

The Battle of Coronel

1st November 1914

On 1 November 1914 off the coast of central Chile near the city of Coronel, a German naval squadron led by Vice-Admiral Graf von Spee met with a Royal Navy squadron commanded by Rear-Admiral Cradock.

At 16.30 Graf von Spee formed a battle line of 'Schamhorst' (flag), 'Gneisenau', 'Leipzig' and 'Dresden'. The British battle line of 'Good Hope' (flag), 'Monmouth', 'Glasgow' and 'Otranto' was ordered.

About three hours later, as the British squadron turned towards the German line in an attempt to close the range, the superior guns of the German armoured cruisers opened fire. The setting sun silhouetted the British squadron whilst the German ships were hard to see in the falling light.

'Schamhorst' engaged 'Good Hope', knocking out her forward gun. 'Monmouth' was hit by a salvo from 'Gneisenau'. 'Leipzig' and 'Dresden' engaged 'Glasgow'. Whilst still attempting to close with 'Schamhorst' the magazine on 'Good Hope' exploded and she sank soon after.

Burning, and unable to fire and with her White Ensign still flying, 'Monmouth' was sunk by the newly-arrived 'Numberg'. Having been hit five times and seeing that 'Monmouth' was beyond help, 'Glasgow' escaped to avoid certain destruction. There were no survivors from either 'Good Hope' or 'Monmouth'.

As a result of the battle some 1,600 British sailors died.



Rear Admiral Sir Christopher Cradock



The Battle of the Falklands

8th December 1914

On 8 December 1914 Vice-Admiral Graf von Spee's East Asiatic Squadron was observed approaching Stanley; his intention was to destroy the British radio station and coaling station.

However, a superior British squadron under the command of Rear Admiral Sturdee, sent to avenge the defeat at Coronel, was coaling at Stanley.

After initially turning away to escape, but later realising that he could not hope to outrun the fast British battle cruisers, 'Invincible' and 'Inflexible', Admiral Graf von Spee decided to bring about an engagement.

'Scharnhorst' and 'Gneisenau' were initially successful in striking 'Invincible' but forty minutes later

while they were attempting a hasty escape, Rear-Admiral Sturdee managed to bring his powerful cruisers within extreme firing range.

Vice-Admiral Graf von Spee's flagship 'Scharnhorst' sank rapidly, followed by 'Gneisenau', 'Nürnberg' and 'Leipzig'. A fifth cruiser, 'Dresden', escaped.

At least 2,200 German sailors were killed or drowned in the encounter, while ten British sailors also died.

On 1 December 1914, during the preparations for the defence of Stanley, eight members of the Falkland Islands Volunteers were drowned while returning from working on an observation post outside the town.





Admiral Sir Frederick Sturdee

1914 - 2014

On the occasion of the 100th anniversary
of the Battles of Coronel and the Falklands,
this monument was erected to the memory
of the some 3,800 servicemen
of all ranks, ratings and nationalities
who laid down their lives
fighting for their countries
many of whom have no other grave
than the sea.

Adversaries in war, companions in death



Vice Admiral Graf von Spee

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Six weeks suspended for 'misguided' former police officer

"YOUR future will be affected permanently," Senior Magistrate, Clare Faulds, told former long-serving officer with the Royal Falkland Islands Police, Jill Roberts, on Thursday, before awarding her a six week custodial sentence, suspended for two years, for what was described in court as a, "single misguided judgement," in an otherwise exemplary career.

Miss Roberts, 47, had been found guilty of carrying out an act with the intent of perverting the course of justice. Senior Magistrate Mrs Clare Faulds, who presided over the trial on November 14, had deferred sentencing to allow the preparation of a report on Miss Roberts by the Probation Service.

The Senior Magistrate told the court that the offence was a serious one which could carry a maximum sentence of two years in prison, but a lack of exact local precedents made sentencing difficult. UK sentencing guidelines, which carried no maximum penalty, were also inappropriate in the Falkland Islands situation.

Paying tribute to the, "eloquent submission" made by Miss Roberts' defence counsel, Alison Inglis, the Senior Magistrate said that while the offence committed by Miss Roberts was a serious one, it could be regarded as being "on the lighter side." Cont. page 3

Delegation promotes oil industry training links with Trinidad and Tobago

FOUR senior oil industry business and training executives are in the Islands promoting Trinidad and Tobago's oil industry training services.

The country is one of the wealthiest in the Caribbean, the economy strongly influenced by its petroleum industry which has been operating since 1940.

Members of the delegation explained that Trinidad and Tobago's emphasis has long been on adding value to the product within their country. While that approach will not be the way forward for the Falklands (with their decision to keep the industry offshore) the Caribbean country's experience in adding value to

personnel through training is something that the Falklands could learn from.

Lance Dowrich who developed the Quality Management System for the Kenson School of Production Technology said Trinidad and Tobago has a national structure of oil industry training. Cont. page 3

VISITING the Falklands for one week from Saturday for the centenary commemorations of the naval battles of Coronel and The Falkland Islands are descendants of those who died commanding the 1914 battles, Vice Admiral Graf Max von Spee (bottom left) Vice-Admiral Doveton Sturdee (centre with King Edward V) and Rear-Admiral Sir Christopher Cradock (bottom right). The families will take part in a week of events that will include receptions and dances as well as the official services held on December 8. A full list of the events can be found on page 12.

Top left corner of front page: Sailors from the German *Gneisenau* and from the British *HMS Canopus*.



WEDNESDAY 10TH DEC.
THURSDAY 11TH DEC.

F I O D A
A 1914 MUSIC HALL

DOORS 7:30
START 8:00

TICKETS AVAILABLE FROM PRO GIFTSHOP

The night was short and clear of cloud and the sea was calm

The Battle of the Falklands by Mensun Bound

MEMORIES from Islanders, and naval officers, of the Battle of the Falklands make up this extract from Mensun Bound's 100th anniversary daily diary of events leading up to the battles of Coronel and the Falklands. More stories of the final days surrounding the battle can be found on www.penguin-news.com

**Tuesday 8th December 1914
The Battle of the Falkland Islands**

IN Stanley the night was short and clear of cloud, the sea was calm. The Longest Day began shortly after 0300 when the Germans first spotted the silhouetted form of the Falklands.

Sapper Hill situated behind the town of Stanley is only 453 feet high but from its summit one has an unrestricted view out over the eastern and southern approaches. The Falklands Volunteer Force had established a lookout post on the crest of the hill, and it was from here that, a young man called Percy Simmons from South Petherton, Somerset, first saw the raiders' smoke. He informed his Superior Christian Andreasen. Whereas Simmons was a country boy, Andreasen understood ships, having been some years before put ashore in the Falklands with beriberi from a Nova Scotian sealing schooner. In what followed he was able to inform Sturdee of the nature, bearing and progress of the advancing ships.

It was at 0745 that *Canopus* received the call from Andreasen to say that 'a four-funnelled and a two funnelled man-of-war in sight south-east and steering northwards'.

The *Canopus* immediately hoisted the signal 'Enemy in sight!' Between the *Canopus* at the east end of Port Stanley Harbour and the flagship in Port William was Mary Hill, a low headland beside what is now Stanley Airport. Without direct visual contact the message had to be relayed via the *Glasgow*, which, from its anchorage further up the harbour, was in direct line-of-sight through the Narrows with the flagship. The *Glasgow* responded immediately and within a minute the same flags were flapping from its halliards. There was, however, no response from the *Invincible* which was partly obscured by coal haze rising from the collier *Trelawny* which was roped to its port side. Luce, still in pyjamas,

turned to his signal officer in frustration. 'Well, for God's sake do something. Fire a gun, send a boat, don't stand there like a stuffed dummy'. At 0756, to draw attention, the *Glasgow* discharged a saluting gun and focused a searchlight on the flagship's bridge. A surprised flag lieutenant on the *Invincible* immediately took the message to an equally surprised Sturdee who at the time was in his cabin shaving.

Von Spee had achieved complete surprise. The British could not have been less ready: the *Invincible* and *Inflexible* had been coaling for several hours, but with only two coal barges available they had each taken on only 400 tons, about a seventh of their capacity. The only coal on *Kent*, *Cornwall*, *Bristol* and *Macedonia* was that which was in their bunkers when they had arrived. In addition, *Cornwall* was on six hours steam notice, because the low-pressure cylinder of her port engine had been opened up and disassembled for repair. The *Bristol* had both engines open for repair and valve adjustment and had extinguished her fires for boiler cleaning.

The *Glasgow* and *Carnarvon* were closest to being ready for sea, but whereas the *Glasgow* was fully bunkered, the *Carnarvon* still had its decks piled with coal waiting to be stowed; neither vessel was in steam. The only other fighting ship was, of course, the *Canopus*, but she was grounded. All this with an approaching enemy that was already at action stations and whose first units were only eight miles away.

Those who had the best view of the advancing ships were the men at the wireless station well to the east of Stanley. The wireless operator, W A Lacey, described what he saw:

'The first two [ships], the *Gneisenau* and the *Nürnberg* headed straight for the station until they were about four miles off, when they presented their broadsides to us, and trained their guns on the power house. Their movements were clearly visible through glasses. Orders were given to abandon the station - not from the Germans but from our Governor - which we did, retiring about 250 yards west, and taking shelter behind the rocks, whence we had a clear view of the proceedings.

At 0922, when the *Gneisenau* and *Nürnberg* were near the Wolf Rocks with their guns trained on

the wireless station, the *Canopus* discharged her forward turrets, the salvo fell short but it sent up great gouts of water that shocked the Germans. As the ships raced away the *Canopus* fired its after turret at a maximum range of 12,000 yards. One of the shots was inert and, instead of exploding on contact with the water, broke up and ricocheted. Some of the fragments were believed to have hit one or more of *Gneisenau's* funnels.

Some in town thought the *Canopus* was firing her guns in order to raise the body of the last Volunteer from the accident at the Canache seven days before. Madeline Kirwan wrote:

'We heard a big gun fired and naturally thought it was to raise the drowned man's body and took no notice and after a few minutes we heard another about 20 to 9 in the morning and I took the glass to see what was happening and saw people in all directions running and calling out the German fleet was here, and then Sydney ran home to get his gun etc and said it was true, five of them was steaming straight in for the wireless station ...'

Earlier in this series the writer said that the Battle of Coronel was lost in Stanley Harbour. It might also be said that the Battle of the Falklands was won there. Once the fighting had commenced the result was a foregone conclusion: the real battle was to mobilise the ships before the enemy could escape - and that happened at Stanley.

Shortly after 1000 *Invincible* was pounding out of Port William and the chase had begun. By then almost the entire town was on the high ground behind town.

Harry Sarney, then nine years old, remembered that morning well. As soon as the fleet had arrived the day before, they ordered 700 mutton carcasses from the Falkland Islands Company butchery which was situated on the shore a short distance from the east end of town.

Such an order required all the spare hands the FIC could muster. First to bring in the sheep, and then to help with their slaughter. Harry's father was one of the men sent to assist.

'Old Alec Clifton had to kill 700 sheep. Needed more butchers at the jetty down there. My father was one, he was down there killing. And then the Germans arrived ...and old Mrs Lacey, who used to be at the old wireless station, she come

running up with a kid on her back. 'Oh, Mr Sarney', she said. 'the Germans are here...'

Mabel Halliday had been down the East End of Stanley when Sturdee's squadron arrived. From where she was she had a clear view of the entrance to Port Stanley Harbour. When she was 89 her memories of 7 and 8 December were recorded by Patrick Watts of the Falkland Islands Broadcasting Station.

'I was nurse-maid at George Turner's and I had the children way down there by the cemetery. They were in a pram and I was walking. And I saw these boats coming in the Narrows and I thought they were Germans. I got the wind up and I put back to Stanley, back home to the Turner's, and they told me not to be frightened as they were only English boats. The next morning I had to take the baby's washing up to mother's and there was nobody home so I just threw the washing on the sofa because I could hear guns going, and I got frightened so I run down to the Turner's again and I said 'Oh, there's something on, there's guns going, and they said, don't be frightened there's a battle'.

K M 'Molly' Biggs and her husband Bernard E Biggs had recently taken over the First & Last pub and hotel which was situated on the waterfront at the bottom of Hebe Street. She remembered how 'the *Glasgow* simply flew out of the harbour... By this time everyone who could walk were up on the hill above the town watching.

I remained to get lunch ready before also going up. I'm quite sure no-one had the slightest doubt of the outcome. We could hear the boom of guns until about 4.30pm. Then it began to rain and we settled down to wait for news' (courtesy Coleen Biggs)

Everybody who was there remembered the excellence of the weather on the day of the battle. Vinnie Summers was then a 14 year old nurse-maid for the Colonial Secretary's children:

'It was a lovely morning and we went up to the Tumbledown to see the ships and we saw them all on the horizon out there. That was about 10 o'clock.

'We had the Halkett's three children with us. We stayed there until the ships was disappeared and then we come back... It was lovely right up until about 3 in the afternoon when it started to rain. Then it poured'. (courtesy John Smith)

Another who was there was Des Peck (1907-1988) one of the most extraordinarily colourful characters in Falklands living memory. The son of a shepherd who left school in Stanley at 14 he grew up to become a lineman, roustabout, boundary rider, builder, merchant, sportsman, wit, raconteur, poet, musician, entrepreneur and patriot.

'I was 7 year old and we were all on the hill up at the Tumbledown. Of course all the men were on outpost or other duty so that left just the old folk and all the women and children.

When the *Canopus* fired that first 12-inch shell most of us dropped on the ground with the concussion ...we stayed up there on the Tumbledown until about midday when we couldn't see any ships. By then it was a running battle and the whole Island just shook. So my mother and us small children, we went up to Sapper Hill [i.e. even higher ground] and we squatted underneath a peat bank, and there we stayed until 7 o'clock that night, and it was just shaking like an earthquake, and then it all eased down and we went back home...

Another who went up Sapper Hill was Madeline Kirwan who wrote:

'We went on the hill to see the German fleet and a fine sight it was. Perfect calm hot morning as clear the horizon as a diamond. To see our ships going after them forming up for battle and the Germans going for all they were worth away from them ...We stayed on the hill all day and ...all we could see of both fleets was their smoke above the horizon along to the south east at half past three we could hear the battle commence and it was awful the houses vibrated and the rocks and ground up on Sappers hill fairly shook and by the constant firing we knew they were having a tough battle. At 6 o'clock pm we could see the red glare of the sky and we knew one must be on fire. To hear the explosions never shall I forget what we passed through in listening to that awful battle but by evening we knew by wireless that all our ships were safe and three of them rotten Germans had gone. Oh my dear friend even now I am not myself.'

Harry Sarney spent the day at the Look-Out Rocks. When he was 84 his memories were recorded by Patrick Watts for a local radio broadcast:

'We was up on the Common [i.e. the open land that surrounds Stanley] we was all up there until 8 o'clock at night. Old Richie Dettleff was Sergeant of the Volunteers, he used to walk up with messages [from the Wireless station], he would come up and tell us what was happening. When the *Jins-ow* [i.e. *Gneisenau*] was close in towards the Wolf Rocks, he gives us orders, he scatters us, cos we was all standing in a heap behind the Look-Out Rocks or peat banks ... yes ... they couldn't do a done much harm ... no ... but if a shell had landed amongst us all, it would have killed the lot of us ... yes ... so

we moved around'.

Another who was at the Look-Out Rocks was 12 year old Madge Biggs. At the time she was studying at St Mary's Catholic School to become a music teacher and church organist. In 1989 when she was 87 she recalled:

'I thought it rather hard to have to go to piano lessons when it was supposed to be school holidays, although at the time we were not having much regular schooling because most of the children were evacuated. Anyway, I was supposed to go to school and my mother packed me off to the convent where Sister Rose said, 'You go back to your mother', she said, 'the Germans are coming, this time it's really happening'. So I went home and Dad [Vincent Biggs] was there and he said, 'What's the matter?' 'The Germans are coming', I said. He was terribly excited and he put his spy glass under his arm and set out for the Look-Out Rocks. These days the rocks have been bashed about and used for road works and things, but they were a good look-out point. You could see the whole way down the East Coast and see the ships coming. Anyway, I followed up dad and stood there on the Look-Out Rocks and you could see the German ships coming gradually down towards Cape Pembroke light house ...All day long you could hear the guns and feel the vibration which was terrible ...dreadful really. It was a beautiful sunny day. I remember Mother pacing about and saying 'Oh the tragedy of it all...'

For the youngsters, however, it was a great adventure with perhaps a little of a party atmosphere. Harry Sarney remembered the food:

'By six o'clock lots of people were still on the common. Some went home for lunch and came back again, some took tea and cats. It was a nice sunny day. Black with people laying under the peat banks listening at the guns firing. Put one ear to the ground, hear the guns firing. It was quite clear. The peat bogs were shaking like hell. The FIC West Store had a horse and cart up there selling fizz, ginger ale, lemonade at three old pence a bottle. Mixed sweets one shilling and the Cadbury's 'Milk Tray Chocolates', pound tins, at two shillings and sixpence. Half pound tins at one shilling and nine pence. Tommy Lanning was with horse and cart. Tommy Campbell was selling for the West Store. Also packets of chocolates from three old pence up to one shilling for large packets. Woodbine Bakery was selling baskets of buns and sausage rolls, sandwiches, all going for three old pence'. (courtesy John Smith)

Across most of the East Falklands the rumble of battle was plainly audible. Mrs E V Rogers, the daughter of a shepherd who lived inland in relative isolation on the south-east flank of the Wickham Heights, never forgot what she heard that day:

'My earliest memory was of the

guns from the German ships. We lived at Mount Pleasant then. Dad had to leave home to take someone from Darwin to Stanley, mother was alone with us children, she was asked to keep a look out for anyone coming over the mountain and to go up on the hill and look out to sea for ships. Our old dog 'Slow' was afraid of thunder, he came indoors and got under the settee, he thought the gunfire was thunder...' (courtesy Joan and Terry Spruce)

Not everybody in town, however, saw the epic charge out of Port William. Wallace Hirtle, who in later life became a prominent figure within the Falkland community, never got to the top of the town. His widowed mother was a washer woman, life was hard and she could not afford to lose a day's work whatever the circumstances; so she went about her business as usual and, as usual, Walt was obliged to help. He always felt cheated that, of all his friends, he was the only one who did not see what was happening from the Look-Out Rocks. (Courtesy Shirley Hirtle)

The gunfire could also be heard at Darwin. Pearl Allan, daughter of the Manager Alan Allan, later wrote in a letter:

'On Tuesday morning the girls, Maggie and Mary Morrison had lighted the copper about 7 am and were beginning to do the laundry. It was a bright sunny morning and we were having chops and eggs for breakfast when the telephone rang. It was the Governor to speak to my father. Two vessels are approaching the wireless station Allan, prepare to stay at the telephone, your line will be linked with Sapper's Hill. There were sailors with the Volunteers on Sapper's Hill (perhaps a couple of signalmen from *Canopus*?) and we sat in my father's office, breakfast half eaten, and listened to the reports coming thick and fast ...Strangely enough, we could hear the guns fire for some time. It was a running fight, gradually died away. The Governor came on the line to say the *Scharnhorst* had gone down about noon I think, then the *Gneisenau*, and all through that long day, we didn't eat a mouthful till the last German had been sunk, except the *Dresden* ...It was a wonderful feeling when we went to bed that night, and we all gathered in the dining room and had family prayers for our deliverance. Even now I can feel the wonderful wave of relief and gratitude we felt'.

On the West there is reason to believe they could hear the gunfire at Fox Bay, but not it seems at the more outlying settlements. There were no phones or wireless links at this time, so it took a few days for news of the Battle to spread. By the time it reached Chartres everybody in Britain had known for a few days. Buzz Aldridge was working at Chartres at the time, 71 years later he recorded his recollections:

'We didn't know anything until about a week after the 8th December Battle. Mike Robson, he was manager at Fox Bay. I think the Samson brought him the news,

The Battle of the Falklands



HMS Canopus

He rode across to Chartres and told us. He was going out sheep gathering to East Bay and he just carried on to tell us the news ...he came across to the other side of the Chartres River, then he went to the fire and we'd go across in the boat and pick him up. That was how they did it then. 'I will tell you the worse bit first', he said, 'then I will tell you the good news. So he started to telling us about the Battle of Coronel...'

By midday both fleets had disappeared from view. Some of those watching from behind Stanley were obliged to return to town where they were preparing to receive the wounded. As the ships were preparing to give chase, Staff-Surgeon Wernet of the *Canopus* received 'an urgent order from the Senior Naval Officer to provide additional accommodation for the reception and treatment of wounded as a large number of casualties were expected from both sides'. With Allardyce's consent, the School and the old hospital, the 'Victoria Cottage Nursing Home', were made available. Beds and bedding were borrowed from local residents, additional medical stores were sent from *Canopus* and 'arrangements were made with the local baker whose establishment was close to the 'School' hospital, for the loan of his kitchen and he would do all the cooking for the sick. Additional water and lighting arrangements were laid on and by evening we were ready to receive in all three hospitals 100 patients'.

Staffing was a problem but the following gave their services:

- I. King Edward VII hospital: Dr. Alexander B. Pearce, Colonial Surgeon
- Miss Mabel Brookfield, Colonial Nurse-Matron
- Sister Mary Usher, R.C. Nun
- Sister Rose Verrone
- Miss Elizabeth Hewing, Red Cross volunteer nurse
- II. School Hospital: Mrs Elizabeth Sanders, Pearce L.R.C.P & S.
- Mrs Jean Souter, Red Cross volunteer nurse
- Mrs Violet Lellean
- III. Victoria Cottage Nursing Home Hospital

Dr Richard Wace Surgeon to the F1 Co (Wace came 50 miles on horseback to offer his help)

Miss Dorothy Clitheroe Red Cross volunteer nurse

Another key person was Mr Gordon W G Royle, the Colonial Dentist, who was put in charge of the Dockyard Pier with an ambulance party of 12 men and stretchers to direct the disembarkation of the wounded. Later in the afternoon, when the shooting began, the Governor gave instructions for a temporary morgue to be set up beside the main jetty.

Fitzroy: Graf Spee's three supply ships, *Baden* and *Santa Isabel* and the liner *Seydlitz*, had anchored in Port Pleasant. It was widely believed then, and still is, that they contained reservist troops to occupy the Islands. This was not so; a complete list of everybody on *Baden* and *Santa Isabel* survives in the British archives, and relevant details on the *Seydlitz* can be found in the archives in Berlin; in addition we have the statement of the Master of *Drummuir* who, along with his crew, was captive on board throughout the events detailed here.

Sturdee was alerted to the presence of these ships by Muriel Felton at Fitzroy. Apart from Muriel and her new-born baby, the only others at the house were Christina Goss and Marion McCleod, a houseboy, Albert Kiddle, and some children. The men were all away at the time; those who were not with the FIVE in Stanley were at Port Louis settlement for the start of the sheering season.

The call from Fitzroy regarding the auxiliaries reached the *Canopus* at 10.50 and *Bristol* and *Macedonia* were ordered to destroy them.

The story of what happened with Christina and Muriel is probably best told through their letters which survive in Stanley Museum and archives in England. There are certain variations in the telling which suggest there may later have been a little rivalry between the two. The main protagonists were Mrs Muriel Felton, and her maid Christina Goss (later Bender). In a letter to her boyfriend Percy, Christina described what happened:

'It all started about 8 am when I went out to peg cloths on the lines. On looking over the low hills and towards the sea I saw clouds of smoke. I ran to the top of the hill and saw the German ships anchored in Pleasant Sound. So I ran back to the house and upstairs to Mrs Felton's bedroom and said to her the Germans are here. She slipped on her dressing gown and rang the Governor in Stanley.

I then went out and caught a horse and went to the top of a ridge as instructed taking a telescope with me. From the top of the ridge I could see what looked to be thousands of men on the decks of the ships and they appeared to be lowering the small boats.

It was at this moment that Albert Kiddle arrived from the settlement with the message that the Governor wants to know particularly whether those ships have guns or not. Says you ought to be able to see with glasses. They stick out of the sides of the ship. Look and report at once to me as he is waiting. I sent him back to report to Mrs Felton what I saw, and then I settled down again and watched the Germans, the seas and the horizons.

It did not seem long before I saw what at first appeared to be a low cloud on the horizon but after a short time I could see it was ships coming very fast and making a smoke screen. It was about this time that the Germans appeared to sight our ships, on board the German ships men were running everywhere and some were heaving the boats up again and others were working at the anchors. It was only a few minutes before they were steaming out to sea again. What a grand sight it was. The Germans as soon as they cleared the point headed out to sea and the British ships changed course to intercept them. After the ships left there was nothing doing, Albert Kiddle returned every couple of hours to see if I had anything to report. The excitement was so great in the Settlement to me it was the happiest day of my life.

About eleven thirty that night Ted Gleadell, one of the shepherds arrived and relieved me. He said 'thank God it is all over' and I agreed. I think that is about all Percy dear that I have to tell you of that historic day.

S.W.A.K.

Christina

Muriel's account was to friends and family in England:

'My dearest People,

You will have had the little Falklands very much in the public eye during this week I know and I wonder what sort of account got home (i.e. to England). We had our share of the excitement even at quiet Fitzroy.

Winnie Packe rang me up at 10 am and told me the Germans were really there ...Well, of course everyone was fearfully excited. I asked Winnie which way they came and she said South about, so I got our houseboy to run in some horses and sent Chris, a maid, and the boy to the tops of our Ridge to

see if they could see anything.

They came flying back to say that there were three ships in Port Pleasant. Two transports and an auxiliary cruiser, west of East Island.

I rang up the War office in Stanley and told them and then the fun began.

The boy had got some horses in the corral and somehow I did not feel in the least bit afraid, only fearfully excited. That is twice I have said that, but it is true.

The Captain of the *Canopus* rang me up. Then Major Turner [of the FIVE]. Then the Governor, then Vere [Packe], all in a great state of mind. I sent Chris back to the Ridge with the boy, and a note book and pencil this time and told them to send me messages as to what the ships were doing.

When they got there the transports had gone and the auxiliary cruiser was there alone.

Then Chris saw some of our fleet going out from Stanley, and this ship saw them too and she simply took to her heels and went off to S.E.

Those in command sent the 'Bristol' and 'Macedonia' round here and they seemed no time before they went past in the same direction as the Germans had taken

About 1.30 a wireless message came through to Stanley and was phoned to me. 'Heavily engaged' and we could hear the guns so plainly. It was like a continual peal of thunder, never ceased, and the house seemed to shake. It was heard in Stanley and Port Louis and all along this coast, even to Darwin

At about 7, The Governor rang me up for about the 12th time to ask if I could keep a sharp look-out all night in case the missing ships should creep into any harbour round here for shelter.

I couldn't of course, for I only had the boy of 13 and my two girls here...

The faster *Seydlitz* escaped to San José Bay, Argentina, where she arrived on 14 December. The following February she was interned at San Antonio. The destruction of *Baden* and *Santa Isabel*, two fine ships with valuable cargoes of coal, lubricating oil, livestock and general supplies for the German squadron, was much criticised at the time. On the bridge of the *Bristol* several of the officers, including the officer of the watch, Charles Woodhouse, urged Captain Fanshawe to put prize crews on board and send them back to Port Stanley. Woodhouse murmured something about the pigs on board. 'Damn the pigs!' exploded Fanshawe. 'My orders are - here's the signal - Destroy the enemy transports, and I will destroy them'.

The Battles: Four battles were fought this day. The first were the Battle Cruisers *Invincible* and *Inflexible* against the Armoured Cruisers *Scharnhorst* and *Gneisenau*. Battle commenced at 12.55 when *Inflexible* opened fire,

followed two minutes later by *Invincible*.

Sturdee, aware of his overwhelming tactical advantage, chose to fight at long range rather than over-expose his two main ships which he knew were badly needed back in the North Sea. At 1445 fighting paused when the Norwegian square-rigger *Fairport* hove into theatre. At 1617 *Scharnhorst* was sunk by *Invincible*, which then, without stopping for survivors, had to race off to join *Inflexible* and *Carnarvon* in their action against *Gneisenau*. Everybody on the *Scharnhorst* died, including the noble von Spee.

The *Gneisenau* went down just after 1800, only then was there time to pick up survivors, but most of the boats had been holed by splinters, and while they were being made watertight many perished. In the end there were over a hundred survivors, amongst them was the ship's First Officer, Korvetten Kapitän Hans Pocchhammer.

While the big ships were fighting, *Cornwall* and *Glasgow* took on the *Leipzig* in a particularly brutal exchange that only ended when the German light cruiser slid under at 21.23. Only 18 men survived.

Kent had given chase to *Nürnberg*. The former was almost out of coal and had to burn all the wood they could find except the decks. *Kent's* superior firepower soon gave them dominance and at 1927 she rolled over and sank. Several men on her over-turned hull were seen waving the German ensign as she went under.

The story of the 'Last Man' became famous in Germany and was much celebrated in art. Curiously the story is not believed in Germany today, but the writer found several eye-witness accounts that leaves no doubt that it happened. One even came from Captain Allen of the *Kent*:

'She slowly turned over on her side and then settled down into the water and disappeared. Just as she was going down I saw a group of men on the quarter deck holding up a German ensign on a staff which they slowly waved from side to side till they went down with the ship.'

The story went around the British fleet and was picked up with admiration by several letter-writers and diarists; Roe on the *Canopus* wrote: 'As the *Nürnberg* went down a party of German sailors stood on the poop waving a German ensign made fast to a boathook which shows their pluck'.

After the battle the *Invincible*, *Inflexible* and *Bristol* swept SW looking for the *Dresden* and *Kent*. Sturdee knew about the destruction of the *Leipzig*, but *Kent's* radio had been shot away and she could not communicate.

Glasgow and *Cornwall* were low on ammunition and fuel and so were ordered back to Stanley while *Carnarvon* was sent to escort the convoy which, in deteriorating conditions, was now struggling to stay together.

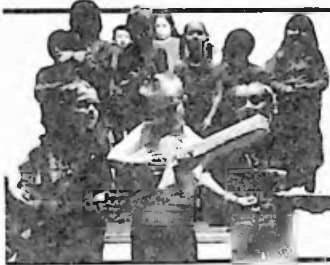
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Inside Penguin News

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DESCENDENTS of Vice Admiral Doveton Sturdee, Vice-Admiral Graf Max von Spee and Rear-Admiral Sir Christopher Cradock pictured right on December 8 at the new Centenary Memorial Wall commemorating the battles of Coronel and the Falkland Islands. Chair of the 1914 Committee Phyl Rendell told Penguin News: "The Cradock, Sturdee and von Spee families have been very moved by the 100th anniversary commemorations this week and have established firm friendships among themselves and with many Islanders. Among the thanks that they wish to make, they particularly want to thank the Captain and ships company of HMS Protector for the sea day when they sailed towards the area of the naval encounter and cast their wreaths into the sea. I would like to take this opportunity to thank all the members of the 1914 committee and many other people who were so generous with their time, making the week such a success."



Record year for fishing

THIS year will be marked as one of the most successful years in the history of the Falkland Islands fishery with several record catches registered and the total catch of all species in Falkland waters this month reaching a record of 451,000 tonnes.

Fished by 151 ships throughout the year, and with a couple of weeks still to go, this impressive total catch is already 25,000 tonnes more than the bumper year of 1989 by 278 vessels.

In an effort to visualise this record catch Senior Fisheries Scientist Dr Sasha Arkhipkin explained this week that if it was all put into 40 ft containers, and the containers placed end to end, the chain would stretch more than 180 km, or the entire length of the road between Stanley and North

Arm. Now that is a lot of fish.

The Fisheries Department reported earlier this year two highest daily catches in both squid fisheries. On March 23, the total daily catch of Loligo reached 1,102 tonnes for the day, fished by only 16 licensed trawlers.

A month later, on April 22, another daily catch made the record books. A total of 6,701 tonnes of Illex was caught in Falkland waters, which was the highest daily catch since the beginning of the regulated fishery in 1987.

Dr Arkhipkin said that despite the fact the large Taiwanese fleet (up to 63 fishing vessels) fished for Illex only until May 15, when their licence period ran out, and only a small proportion of jiggers (up to 28 Korean vessels) carried

on fishing until the official end date of the Illex season (June 15), the total catch attained a record of 306,000 tonnes.

"This was about 40,000 tonnes more than in the previous prolific Illex year of 1999."

He said that on an even more positive note for the 2014 fishery, the total catch of hakes (approximately 15,000 tonnes) was just slightly less than the record year of 1989 (16,480 tonnes).

Stocks of other important resources such as Loligo and rock cod were stable with total catches attaining average values for the year (49,000 tonnes and 54,000 tonnes respectively).

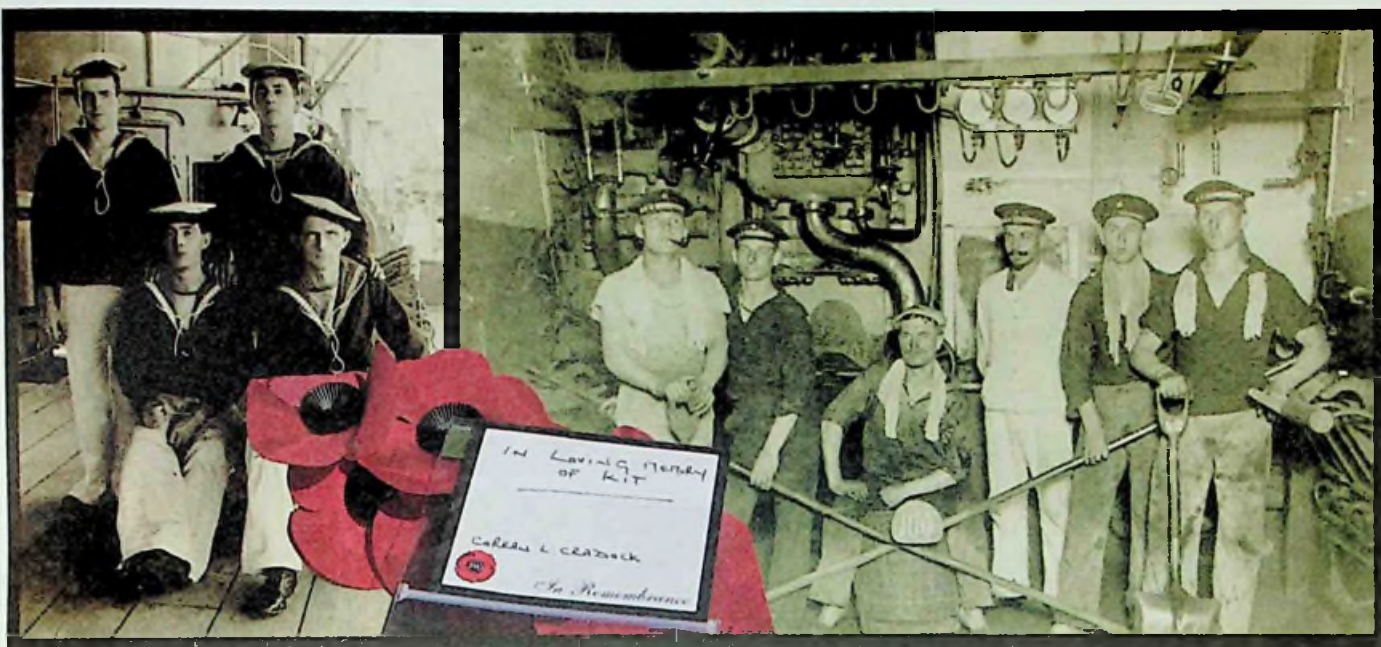
"Heavily depleted stocks of southern blue whiting have started to rebuild thanks to the

fishing ban in spawning grounds, and after several years of absence, the large surimi vessel returned to fish for southern blue whiting in Falkland waters in November 2014. They found some good concentrations of fish but still not enough for full scale operations," said Dr Arkhipkin.

The Fisheries Department carries out a lot of oceanographic, biological and ecological studies that contribute to successful management of all fishery stocks around the Falkland Islands.

Dr Arkhipkin said their sustainable exploitation remained one of the most important long-term contributors to the Falkland Islands economy.

"Being renewable resources they should be there long after the oil runs out," he concluded.



On the 100th anniversary commemorations marking the naval battles of Coronel and the Falklands

Remembering the lost cementing the peace



Above: Sailors from HMS *Monmouth* and German battleship *Scharnhorst*. (Pictures courtesy of Mensun Bound.)
Inset: A wreath laid in memory of Admiral Cradock by his descendent Dr Corran Cradock Laurens. Left: HMS *Invincible* (Courtesy of Mensun Bound).
Left: Wilhelm Graf von Spee with one of three plaques on the memorial wall; this one showing his grandfather Admiral von Spee and also Admiral Sturdee. Below: Descendants of the three Admirals, Cradock, von Spee and Sturdee and the Mayor of Coronel at the new Centenary Memorial Wall.



Above: The Royal Salute prior to the inspection of the parade. Below left: MLA Rendell and Mr Sipsos unveil the Commonwealth War Graves Commission plaque at the cemetery



Above right: Detachment from HMS Protector. Below left: The Governor inspects an FIDF detachment and speaks to Jay Moffatt. Below right: MLA Hansen lays a wreath on behalf of FIG



Below: Geoff Pring, Gerald Check, John Ferguson and Liam Shelbourne lay wreaths on behalf of forces associations and the FIDF Association



THE one hundredth anniversary of the 1914 naval battles of Coronel and the Falkland Islands were commemorated with a programme of official and social events this week, made all the more meaningful by the presence of invited guests, representatives of the British and German battle commanders' descendants, members of the Sturdee, von Spee and Cradock families.

The most high profile events of the week comprised the Memorial Parade and wreath laying at the Battle Day Memorial followed by the unveiling of the nearby new Centenary Memorial Wall.

The morning began with a Remembrance Service in Christ Church Cathedral before the parade marched up Ross Road to the battle memorial accompanied by a large crowd of onlookers. The parade was lead by the Band of her Majesty's Royal Marines Plymouth and also included a Royal Navy colour party and detachments from HMS Clyde and HMS Protector along with detachment from the Falkland Islands Defence Force. HE the Governor Colin Roberts inspected the parade prior to an act of remembrance at the memorial itself. Wreaths were then laid by the Governor, Commander British Forces Falkland Islands Air Commodore La Forte, MLA Ian Hansen and representatives of the Royal Marine Association, the Royal British Legion, Royal Naval Association and FIDF Association.

After the traditional venue the parade repositioned to the new Centenary Memorial Wall nestled at the bottom of the hill. Following a moving address emphasising commemoration and reconciliation and remembering the tragic loss of life on both the British and German sides, the families of Vice-Admiral Doveton Sturdee, Rear-Admiral Sir Christopher Cradock and Vice-Admiral Graf Max von Spee laid wreaths remembering their brave ancestors and all of those who died during the battles. The Mayor of Coronel, Chile, Leonidas Romero Saez also laid a wreath as did the Fleet Commander Vice Admiral Sir Philip Jones KCB, the German Defence Attaché Commander Jan Hackstein and Katrina Stephenson accompanied by granddaughter Jessica. Mrs Stephenson laid the wreath on behalf of the people of the Falklands. She is a descendant of Christian Andreasen who was the first to see the approach of the German fleet from a viewing point on Sapper Hill.

Falkland Islands descendants of those who first sighted the fleet were included in a number of events during the week. Also included were the descendants of the eight members of the Falkland Islands Volunteers who lost their lives by drowning, while on active service at the Canache to the east of Stanley, in 1914. Today (Friday) at 5pm there will be a dedication of a cairn at the Canache in memory of those men.

On Monday afternoon the unveiling of the Commonwealth War Graves Commission (CWGC) plaque at Stanley cemetery took place. The interactive plaque was unveiled by MLA Phyl Rendell (Chair 1914 Committee) Mr Joe Sipsos of the CWGC and Major Peter Biggs of the FIDF, and was followed by a walk in the cemetery and a visit to Memorial Wood to plant trees. The December 8 commemorations ended with a party on HMS Clyde for uniformed groups, the Beating of the Retreat by the Royal Marine Band outside Malvinas House Hotel and a dinner hosted by the Royal Naval Association at Malvinas House Hotel. December 9 comprised a day of invited guests on HMS Protector to lay wreaths at sea. The week also included much enjoyed performances by the Royal Marine Band in a number of social venues, as well as lunches, receptions and excursions on East and West Falklands for the VIP visitors and a 1914 music hall event for the public (pictures next week). The week's events were organised by the 1914 Committee.



A by past and the old and the new memorials



Above: Royal Marine Band (Inset band pic by C Locke) Below: breezy day for youth groups



Above left: Katrina Stephenson and granddaughter Jessica waiting to lay flowers at the new memorial on behalf of the people of the Falklands. Below: Falklands descendants of German born Franz Karl Emil Buse (a prominent resident working for the FIC Ltd as Outdoor Foreman in 1914) pictured with VIP visitors at the new Centenary Memorial.



Right: Taking the salute at Centenary Memorial

