged in March 1916, Germany was forced to abandon the campaign and seek a new way to defeat the Royal Navy.

Damaged housing in Hartlepool following the German naval bombardment, December 1914
© IWM HU 12823



## THE BATTLE OF JUTLAND

The German High Seas Fleet was powerful, but was outnumbered and outgunned by the full force of Jellicoe's Grand Fleet. In order to erode this superiority, German warships made forays into the North Sea, bombarding coastal towns such as Great Yarmouth and Hartlepool, hoping to lure out British warships which could be attacked by submarines or led into a stronger German force waiting over the horizon. After several engagements over the course of 1915 and early 1916, a full-scale battle became increasingly likely. Sailors on both sides were impatient for 'Der Tag', the day when the world's strongest fleets would finally clash.

From the early stages of the conflict, British naval intelligence was able to decrypt German radio messages and gain vital information about the movements of the enemy fleet. On 30 May 1916, the Admiralty intercepted German communications which were decoded by a facility known as 'Room 40'. They revealed that the High Seas Fleet was preparing to sail. Admiral Reinhard Scheer, Commander of the German High Seas Fleet, had initially intended to target Sunderland, but poor weather and technical difficulties meant that the plan was changed. Instead, German warships were ordered to sail north towards the *Skagerrak* – the waters between Denmark, Norway and Sweden – to threaten merchant shipping.

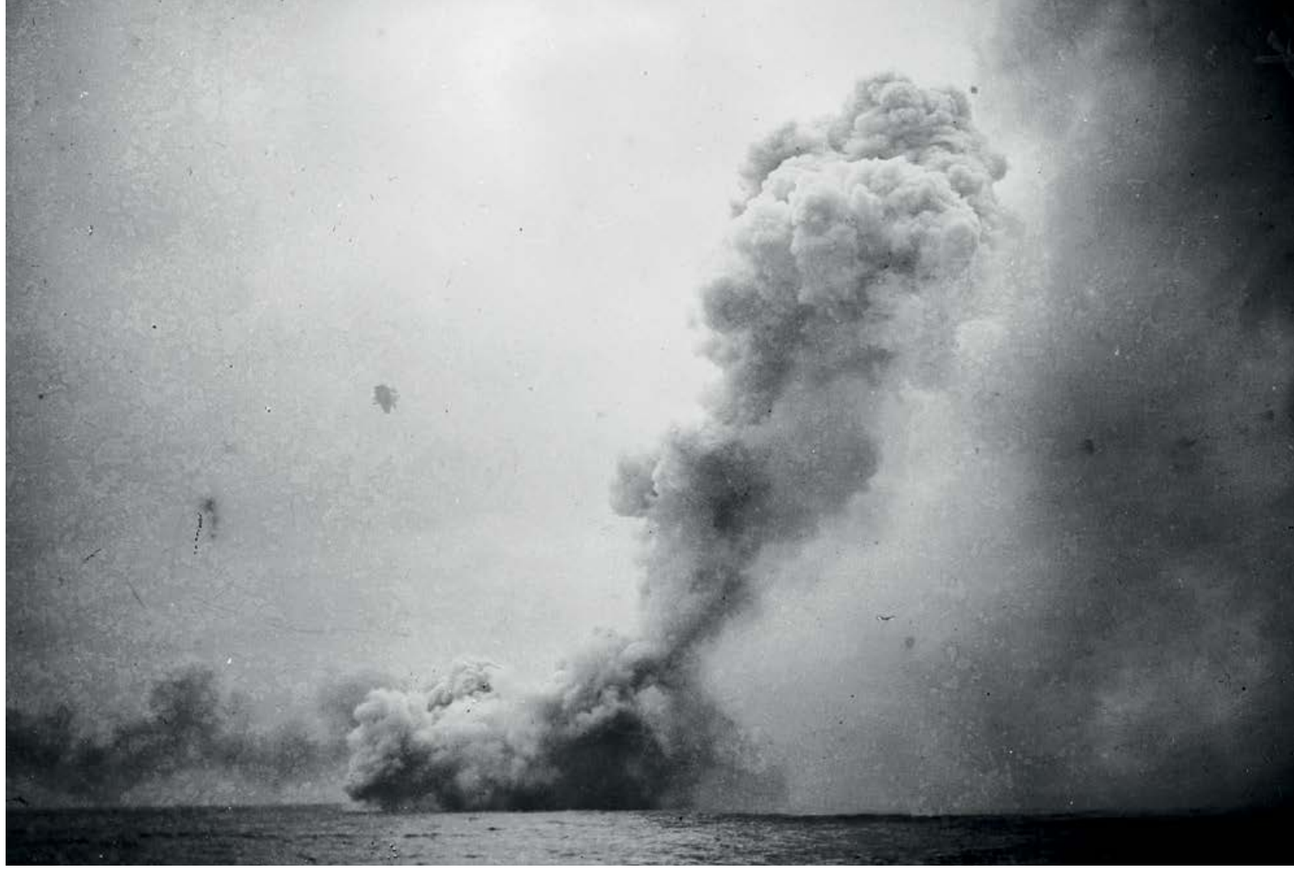
Before the German fleet had even left harbour, Beatty's battle cruisers were dispatched from the Firth of Forth to act as the British vanguard, followed by warships of the Grand Fleet from Scapa, along with a detachment of battleships from Cromarty, all sailing under the command of Jellicoe. Scheer steamed out into the North Sea unaware of the presence of the British armada which was heading towards his ships, seeking their destruction. Yet failures in communication meant that Jellicoe was led to believe that the High Seas Fleet was still in harbour. He ordered his vessels to slow, preserving fuel but losing time and daylight.

On the afternoon of 31 May, the scouting vessels ahead of the battle cruisers spotted German ships, and at 2.28pm HMS *Galatea* and HMS *Phaeton* of the British 1st Light Cruiser Squadron opened fire on German torpedo boats. Shortly before 4.00pm, Beatty's battle cruisers had engaged the German scouting force of battle cruisers, commanded by Vice Admiral Franz von Hipper. At this stage,



Admiral Reinhard Scheer
© IWM Q20348





The explosion of HMS *Queen Mary*
© IWM SP1708

HMS *Indefatigable*, an hour before the battle commenced
© IWM SP799

Beatty remained unaware of the presence of the High Seas Fleet, and Hipper sought to lure him south towards Scheer's battleships. For an hour, the two squadrons duelled, accompanied by the boom of guns and a haze of smoke.

While British ships struggled to find their range, they were silhouetted by the sun and presented excellent targets for accurate German gunnery. In many British vessels, ammunition handling prioritised speed over safety in an attempt to bring ammunition to the guns more quickly, exposing propellant charges to the blast of a shell strike on the turrets. HMS *Indefatigable* was hit and engulfed in flame before rolling to port and sinking. Soon afterwards, HMS *Queen Mary* was obliterated by a series of explosions, leaving only a thick black cloud. Within minutes, more than 2,280 British sailors had been lost.



HMS *Lion*, Beatty's flagship, would have suffered the same fate, were it not for the preparations before the battle and the actions of Royal Marine Major Francis Harvey. Mortally wounded, he ordered the flooding of a magazine which saved the ship from destruction, before dying of his wounds shortly afterwards.

Destroyers fought in the waters between the two forces, targeting each other as well as attempting to torpedo the larger warships. The destroyer HMS *Nestor*,

A shell hole on the shelter deck of HMS *Tiger*
© IWM SP1604



under the command of Commander Edward Barry Bingham, led the British attacks. His ship, and HMS *Nomad*, were severely damaged by shells, and later sunk. Bingham was rescued and taken prisoner, and was later awarded the Victoria Cross for his actions.

Having suffered serious casualties, Beatty's force was bolstered by the arrival of a squadron of battleships under the command of Admiral Hugh Evan-Thomas, but at 4.30pm sailors aboard HMS *Southampton* of the 2nd Light Cruiser Squadron sighted the German High Seas Fleet approaching on the horizon.

Beatty's task changed at that instant: from seeking to destroy Hipper's battle cruisers, he now had to lead the German fleet north towards Jellicoe's guns. The battle cruiser force turned away to the north, but signalling problems meant that Evan Thomas' battleships were the last to manoeuvre and were exposed to close and direct German fire. They then acted as a rear-guard while the German fleets pursued Beatty's force northwards. Among the ships badly damaged were HMS *Barham* and HMS *Malaya*, in which severe fires below decks killed or seriously burned more than 100 men.

Shortly after 5.30pm, the British and German vanguards clashed. The 3rd Battle Cruiser Squadron, under Rear-Admiral Horace Hood, had been sent to scout ahead of Jellicoe's fleet, while the 1st Cruiser Squadron was patrolling several miles in front of the battleships. HMS *Chester*, protecting Hood's battle cruisers, took heavy fire and suffered serious casualties among the exposed gun crews. In a confusing action carried out in a haze of mist and smoke, destroyers again attempted to attack

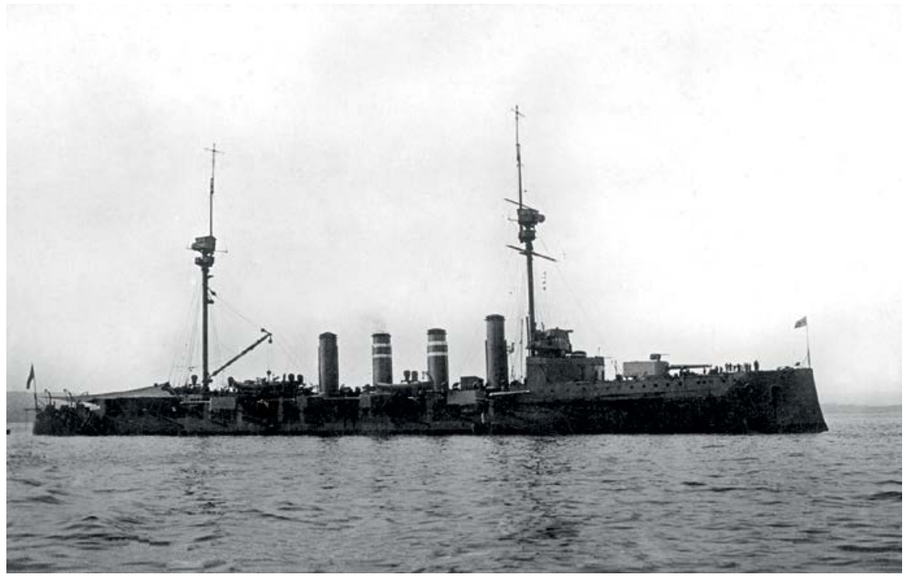


A damaged HMS *Chester*
© IWM SP1592

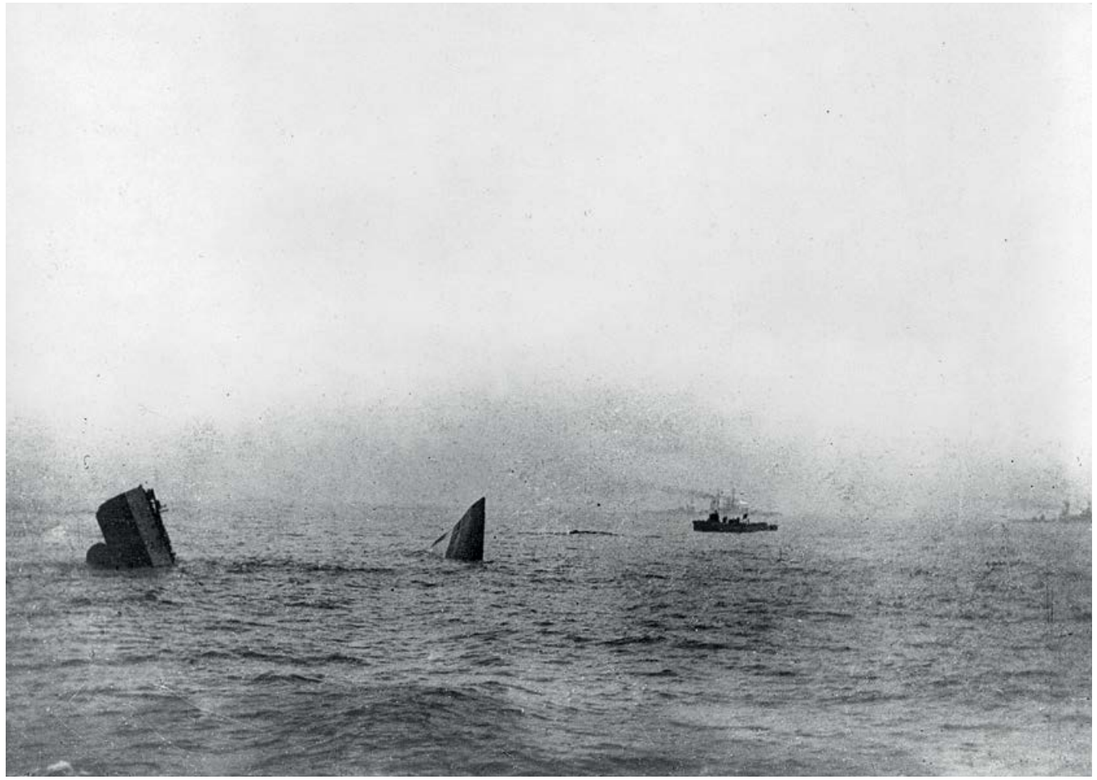


with torpedoes. One British destroyer, HMS *Shark*, was immobilised, but continued to fire at enemy ships for another hour before sinking. The 1st Cruiser Squadron suffered heavily under German fire: HMS *Black Prince* lost contact and was later sunk during the night, HMS *Warrior* was seriously damaged and later sank, while shells hit HMS *Defence*, detonating magazines and causing explosions which destroyed the ship. There were no survivors among some 900 on board.

Jellicoe was aware that a fleet engagement was forthcoming, but had little reliable information about the whereabouts of the German ships. At 6.15pm he ordered his ships to redeploy into a line towards the east. It was a risky manoeuvre which took 20 minutes, and the decision was one of the most critical of the war. If successful, it would 'cross the T' and bring to bear all of his vast firepower onto the German ships. If it failed, it would leave his fleet exposed to catastrophic damage. Meanwhile, the forces of Beatty and Hood continued to engage the German fleet. While Hipper's flagship SMS *Lützow* sustained serious damage which would later lead to her abandonment, German fire hit a turret aboard the battle cruiser HMS *Invincible*. Her magazines detonated, and the ship exploded and blew in half, sinking rapidly. Over 1,000 men, including Rear-Admiral Hood, were killed.



HMS *Warrior*
© NMRN



The remains of HMS *Invincible* © NMRN

At 6.30pm, through the evening haze and smoke, lookouts on the foremost German battleships sighted the vague shapes of Jellicoe's battle fleet, formed in a line six miles long arcing from north to east, the full weight of their fire focused on them. Until the distant flashes of their guns began to appear on the horizon, Scheer had been unaware of their presence. After facing heavy fire for only a few minutes, he ordered his ships to turn through 180 degrees and retreat.

Both fleets moved south until around 7.00pm. With the skies darkening, Scheer turned to the east but once again met the full battle line of Jellicoe's fleet. In this second clash, far greater damage was caused to the German battleships and Scheer ordered an emergency about turn once again. Among the British ships engaged was HMS *Caroline*, the last surviving vessel from the battle which today can be found at Belfast in Northern Ireland. In order to protect his ships from being chased down, Scheer sent destroyers, torpedo boats and four battle cruisers to attack the Royal Navy battleships. In what became known as the 'death ride', they sustained heavy damage. As the last daylight faded away, the remaining German ships escaped under smoke screens while the British fleet manoeuvred away from the torpedo attacks.

By 9.00pm, the final engagements between the battleships were over. Unwilling to risk a night battle, Jellicoe deployed his forces to cover Scheer's anticipated escape routes towards the German ports to the south. Instead, the German fleet manoeuvred to the rear of Jellicoe's force, and headed east towards Horns Reef, off the Danish coast. As the German battleships passed through the lighter British forces, there were several





Casualties from HMS *Tiger* on board HMHS *Plassey*, June 1916 © NMRN

brief but brutal clashes at close range which lasted into the early hours of the morning. Five Royal Navy destroyers were lost, although they torpedoed or damaged several ships including SMS *Pommern*, which exploded and sank, killing over 800 men. These clashes in the dark proved to be the last of actions of the Battle of Jutland. By dawn on 1 June, the last German vessels had passed astern of the British battleships, and the High Seas Fleet had escaped.

Around 100,000 men fought at Jutland, aboard some 150 Royal Navy and 99 German vessels. In all, the British lost 14 ships and more than 6,000 sailors and marines were killed, while the German fleet lost 11 ships and over 2,500 men. Most of the Royal Navy's dead were lost with their ships, or stitched inside hammocks and committed to the deep. Nearly 675 Royal Navy and over 500 German seamen suffered injuries, including many who were seriously burned. On reaching British shore bases, the wounded were transferred to medical facilities, some succumbing to their injuries despite the best efforts of surgeons and nurses.

Four Victoria Crosses were awarded to Royal Navy personnel. They included Royal Marine Major Francis Harvey of HMS *Lion*, Commander Loftus Jones of HMS *Shark*, Commander Edward Barry Bingham of HMS *Nestor*, and 16-year-old



*HMS Castor, Wounded Received after the Battle of Jutland, 31st May 1916* by Jan Gordon © IWM ART 2781



Boy (1st Class)
Jack Travers
Cornwell VC
© IWM Q20883

Jack Cornwell of HMS *Chester*. Cornwell had remained at his post, manning one of the ship's guns, despite being wounded and seeing the rest of his crew killed or injured. He died in hospital in Grimsby on 2 June 1916.

After the battle, Beatty mentioned Boy Cornwell in his official dispatch, and Jack's story became widely known through the press. As a result of overwhelming public interest, his body was exhumed and reburied with full honours in London on 29 July 1916. Posthumous portraits were commissioned which appeared on postage stamps and in picture supplements. 30 September 1916 was declared 'Jack Cornwell Day' in British elementary schools, and the Scouting movement inaugurated a Cornwell Badge and a memorial fund.

Cornwell was the youngest recipient of the Victoria Cross during the First World War. His mother received the medal from King George V at Buckingham Palace on 16 November 1916. She attended as a widow; Jack's father had died not long before the ceremony. Cornwell's gun remains on display at the Imperial War Museum, London, and his grave can be found at Manor Park Cemetery.

Jutland was the most significant naval confrontation of the First World War, and the greatest battle fought between dreadnoughts. In the aftermath of the battle, German propaganda emphasised the casualty figures and claimed a victory, while the British press began to express dismay that the clash had not resulted in a 'second Trafalgar', and the annihilation of the German fleet. Jellicoe's official dispatch was a plain account of the action and losses, and could not describe the tactical and strategic complexities of the outcome. He was, as Churchill would famously write, 'the only man who could lose the war in an afternoon'. Over the following months and years, the Jutland controversy would continue to simmer, with supporters of both Jellicoe and Beatty engaged in often bitter disagreement over the actions of the two principal British officers.

Jutland had maintained the Royal Navy's command of the sea, and the Grand Fleet was soon ready for action again. The damage to the High Seas Fleet proved harder to absorb, and it was several weeks before German warships ventured out once more. There were several near misses, but there was little appetite for another major clash and, by the end of the year, further attempts to erode the Royal Navy's dominance had failed. Unable to succeed with warships, Germany turned back to U-boats.



## AFTER JUTLAND

In February 1917, Germany resumed its campaign of unrestricted submarine warfare. By this time, the small craft with limited range had become ocean-going boats which could operate as far as the Atlantic coast of America, and their effectiveness would be greater than ever before. There was increasing pressure on the home front in both Germany and Austria-Hungary, where civilians were suffering from food shortages and malnourishment, due in part to the Royal Navy's 'Hunger Blockade', as German propaganda termed it, which exacerbated the effects of poor harvests and the Central Powers' administration and distribution of food supplies.

Yet it was apparent that formally sanctioning unrestricted sinking would inevitably draw the United States of America into the war. German submarines needed to force Britain to the negotiating table before the full might of American arms could be brought to bear on the Western Front. In March 1917, U-boats sank three American merchant vessels, and the USA declared war on Germany the following month.

Over the spring of 1917, the U-boats achieved great success, causing deep concern to British political and naval leaders. April 1917 proved the most costly month for British merchant shipping, with the loss of over 1,000 men and 200 vessels. But the British Admiralty and the new Ministry of Shipping introduced successful preventative measures, including an effective convoy system in which groups of merchant vessels were protected by warships, including US Navy reinforcements. Aircraft and new direction-finding technology helped to locate U-boats, while weapons such as early forms of depth charges helped escorting warships to sink increasing numbers of U-boats. Allied shipyards were soon comfortably able to construct more ships than were lost.

By 1918, the Royal Navy's dominance was secure and US participation in the war led to a much tighter blockade of Germany. The German spring offensive was contained partly because the blockade severely restricted Germany's access to both horses and effective motor transport, limiting the mobility of her armies. By contrast, American soldiers were rapidly and safely transported across the Atlantic, and Allied forces began an advance in the summer of 1918 which broke through the defences of the Hindenburg Line and drove back German forces. Mutinies at the great naval bases of Wilhelmshaven and Kiel in October and November 1918 would help to precipitate revolution across Germany.

German leaders signed an armistice which came into effect on 11 November 1918. As part of its terms, 74 ships of the German High Seas Fleet would be interned at Scapa Flow while formal peace talks took place at Versailles. For seven months, a dwindling group of German sailors remained as skeleton crews. On 21 June 1919, with much of the Royal Navy's fleet out on exercises, they opened sea valves and portholes, jammed open bulkhead doors and set charges on the hulls. Desperate efforts were made to prevent the sinkings, but 52 German ships were lost beneath the icy waters. It was the last act of the war at sea between Britain and Germany.

# COMMEMORATING THE WAR AT SEA

The Portsmouth Naval Memorial © CWGC

Sailors played a vital role across the globe during the First World War. Allied forces on the Western Front relied on the Royal Navy's control of the English Channel, and every other theatre of war where British Empire forces were engaged depended to some degree on seaborne supplies. Whether serving aboard submarines or dreadnoughts, minesweepers or merchant vessels, sailors made a vital contribution to the war effort, helping to construct the vital foundations for victory. The Commonwealth War Graves Commission commemorates over 60,000 servicemen of the Royal Navy, Mercantile Marine and other naval forces of the British Empire who died during the First World War.

Most of the Royal Navy's dead had no grave but the sea and, in the early 1920s, the War Graves Commission constructed monuments at each of the three main manning ports – Portsmouth, Plymouth and Chatham – to commemorate them by name. They were designed by Sir Robert Lorimer, and take the form of an obelisk which served as a mark for shipping. Unveiled in 1924, they were later expanded to incorporate the names of Second World War dead and evocative sculptures of sailors.

More than half of the British casualties of Jutland are among some 9,600 First World War sailors named on the Portsmouth Naval Memorial, alongside Southsea Common. Standing on the historic Hoe, and near the important naval base of Devonport, the Plymouth Naval Memorial commemorates more than 7,200 sailors of the First World War, including many from across the former British Empire. The Chatham dockyard was the closest naval base to the key theatre of the North Sea. Overlooking the town, the Chatham Naval Memorial commemorates more than 8,500 sailors of the First World War.

Much of the human cost of the war against the U-boat was borne by merchant sailors. They were in danger from the outset of the war, whether from nautical mines, German raiders, submarines, or the unforgiving seas. Some 3,000 merchant ships and fishing boats were sunk during the conflict, with the loss of more than 15,000 lives. At the end of the war, in recognition of the vital role played by merchant sailors, the collective title 'Merchant Navy' was bestowed by King George V. In order to find an appropriate way to commemorate their efforts, the Imperial War Graves Commission consulted several organisations representing merchant mariners. It was decided that a memorial to the Merchant Navy and Fishing Fleets, bearing the names of those lost at sea, should be constructed at Tower Hill, near the Thames and the Port of London. A vaulted corridor of Portland stone, designed by Sir Edwin Lutyens, was unveiled on 12 December 1928. Its bronze panels commemorate nearly 12,000 merchant naval personnel of the First World War.





The unveiling of the Tower Hill Memorial, 1928 © CWGC

Many sailors who died of their wounds, or who were killed in coastal waters, lie buried in war graves across the United Kingdom and the Republic of Ireland. Many are isolated, or found within the churchyards of coastal villages and towns, close to where their bodies were recovered. Others can be found where naval medical establishments were based. Gosport was home to Haslar Naval Hospital, and funeral processions marched down a road known as 'Dead Man's Lane' to the Haslar Royal Naval Cemetery. On the Firth of Forth, hundreds of sailors were treated in the military hospital at Craigleith and a wartime naval medical facility near Queensferry. Some of those who failed to recover were among the 180 service personnel laid to rest in Queensferry cemetery. Among them are sailors who died of wounds received at the Battle of Jutland.

Among the most poignant burial places of those lost during the Battle of Jutland are those in Scandinavia. Norway, along with Sweden, was neutral during the First World War, but her merchant fleet suffered the loss of many ships to German U-boats. Norwegians cared for the bodies of servicemen found on their shores, laying to rest 18 sailors of the Royal Navy in Fredrikstad in late June 1916, many of whom were casualties of the Battle of Jutland. The graves of others lost in action off Norway were later brought here from smaller burial grounds. The grave of Loftus Jones, awarded the Victoria Cross for his actions in HMS *Shark*, is at Kviberg, Sweden. Even today, formerly unidentified sailors continue to be named. At Esbjerg in Denmark, the grave of Able Seaman Harry Gasson will be rededicated, following his recent identification,



The grave of Loftus Jones VC, Kviberg, Sweden © CWGC




America to the Far East. They remain as physical reminders of the efforts of sailors from the first days of the war until well after the guns had fallen silent on the Western Front. Stanley Cemetery on the Falkland Islands is the final resting place of sailors who died at the naval battle fought there in December 1914, while sailors who died during the raid on Zeebrugge in April 1918 are commemorated in the local churchyard. Memorials at Mumbai commemorate more than 2,200 sailors from India, Aden and East Africa, while a memorial at Hong Kong commemorates Chinese sailors who lost their lives during the conflict.

as part of the centenary commemorations of the Battle of Jutland.

Some sailors were buried close to home, within communities which still retain strong connections with the sea. Among them is Grimsby, where more than 100 men of the Royal Naval Reserve were buried during the First World War. It was home to vessels of the Auxiliary Patrol, which later became the Royal Naval Patrol Service. Trawlers were used for minesweeping operations and anti-submarine patrols, as local fishermen knew the waters well and their boats were ideal for the task. In all, more than 670 local fishing vessels were lost over the course of the war.

Yet such was the global reach of the Royal and merchant navies that the graves and memorials of sailors can be found from north Russia to South Africa, from

# LYNESS ROYAL NAVAL CEMETERY

Lyness Royal
Naval Cemetery
© CWGC



As soon as ships of the Fleet first began to congregate at Scapa, provision was made for the burial of those who died of illness or injury. The first graves of sailors were made in the civilian cemetery at Osmandwall, at the southern end of the island of Hoy, close to where hospital ships were based. In 1915, sailors began to bury their former shipmates in a windswept field at Lyness, next to a small chapel. At that time there was little to mark out the site: the shelter buildings, the horticulture, and even the walls, were built much later.

Most of those laid to rest here during the First World War died when their ships were lost nearby. The armoured cruiser HMS *Hampshire* struck a German mine off Marwick Head in heavy weather on the evening of 5 June 1916 and sank within 15 minutes. All but 12 men of over 650 on board perished, either trapped below decks or swept away in the raging seas. Among those whose remains were never found was Lord Herbert Kitchener, who was travelling with a delegation to Russia. Lyness is the final resting place of more than 160 men whose bodies were recovered from the sea and the shore. More than 50 men from these sister ships lie here, the names of 36 still unknown.

Lyness Royal
Naval Cemetery
© CWGC



The battleship HMS *Vanguard* was at anchor on the night of 9 July 1917 when she was devastated by explosions, thought to have been caused by overheated cordite charges igniting one of the magazines. There were only two survivors, and some 840 men were killed. More than 40 of the ship's company are commemorated here, of whom 23 remain unidentified. On the evening of 12 January 1918, the destroyers HMS *Narborough* and HMS *Opal* were engulfed in a violent snowstorm and smashed on the rocks of South Ronaldsay. There were around 180 sailors aboard both vessels, but only one survived. More than 50 men from these sister ships lie here, the names of 36 still unknown.

Over 430 Royal Navy servicemen had been laid to rest at Lyness during the First World War, their graves marked with distinctive 'Admiralty-pattern' stone crosses. Many private memorials were also erected within the cemetery in honour of individuals or to ships' companies. Among those laid to rest were 14 German servicemen, including several killed during the scuttling of the High Seas Fleet in 1919.

In 1925 the Imperial (now Commonwealth) War Graves Commission erected the Cross of Sacrifice which stands at the centre of the cemetery. It was unveiled by Surgeon Rear-Admiral Sir William Watson Cheyne, Lord Lieutenant of Orkney and Shetland. In 1927, full responsibility for the maintenance of the cemetery was passed to the IWGC.

War returned to Orkney in 1939. On 14 October, the German submarine U-47 torpedoed the battleship HMS *Royal Oak*, a veteran of the Battle of Jutland, which was anchored in Scapa Flow. Within 13 minutes the mighty *Oak* capsized, taking over 830 souls to the sea bed. Some 25 men whose bodies were recovered are buried here: their graves were the first to be made since 1919.

By the end of the Second World War, some 200 British and Commonwealth servicemen had been laid to rest at Lyness. Their graves were originally marked with wooden crosses made for the IWGC by wounded ex-servicemen of the First World War. Lyness is also the final resting place of one Norwegian sailor and five German servicemen of the Second World War, including airmen who crashed nearby. The cemetery also contains the graves of several civilians, mostly merchant sailors who died while serving aboard cargo ships. In 1946 the remains of six American servicemen were exhumed from Lyness and reburied at an American Cemetery near Cambridge.

By the 1960s the wind and weather had taken their toll on the original Admiralty crosses, and they were replaced by the familiar CWGC headstones. Making no distinction in design or dimensions based on class, rank, race or religion, each is inscribed with the personal details of the individual, save for those who remain unidentified. Their headstones bear Rudyard Kipling's haunting inscription, 'Known Unto God'.

Today, the gardeners and stonemasons of the CWGC tend the graves of over 690 men in this corner of Orkney. Although the ships of the Royal Navy are no longer at anchor in the Flow, some of their sailors remain here, at rest, overlooking the waters where they once served.

4 August 1914: Jellicoe promoted to full Admiral and assigned command of the Grand Fleet
28 August 1914: Battle of Heligoland Bight
16 December 1914: German raid on Scarborough, Hartlepool and Whitby
24 January 1915: Battle of Dogger Bank
4 February 1915: First period of unrestricted German submarine warfare begins
28 March 1915: Captain Charles Fryatt attempts to ram U-33 in the English Channel
7 May 1915: Sinking of RMS *Lusitania*

***Battle of Jutland***
28 May 1916: High Seas Fleet ordered to assemble in the Jade River and Wilhelmshaven

***30 May 1916***
12.00: Jellicoe warned that the German fleet may be mobilising
17.00: British intercept undecipherable operation signal transmitted to German fleet
17.40: British Grand Fleet and battle cruiser forces ordered to sea
22.30: All elements of the Grand Fleet and battle cruiser forces at sea

***31 May 1916***
04.00: All elements of the High Seas Fleet at sea
14.20: First sighting of German ships by British cruisers
14.28: First shots fired
14.36: First German hit on British ship
15.22: Main German battle cruiser force sights British battle cruiser force

***The Battle Cruiser Action***
15.48: British and German battle cruiser formations open fire
16.02: HMS *Indefatigable* explodes and sinks
16.25: HMS *Queen Mary* explodes and sinks
16.30: Main German fleet sights battle cruiser action
16.40: British battle cruisers turn north
16.48: German main fleet gives chase and engages British battle cruisers

***The Fleet Action***
18.15: Grand Fleet ordered to deploy into battle formation
18.20: HMS *Defence* explodes
18.30: HMS *Invincible* explodes
18.30: Main battle fleet action joined, British cross German 'T'
18.33: German fleet turns away
18.55: German fleet turns east
19.00: British re-establish contact and open fire
19.17: German fleet turns away
21.00: Contact lost between main fleets at sunset

***Night Action***
22.23: SMS *Frauenlob* torpedoed and sinks
00.00: HMS *Black Prince* sinks
01.45: SMS *Lützow* sinks
03.10: SMS *Pommern* explodes and sinks
04.25: SMS *Rostock* sinks
08.25: HMS *Warrior* sinks

2 June 1916: Jack Cornwell dies of wounds received at Jutland
5 May 1916: Lord Herbert Kitchener is killed when HMS *Hampshire* sinks off Marwick Head
9 July 1916: HMS *Vanguard* explodes while at anchor in Scapa Flow
27 July 1916: Captain Charles Fryatt executed by German firing squad
1 February 1917: Second period of unrestricted German submarine warfare
11 November 1918: Armistice comes into effect
21 June 1919: German fleet at anchor in Scapa Flow is scuttled

*Communications and instruments were quickly tested. The various parties were mustered at their stations; gas masks, goggles, and life-saving belts produced, and all other final preparations for action made. Splinter mats, fire hoses, boxes of sand, stretchers, medical instruments and drugs, leak-stopping gear, shoring-up spars, spare electrical gear, spare hydraulic gear, engineers' spare gear – all these were got ready in a few minutes as nearly everything was kept permanently ready for action when at sea.*

**An officer of HMS *Princess Royal***

*We could feel the ship hastily increasing speed, the racing up of the engines from the boiler and engine rooms below our feet, the whining of the electric fans, the shivering of the ship at intervals – all tending to create a tense situation – everybody below decks wondering what is going on outside. Down below decks we, like the vast majority of ships' companies of the modern warships, never see any of the actual enemy of the fighting. We, like the stokers, engine room personnel and many, many others, we were all 'wheels' within one big machine, with our parts to play, we just had to carry on with our vital duties, as part of the fighting machine, just guessing, wondering, hazarding what was actually occurring up on deck.*

**Wireless Telegraphist Frederick Arnold, HMS *Malaya***



*The German shooting was very good. I remember watching the shells coming to us. They appeared just like big bluebottles flying straight towards you, each time going to hit you in the eye. Then they would fall, and the shell would either burst or else ricochet off the water and lollop away above and beyond you, turning over and over in the air.*

**An officer of HMS *Tiger***

*The place was filled with dust and smoke and as hot as an oven, owing to all the hatches being shut. It was a real genuine 'Tag' at last and everybody revelled in it. It all seemed too good to be true, to think that at last we were really doing something after close on two years of weary waiting and watching.*

**Midshipman Gordon Eady, HMS *New Zealand***

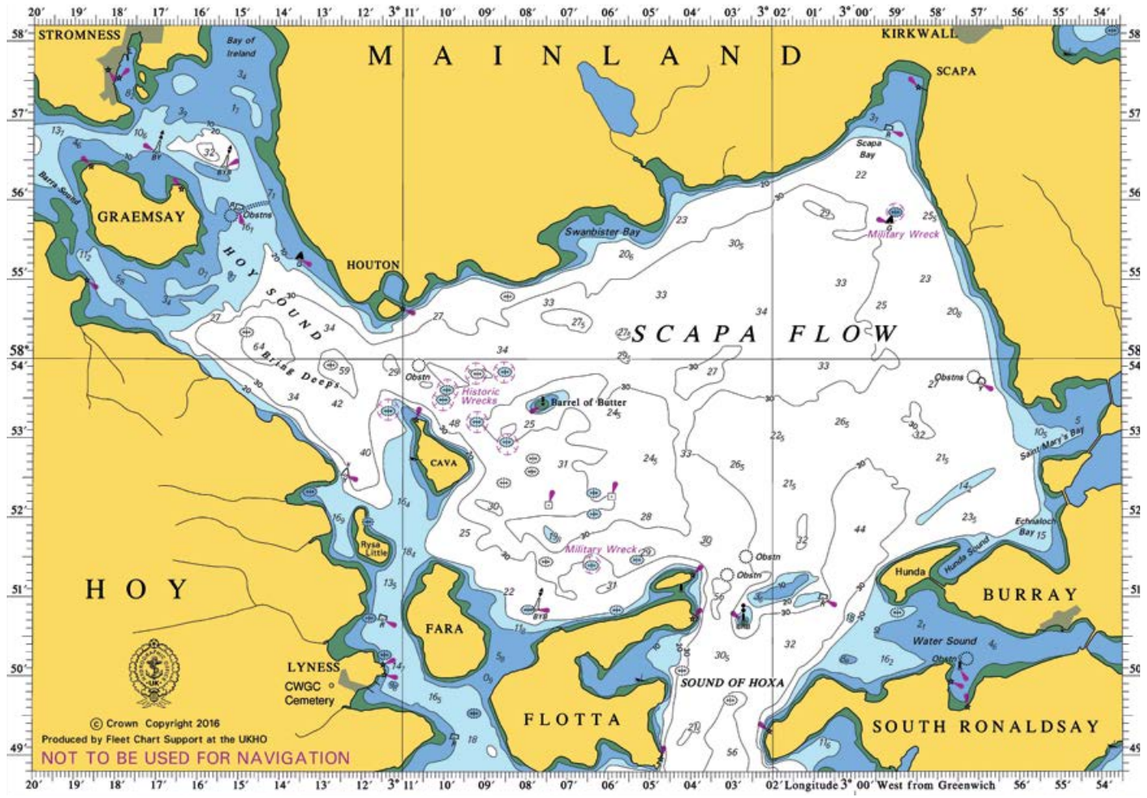
*…everything was dark chaos. The smell of burnt human flesh, making everybody have a sickly nauseous feeling. Everything burnt black and bare. Gallery, canteen and drying room bulkheads blown and twisted into grotesque shapes. The whole desk covered by about six inches of water.*

**Anonymous description of the sinking of the HMS *Indefatigable*, as witnessed from the HMS *Malaya***

*To be able to say 'I witnessed the Greatest Naval Battle in all History' is one to be proud. Wednesday May 31st 1916 shall rank very high in this Great War and help to bring it to a Victorious close. Gun spirit remains and all is well.*

**Account of the Battle of Jutland, by A. E. Vowell**

# SCAPA FLOW






Ships of the Second Battle Squadron on the battle line at Jutland on 31 May 1916
© NMRN

HM Government

To honour and remember the lives of those who served in and were affected by the war, the Government is leading a national centenary programme of ceremonial events, cultural activity and education.

The Department for Culture, Media and Sport, supported by 10 Downing Street, the Foreign and Commonwealth Office, the Ministry of Defence, the Department for Education, the Department for Communities and Local Government and other stakeholders, and working in partnership with its key delivery partners, Imperial War Museums, the Commonwealth War Graves Commission, Arts Council England, English Heritage and the Heritage Lottery Fund, is taking forward plans for the commemorations. The Secretary of State for Culture, Media and Sport chairs an expert advisory panel to oversee the four-year programme, building a commemoration fitting of this significant milestone in world history.

CWGC
Commonwealth War Graves Commission

The Commonwealth War Graves Commission (CWGC) was founded by Royal Charter on 21 May 1917 and is responsible for the commemoration of almost 1,700,000 members of the Commonwealth forces who gave their lives in the two world wars. The graves and memorials of these men and women, who came from all parts of the Commonwealth and who were of many faiths and of none, are found around the globe at a staggering 23,000 locations, in 154 countries.

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HM Government






CWGC
Commonwealth War Graves Commission