"THE GRAPHIC"

Souvenir of the

German Navy's Surrender



Admiral Beatty's Command to Admiral von Reuter:

November 21, 1918.

"The German Flag is to be hauled down at 15.57 (3.57 p.m.) to-day, Thursday, and is not to be hoisted again without permission."

1/6 NET

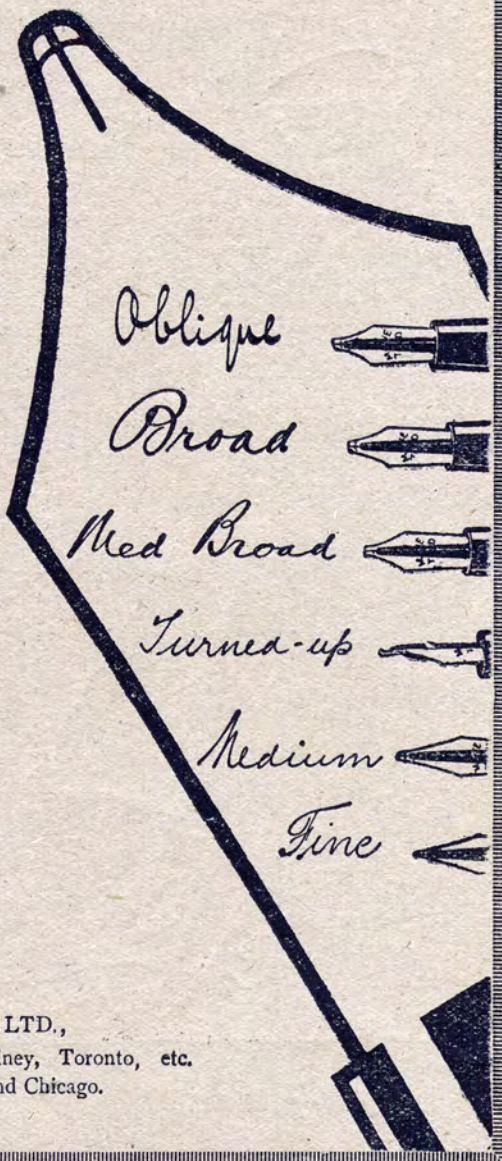
LONDON "THE GRAPHIC"
TALLIS HOUSE
TALLIS STREET, E.C.4.

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The Victorious Navy

has great things to record. For your experiences, which are well worth retaining, of the world war—for your professional notes and private correspondence, the "Swan" Fountpen is the most efficient medium. You can have your own particular gold nib, which is good for a lifetime's service.

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"THE GRAPHIC" SOUVENIR

OF THE

GERMAN NAVY'S SURRENDER

NOVEMBER, 1918



"Thank you—I always told you they would have to come out."

—ADMIRAL BEATTY

PUBLISHED BY "THE GRAPHIC," TALLIS HOUSE, LONDON, E.C.4









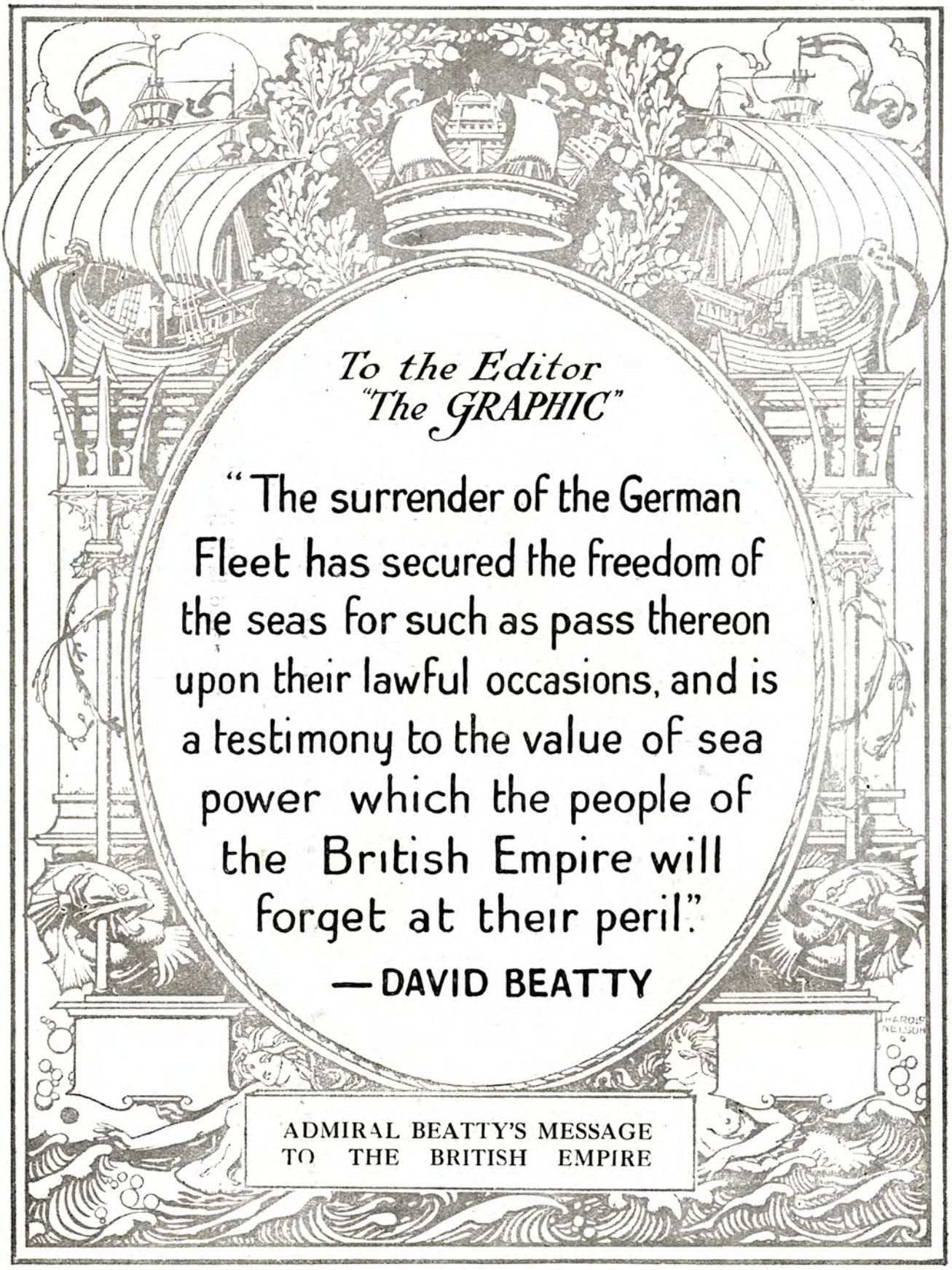








ADMIRAL BEATTY'S BUSY DAY



To the Editor
"The GRAPHIC"

"The surrender of the German Fleet has secured the freedom of the seas for such as pass thereon upon their lawful occasions, and is a testimony to the value of sea power which the people of the British Empire will forget at their peril."

— DAVID BEATTY

HAROLD NELSON

ADMIRAL BEATTY'S MESSAGE TO THE BRITISH EMPIRE

THE GREAT SURRENDER

THE surrender of 150 German submarines at Harwich, beginning on November 20, and of 74 surface warships in the Firth of Forth on November 21, will be remembered for all time as the most striking symbol of Germany's utter failure to attain that World Power for which she really undertook the Great War in August, 1914.

The British Fleet was the one force that stood between Germany and world domination, and in order to achieve *Weltmacht* she designed her own Fleet and started the War; but her ideas were all those of a land power, and Sea Power destroyed her. Not only did the British Fleet prevent food getting into Germany, but it prevented the Germans from getting into this country, and formed a great screen behind which we could raise a huge land force to meet her on her own element. A navy works slowly, like an acid, and the action of our fleet ate away the last resistance of Germany, for while her landsmen kept on fighting to the last, even when they knew that they were fighting a losing game, the seamen became keenly conscious of the utter inequality of any contest at Sea, and openly mutinied in October. Their collapse involved the destruction of the whole programme on land; hence the Great Surrender.

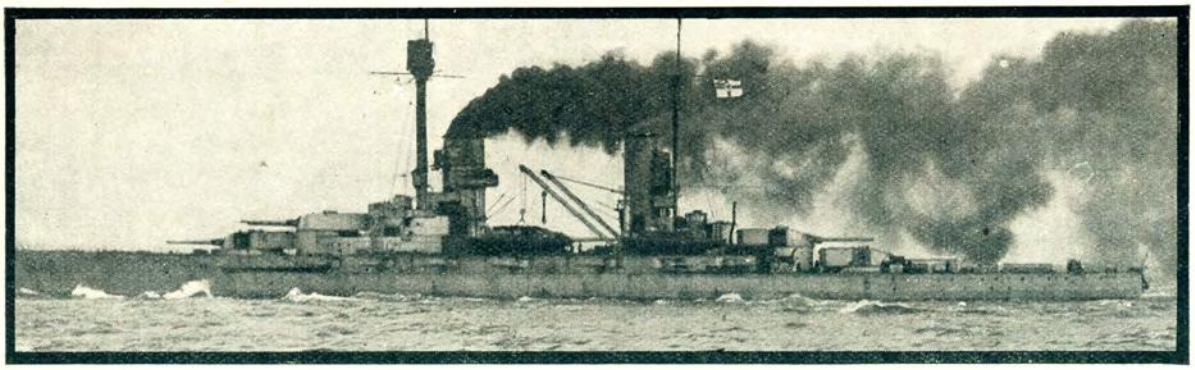
The failure of Germany consists, however, less in the disgrace of declining to fight at sea than in the loss of national reputation involved by the atrocious methods adopted by her unrestricted submarine campaign. These were so outrageous that they arrayed the whole world against her, and will brand her for all time with a mark of the beast. That is the Price of Piracy.



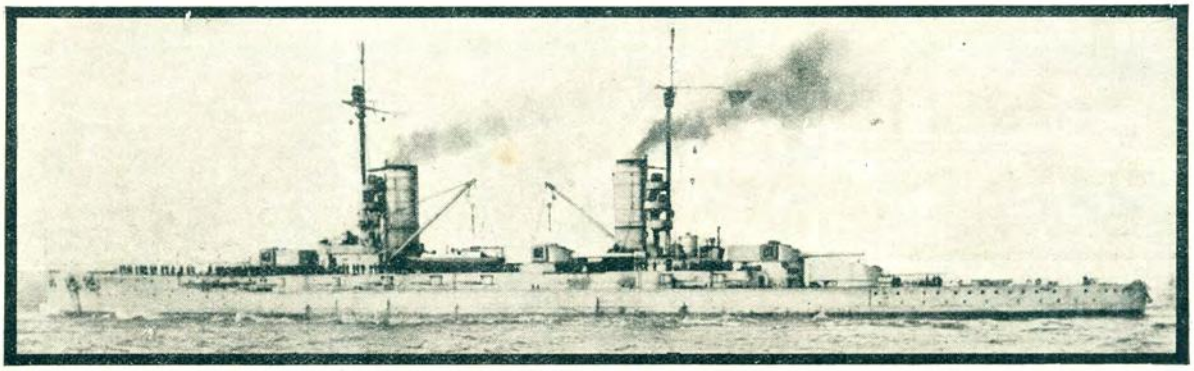
British Naval Official

ADMIRAL MEURER AND THE OTHER GERMAN OFFICERS ARRIVING ON BOARD THE QUEEN ELIZABETH TO ARRANGE SURRENDER OF THE GERMAN FLEET

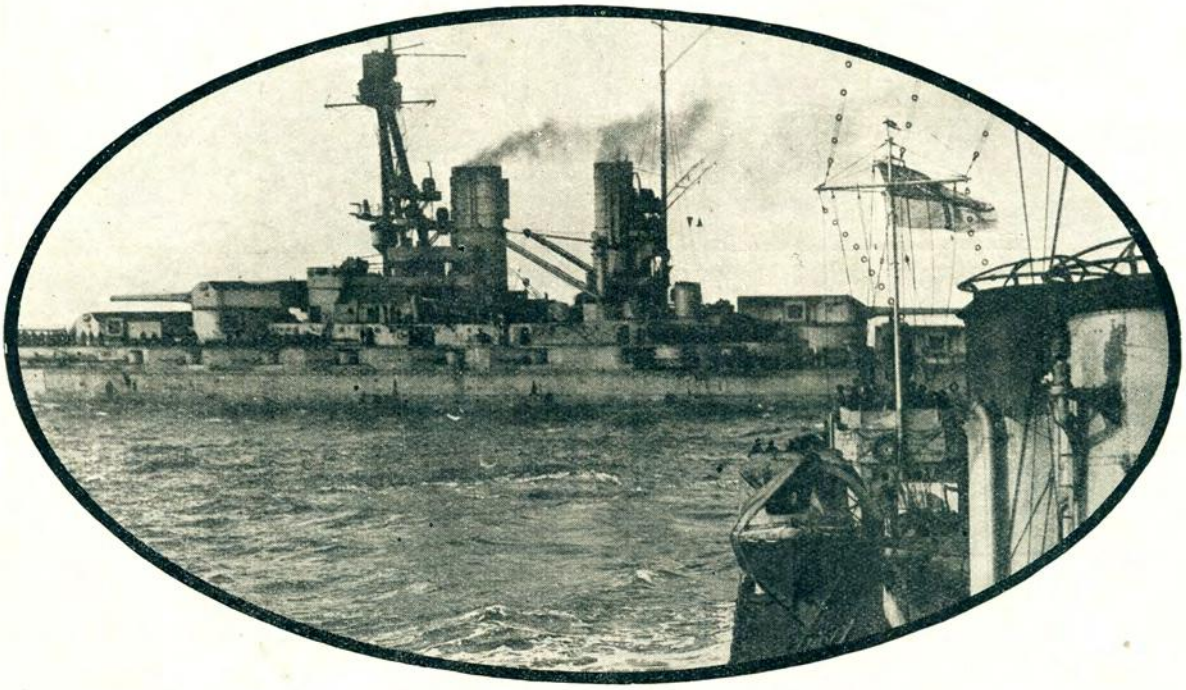
TYPES OF THE SHIPS SURRENDERED



DREADNOUGHT BATTLESHIP OF THE KONIG CLASS
Three ships of this class surrendered



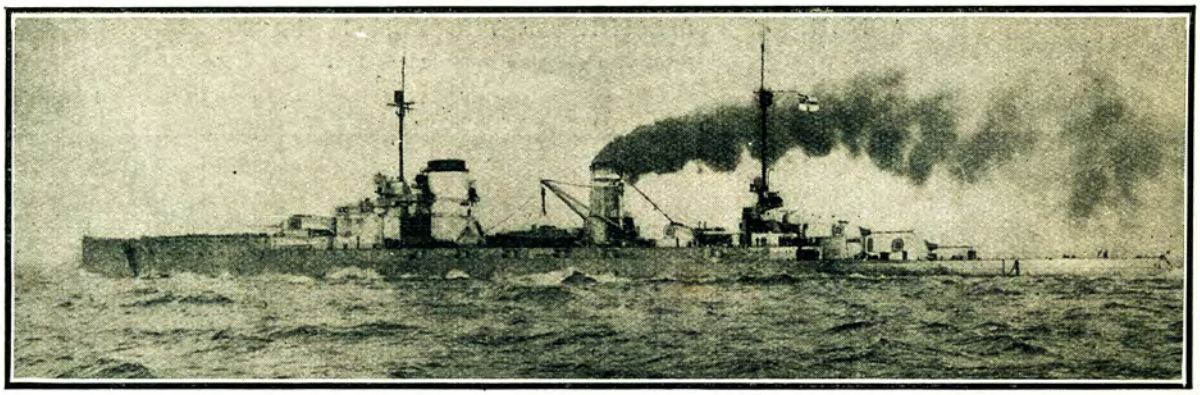
DREADNOUGHT BATTLESHIP OF THE KAISER CLASS
Five ships of this class surrendered



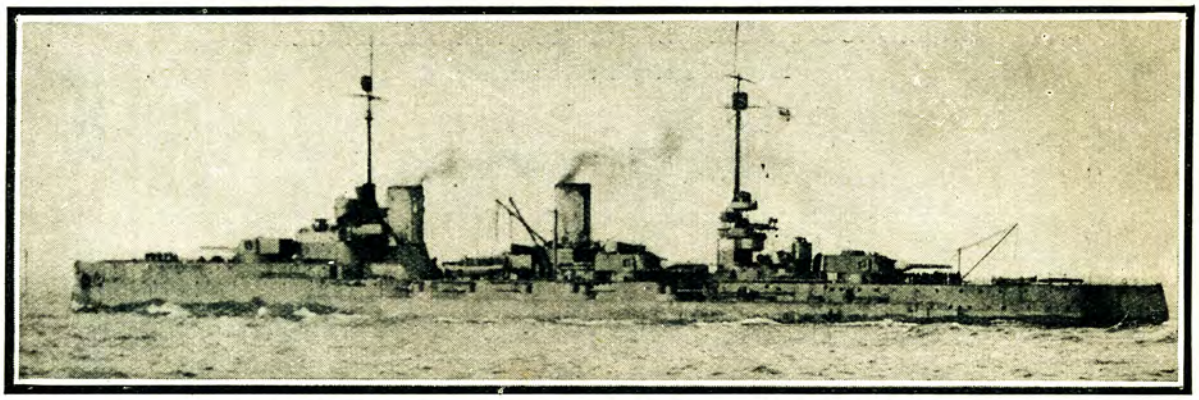
SUPER-DREADNOUGHT BATTLESHIP BAYERN : THE MOST POWERFUL SHIP IN THE GERMAN NAVY
A slightly smaller copy of the Queen Elizabeth



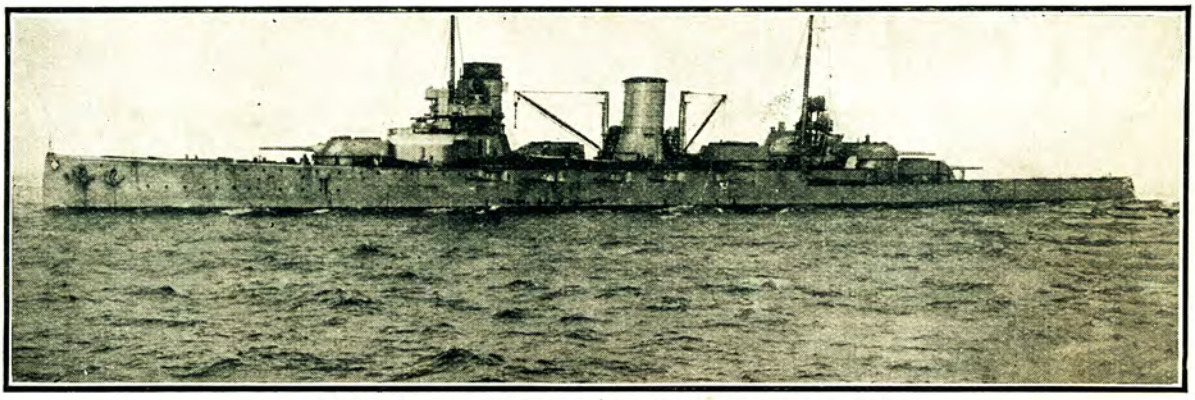
DREADNOUGHT BATTLE CRUISER HINDENBURG



DREADNOUGHT BATTLE CRUISER SEIDLITZ



DREADNOUGHT BATTLE CRUISER VON DER TANN

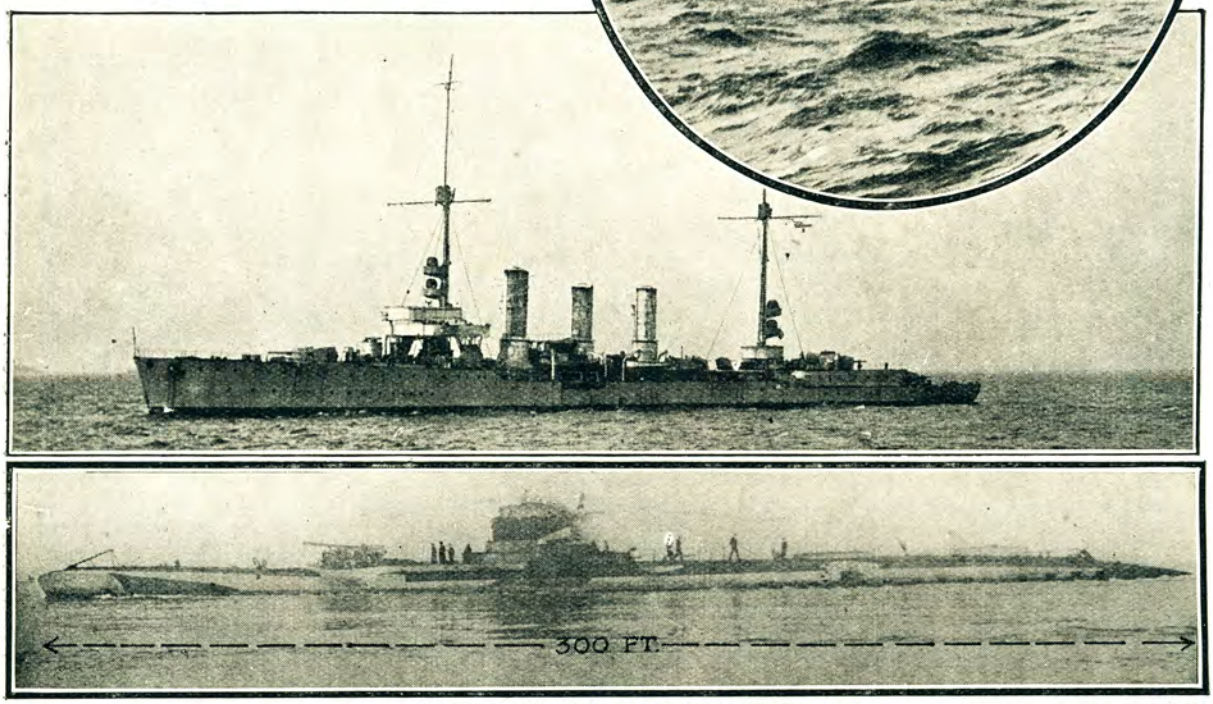


DREADNOUGHT BATTLE CRUISER MOLTKE

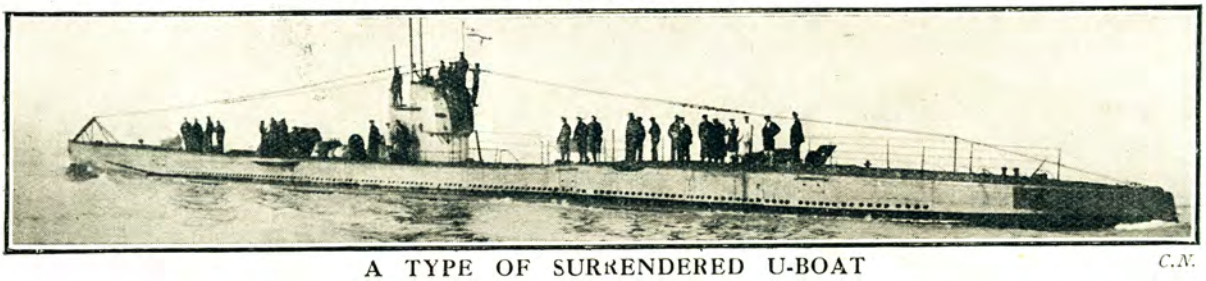
DREADNOUGHT BATTLE CRUISER DERFFLINGER
(completed soon after the outbreak of war)



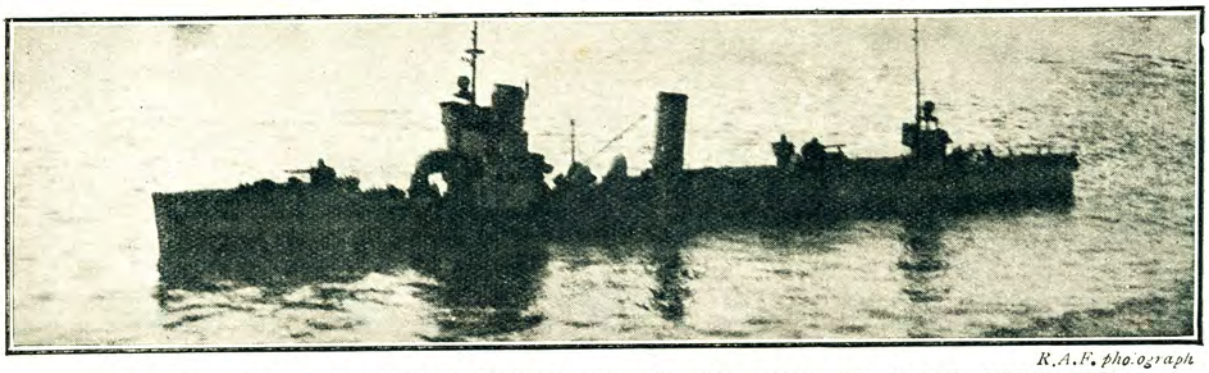
GERMAN LIGHT CRUISER OF THE KÖNIGSBERG CLASS
six of this type surrendered
(Official photograph)



TYPE OF SUPER-SUBMARINE
capable both of firing torpedoes and laying mines
C.N.

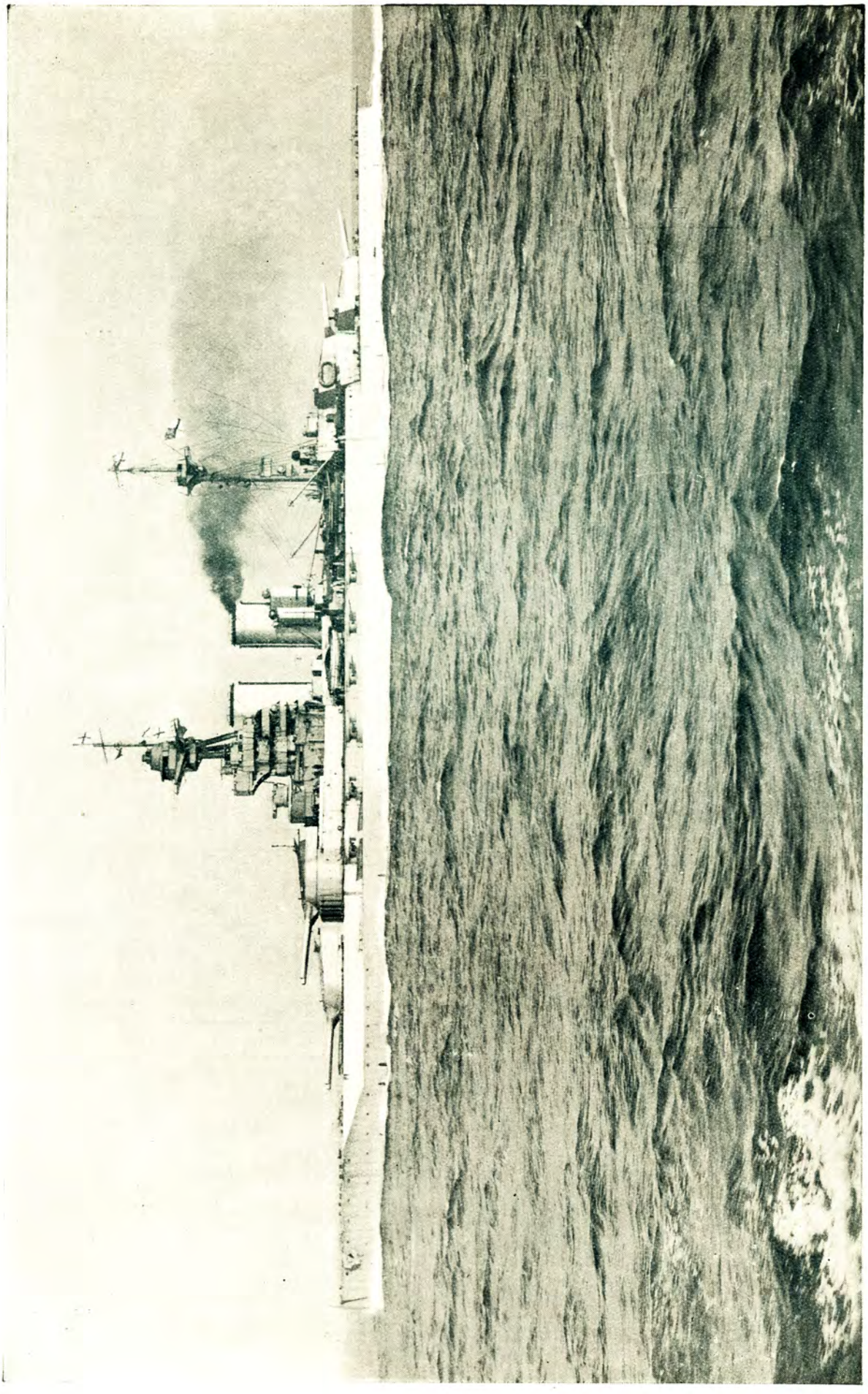


A TYPE OF SURRENDERED U-BOAT
C.N.



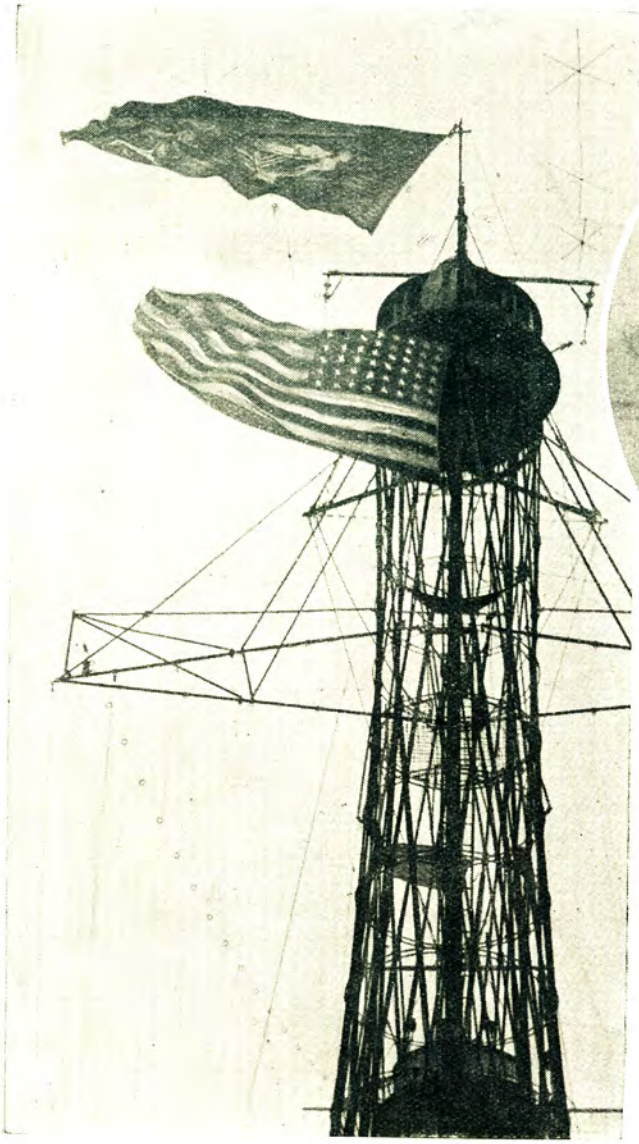
R.A.F. photograph

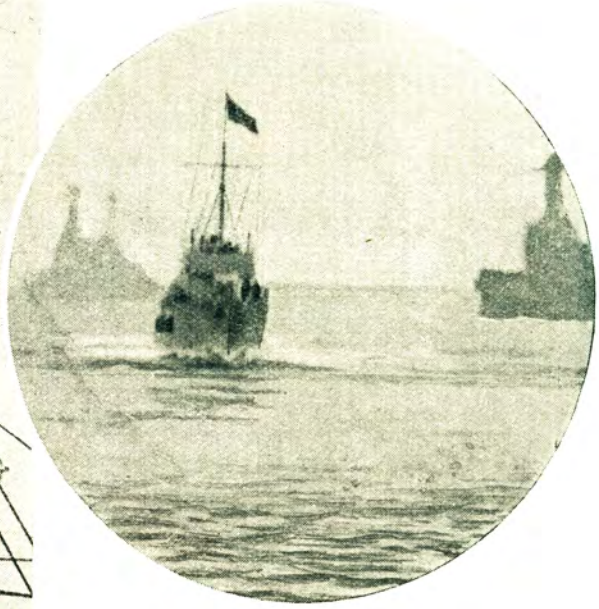
ONE OF THE GERMAN DESTROYERS AT ANCHOR AT EAST FORTUNE
photographed from a Brit'sh airship
A product of the Vulcan Yard at Stettin—a sister ship to the V. 69, which sheltered in Ymuiden after being d maged by our destroyers in the Channel last year



ADMIRAL BEATTY'S FLAGSHIP, H.M.S. QUEEN ELIZABETH

THE ROYAL REVIEW OF THE GRAND FLEET

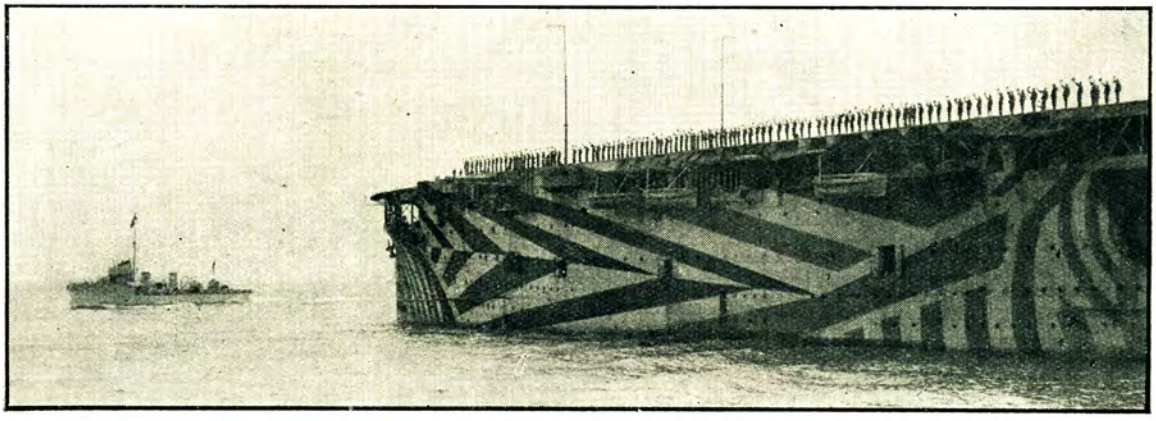


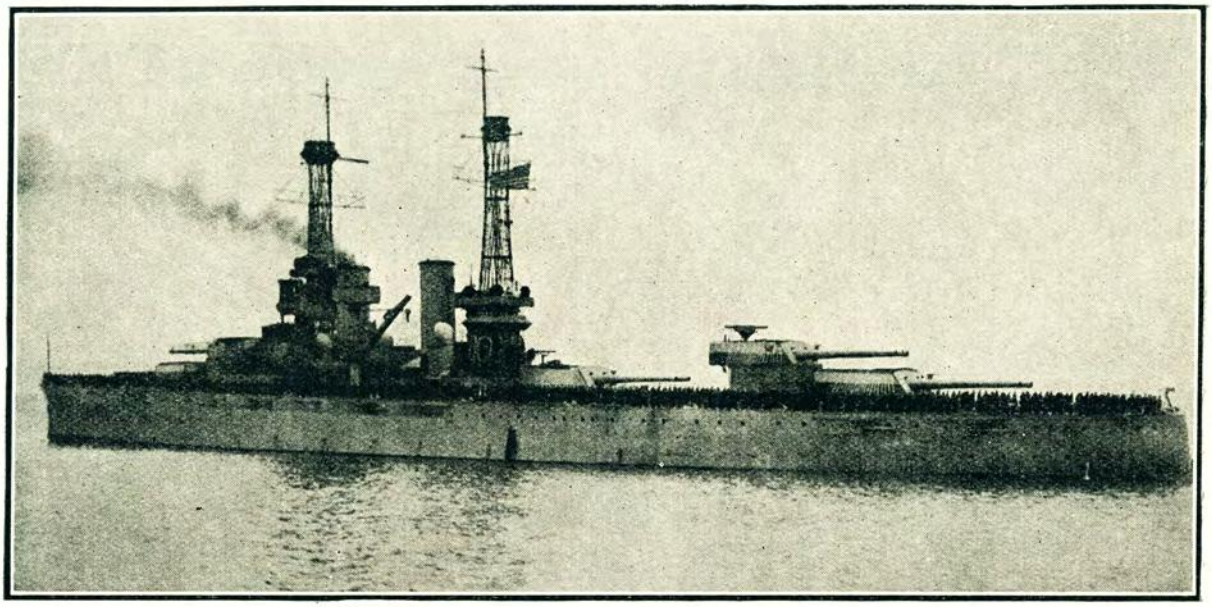


H.M.S. OAK
passing down the lines

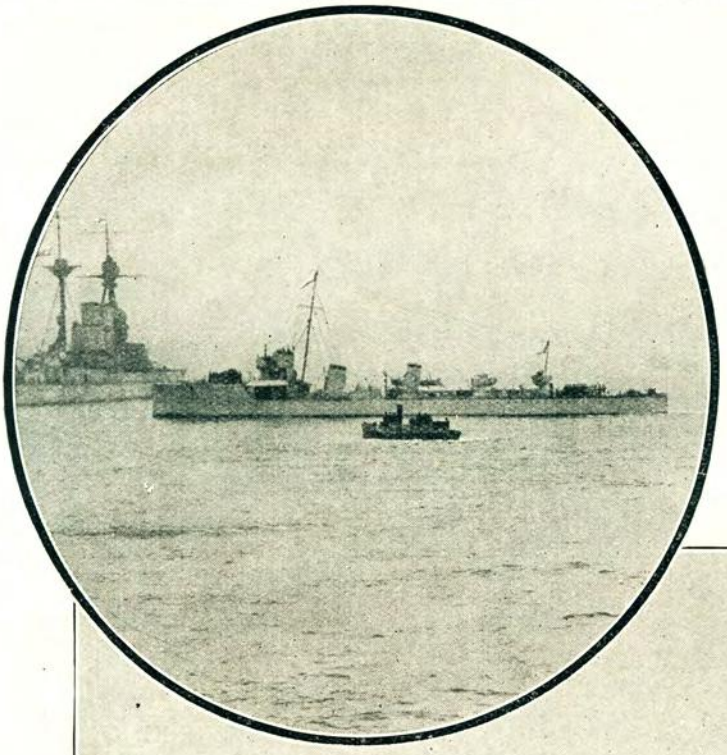
THE ROYAL STANDARD AND THE STARS AND STRIPES
flying together for the first time in history on an American man-of-war

H.M.S. OAK, WITH THE KING ON BOARD
passing the airplane ship Argus

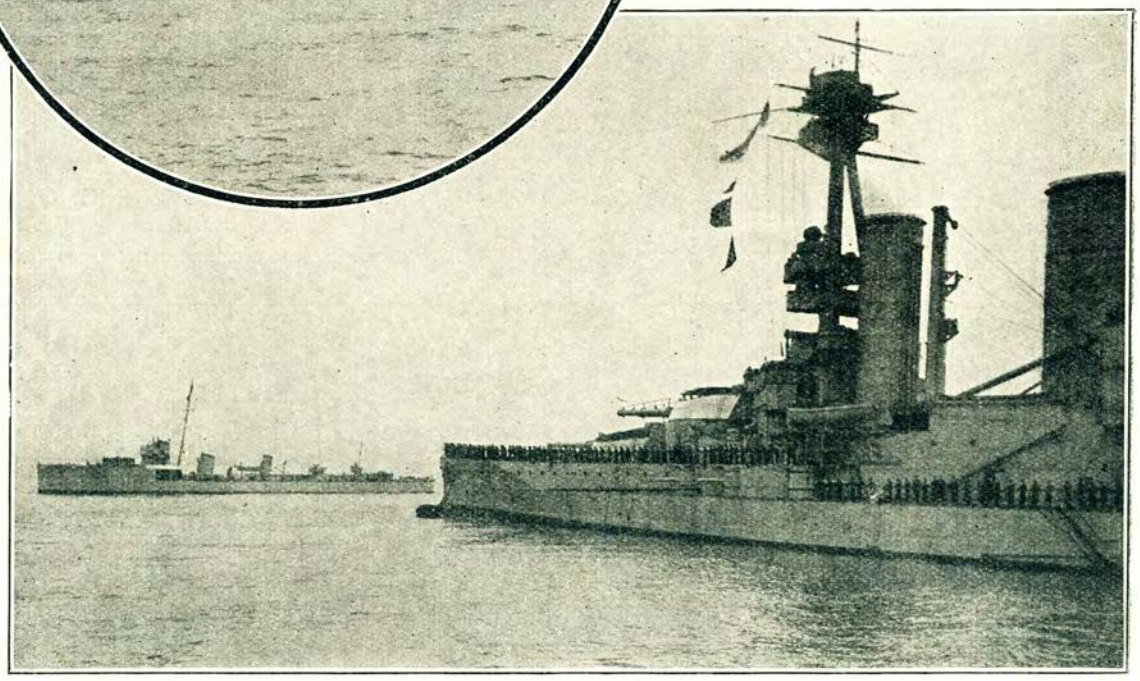




THE U.S. FLAGSHIP NEW YORK



H.M.S. OAK, WITH THE KING ON BOARD
passing between the lines of warships



SAILORS MANNING SHIP AS THE KING PASSED

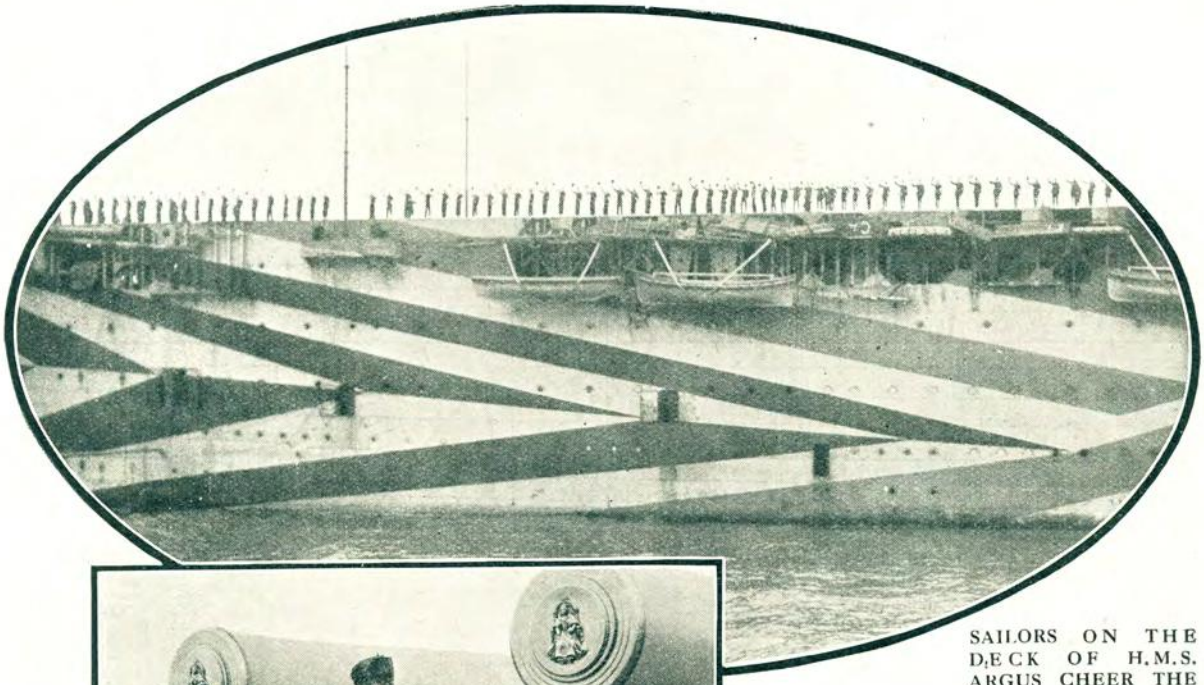


THE KING CHATTING WITH U.S. OFFICERS



THE KING SHAKING HANDS WITH U.S. OFFICERS

THE PRINCE OF WALES SHAKING HANDS WITH U.S. OFFICERS



SAILORS ON THE DECK OF H.M.S. ARGUS CHEER THE KING AS HE PASSES



H.M. THE QUEEN BETWEEN THE MIGHTY GUNS OF THE QUEEN ELIZABETH

THE KING REVIEWING NAVAL RATINGS ON BOARD U.S.S. NEW YORK

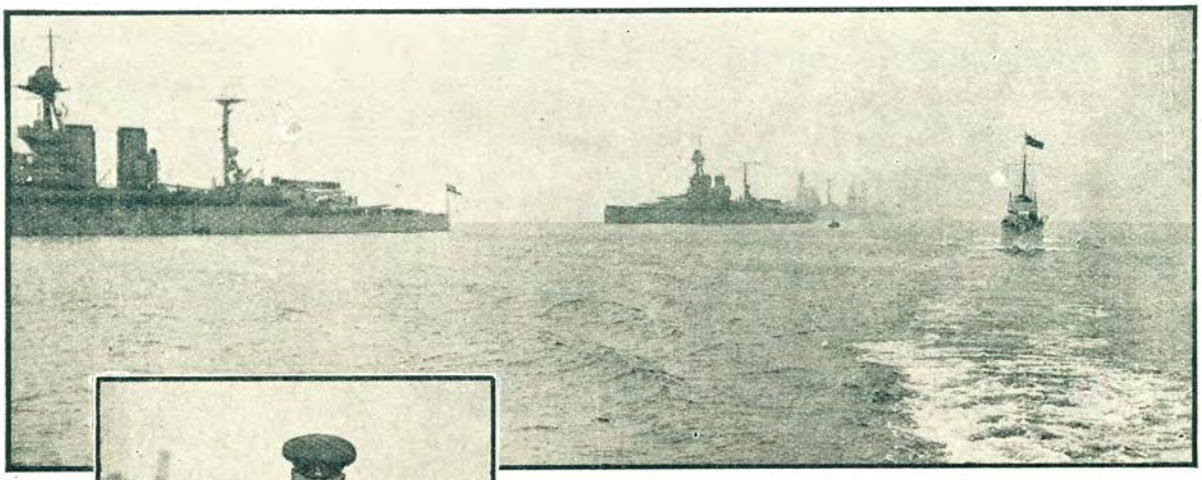




THE KING INSPECTING SAILORS ON BOARD THE U.S. FLAGSHIP NEW YORK



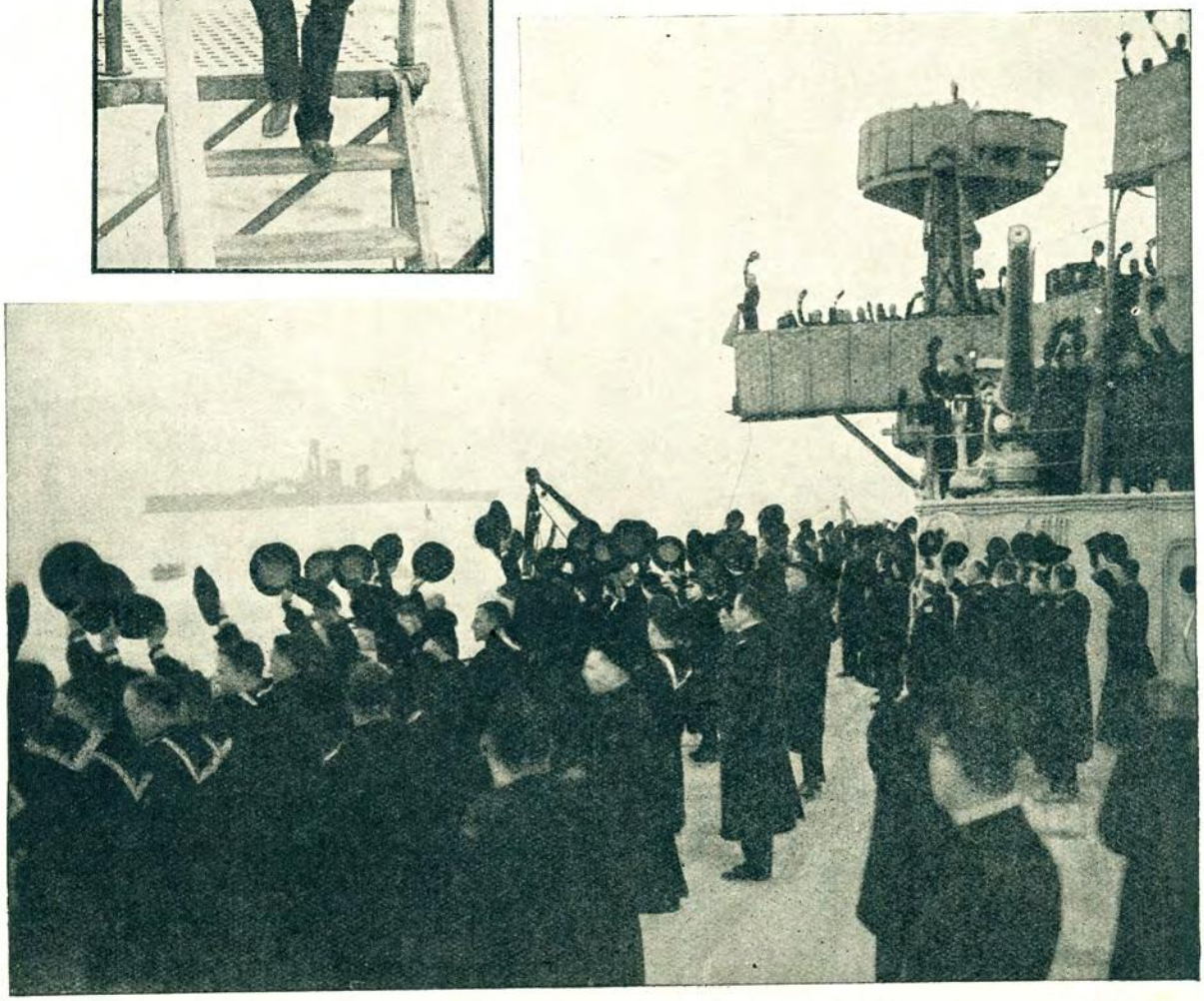
ADMIRAL BEATTY, ADMIRAL RODMAN, THE KING, ADMIRAL SIMS, AND THE PRINCE OF WALES



THE KING, ON H.M.S. OAK, PASSING DOWN THE LINES OF WARSHIPS



THE KING LEAVING THE U.S.S. NEW YORK



SAILORS ON THE U.S.S. NEW YORK CHEERING THE KING ON HIS DEPARTURE

THE SURRENDER OF THE GERMAN BATTLE FLEET

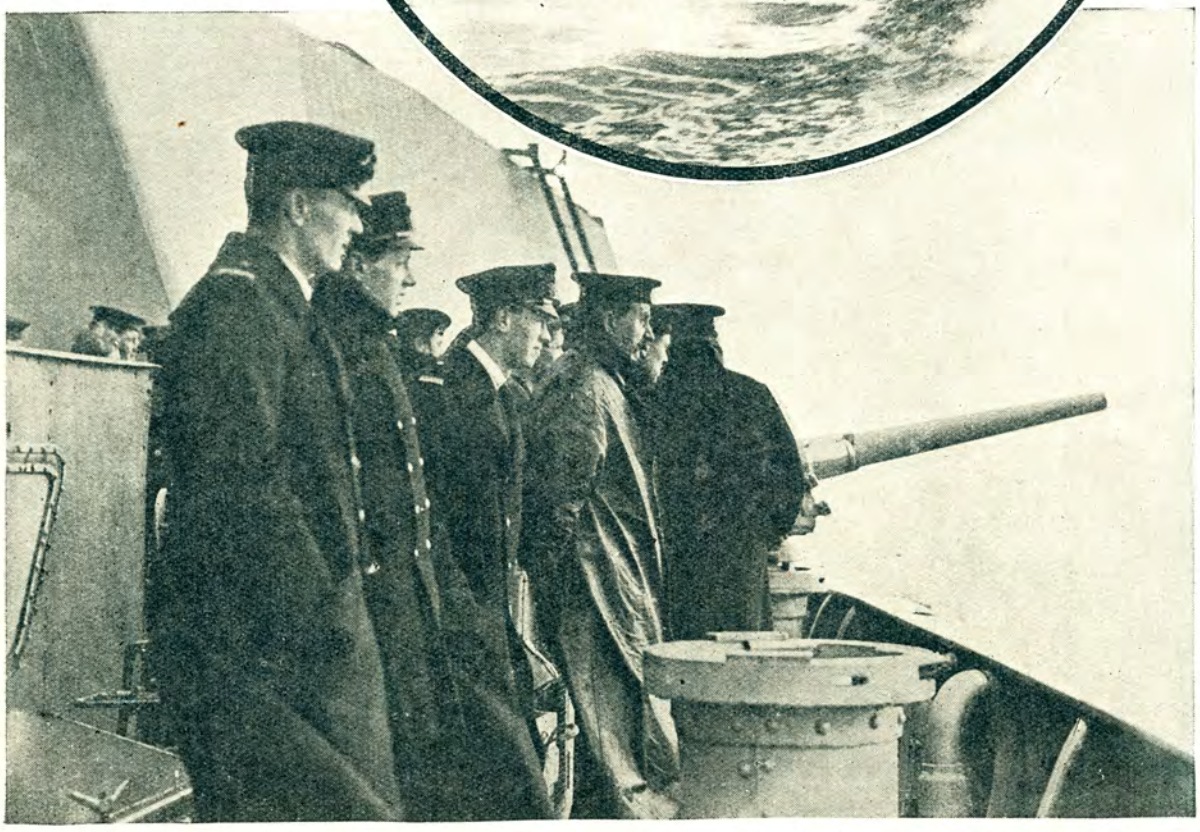


H.M.S. CARDIFF LEADING THE LINE OF GERMAN SHIPS

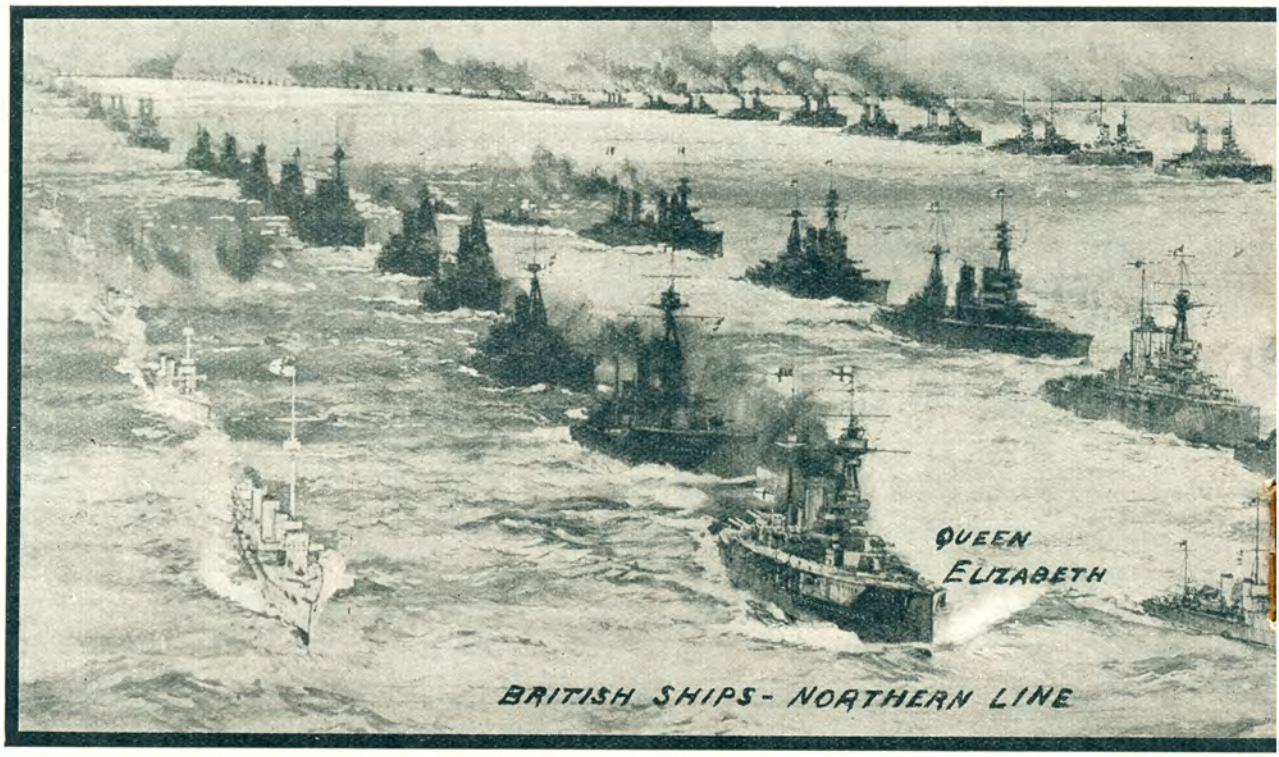


THE GERMAN BATTLE CRUISERS APPROACHING THE RENDEZVOUS

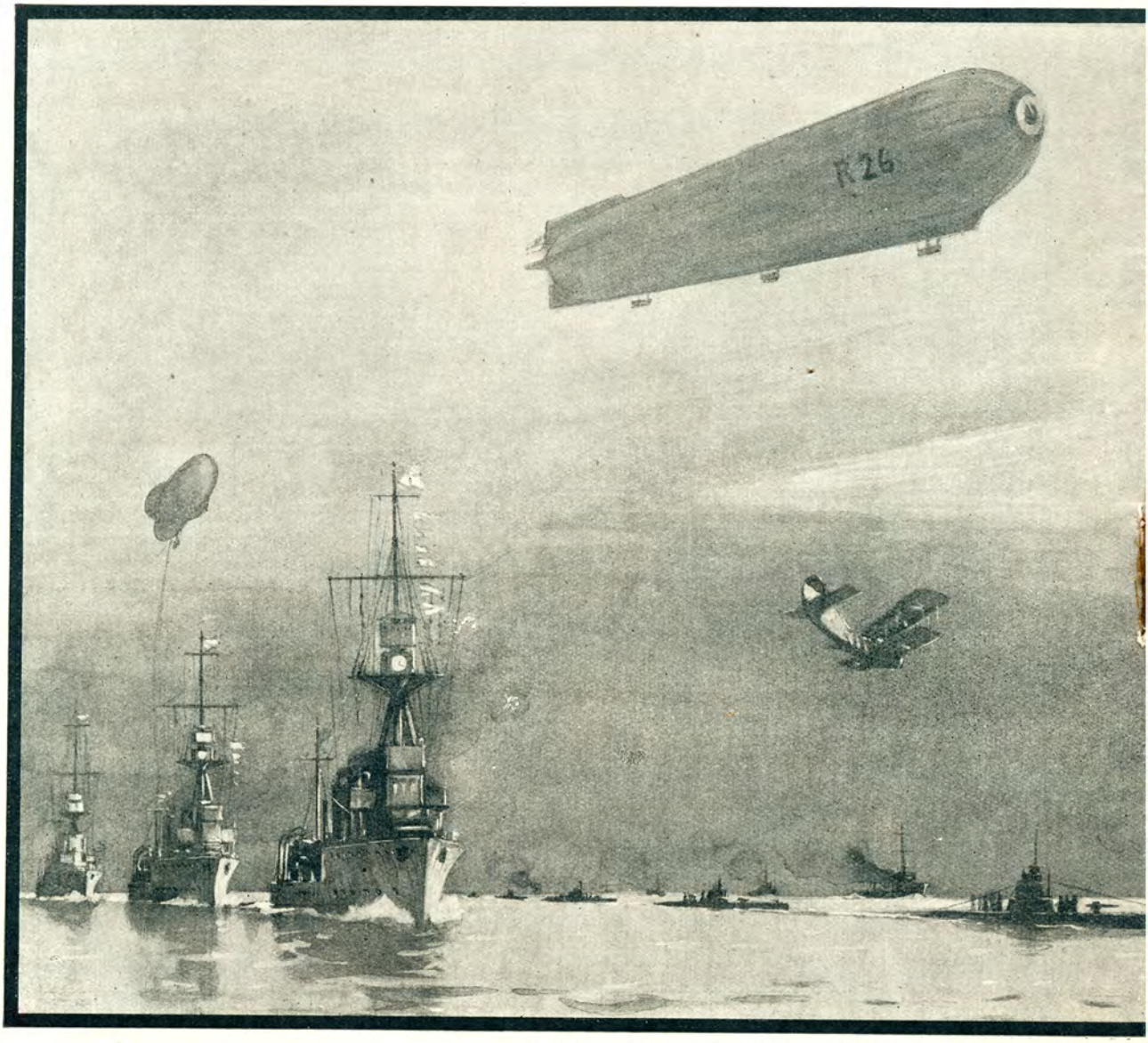
A GROUP ON BOARD H.M.S. QUEEN ELIZABETH WATCHING THE GERMAN VESSELS



PANORAMIC VIEW OF BR

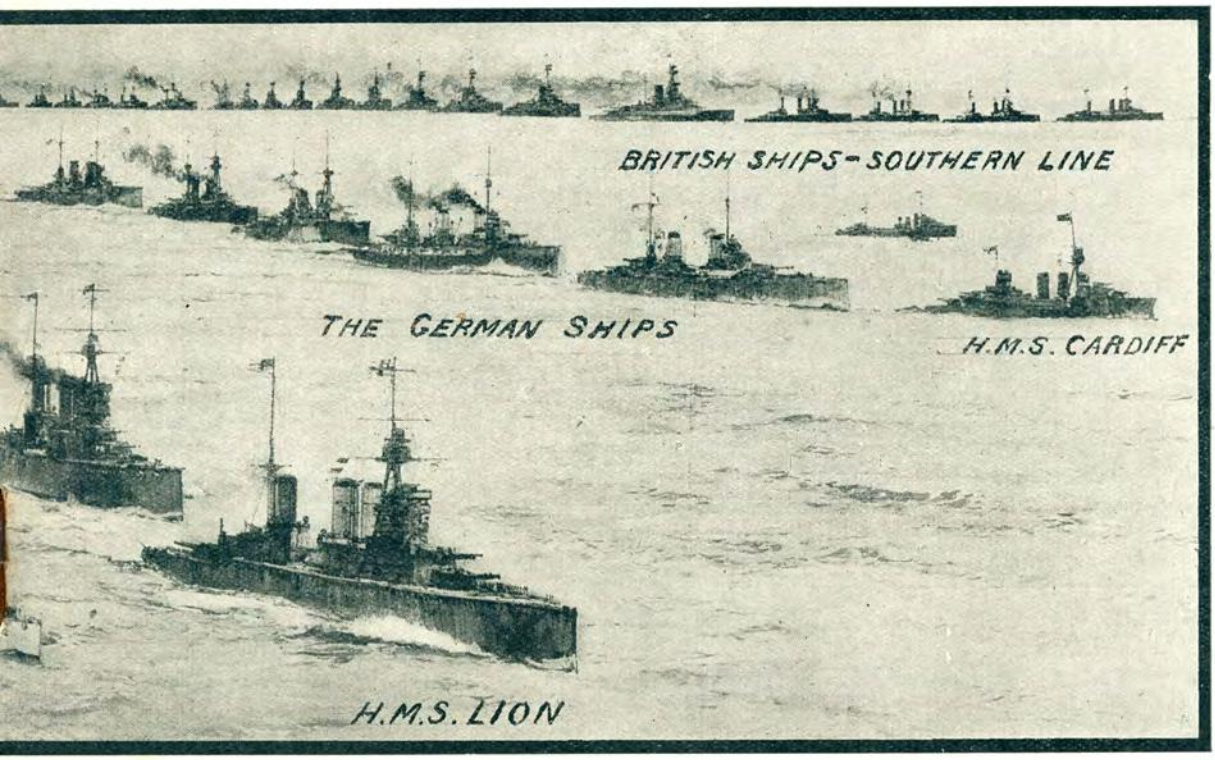


GERMANY'S 74 BIG SHIPS SURRENDER IN



GERMANY'S 150 SUBMARINES SURRENDERED AT

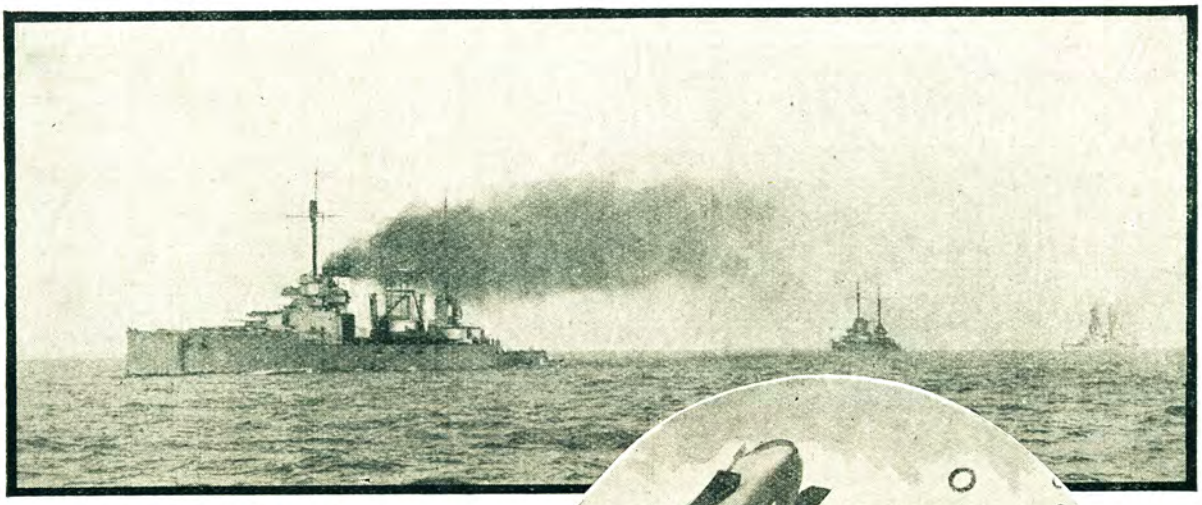
ITISH NAVY'S TRIUMPH



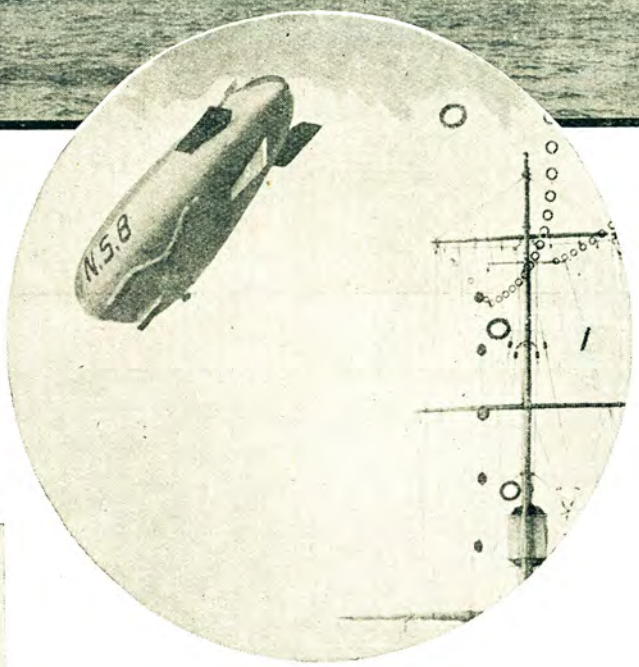
THE FORTH, NOVEMBER 21, 1918



HARWICH, BEGINNING NOVEMBER 20, 1918

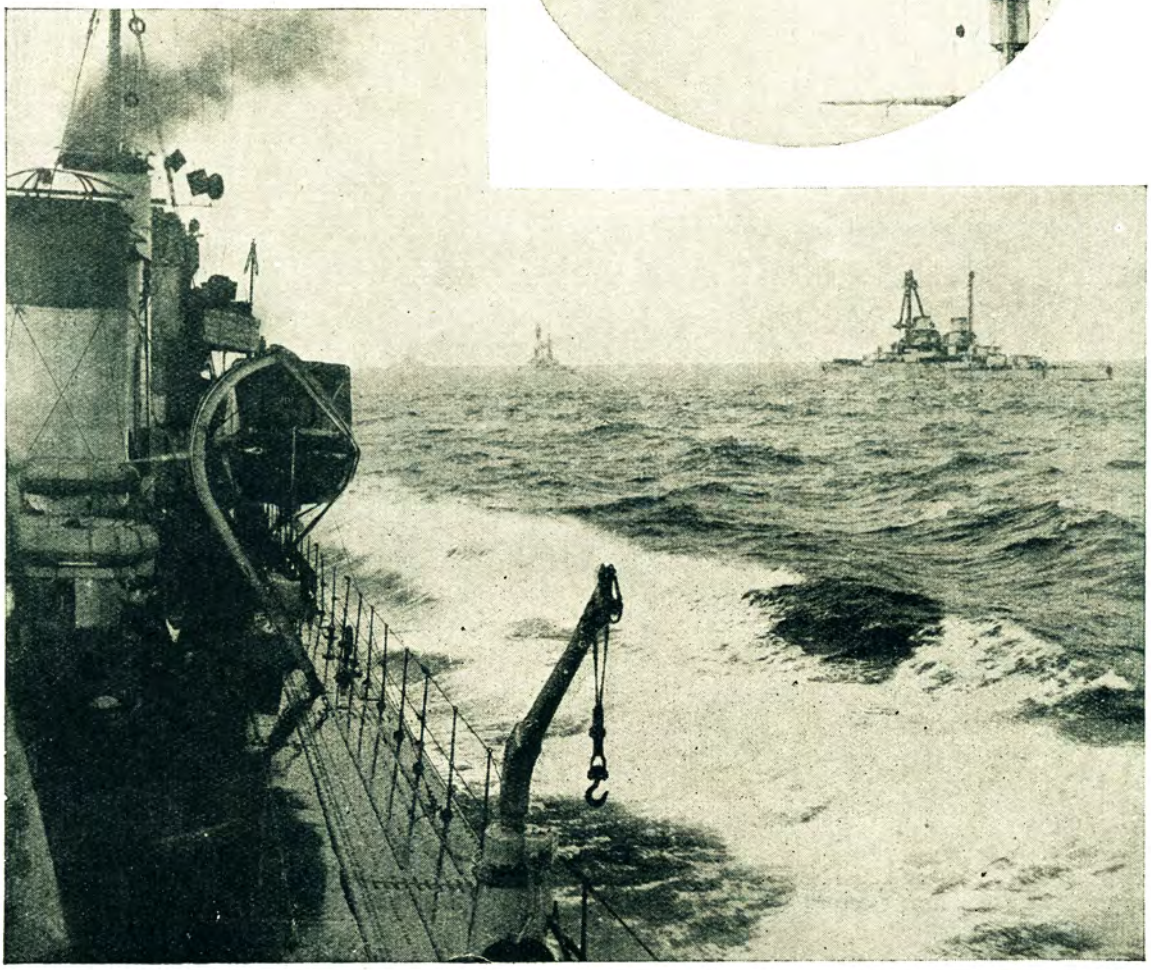


GERMAN CRUISERS IN LINE AHEAD, SEIDLITZ LEADING



THE NAVAL AIRSHIP WHICH ESCORTED THE GERMAN FLEET INTO CAPTIVITY

BATTLE CRUISERS, AS SEEN FROM H.M.S. SEYMOUR, PASSING INTO CAPTIVITY

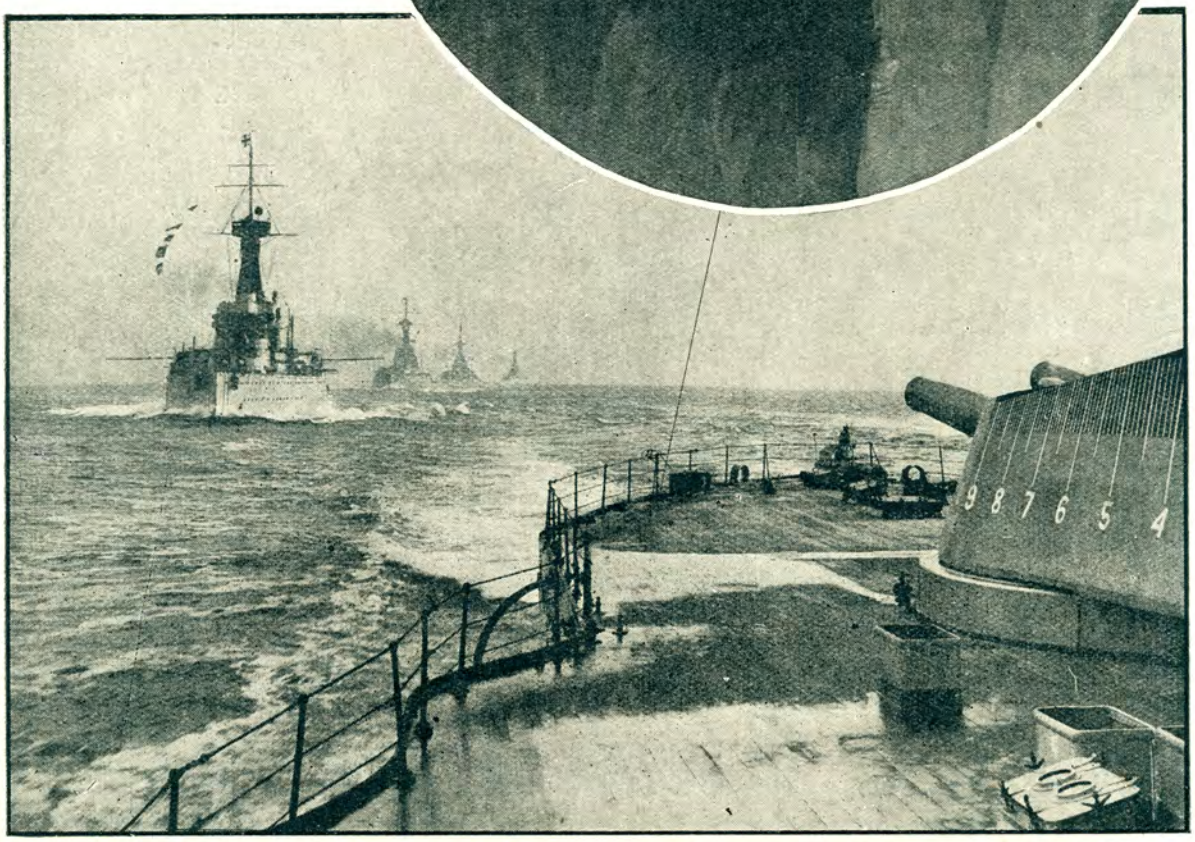




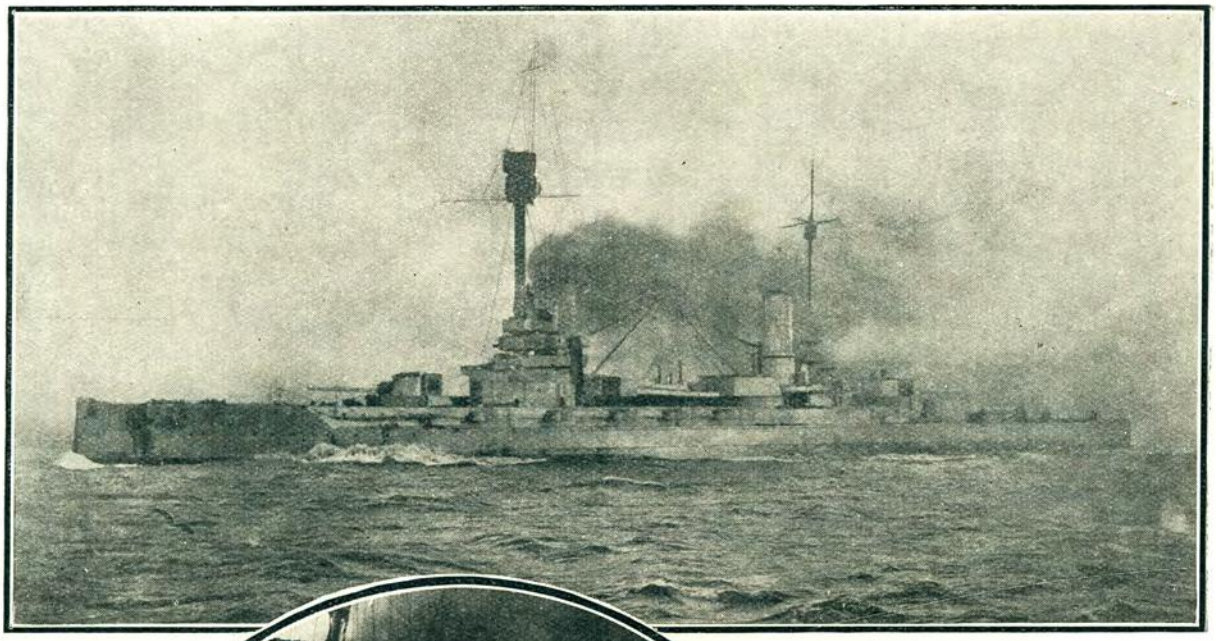
BRITISH BATTLE CRUISER ESCORT



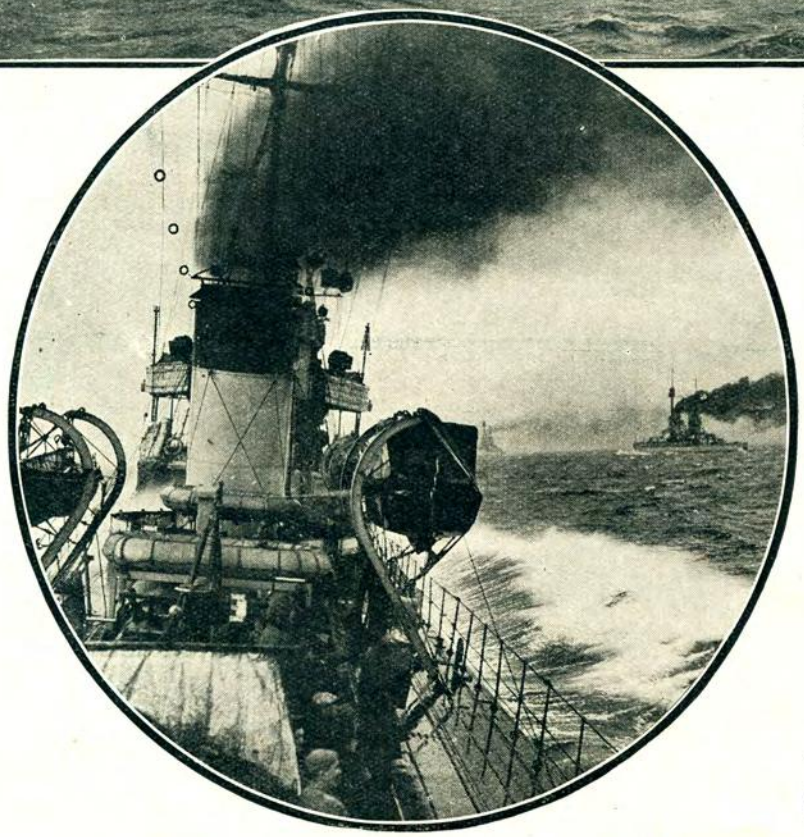
MEN OF OUR NAVY WATCHING THE GERMAN VESSELS PASS



THE ESCORTING LINE OF BRITISH BATTLESHIPS



ONE OF THE KAISER CLASS OF GERMAN DREADNOUGHTS



GERMAN BATTLE-SHIPS IN LINE AHEAD

THE GERMAN BATTLE-SHIPS AS SEEN FROM THE BRITISH DESTROYER H.M.S. SEYMOUR



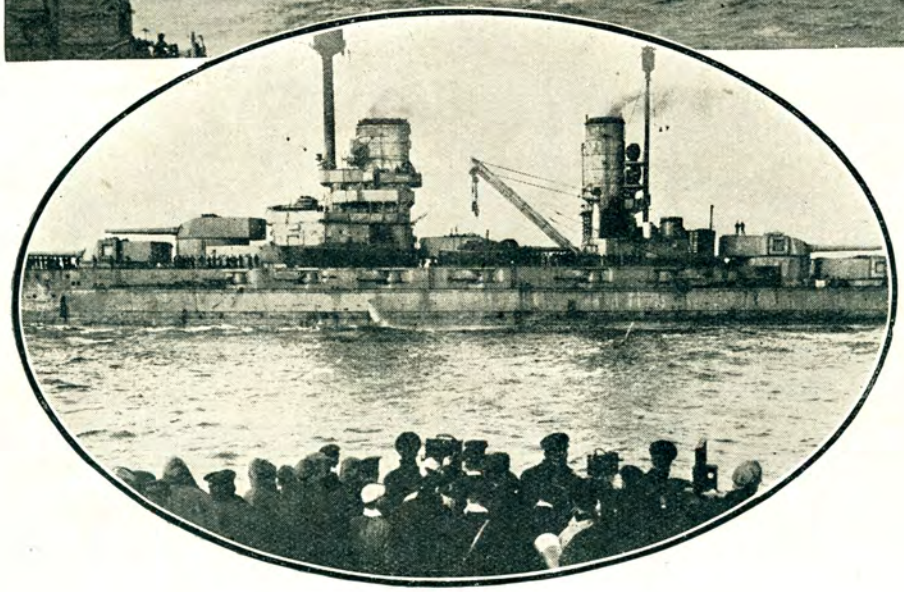
GERMAN BATTLESHIPS IN LINE AHEAD

Bayern, Germany's most powerful battleship, is the nearest ship



GERMAN BATTLESHIPS COMING IN





GERMAN BATTLESHIPS OF THE KÖNIG CLASS

AN UNREHEARSED INCIDENT AT THE SURRENDER



A BRITISH AIRPLANE, WHILE ESCORTING THE GERMAN FLEET, DEVELOPED ENGINE TROUBLE AND FELL INTO THE SEA



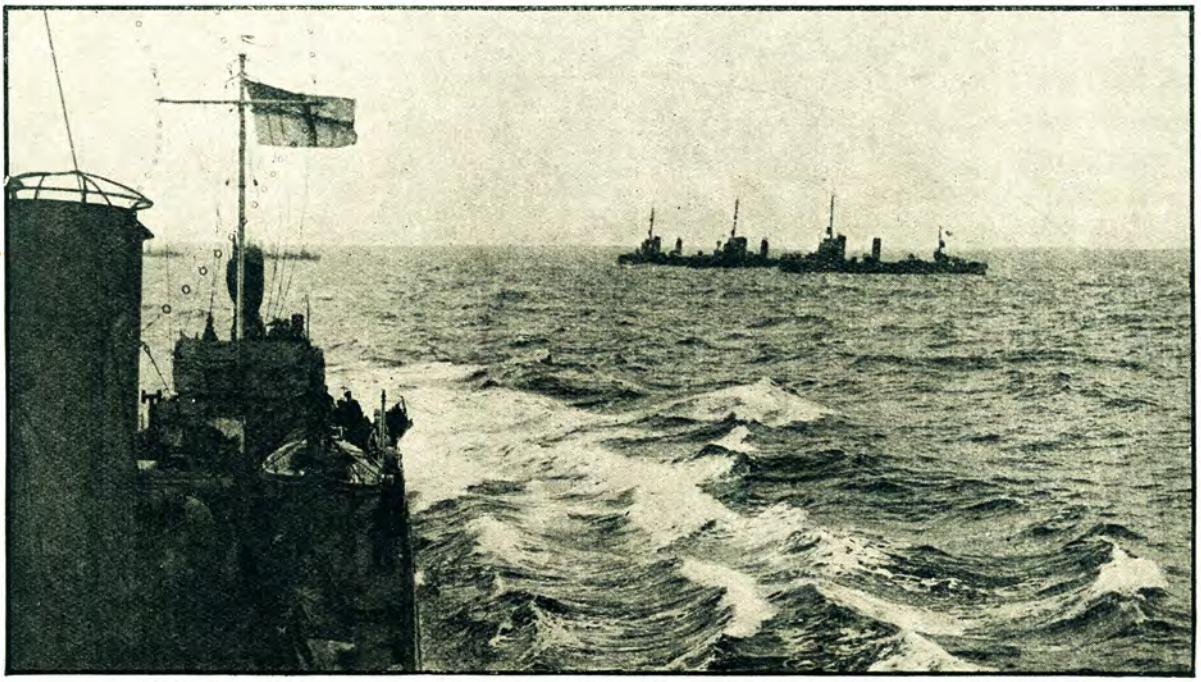
THE PILOT AND THE PHOTOGRAPHER, WHO RETAINED HIS CAMERA DESPITE THE ACCIDENT



HAULING THE AIRPLANE ABOARD H.M.S. SEYMOUR



THE AIRPLANE BEING SALVED
The two airmen are standing in the whaler



THE GERMAN DESTROYERS FACE THE WHITE ENSIGN AT LAST

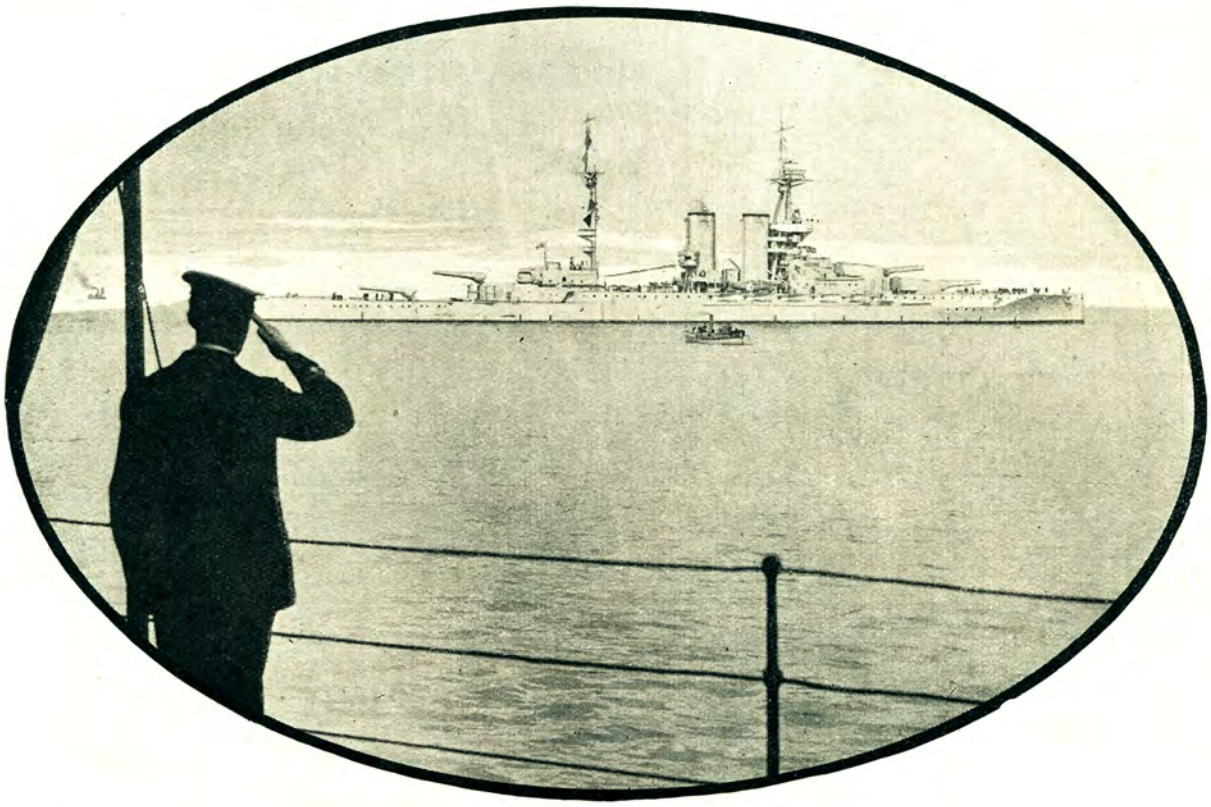
SEAMEN OF OUR NAVY WATCHING THE GERMAN VESSELS PASS





THE GERMAN DESTROYERS IN LINE AHEAD, STEAMING TO CAPTIVITY

These three-funnelled vessels are Germany's largest and finest destroyers. Four of them were building for Argentina when war broke out



H.M.S. QUEEN ELIZABETH

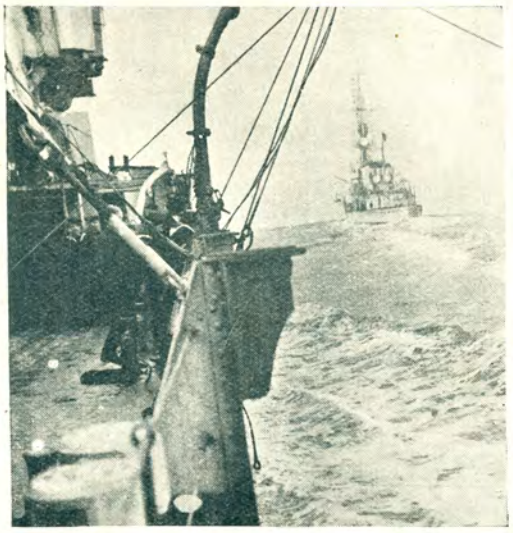


H.M.S. ORION AND HER SUB-DIVISION FOLLOWING THE QUEEN ELIZABETH TO SEA

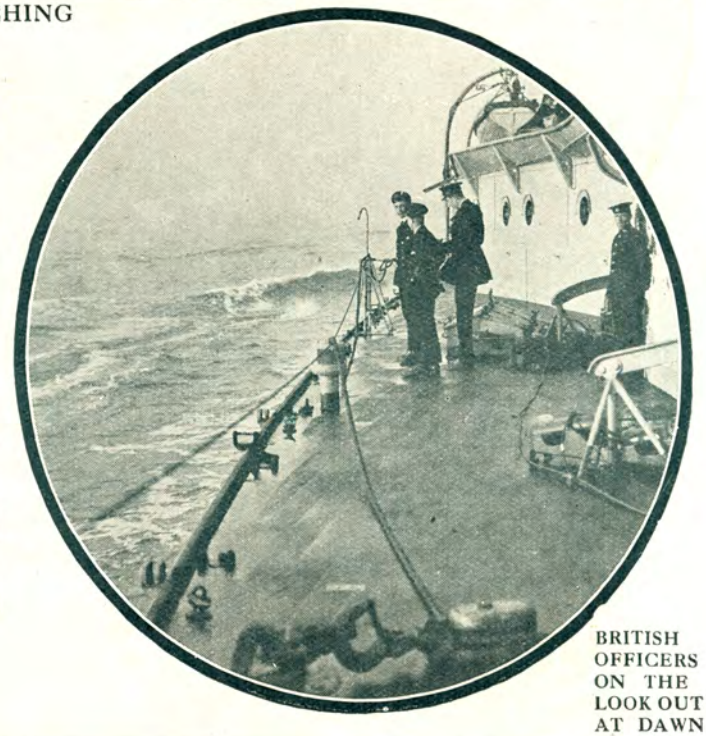
THE SURRENDER OF THE U-BOATS



A GERMAN SUBMARINE APPROACHING IN A ROUGH SEA



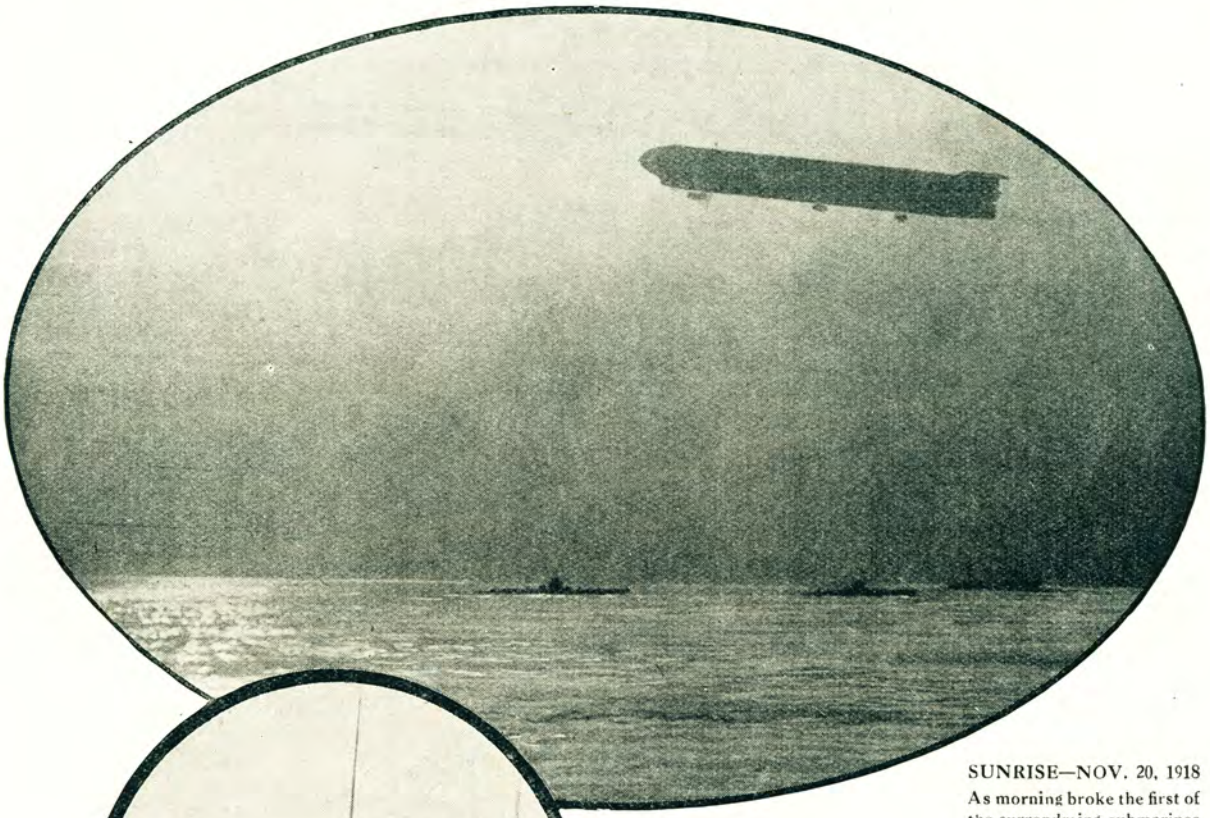
PART OF THE ESCORTING SQUADRON



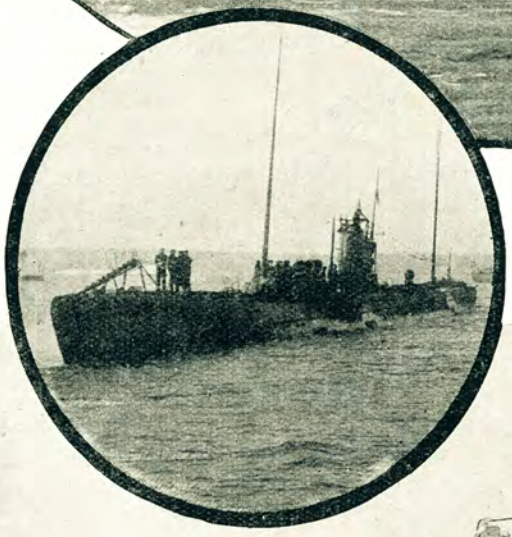
BRITISH OFFICERS ON THE LOOK OUT AT DAWN



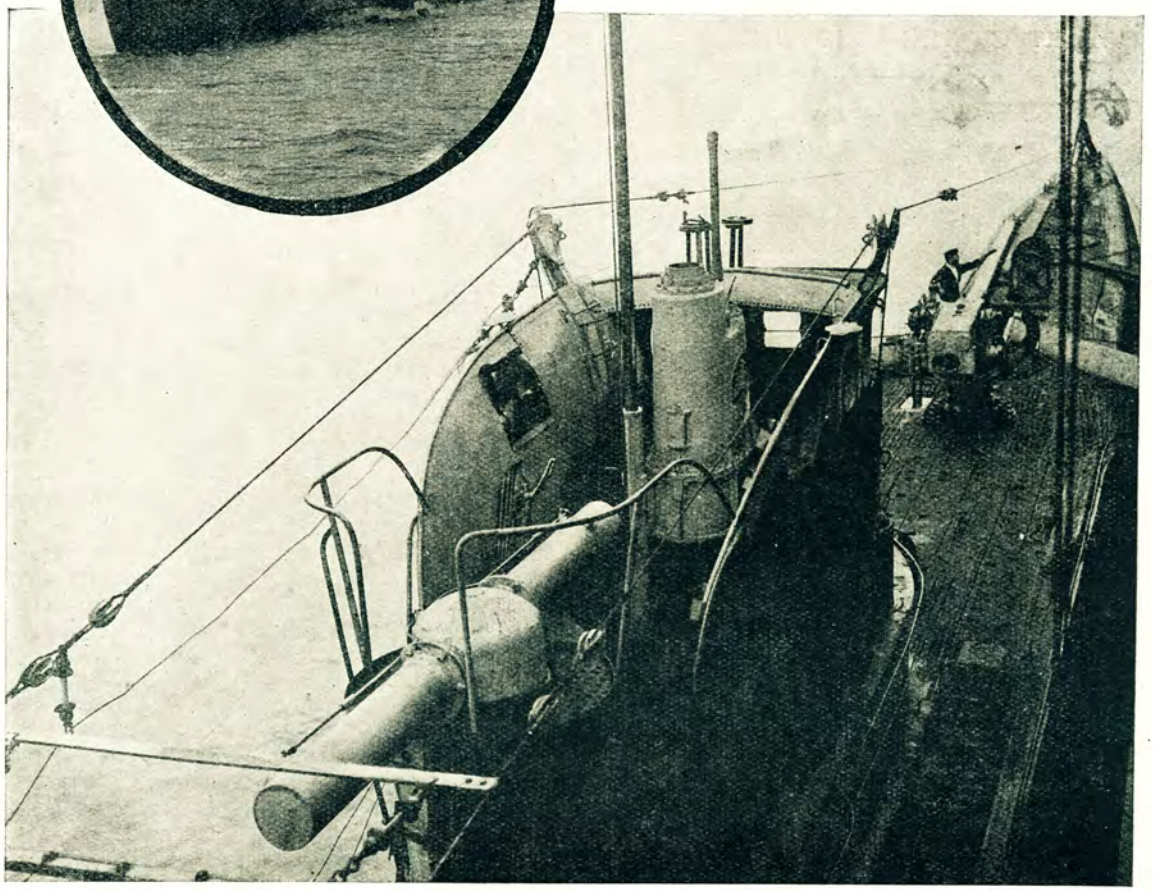
Owing to the heavy seas several of the prize crews could not be transferred until the U-boats reached harbour



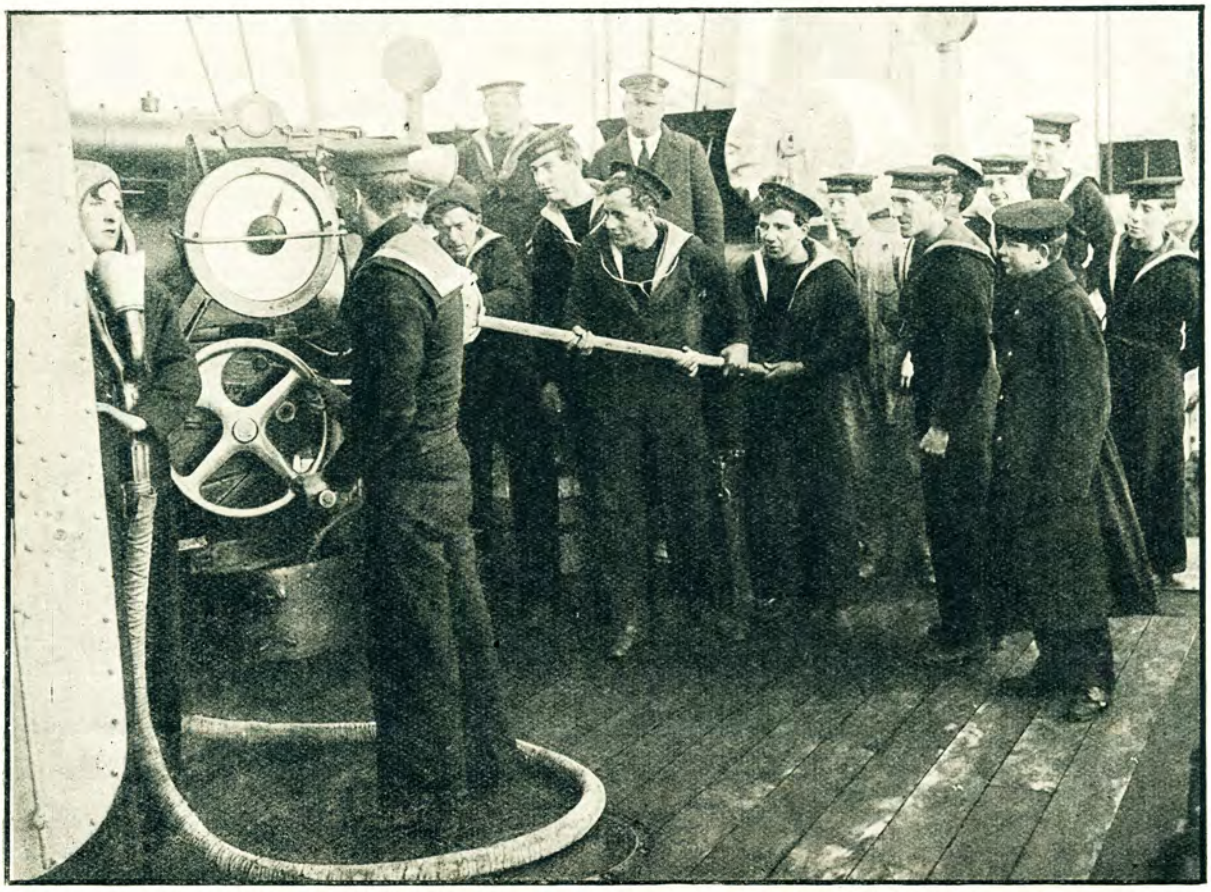
SUNRISE—NOV. 20, 1918
As morning broke the first of the surrendering submarines came within the British lines and were taken over by Admiral Sir Reginald Tyrwhitt



ONE OF GERMANY'S OCEAN-GOING SUBMARINES
making its way to harbour, with the crew on deck



A DECK VIEW OF ONE OF THE LARGEST OF THE LATE GERMAN SUBMARINES



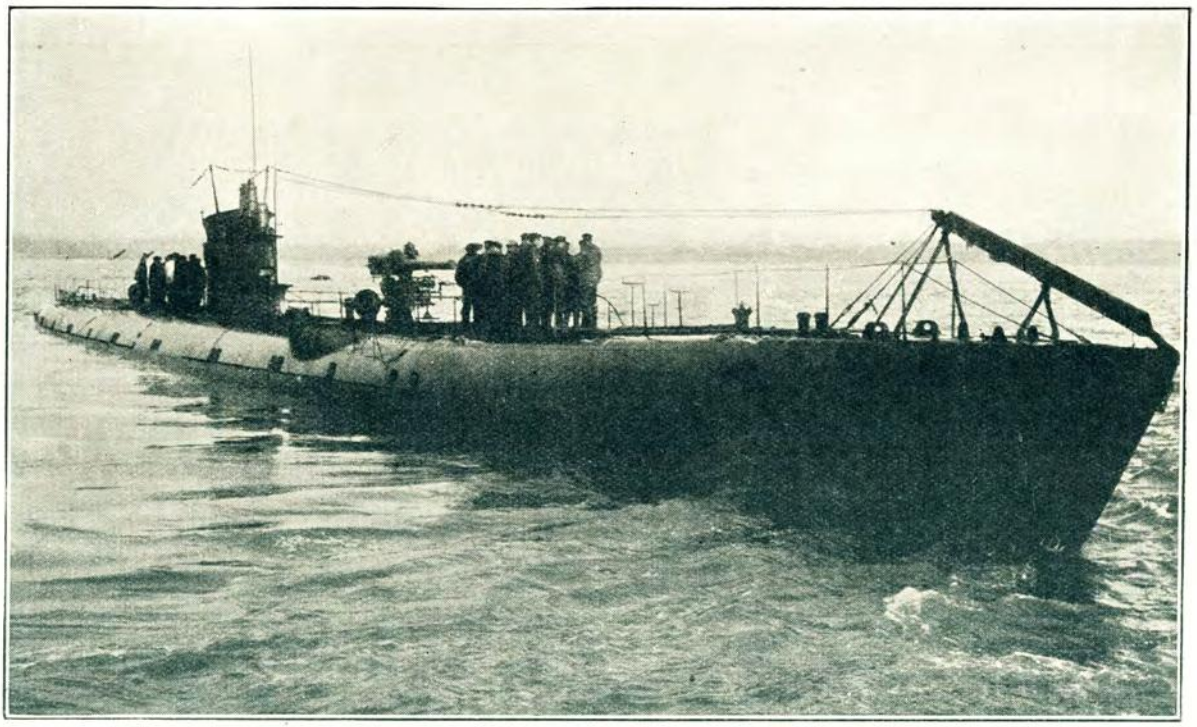
NO RISKS TAKEN
"Action stations" was the order on board our cruisers as the Germans approached



HAPPY ADMIRAL TYRWHITT ON HIS FLAGSHIP

THE FLAGSHIP AT THE HEAD OF THE CRUISER SQUADRON
She was the first to sight the U-boats





A U-BOAT, ONE OF THE LATEST TYPES

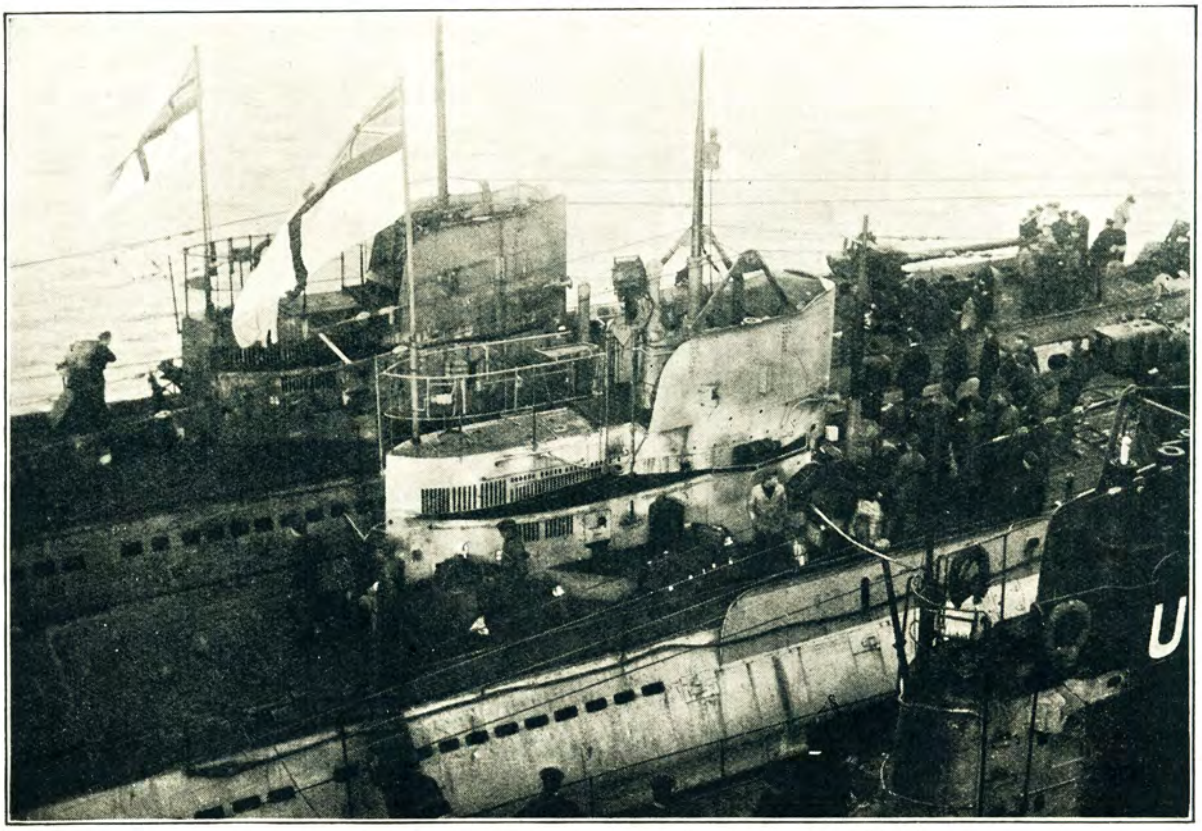
The only ones more recent are the giant cruisers and the new mine-layers



A BRITISH BOARDING OFFICER RECEIVING THE PAPERS FROM A GERMAN COMMANDER



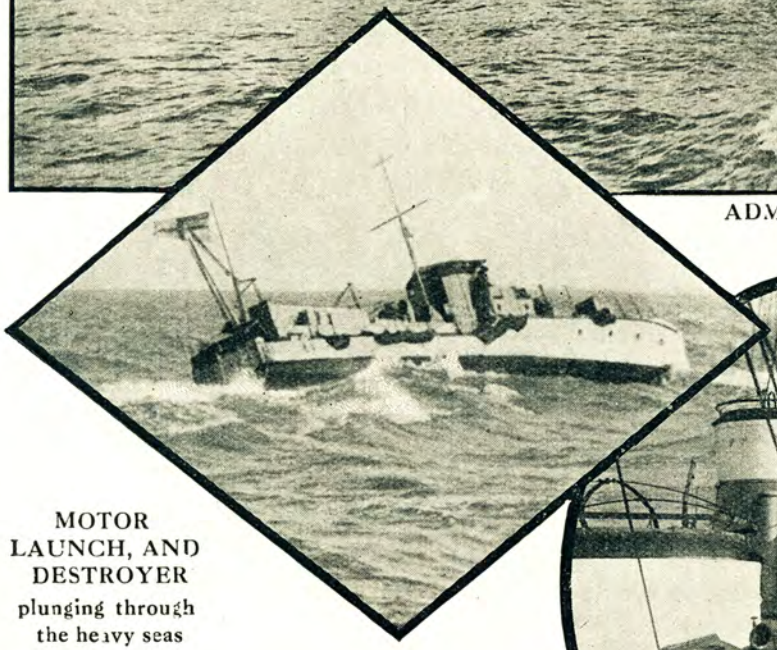
A GERMAN COMMANDER SALUTING A BRITISH BOARDING OFFICER
The crew of the U-boat is lined up on deck



A BATCH OF U-BOATS AT PARKESTON QUAY
The German crews on board are packing up previous to being transferred

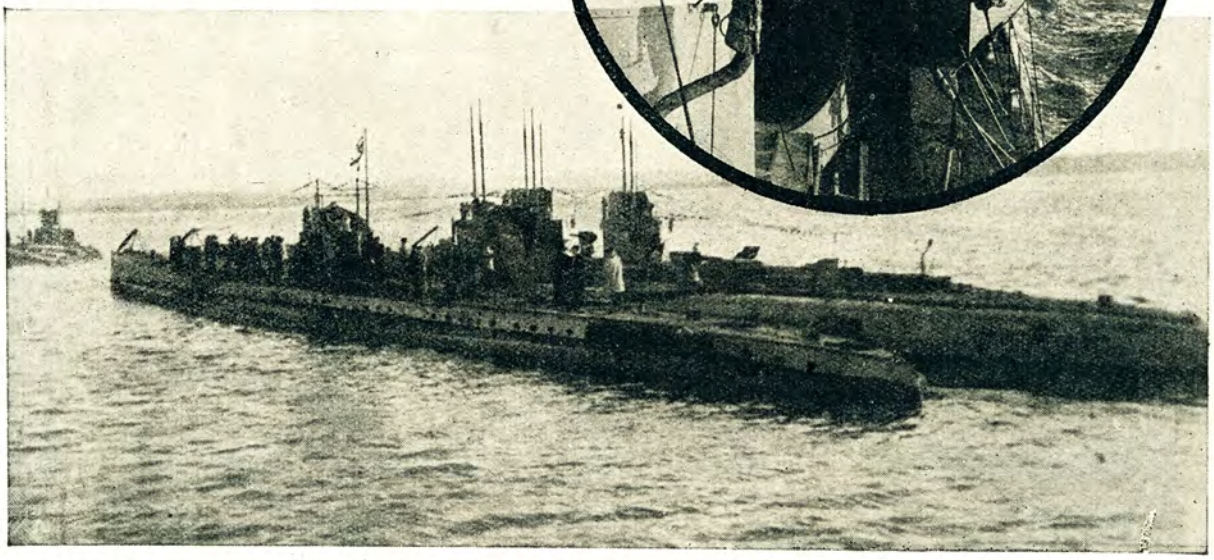


ADMIRAL TYRWHITT'S FLAGSHIP AT PARKESTON QUAY



MOTOR LAUNCH, AND DESTROYER plunging through the heavy seas





Topical

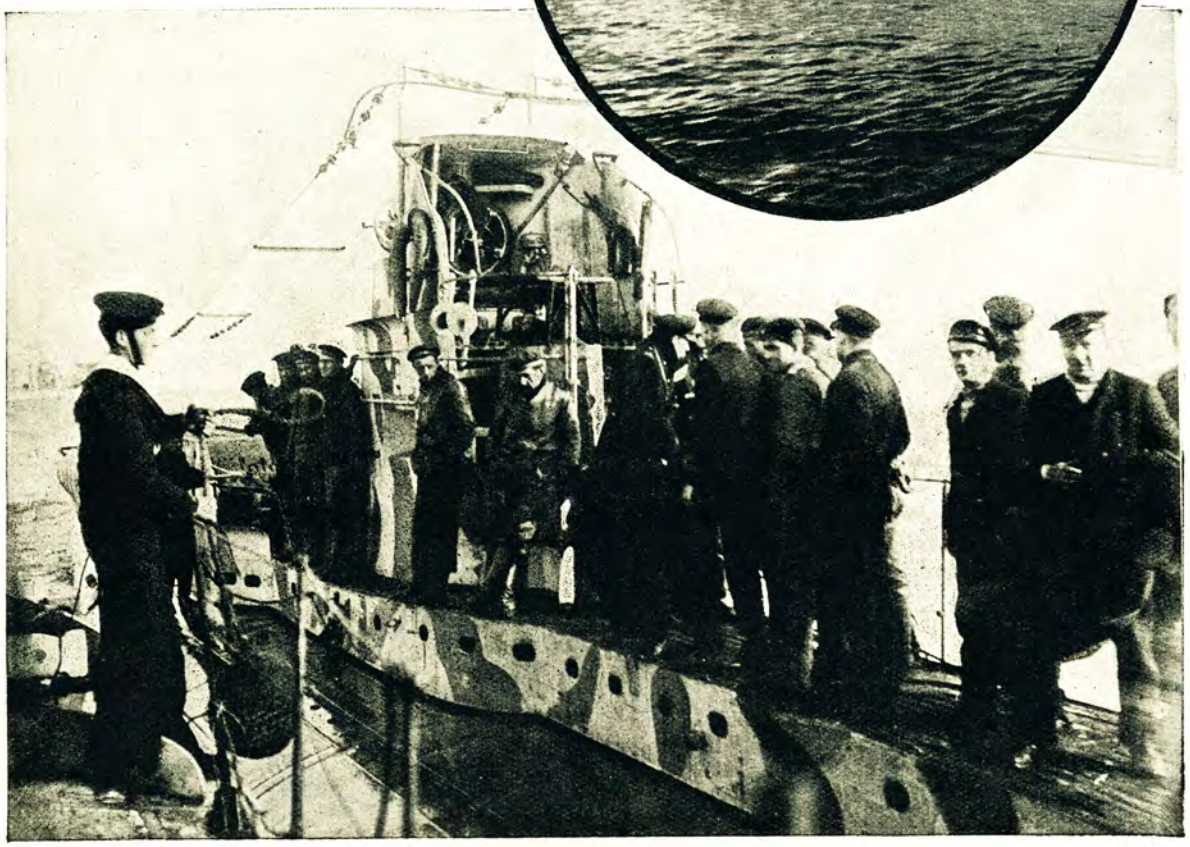
GERMAN SUBMARINES AT PARKESTON HARBOUR WITH BRITISH AND GERMAN CREWS ABOARD



WOUNDED SOLDIERS
taken for a trip on the water, cheer the British sailors on board the captured submarines

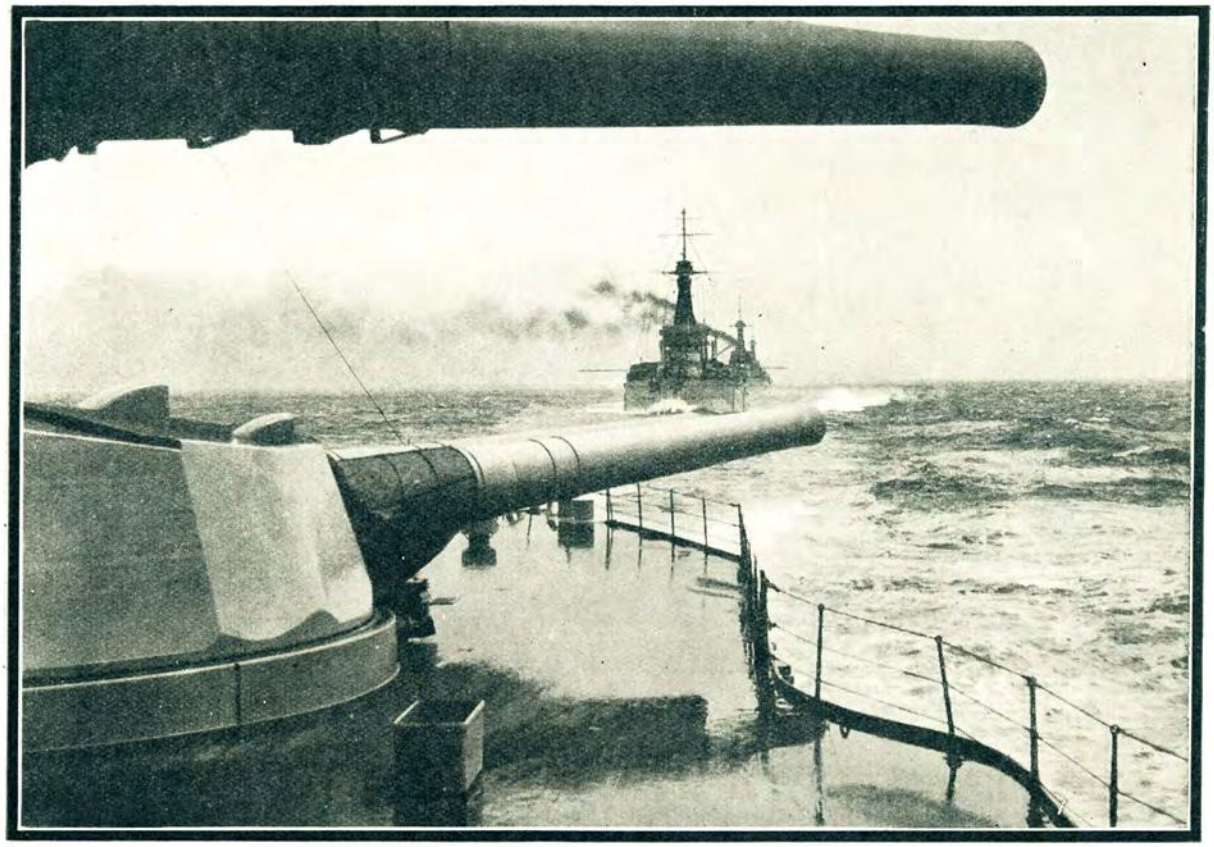
DAWN OF "THE DAY"



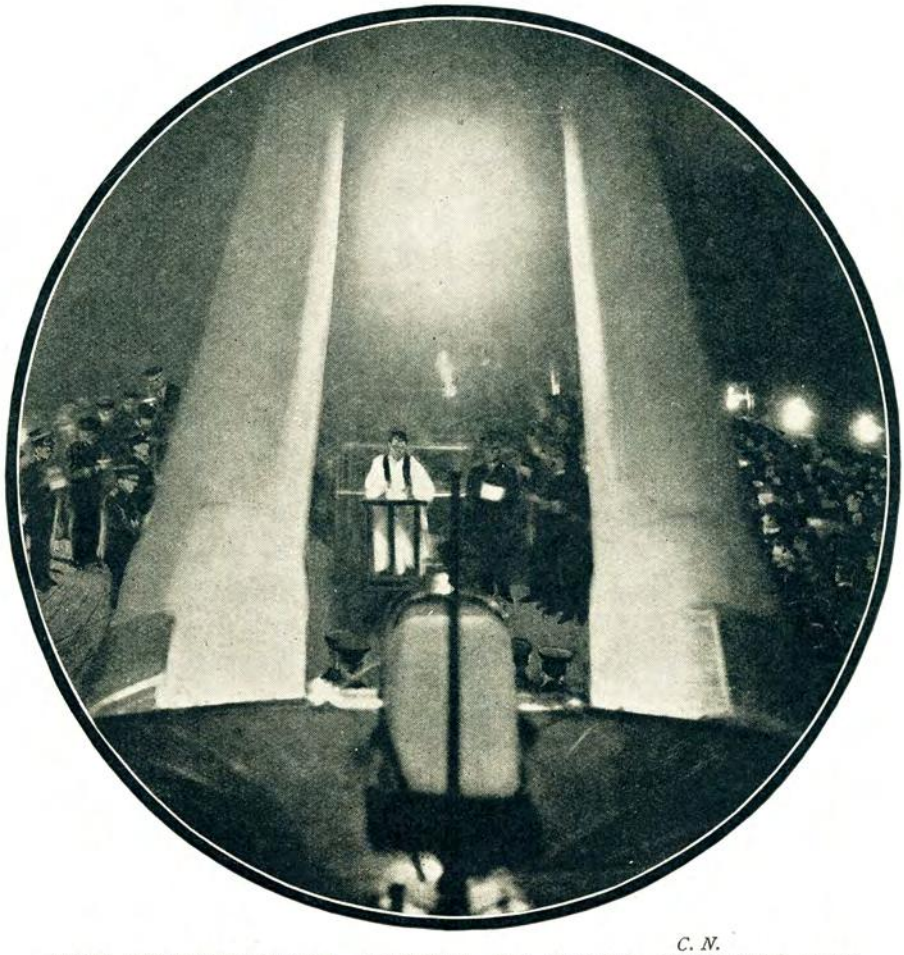


L. N. A.

THE DEJECTED ATTITUDE OF THE GERMANS WHEN A BRITISH OFFICER BOARDED THEIR SUBMARINE OFF HARWICH



BRITAIN'S SURE SHIELD



C. N.

THE THANKSGIVING SERVICE AT NIGHT BENEATH THE BIG GUNS OF THE QUEEN ELIZABETH

Actual Photographs of these pictures can be obtained from the "Daily Graphic" Photo Dept., Tallis House, E.C. 4.

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