NAME: ……

SCHOOL:……

WINCHESTER
COLLEGE

WINCHESTER ENTRANCE

HISTORY

APRIL 30 2024



Time Allowed: 1 hour 15 minutes

Total Marks: 45

Additional Information:

- You will have 10 minutes to read through the paper before you start writing.
- Please start each section on a new piece of paper.
- You should spend about 45 minutes on Section A (sources) and 30 minutes on Section B (essay).

<u>Section A</u>: Source Questions

A History Mystery – the Sinking of RMS Lusitania, 7th May 1915



At the beginning of the First World War, Germany had only 20 submarines (U-boats), but by 1917 it had 140 and by that time had destroyed 30% of world merchant shipping.

From the outbreak of war in August 1914, the British used their navy to blockade Germany, preventing supplies of food, weapons and other materials into the country. In response, the German navy began a policy of sinking merchant ships supplying these goods to Britain and her allies.

On 7th May 1915, the passenger liner the RMS *Lusitania* was sunk off the southern coast of Ireland by a submarine, the *U-20,* on its way from New York to Liverpool. This attack has caused controversy ever since.

Why did the Germans sink the *Lusitania?* Were they justified in doing so? The sources below explore these questions.

You are not expected to know anything about the sources below, but will be given marks on the strength of your analysis. The questions follow: please answer <u>all</u> of them.

Source A

By 1914, the use of submarines was defined by Part IV, Article 22 of the Treaty for the Limitation and Reduction of Naval Armaments, which said:

1. In their action with regard to merchant ships, submarines must conform to the rules of international law to which surface vessels are subject.
2. In particular, except in the case of persistent refusal to stop on being duly summoned, or of active resistance to visit or search, a warship, whether surface vessel or submarine, may not sink or render incapable of navigation a merchant vessel without having first placed passengers, crew and ship's papers in a place of safety. For this purpose the ship's boats are not regarded as a place of safety unless the safety of the passengers and crew is assured, in the existing sea and weather conditions, by the proximity of land, or the presence of another vessel which is in a position to take them on board.

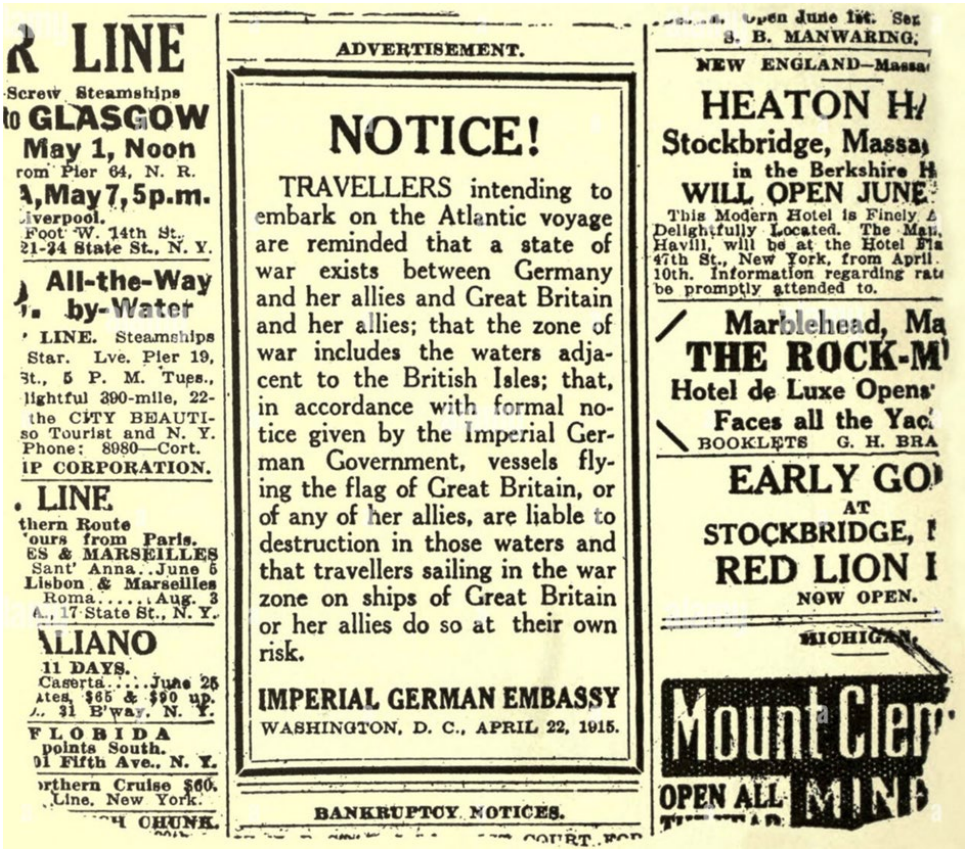
Source B

Franz Becker, an Oberleutnant in the Imperial German navy, talks about sinking merchant ships.

We were off Portugal, off Lisbon, and during the afternoon, we met a very, very big tugboat of the British navy which had a barge and tug. Exchanged some fire shots and then it was finished. The people of the British tugboat left the ship and we had to sink these two ships. Now it came very rough weather and we were we were too far from the coast, and I took on board the crew of these ships – in all 30 sailors – and we had our own crew, also 30 men, so we were equal on board and that was very nice. We gave them food. In the morning, the weather was better and the captain and two commissioned officers I had to make prisoner. Then I took the two boats of the crew to the shore and then I left them. And in this moment, these two boats of men made three cheers for the German submarine and that was, I can tell you, the nicest moment of my submarine war.

Source C

Two advertisements from the same page of the New York Times, 1 May 1915.



R LINE
Screw Steamships
to GLASGOW
May 1, Noon
rom Pier 64, N. R.
A, May 7, 5p.m.
Liverpool.
Foot W. 14th St.
21-24 State St., N. Y.

All-the-Way
by-Water
LINE. Steamships
Star. Lve. Pier 19,
St., 5 P. M. Tues.,
lightful 390-mile, 22-
the CITY BEAUTI-
so Tourist and N. Y.
Phone: 8980—Cort.
IP CORPORATION.

LINE.
thern Route
ours from Paris.
ES & MARSEILLES
Sant' Anna..June 5
Lisbon & Marseilles
Roma.....Aug. 3
A., 17 State St., N. Y.

ALIANO
11 DAYS.
Caserta.....June 25
ates, $65 & $90 up.
.. 31 B'way, N. Y.

FLORIDA
points South.
01 Fifth Ave., N. Y.
rthern Cruise $60.
Line, New York.
CHUNK.

ADVERTISEMENT.

NOTICE!

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

IMPERIAL GERMAN EMBASSY
WASHINGTON, D. C., APRIL 22, 1915.

BANKRUPTCY NOTICES.

Open June 1st. Se
S. B. MANWARING,
NEW ENGLAND—Massa
HEATON H
Stockbridge, Massa
in the Berkshire H
WILL OPEN JUNE
This Modern Hotel is Finely A
Delightfully Located. The Man
Havill, will be at the Hotel Fla
47th St., New York, from April
10th. Information regarding rat
be promptly attended to.

Marblehead, Ma
THE ROCK-M
Hotel de Luxe Opens
Faces all the Yac
BOOKLETS G. H. BRA

EARLY GO
AT
STOCKBRIDGE, I
RED LION I
NOW OPEN.

MICHIGA
Mount Cler
OPEN ALL



Source D:

An article from the Washington Times, 1 May 1915.

Lusitania's Passengers Warned of Ship's Doom

NEW YORK, May 1.—Scores of prominent passengers who sailed today on the giant Cunarder Lusitania found anonymous telegrams awaiting them at the pier giving warning that the Lusitania would be sunk on her trip to Liverpool.

Alfred G. Vanderbilt was told in one of these messages that the vessel would be torpedoed. Other passengers were warned that the liner would meet some mysterious end.

The messages were "followed up" by the circulation, by a number of strangers on the crowded pier, of similar ved'ed warnings. The strangers hurried away as soon as the fact that they were accosting passengers was reported to the Cunard private detective force.

Cunard line officials laughed at passengers' fears, and sa'd the Lusitania could show her heels to any submarine.

Despite the warnings, the Lusitania carried the largest number of passengers for months. hSe broke all previous records for number of second cabin travelers.

Extreme precautions were taken by Cunard officials in the inspection of baggage.

General Agent Sumner attributed the warnings to Germans, whom, he insisted, had been endeavoring to give travelers the impression that the British line was unsafe. The American passengers included Charles Frohman, Charles Klein, dramatist, and Mr. and Mrs. Elbert Hubbard.

Source E:

Translated extracts from the war diary of Kapitanleutnant Walter Schwieger, commander of the U-20. Here he describes sinking the Lusitania on 7th May 1915.

Clear bow shot at 700 metres…Shot struck the right side just behind the bridge. It produces an exceptionally strong detonation, followed by a very large cloud of smoke (at great height above the front funnel). To the explosion of the torpedo, there must have been added a second explosion (boiler or coal, or powder). The superstructure and the deck above the point hit are cut to bits A fire breaks out. The upper bridge is encompassed with smoke. The ship stopped immediately and lists sharply to starboard, while settling dangerously in the front at the same time. It appeared as it if would capsize at any moment. Great confusion arose on the ship; some of the boats were swung clear and lowered into the water.

Many people must have lost their heads; several boats loaded with people rushed downward, struck the water and filled at once…The ship blew off steam; at the front, the name 'Lusitania' in golden letters was visible. The funnels were painted black; rear flag not in place. It was running at 20 nautical miles. Since it seemed as if the steamer could only remain above water for a short time, went to 24m and ran towards the sea. Nor could I have fired a second torpedo into this swarm of people who were trying to save themselves.

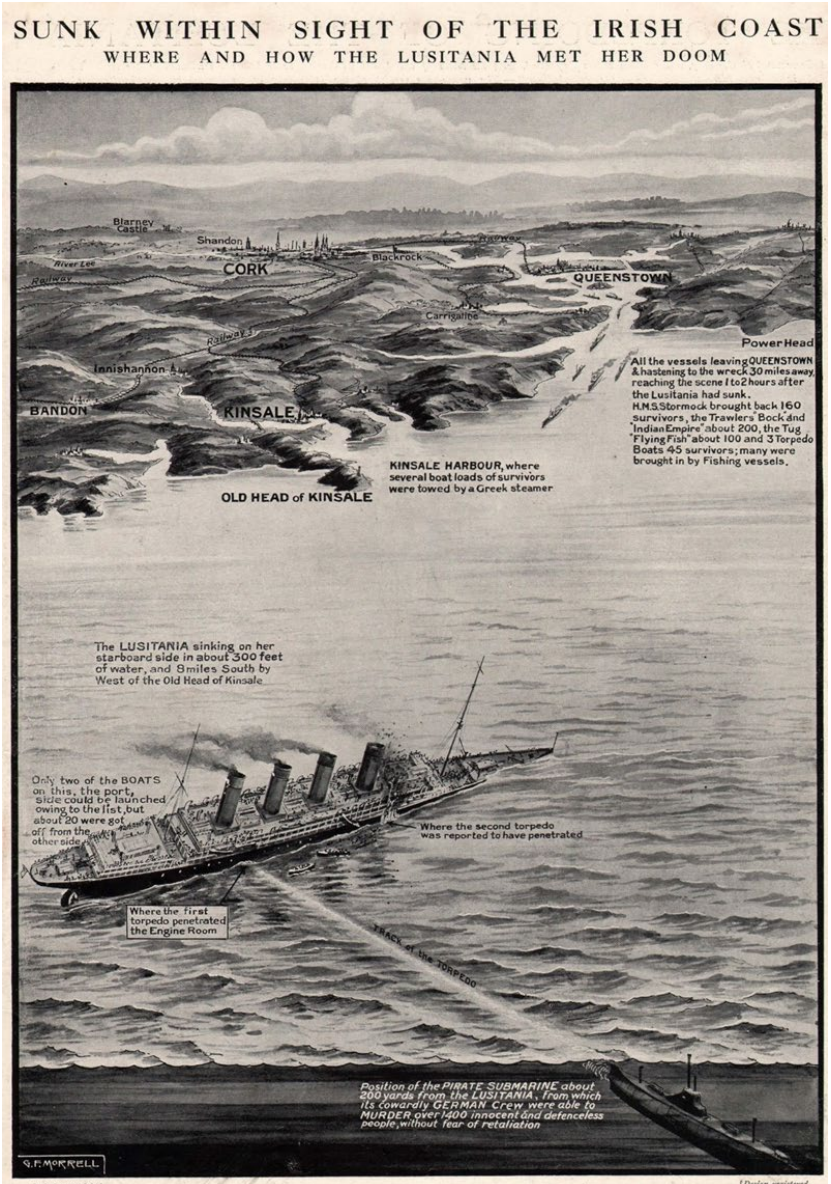
Source F:

Account of May Bird, a stewardess on the Lusitania.

I saw the ship actually go down and she was quite upright and I watched her until I saw the top of the funnels and they went under. She went down with all her funnels straight and without a sound or any kind of emotion. As she quietly slid away out of sight, I did see the submarine come up and the men on the deck, they all stood in a row and they stayed their quite a while, then they vanished.

Source G

Infographic from The Graphic magazine, 15th May 1915



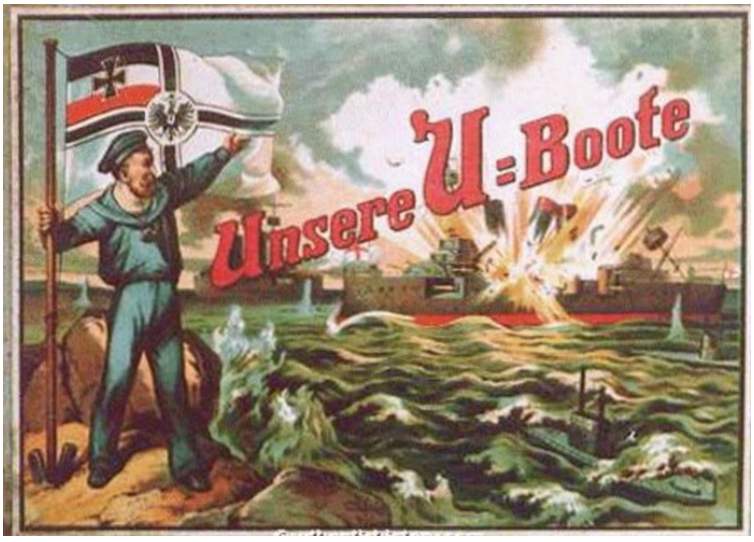
Source H

A British propaganda poster, 1915. In this context 'Hun' refers to the Germans.



Source I

The box lid from a German children's toy, 1915, 'Our U-Boats'.



Source J

Response of the Imperial German Government to an enquiry by the US Government concerning the circumstances of the sinking of the Lusitania, 28th May 1915.

It is, moreover, known to the Imperial Government from reliable information furnished by its officials and neutral passengers that for some time practically all the more valuable English merchant vessels have been provided with guns, ammunition and other weapons, and reinforced with a crew specially practiced in manning guns. According to reports at hand here, the Lusitania when she left New York, undoubtedly had guns on board which were mounted under decks and masked…

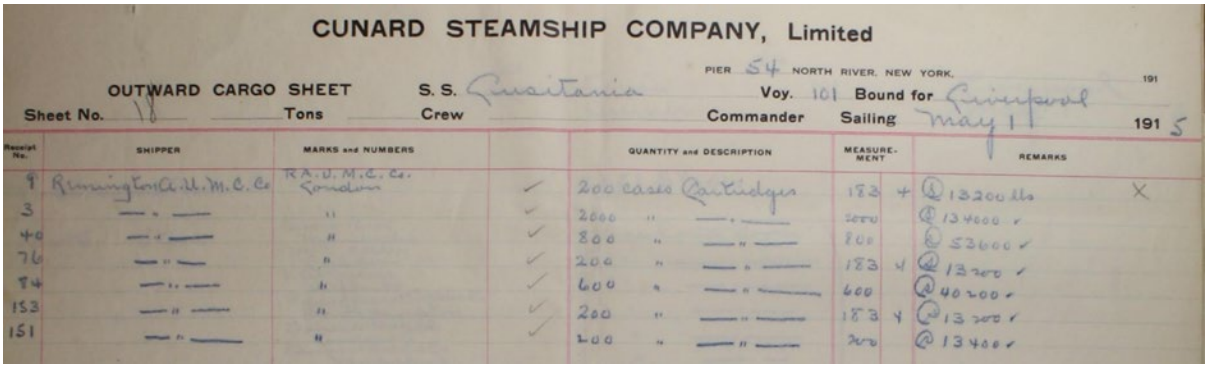
The Imperial government must also specially point out that on her last trip, the Lusitania, as on earlier occasions, had Canadian troops and munitions on board, including no less than 5,400 cases on ammunition destined for the destruction of brave German soldiers who are fulfilling with self-sacrifice and devotion their duty in the service of the fatherland.
The German government believes that it acts in just self-defence when it seeks to protect the lives of its soldiers by destroying ammunition destined for the enemy with the means of war at its command. The English steamship company must have been aware of the dangers to which passengers on board the Lusitania were exposed under the circumstances.

In taking them on board in spite of this, the company quite deliberately tried to use the lives of American citizens as protection for the ammunition carried, and violated the clear provisions of American laws which expressly prohibit and provide punishment for the carrying of passengers on ships which have explosives on board. The company thereby carelessly caused the death of so many passengers.

According to the express report of the submarine commander concerned, which is further confirmed by all other reports, there can be no doubt that the rapid sinking of the Lusitania was primarily due to the explosion of the cargo of ammunition caused by the torpedo. Otherwise, in all human probability, the passengers would have been saved.

Source K

Part of the cargo manifest from the Lusitania. Remmington is an American arms company.



CUNARD STEAMSHIP COMPANY, Limited

PIER 54 NORTH RIVER, NEW YORK. 191

OUTWARD CARGO SHEET S. S. Lusitania Voy. 101 Bound for Liverpool

Sheet No. 17 Tons Crew Commander Sailing May 1 191 5

Receipt No.	SHIPPER	MARKS and NUMBERS		QUANTITY and DESCRIPTION	MEASUREMENT	REMARKS
9	Remington A. U. M. C. Co	R.A.U.M.C.Co. London	✓	200 cases Cartridges	183 4	@ 13200 lbs
3	— " —	"	✓	2000 " — " —	2000	@ 134000 ✓
40	— " —	"	✓	800 " — " —	800	@ 52000 ✓
76	— " —	"	✓	200 " — " —	183 4	@ 13200 ✓
84	— " —	"	✓	600 " — " —	600	@ 40200 ✓
153	— " —	"	✓	200 " — " —	183 4	@ 13200 ✓
151	— " —	"	✓	200 " — " —	200	@ 13400 ✓

Source L

List of passengers who survived and died during the sinking of the Lusitania.

	Total	Survived	Died	Survival rate
Saloon (First Class)	290	113	177	39.0%
Second Cabin (Second Class)	601	229	372	38.1%
Third Class	370	134	236	36.2%
Deported Seamen (Third Class)	3	0	3	0.0%
Total Passengers	1,264	476	788	37.7%
Stowaways	3	0	3	0.0%
Band	5	3	2	60.0%
Deck Crew	69	37	32	53.6%
Engineering Crew	313	112	201	35.8%
Victualling Crew	306	139	167	45.4%
Total Crew (including Band)	693	291	402	42.0%
Total Complement (with stowaways)	1,960	767	1,193	39.1%

Questions

Read sources A and B.

1. How far does Becker's account in Source B conform to the rules of war set out in Source A? [4]

Look at the advertisements in Source C and the article in Source D.

2. Why did Germany claim the ship was a legitimate target? [2]
3. Why did passengers nevertheless ignore these warnings? [2]

Read Sources E, F and G.

4. How far do the sources agree about what happened during the sinking of the Lusitania? [4]
5. Which source do you find more convincing and why? [2]

Consider sources H and I.

6. How do the messages of these cartoons differ? [4]

Read Sources K, J and L, then consider all of the sources.

7. How far do the sources support the view that the sinking of the Lusitania by Germany was justified? [7]

Total for Section A: 25

Section B: Essays

Answer one question. Use examples from your own knowledge to support your answer. Wherever possible, anchor your arguments in your knowledge of the past. All questions are worth 20 marks.

1. What can historians learn about the past from studying coins?
2. Is luck the defining factor in determining the outcome of battles?
3. Do revolutions always come from below?
4. Choose one person from history who you consider to have been a failure and explain why you think they were.
5. To what extent do think there are 'turning points' in History?
6. It is said that 'history is written by the victors.' How far do you agree?

Total for Section B: 20 marks

Total for paper: 45 marks