

WW1 in the Asia Pacific

Australia 30 July

- The Australian Squadron consisted of the following vessels.
- The light cruiser Encounter, had been lent by the Admiralty until the Brisbane should be completed.
- The Australia and Encounter came straight to Sydney; the Melbourne followed them, after transferring oil and stores to the two destroyers.
- The Sydney did her coaling at Townsville, where the destroyers joined her on the 3rd of August.
- The submarines, which were refitting after their voyage from England, had the work speeded up.

Battle-cruiser <i>Australia</i>	..	19,200 tons	..	44,000 h p.
Light cruisers—				
<i>Melbourne</i>	}	5,400 tons	.. 22,000 h p
<i>Sydney</i>				
<i>Brisbane</i>				
(building)				
Destroyers—				
<i>Parramatta</i>	}	700 tons	.. 12,000 h.p.
<i>Yarra</i>				
<i>Warrego</i>				
Submarines—				
<i>AE 1</i>	}	800 tons	.. 1,750 h.p.
<i>AE 2</i>				

30 July

- The German warships in the Pacific in July were:
- The usual position of Germany's naval forces in the Pacific was that a couple of light cruisers at most were stationed in the neighbourhood of the German Solomons, and the rest of her ships (which included two large cruisers) in the China Sea.
- Accordingly it had been arranged with the Admiralty that, in case of imminent war with Germany, two of the Australian light cruisers would hunt down the German light cruisers, while the third patrolled off Western Australia.
- The Australia, being too big and valuable a ship to use on this kind of work, would join the China Squadron, and operate with British warships of similar size in the eastern seas.
- But, should it be suspected that armoured enemy ships were anywhere near Australia, then the Australia's first duty would be to hunt them down.

Scharnhorst { Armoured cruisers launched in 1906, carrying
Gneisenau { eight 8.2-in. guns, with speeds of 21 and 24
 { knots respectively. Their displacement was
 { 11,600 tons.

<i>Leipzig</i>	{	Launched 1905, speed 23 kn., displ. 3,250 tons
<i>Nürnberg</i>		Launched 1906, speed 23½ kn., displ. 3,450 tons
<i>Emden</i>		Launched 1908, speed 24½ kn., displ. 3,600 tons

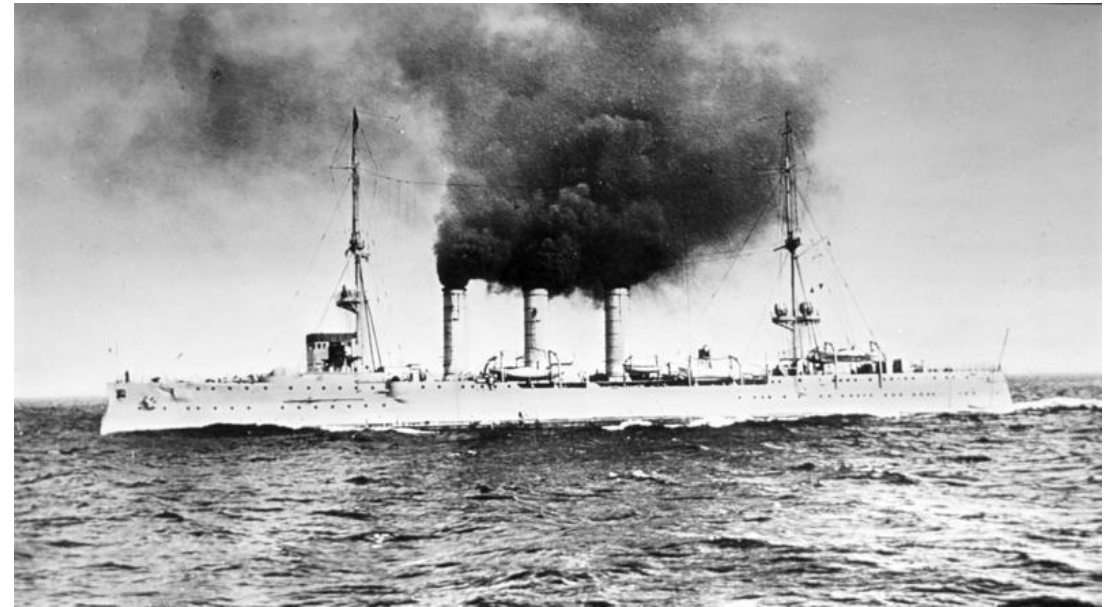
These were light protected cruisers, carrying ten 4.1-in. guns.

Cormoran A light unprotected cruiser of 1,600 tons, carrying eight 4.1-in. guns, speed about 16 knots.

The *Geier*, a sister-ship to the *Cormoran*, was on her way out from Europe. The surveying-ship *Planet* (650 tons, 10 knots) and the Government yacht *Komet* (977 tons) were in Melanesian waters. There were also in waters east of Singapore at least four German merchant vessels suitable for conversion into auxiliary cruisers—the *Yorck*, *Prinz Eitel Friedrich*, *Prinzess Alice*, and *Seydlitz*—and two Austrian Lloyd steamers, the *China* and *Silesia*.

31 July – 3 August

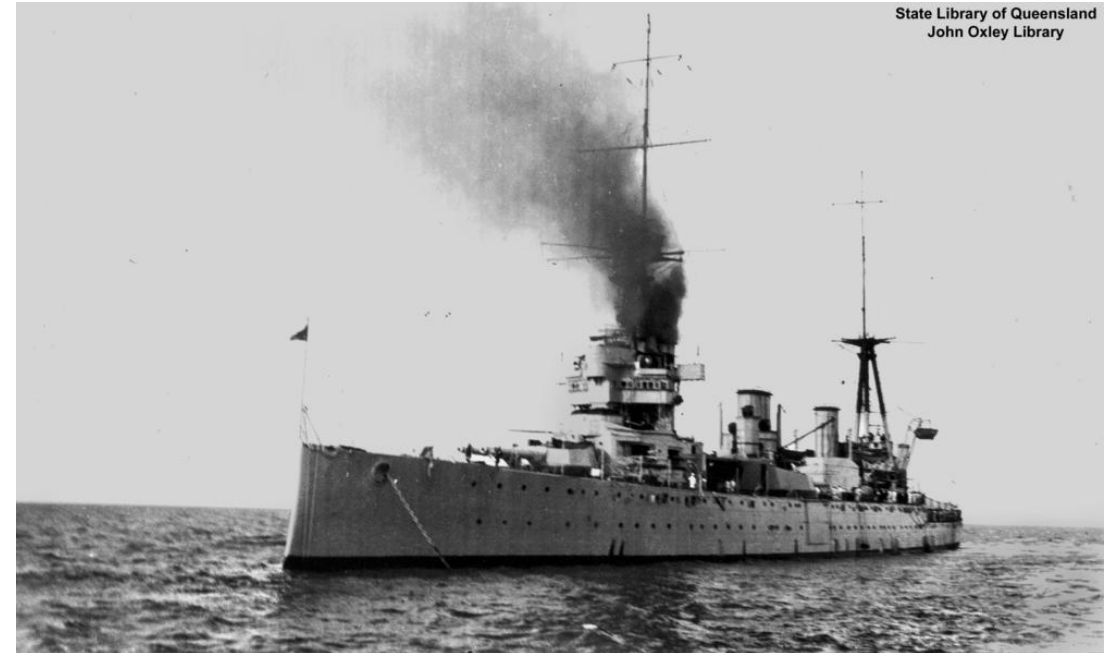
- During the July Crisis that followed the assassination of Archduke Franz Ferdinand of Austria, Emden was the only German cruiser in Qingdao; Spee's two armored cruisers, Scharnhorst and Gneisenau, were cruising in the South Pacific and Leipzig was en route to replace Nürnberg off the coast of Mexico.
- On 31 July, with war days away, Müller put to sea to begin commerce raiding once war had been formally declared.
- Two days later, on 2 August, Germany declared war on Russia, and the following day, Emden captured the Russian steamer Ryazan.
- The Russian vessel was sent back to Qingdao and converted into the auxiliary cruiser Cormoran.



Emden underway in 1910

1 August

- Hardly anything was known about the whereabouts of the German squadron in the Pacific.
- The Gneisenau had been last heard of at Nagasaki, which she had left on the 23rd of June.
- It was believed that the Emden was at Tsingtao, and the Geier somewhere near Singapore on her way east; the Leipzig was on the west coast of America, and the Nurnberg had been there some time before.
- Of the Scharnhorst nothing at all was known.
- But when, on the 1st of August, the Australian wireless stations began to listen for German messages, almost at once the Scharnhorst was heard talking to Yap and Nauru and trying to reach the Nurnberg, while the Geier and the little surveying ship Planet were also detected.
- Radio-experts at the time thought they could tell even the distance these messages had travelled, and announced that the Scharnhorst was "from 800 to 1,000 miles north-east of Port Moresby,"
- The Admiralty was therefore asked-and at once agreed-to let the Australia search the German islands before reporting to China Station.



Australia at anchor in Queensland waters. With 8 12 inch guns Australia was the most powerful allied warship in the Pacific and, until Japan declared war, the only one which out-gunned the two German heavy cruisers, Scharnhorst and Gneisenau.

Australia 3 August

- On the information made available it was decided to search the Bismarck Archipelago.
- If the German squadron was intended to attack Australia, its natural course would be to base its operations on some port in those islands, and it was known that Simpson Harbour in New Britain had been prepared, in an elementary way, for coaling big ships.
- A rendezvous was therefore appointed some way south of New Guinea at which the Australia, Sydney, Encounter, and three destroyers should concentrate for an attack on Simpson Harbour.
- The Board recalled the Melbourne and sent her north to join the squadron, while the Pioneer went west on the 6th to take her place off Fremantle.



Australia 5 August

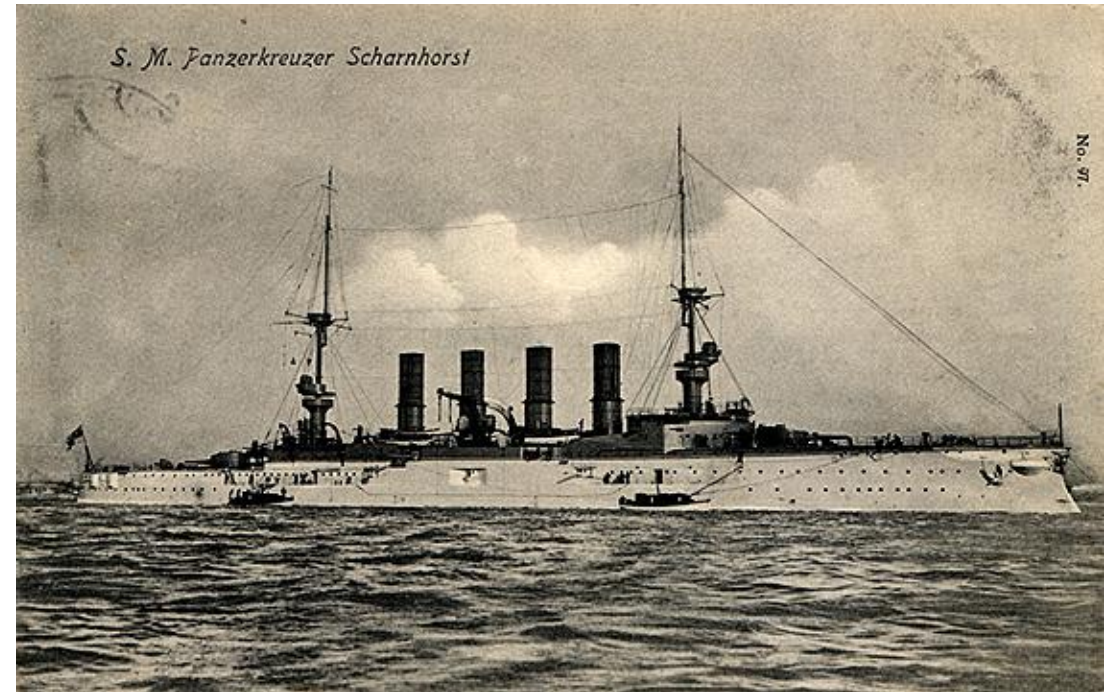
- A cable was despatched from London at 12.30 a.m. on August 5th:
- “War has broken out with Germany. “
- Mr. Cook gave the news to the representatives of the newspapers at 12.45, saying to them:
- “ I have received the following despatch from the Imperial Government-War has broken out with Germany.”

• Official History 1936



5 August

- In 1914, the German East Asia Squadron was commanded by Graf von Spee:
- At the outbreak of war, Spee found himself both outnumbered and outgunned by Allied navies in the region. He was especially wary of the Imperial Japanese Navy and the Royal Australian Navy — in fact he described the latter's flagship, the battlecruiser HMAS Australia, as being superior to his entire force by itself.
- Spee said of his predicament: "I am quite homeless. I cannot reach Germany. We possess no other secure harbour. I must plough the seas of the world doing as much mischief as I can, until my ammunition is exhausted, or a foe far superior in power succeeds in catching me."



5 – 12 August

- On 5 August, Spee ordered Müller to join him at Pagan Island in the Mariana Islands; Emden left Qingdao the following day along with the auxiliary cruiser Prinz Eitel Friedrich and the collier Markomannia. The ships arrived in Pagan on 12 August.
- The next day, Spee learned that Japan would enter the war on the side of the Triple Entente and had dispatched a fleet to track his squadron down.
- Spee decided to take the East Asia Squadron to South America, where it could attempt to break through to Germany, harassing British merchant traffic along the way.
- Müller suggested that one cruiser be detached for independent operations in the Indian Ocean, since the squadron would be unable to attack British shipping while it was crossing the Pacific.
- Spee agreed, and allowed Müller to operate independently, since Emden was the fastest cruiser in the squadron.
- PHOTO: Karl von Müller, Emden's Captain from 1913.



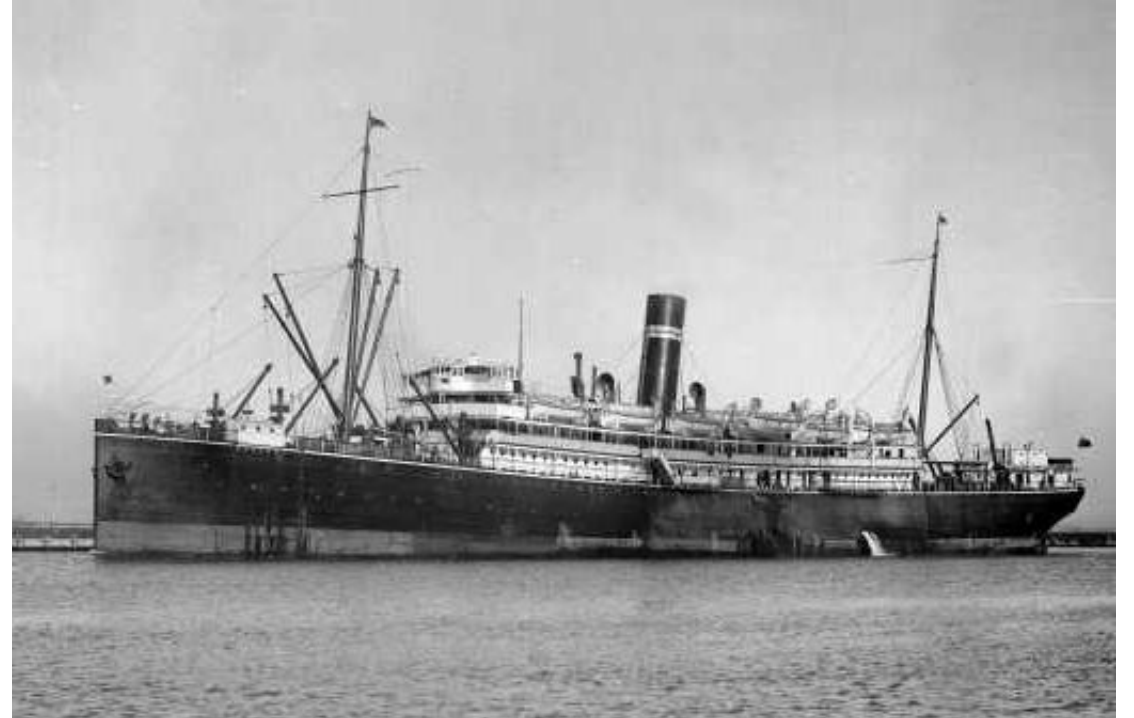
6 August

- On August 6th 1914, two days after Britain's declaration of war against Germany, the British government asked Australia to seize German wireless stations at Yap in the Marshall Islands, Nauru, and New Guinea,
- they added that any territory occupied must be handed over to Britain for peace negotiations after the war.
- New Zealand received a similar request in relation to Samoa.



8 – 10 August

- The war plan provided that the Kennedy Regiment, belonging to the Charters Towers-Townsville district, (one of the citizen-force regiments enrolled under the compulsory training scheme) should in war-time garrison Thursday Island.
- On news of the outbreak of war, mobilisation was ordered; and on the 8th of August the regiment, over a thousand strong, embarked in the S.S. Kanowna (photo). It reached Thursday Island safely, and a day or two later volunteers were called for “for service outside Australia”.
- About 500 of the men volunteered and were sent on in the Kanowna to Port Moresby.
- Where they were delayed, while the navy escorted the New Zealanders to Samoa,



An undated photograph of Kanowna

9 – 12 August

- The Australia, Sydney, Encounter, and three destroyers met at 10 a.m. on the 9th of August and proceeded to the mouth of St. George's Channel in the Bismarck Archipelago, which they reached in the afternoon of the 11th.
- On the night of 11/12th the destroyers searched Simpson Harbour and surrounding bays and found them empty of German ships.
- The 12th was spent searching Rabaul for the German radio station, whose transmissions had been heard, without success.
- The squadron then returned to Port Moresby and Rossel Island to refuel.



12 August

- The southern RN China squadron made for Yap, and on the 12th August the German wireless station there—one of the most important in the western Pacific, as it linked up Tsingtao with the German islands east and south-east—was destroyed by bombardment.



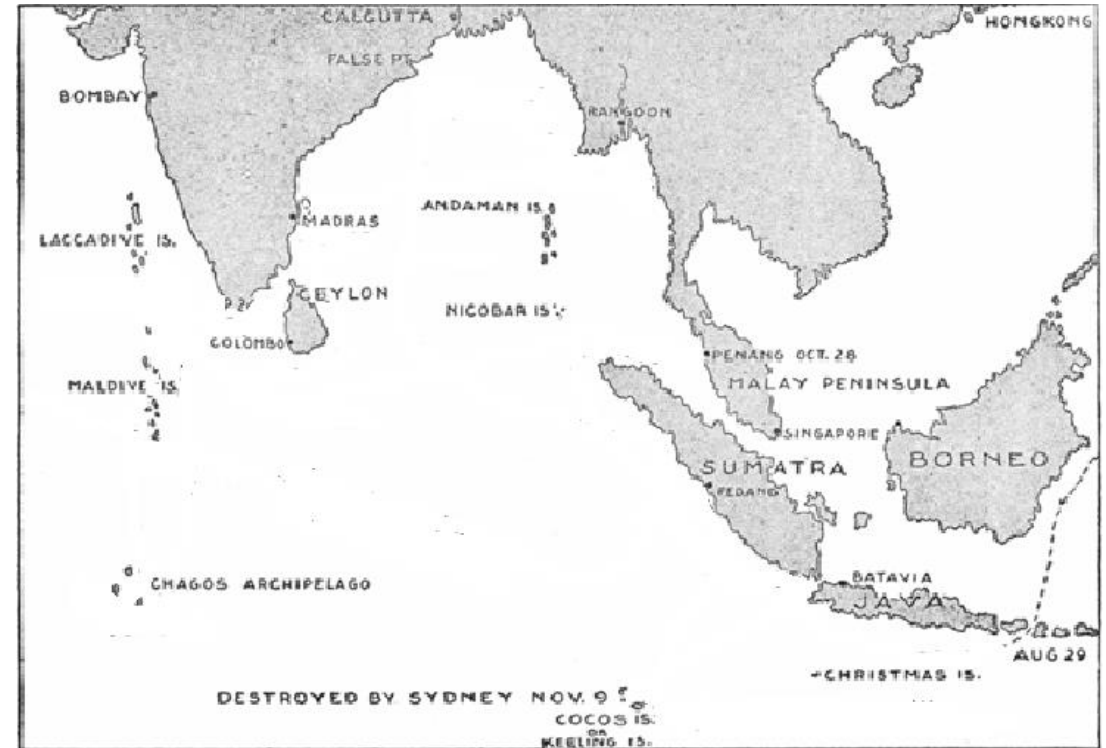
12 - 19 August

- The Australian government decided to send the “Australian Naval and Military Expeditionary Force”-six companies of the RANR and a battalion of infantry, raised for the special occasion, and enlisted for a term not exceeding six months.
- Enlistment started on 12th August and the force sailed out of Sydney on 19th August.
- Photo: Embarkation of the Australian Naval and Military Expeditionary Force in Sydney



14 August

- On 14 August, Emden and Markomannia left the company of the East Asia Squadron, bound for the Indian Ocean.
- Since the cruiser Königsberg was already operating in the western Indian Ocean around the Gulf of Aden, Müller decided he should cruise in the shipping lanes between Singapore, Colombo and Aden. Emden steamed toward the Indian Ocean by way of the Molucca and Banda Seas.
- While seeking to coal off Jampea Island, the Dutch coastal defense ship Tromp stopped Emden and asserted Dutch neutrality.
- Müller steamed into the Lombok Strait. There, Emden's radio-intercept officers picked up messages from the British armored cruiser HMS Hampshire.
- To maintain secrecy, Emden's crew rigged up a dummy funnel to impersonate a British light cruiser, then steamed up the coast of Sumatra toward the Indian Ocean.



15 August

- Admiral Patey (photo) about the middle of August; having made sure that they were not in the neighbourhood of Rabaul, put forward the hypothesis that the Germans had retired towards the northward or eastward, possibly towards Nauru, with the object of completing with coal and then probably proceeding eastwards or south-eastwards to the American coast perhaps calling at Samoa on the way.

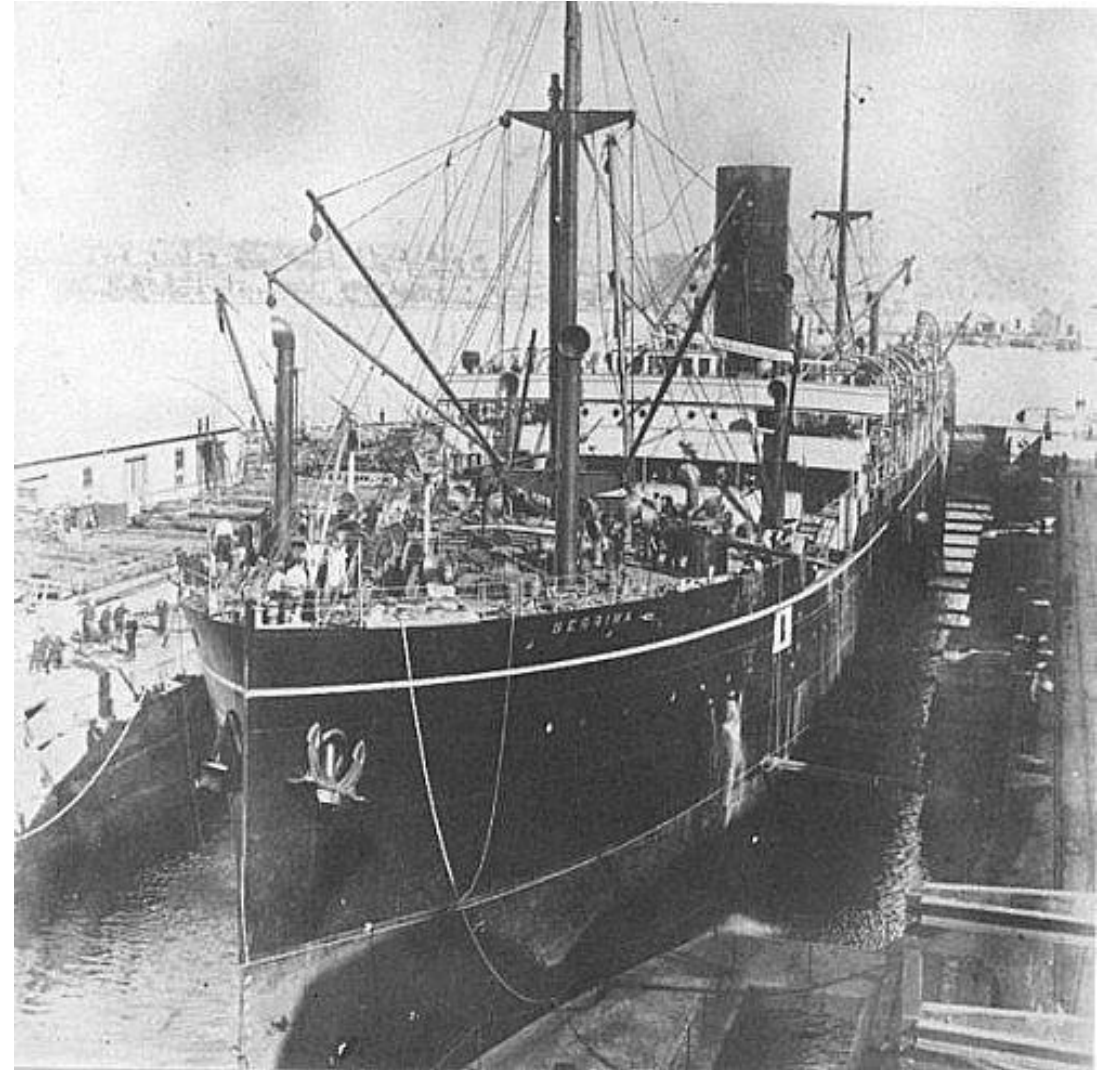


Samoa 17 – 31 August

- Early on the 17th of August the Australia left Port Moresby for Noumea, being joined by the Melbourne from Rossel Island on the 20th. Noumea was reached next day,, and the New Zealand transports, Moeraki and Monowai, were found there; so, too, was the French cruiser Montcalm and the three small British cruisers Psyche, Philomel and Pyramus, which had escorted the troops from New Zealand.
- Owing to the grounding of the Monowai on a bank in the harbour, the expedition did not leave Noumea till the 23rd, and reached Suva on the 26th.
- Sailing again on the 27th, the expedition reached Apia about 7.45 am. on the 30th. The Psyche's steam-boat, flying her colours and a flag of truce, made inshore with an officer carrying Admiral Patey's demand for the surrender of the colony and the immediate cessation of wireless operations.
- About 10.15 an official who announced himself as acting governor gave his word that no resistance would be offered, and that no mines had been laid in the harbour; the wireless calls, which had been frequent and urgent when the fleet was first sighted, had ceased.
- At 11.30 the two transports entered the harbour and began to disembark their troops. At 1 p.m. the Union Jack was hoisted on shore, and the German flag over the Governor's house was lowered shortly afterwards.
- The landing was completed in good time; the transports lay in a heavy swell, but the 1,400 men were all ashore by 2.30. Then came the turn of the guns and stores, which were landed, and the transports finally cleared, by noon on the following day, 31 August.
- At 8 a.m. on the 31st the Union Jack was formally hoisted over the courthouse at Apia. and saluted with twenty-one guns from the Psyche. At noon the New Zealanders were left to themselves, and the Montcalm, Australia, and Melbourne hastened back to Suva.

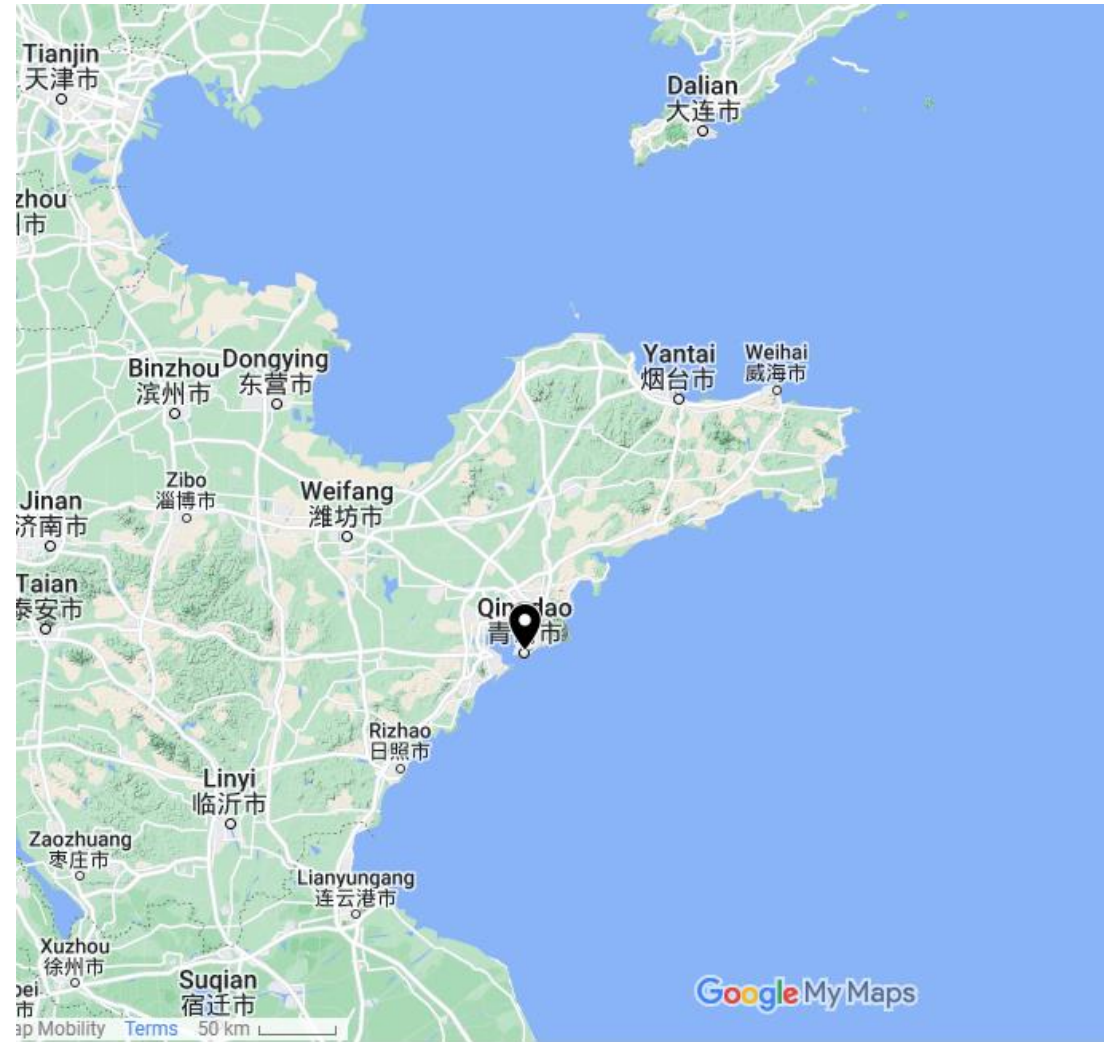
19 – 22 August

- The Rabaul expedition left Sydney on the 19th of August in the Berrima, a P. & O. ship commissioned as an auxiliary cruiser (photo).
- The Sydney met the Berrima off Sandy Cape on the 22nd of August, and escorted her to Palm Island, where the expeditionary force was exercised and daily while waiting for the navy to return from Samoa.



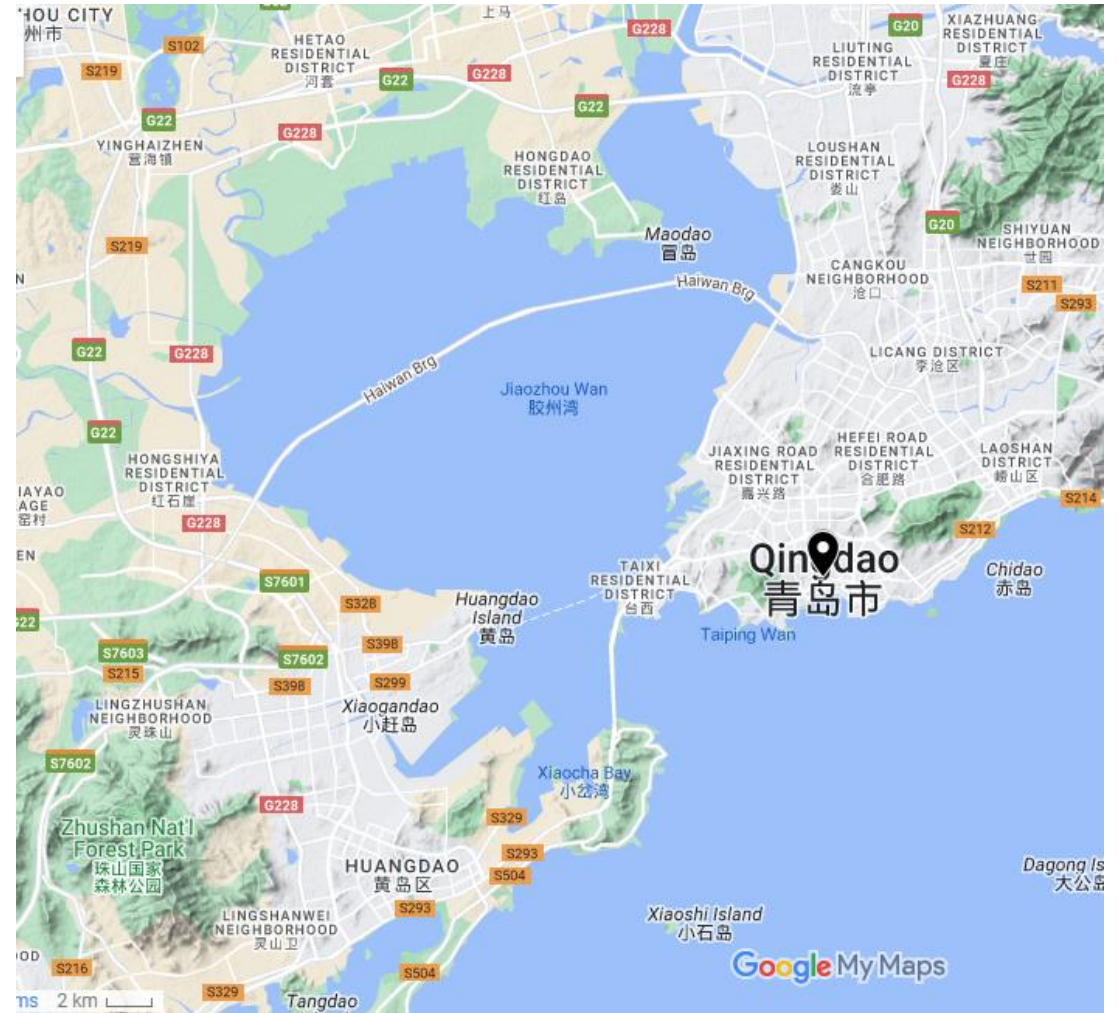
21 – 23 August

- The Kiautschou Bay Leased Territory was a German leased territory in China from 1898 to 1914.
- Covering an area of 552 km², it centered on Kiautschou Bay (Jiaozhou Bay) on the southern coast of the Shandong Peninsula.
- The administrative center was at Tsingtau (Qingdao).
- It was operated by the East Asia Squadron of the Imperial German Navy.



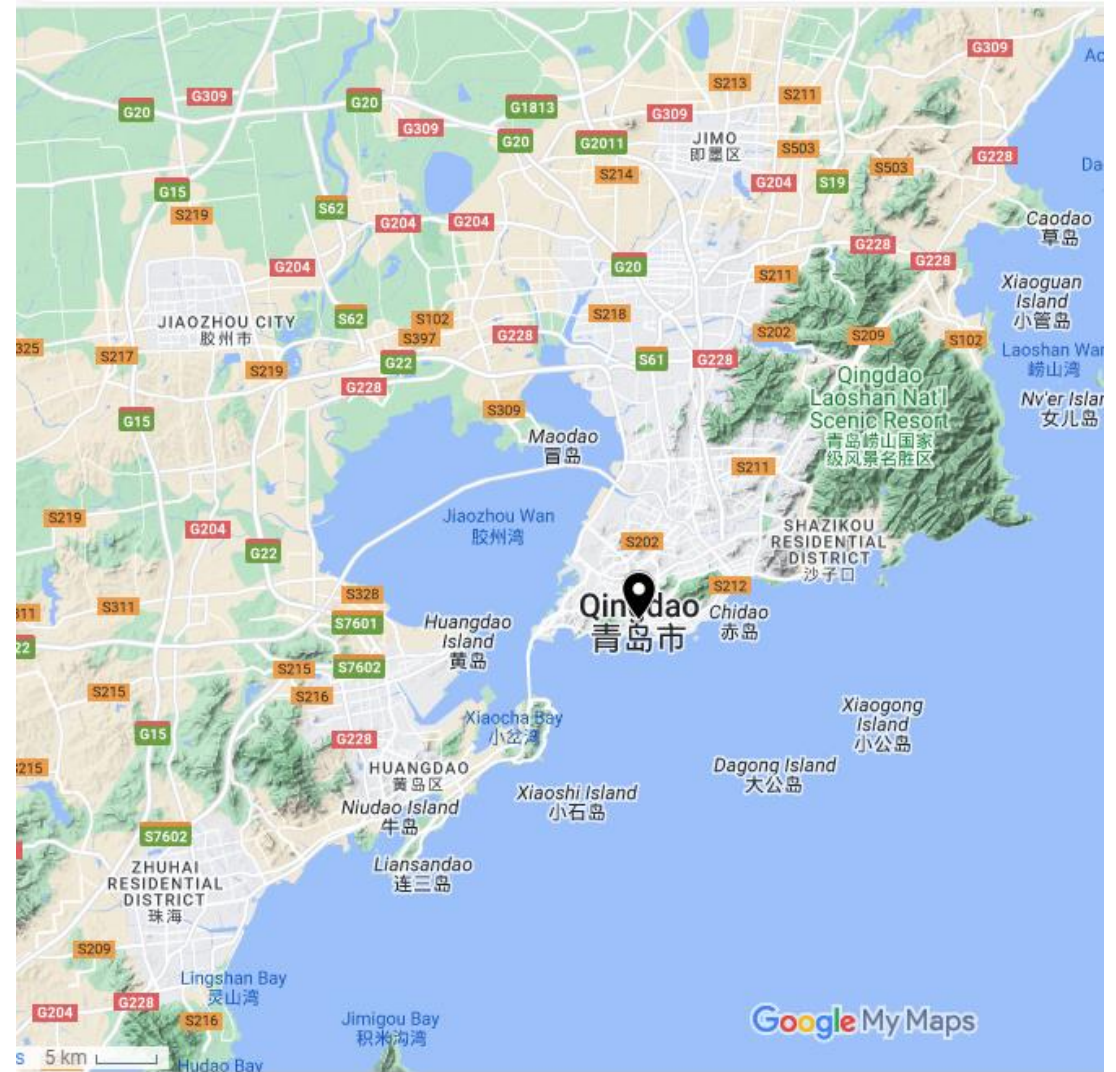
21 – 23 August

- Britain requested Japanese assistance against Germany in the first world war.
- Japan issued an ultimatum, stating that Germany must withdraw her warships from Chinese and Japanese waters and transfer control of its port of Qingdao to Japan.
- The next day, Major-General Mitsuomi Kamio, GOC, 18th Infantry Division, was ordered to prepare to take Qingdao by force.
- The ultimatum expired on 23 August, and Japan declared war on Germany as required by the Anglo Japanese Alliance.
- The ships of the East Asia Squadron had already left Tsingtao and were dispersed at various German Pacific colonies.



21 – 23 August

- The port and town were divided from the rest of the peninsula by steep hills. The main line of defence lay along three hills, each topped by a fort armed with heavy artillery. In total four 9.4 in. (240 mm) guns and four 11 in. (280 mm) howitzers.
- A second 17 km (11 mi) line of defence was set up along a closer line of steep hills.
- The final line of defence was along hills 200 m (660 ft) above the town. A network of trenches, batteries, and other fortifications had been built in preparation for the coming siege.
- Germany had strengthened the defences from the sea by laying mines in the approaches to the harbour and building four batteries and five redoubts.
- The fortifications were well equipped and were well manned.



22 August

- When on the 22nd of August the news of Japan's entry into the war was received, the squadron which had been blockading Tsingtao went north to Weihaiwei to coal.
- The entrance of Japan into the war entirely altered the duties of the China Squadron.
- The blockade of Tsingtao and the protection of trade northwards from Hong Kong were left to a Japanese squadron.



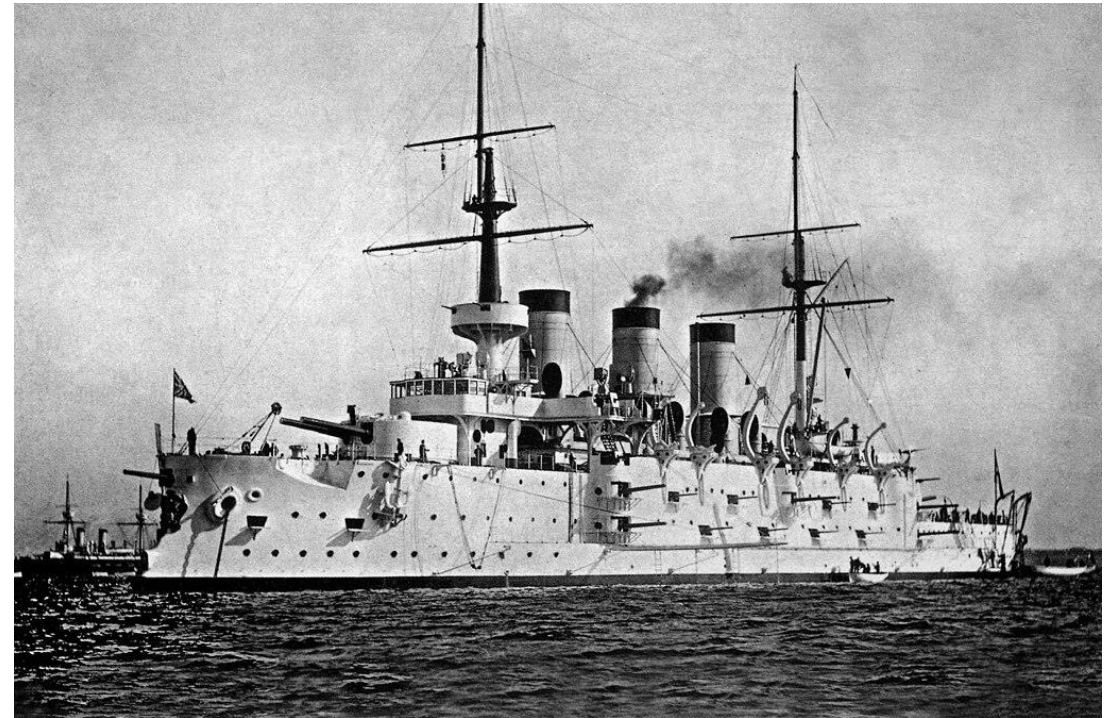
22 August

- The China Squadron were now ordered to immediately join with the Australian in hunting down the German fleet.
- Admiral Jerram (photo), however, had received-from a mailbag captured aboard a German steamer -information which caused him to believe that the German squadron would make for the rich trade routes that pass the Dutch Indies.
- He had therefore telegraphed to the Admiralty his intention of making for Singapore; the Australian Squadron, he suggested, should search the Marshall Islands.
 - I am not doing this myself, as the possibility of Germans being on trade routes is of first importance and there is ample naval force north of Australia.
- Consequently his squadron-increased by two Japanese ships, the battle-cruiser Ibuki and the light cruiser Chikuma -was now based on Singapore and set to watch trade routes and anchorages in the Malay Archipelago.



27 August

- On 27 August the Imperial Japanese Navy (IJN) sent ships under Vice-Admiral Sadakichi Kato, flying his flag in the pre-dreadnought battleship Suwo, to blockade the coast of Jiaozhou.
- The British Royal Navy (RN) sent the China Station's pre-dreadnought battleship HMS Triumph and the destroyer HMS Usk to strengthen the Japanese fleet or to keep an eye on Japan.
- The blockading fleet consisted mainly of obsolete warships, though it did at times include a few modern vessels. These included the dreadnoughts Kawachi, Settsu, the battlecruiser Kongō, her sister Hiei, and the seaplane carrier Wakamiya,



Suwo was the flagship of the Japanese expeditionary fleet during the Siege of Tsingtao

2 September

- The 18th Infantry Division 23,000 strong began to land on 2 September at Lungkow, which was experiencing heavy floods at the time, and later at Lau Schan Bay on 18 September, about 29 km (18 mi) east of Qingdao.
- China protested against the Japanese violation of her neutrality but did not interfere in the operations.
- The British Government decided to send a small symbolic British contingent from Tientsin. The 1,500-man contingent consisted of 1,000 men of the 2nd Battalion, The South Wales Borderers and 500 men of the 36th Sikhs.
- Following a friendly fire incident, British troops were given Japanese raincoats to wear so they would be more easily identifiable to the Japanese.
- The German garrison, commanded by naval Captain Alfred Meyer-Waldeck, consisted of the marines of III Seebataillon, naval personnel, Chinese colonial troops, and Austro-Hungarian sailors, for a total strength of 3,625 men. He also had a modest complement of vessels, including the torpedo boat S90 and the Austro-Hungarian protected cruiser Kaiserin Elisabeth



Japanese troops coming ashore near Qingdao

2 – 7 September

- As the Japanese approached their positions, Meyer-Waldeck withdrew his forces from the two outer defensive lines and concentrated his troops on the innermost line of defence along the hills closest to the town.
- On 2 September 1914 the German gunboat Jaguar sank the stranded Japanese destroyer Shirotae.
- On 5 September a Japanese reconnaissance airplane scouted the port and reported that the Asian German fleet had departed, the Japanese then ordered the dreadnought, pre-dreadnought, and cruiser to leave the blockade.
- The next day a Farman seaplane launched by the Wakamiya unsuccessfully attacked the Kaiserin Elisabeth and the Jaguar in Qiaozhou Bay with bombs.
- The cruiser Kaiserin Elisabeth's 15-cm and 4.7-cm guns were removed from the ship and mounted onshore, creating the Batterie Elisabeth. The ship's crew took part in the defence.

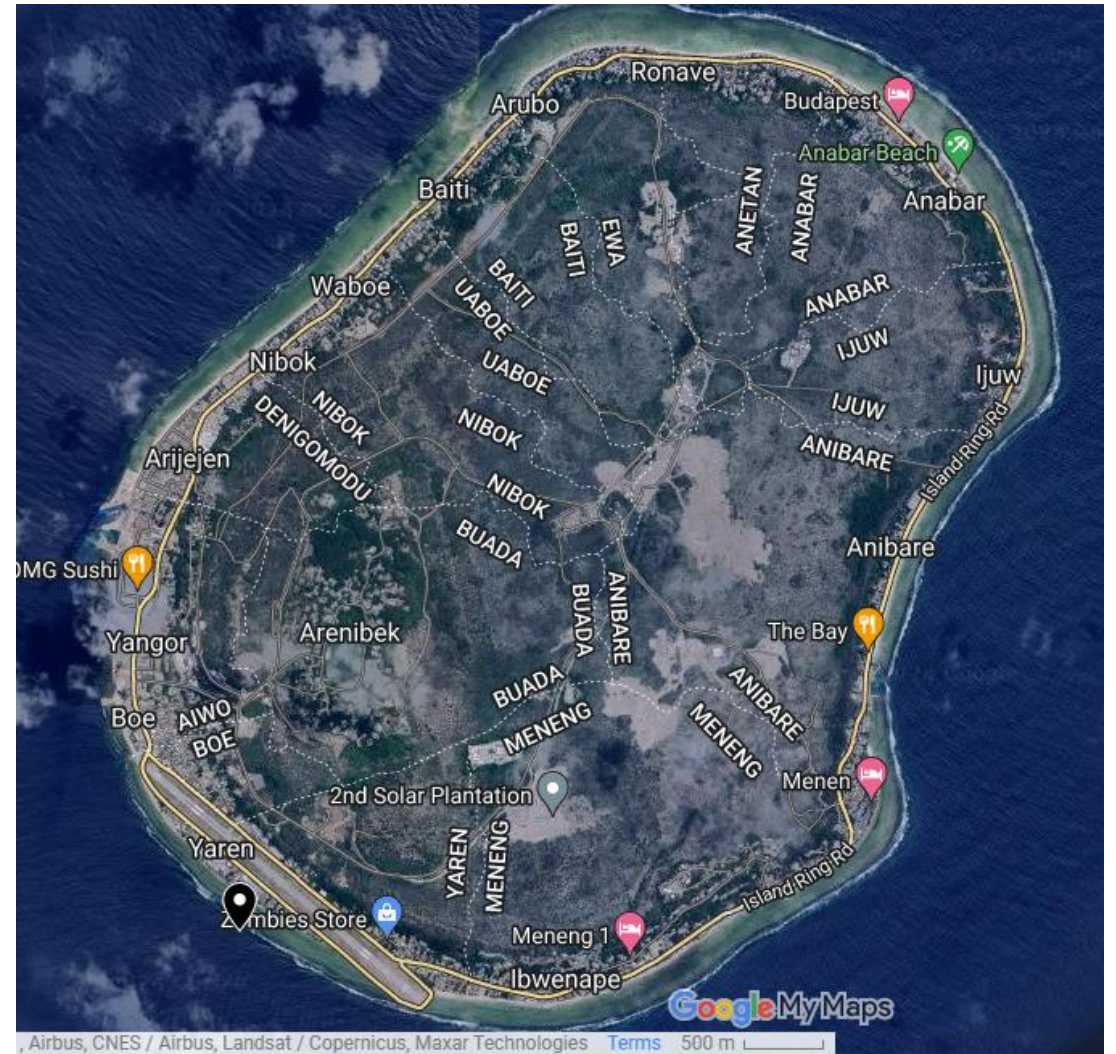


"The Defenders of Tsing-Tau Moving to the Outer Defenses During the Siege. (Photo © International News Service.)"

from The Project Gutenberg eBook, The New York Times Current History: the European War, February, 1915.

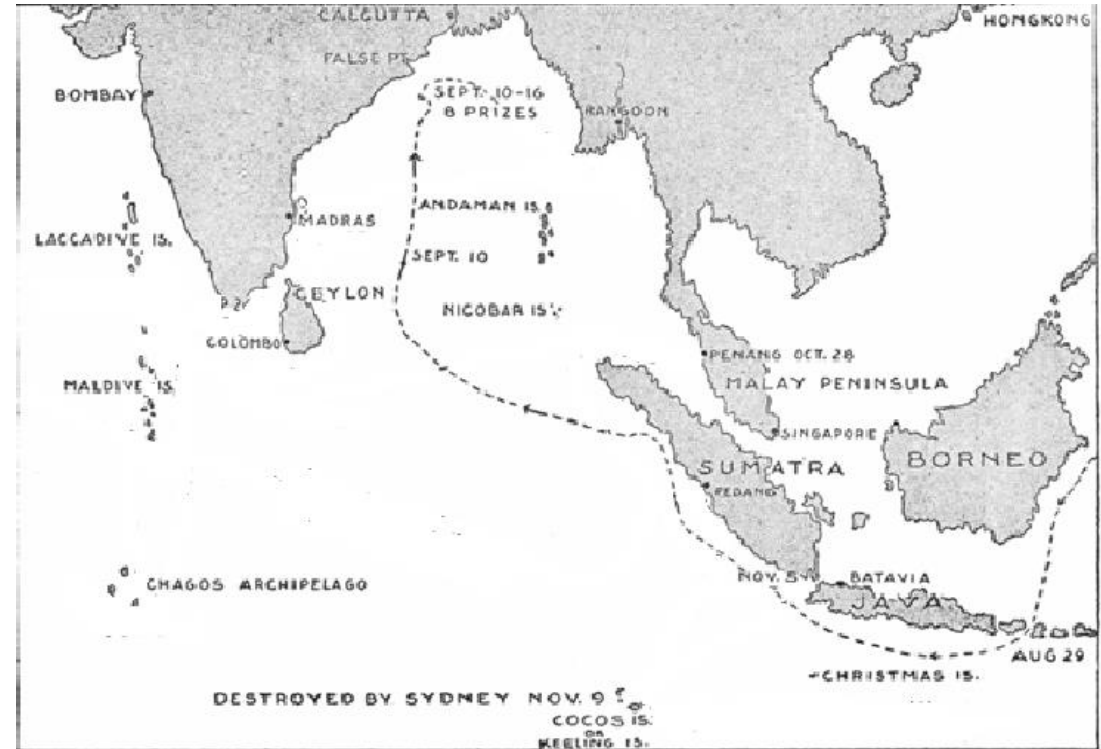
4 – 9 September

- The Melbourne was detached to destroy the Nauru wireless station as soon as the Samoan convoy was safely ashore. Early on the 4th of September she left Suva, reached Nauru at daylight on the 9th, and landed a party of 25 men through heavy surf at one of the piers constructed by the Phosphate Company some distance from the main settlement.
- From the pier a friendly native lowered a gangway ladder, and so helped the party to land without injury or loss of life. Lieutenant-Commander Blomfield, who was in charge of the landing-party promptly marched off with 6 men to the Administrator's house two miles away, made him prisoner, took his promise of unconditional surrender, and sent him aboard the Melbourne.
- Then at 7.15 a.m. he turned his attention to the wireless station. It was deserted but had been put out of action by its own engineers.
- The dismantling was thoroughly completed; the resident engineers were made prisoners of war and sent off to the Melbourne; at about 1 o'clock-seven hours after the first landing-the landing-party was re-embarked, its only loss being one rifle.



5 – 15 September

- On 5 September, Emden entered the Bay of Bengal, achieving complete surprise, since the British assumed she was still with Spee's squadron.
- She operated on shipping routes there without success, until 10 September, when she moved to the Colombo–Calcutta route. There, she captured the Greek collier SS Pontoporos, which was carrying equipment for the British. Müller took the ship into his service and agreed to pay the crew.
- Emden captured five more ships; troop transports Indus and Lovat and two other ships were sunk, and the fifth, a steamer named Kabinga, was used to carry the crews from the other vessels.
- On 13 September, Müller released Kabinga and sank two more British prizes.
- Off the Ganges estuary, Emden caught a Norwegian merchantman, which the Germans searched; finding no contraband they released her. The Norwegians informed Müller that Entente warships were operating in the area, which persuaded him to return to the eastern coast of India.



7 – 9 September

- From Suva on his way back Patey sent further orders that the whole convoy-escorting warships, Berrima, Kanowna, supply-ships, and, if possible, the submarines and their tenders Protector and Upolu-must meet him on the 9th September at a rendezvous east of the Louisiade group and close to Rossel Island.
- Departing Moresby on 7 September the convoy, less Kanowna, reached the rendez vous on the 9th.



8 August – 7 September

- The Kanowna force remained at Port Moresby, ignorant of their objective or the timing of the operation but doing their best in difficult conditions to fit themselves for any duty that might be required of them.
- The regiment had been mobilised in great haste, without proper medical inspection, and comprised both trainees under the compulsory scheme (some of whom were not yet eighteen) and middle-aged members of local rifle-clubs. It was short of officers, and of supplies of all kinds; and its commander neither had time to provision the Kanowna for a long voyage, nor had, when embarking, contemplated a voyage beyond Thursday Island.
- The vessel's crew, had virtually been press-ganged. They had engaged for an ordinary coastal voyage between Australian ports but found themselves first snapped up at Townsville to take a thousand soldiers to Torres Straits, and then commandeered to fetch troops to Port Moresby and to some indefinite port well outside Australian waters, whether they liked it or not.
- Neither the crew or the soldiers had a functioning line of command.
- Sydney and the Berrima reached Port Moresby on the 4th of September. Captain Glossop reported that Kanowna was out of all stores and must be supplied temporarily from the Sydney's own stock. Colonel Holmes, after an inspection, decided that the troops were not fit for active service.
- Holmes, through Glossop, and with his entire concurrence, on the 6th recommended Admiral Patey to discharge the Kanowna and her troops from further service.
- The admiral was at first reluctant to take such a step. He had counted on that additional contingent, and wanted to know why he should be deprived of it. In a few hours the matter settled itself. Early on the 7th the convoy left Port Moresby, and within a couple of hours the Kanowna was seen to be falling behind and then stopping altogether. She also hoisted the signal "Lost control." The firemen had mutinied, flatly refusing to take the vessel outside Australian waters.
- Glossop at once ordered her back to Townsville, although the troops aboard promptly volunteered to do the stoking, and in fact did stoke her all the way to Townsville.

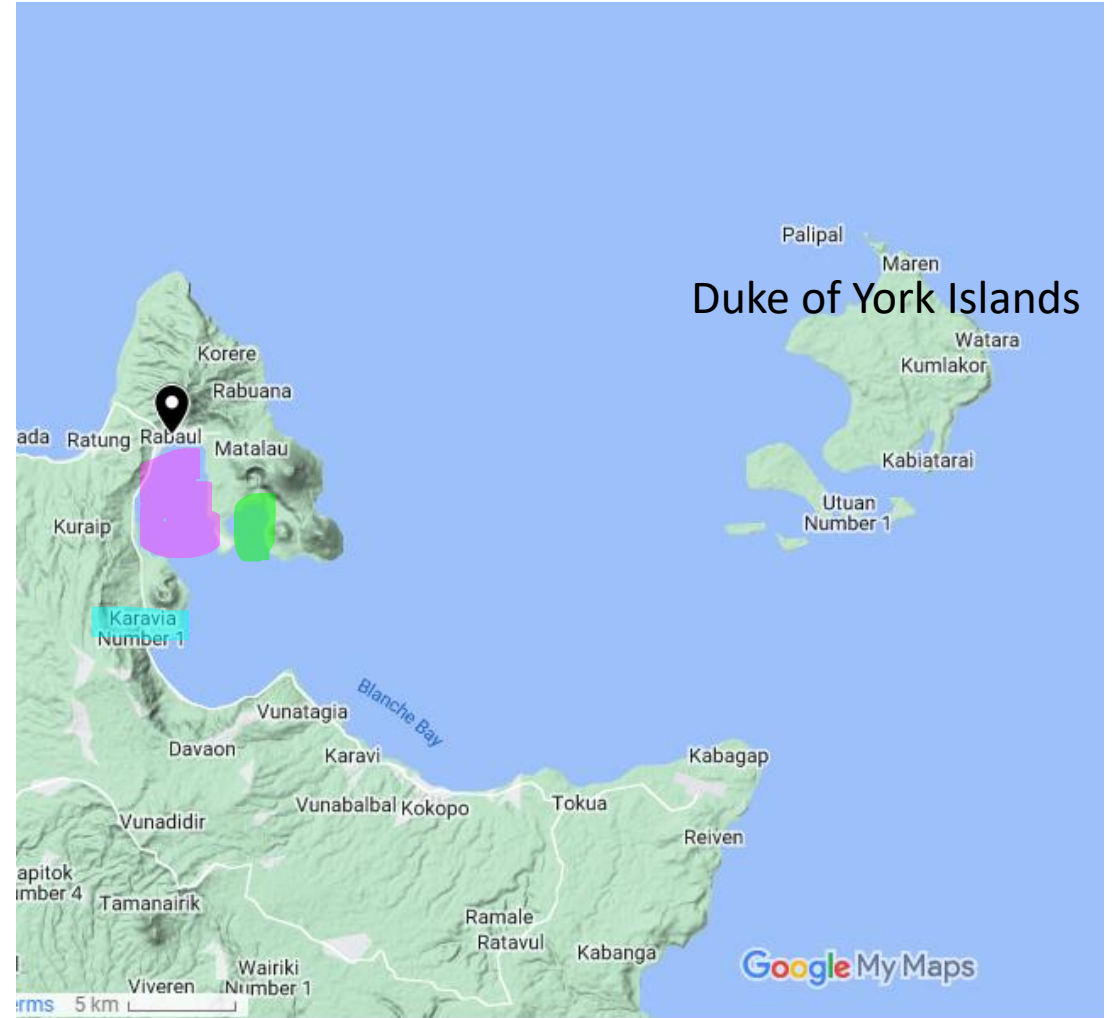
8 – 14 September

- On the 8th of September, as nothing had yet been heard of Count von Spee's squadron, Admiral Jerram was informed that, unless it was accounted for by the end of the month, the Minotaur and Hampshire must be sent to the Cocos Islands to guard the Aden convoy as far as Colombo.
- Two days later (10/9) Admiral Patey was informed that the Australia must accompany the convoy; the Minotaur was for the time being held back.
- The New Zealand Government on the 13th of September agreed that their transports should leave on the 25th but suggested that they should be taken direct to Fremantle by the three small cruisers Philomel, Psyche, and Pyramus.
- The Australian Government on the 14th September promised that twenty-seven transports should be assembled in King George's Sound by the 5th of October.



11 September

- The Sydney and destroyers, reaching the scene of operations about 3.30 a.m. on the 11th, searched Blanche Bay, Talili Bay, and the channel on both sides of the Duke of York group without finding any enemy; the Parramatta reported that the Rabaul jetty was clear and available for the Berrima.



11 September

- The Australia reached Karavia Bay at 6 a.m., left the Berrima there, dropped her picket-boats to sweep for mines, and went to sea again.



AUSTRALIAN WAR MEMORIAL

J03326

THE FLEET, HEADED BY THE FLAGSHIP "HMAS AUSTRALIA", ENTERING RABAU ON 1914-09-12.

11 September

- After delays, while the navy escorted the New Zealanders to Samoa, the force landed at Rabaul in New Guinea on 11th September 1914.
- After a skirmish, which left 6 Australians dead and 4 wounded, the Germans surrendered the same day.



RABAUL. 1914-09-13. MEN OF THE NAVAL RESERVE LEADING THE MARCH OF THE AUSTRALIAN NAVY AND MILITARY EXPEDITIONARY FORCE (AN&MEF) THROUGH RABAUL AFTER THE HOISTING OF THE UNION JACK.

13 – 27 September

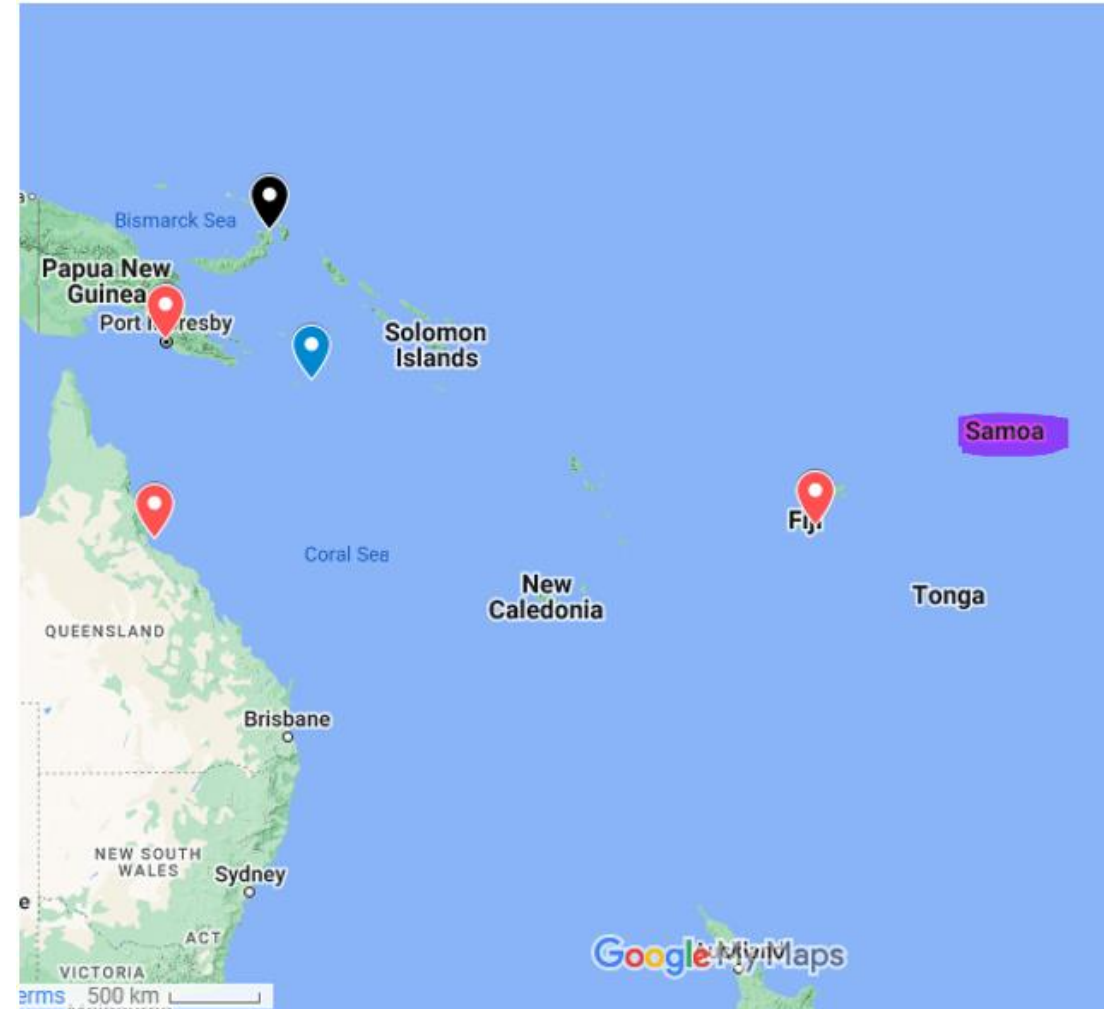
- On 13 September the Japanese land forces launched a cavalry raid on the German rear guard at Jimo, which the Germans gave up and retreated.
- Subsequently, the Japanese took control of Jiaozhou and the Shandong railway.
- As the weather became extremely harsh Kamio took no risk and fortified the troops at the town, returned the reinforcements that were on the way, re-embarked and landed at Lau Schan Bay.
- On 26 September, Kamio resumed his advance, and the Germans were forced to retreat beyond the river Litsun. The Japanese made good time, crossing the river Paisha early in the day, swiftly crossing the seven-mile lowland plain and reaching the northern bank of the Litsun.
- On 27 September, Kamio tried to take Prince Heinrich Hill by a frontal assault and was caught in a murderous crossfire. From the summit, the Germans rained down bullets from four Maxim guns. Out in the harbour, Kaiserin Elisabeth and Leopard shelled the exposed slopes, nearly routing the Japanese right flank. The Japanese assault was saved by the allied fleet.



Soldiers of the 18th division, Imperial Japanese Army occupy an abandoned German trench during the Siege of Tsingtao, 1914

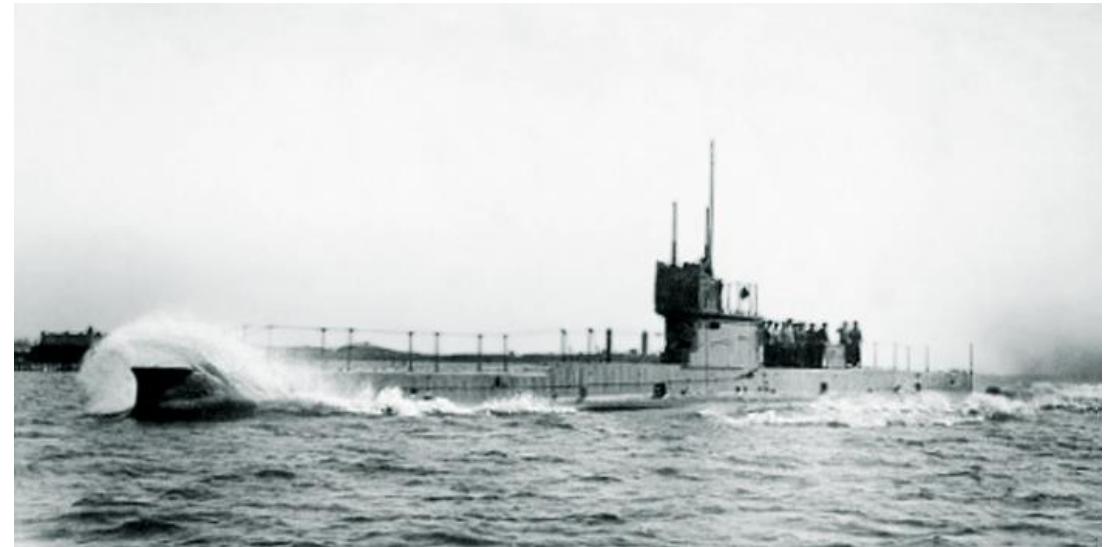
14 September

- On the 14th September, however, the big German cruisers appeared off Apia and left it steering north-west, and the Emden's first exploits in the Bay of Bengal came to light.
- The risk now seemed much more serious. Of the prospective escort, the Hampshire had been ordered off to find the Emden; the Australia and Sydney were held in the Pacific to stand guard over the Rabaul expedition; and only the Melbourne was on its way south to cover the Australian transports.
- It is true that, instead of the Australian Squadron, the Admiralty ordered the Minotaur with the powerful Japanese cruiser Ibuki to meet the convoy at Fremantle on the 4th of October.
- This might ensure safe voyage across the Indian Ocean; but, with the German squadron -now possibly within striking distance, the Tasman Sea might be dangerous, and for traversing it the New Zealand force had been given no better escort than three small "P-class" cruisers.
- The Governor of New Zealand expressed acute concern.
- The Admiralty could not, however, recall the Australia-the only powerful ship within reach-without laying the Australian attack upon New Guinea, then in progress, open to a counter-attack which, in the Admiralty's view, was the one object that might conceivably bring von Spee towards Australasia.



14 – 15 September

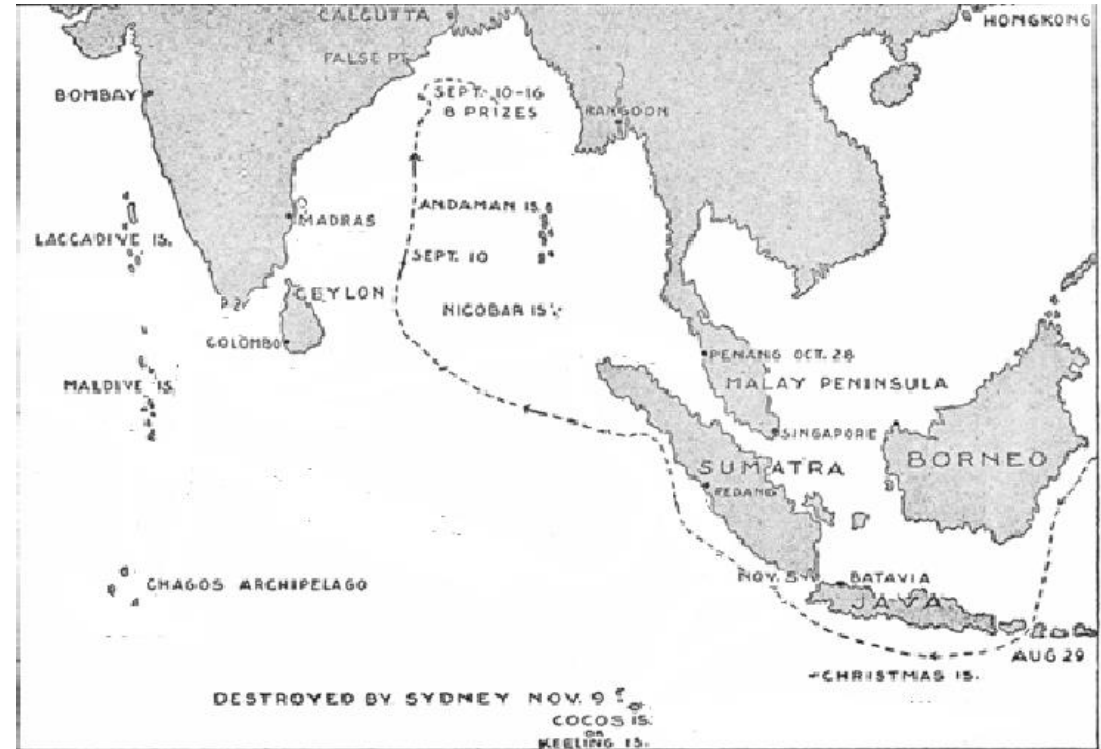
- At 7 a.m. on the 14th September the Parramatta from Herbertshohe and the AE 1 from Rabaul left Blanche Bay together to patrol off Cape Gazelle.
- At 2.30 p.m. they were in communication, and at 3.30 the submarine was seen to the south-west of Duke of York Island, apparently on her way back into harbour.
- As that was exactly what she should be doing just then, no further notice was taken of her. The destroyer stayed out in St. George's Channel a while longer and made Herbertshohe in the sharply falling tropical twilight.
- At 8 p.m. the submarine had not returned. The Parramatta and Yarra were at once sent off to search for her, using flares and searchlights; the Sydney, which left shortly afterwards on her way to the west coast, had instructions to keep a lookout.
- In the morning all the ships took a hand; motor and steam launches were commandeered from Rabaul and Herbertshohe, and the coasts of New Ireland and New Britain and all neighbouring waters were investigated for thirty miles and more.
- But no trace of the AE 1-not even the tell-tale shimmer of escaping oil on the water-was found.



"PORTSMOUTH, ENGLAND. 1914. PORT BOW VIEW OF SUBMARINE HMAS AE1."

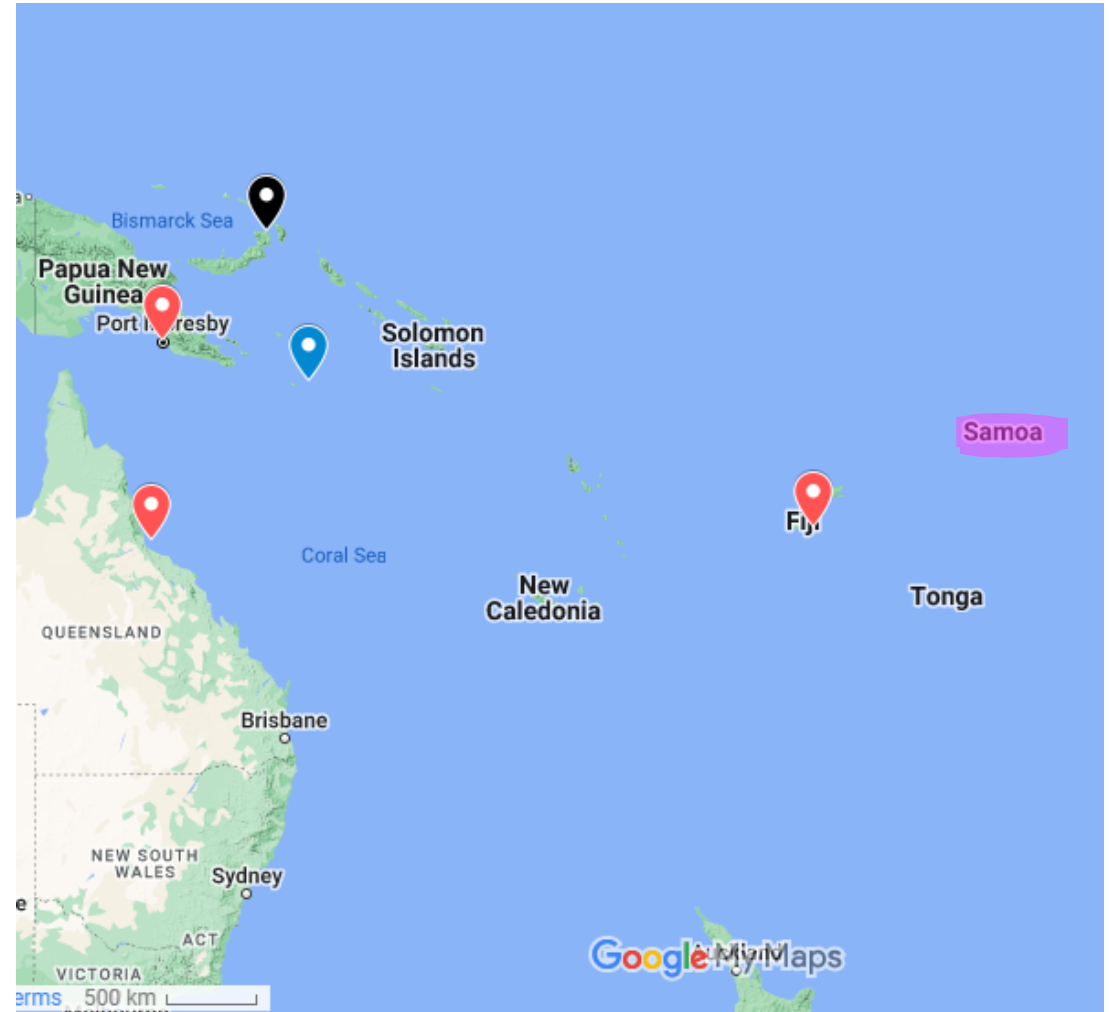
15 September c

- Emden stopped and released an Italian freighter, whose crew relayed news of the incident to a British vessel, which in turn informed British naval authorities in the region.
- The result was an immediate cessation of shipping and the institution of a blackout.
- Admiral Jerram ordered Hampshire, Yarmouth, and the Japanese protected cruiser Chikuma to search for Emden. The British armored cruiser Minotaur and the Japanese armored cruiser Ibuki were sent to patrol likely coaling stations.



15 – 19 September

- Patey had to leave Rabaul at latest by the 15th to escort the Aden convoy; and punctually at noon on that day the Australia steamed out of Blanche Bay.
- Late in the evening of the 17th, Admiral Patey was reading the following telegram from the Admiralty:-
 - “Situation changed by appearance of Scharnhorst and Gneisenau at Samoa on 14th September and Emden in Bay of Bengal.
 - Australia and Montcalm to cover Encounter and expeditionary force from attack, and then search for the two cruisers.
 - Melbourne to be used at Rear Admiral’s discretion.
 - Sydney to return for convoy of Australian troops to Aden.
 - Hampshire and Yarmouth to sink Emden.
 - Minotaur to arrive at Fremantle by 4th October for Australian convoy; one Japanese cruiser to accompany Minotaur.”
- Admiral Patey interchanged Sydney for Melbourne and took the Sydney back with him posthaste to Rabaul, which he reached at 4.30 p.m. on the 19th.



22 September

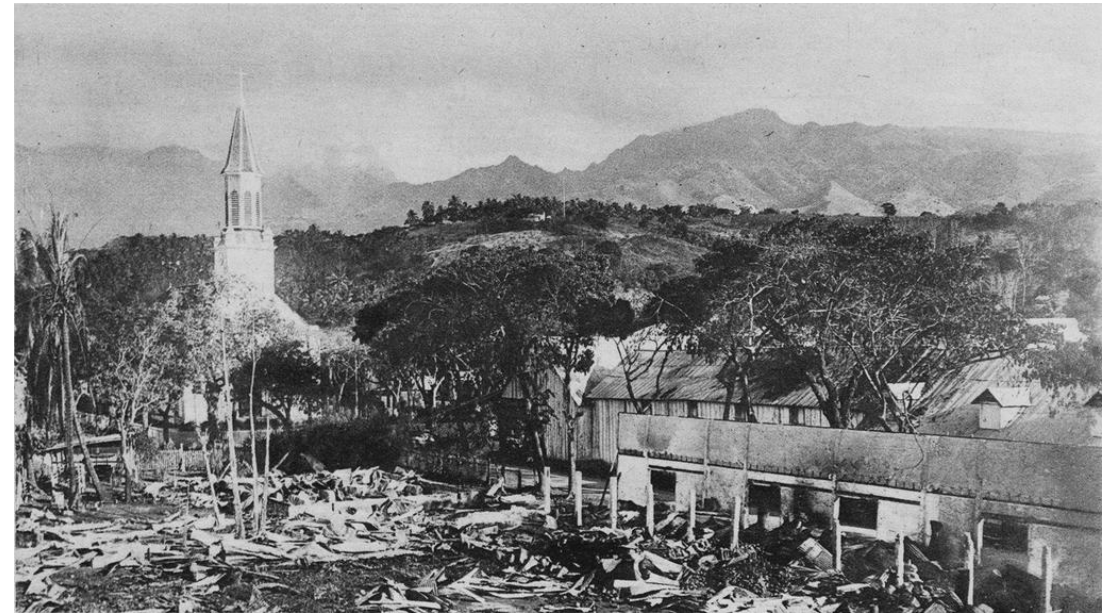
- In late September, Müller decided to bombard Madras. Müller believed the attack would demonstrate his freedom of maneuver and decrease British prestige with the local population.
- At around 20:00 on 22 September, Emden entered the port, which was completely illuminated, despite the blackout order.
- Emden closed to within 3,000 yards from the piers before opening fire. She set fire to two oil tanks and damaged three others and damaged a merchant ship in the harbor.
- In the course of the bombardment, Emden fired 130 rounds. The following day, the British again mandated that shipping stop in the Bay of Bengal; during the first month of Emden's raiding career in the Indian Ocean, the value of exports there had fallen by 61.2 percent.



Oil tanks burning at Madras

22 September 1914

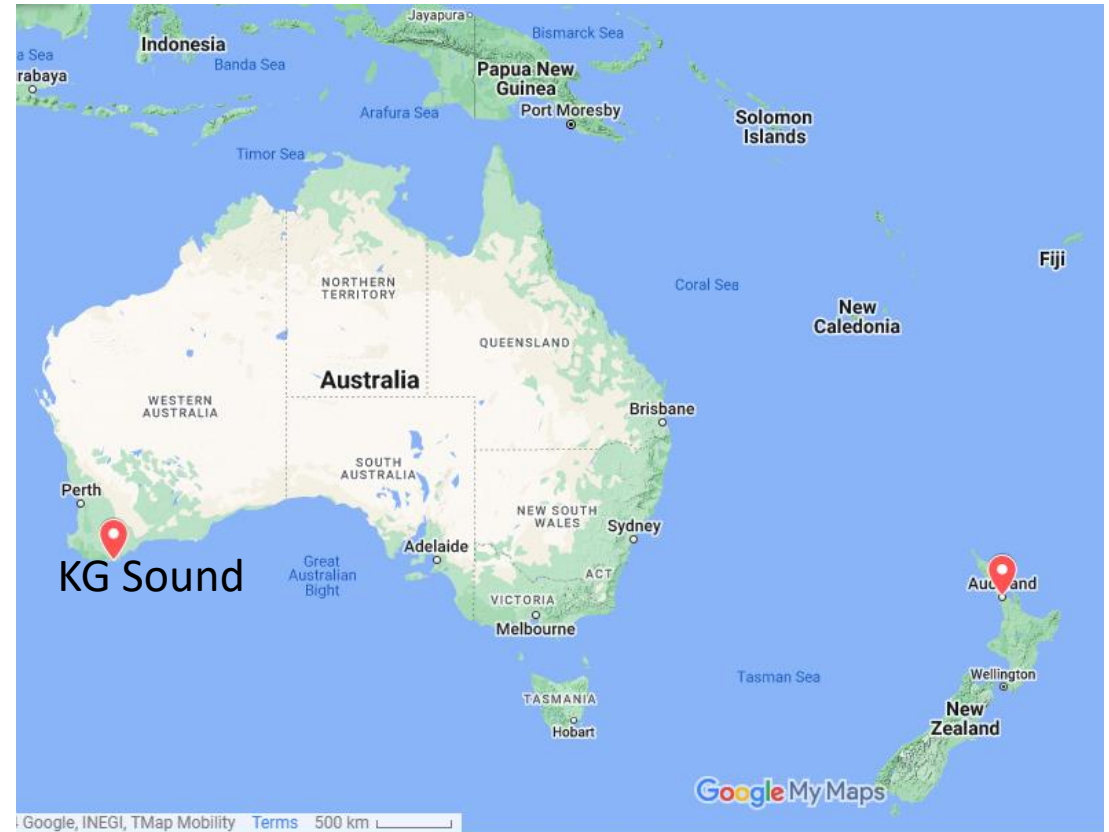
- The German armoured cruisers SMS Scharnhorst and Gneisenau entered the port of Papeete on the island of Tahiti and sank the French gunboat Zélée and freighter Walküre before bombarding the town's fortifications.
- French shore batteries and a gunboat resisted the German intrusion but were greatly outgunned.
- The main German objective was to seize the coal piles stored on the island, but these were destroyed by the French at the start of the action.
- The German vessels were largely undamaged.
- Spee's raid allowed the British Admiralty to receive word on his position and heading, when a French steamer reported his presence allowing them to inform Rear Admiral Christopher Cradock of the German intentions



The results of the bombardment of Papeete on 22 September 1914 by the German cruisers. Photographs published by the weekly Le Miroir of December 6, 1914.

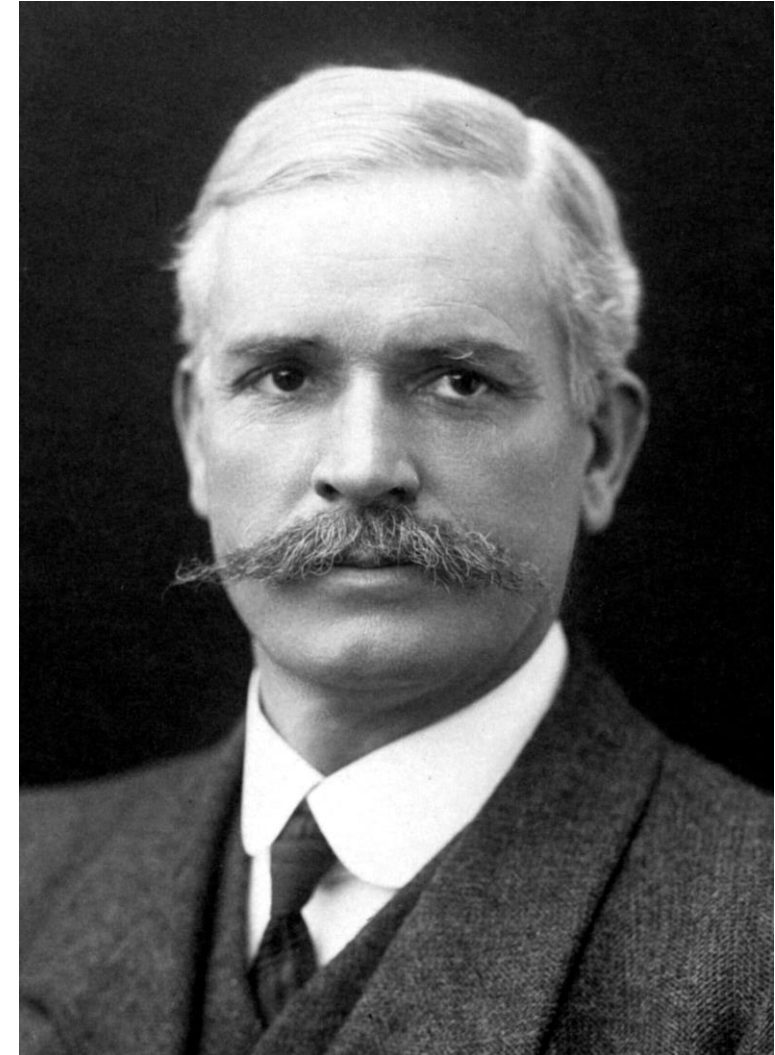
24 September

- That the German squadron should steam 2,000 miles south "into waters where (there is) no possible coal for them" seemed to the Admiralty "incredible."
- They therefore urged this view upon the New Zealand Government and informed it that the route of its transports was perfectly safe without escort.
- No strong naval force was then available, and, if New Zealand insisted upon having one, its troops must wait for the Second Convoy to Europe six weeks later; meanwhile the Australian contingent would sail alone on the date arranged.
- In view of these messages the New Zealand Government decided to send its transports at once with their diminutive escorts. Two of them had actually left Auckland on the 24th of September.



24 September

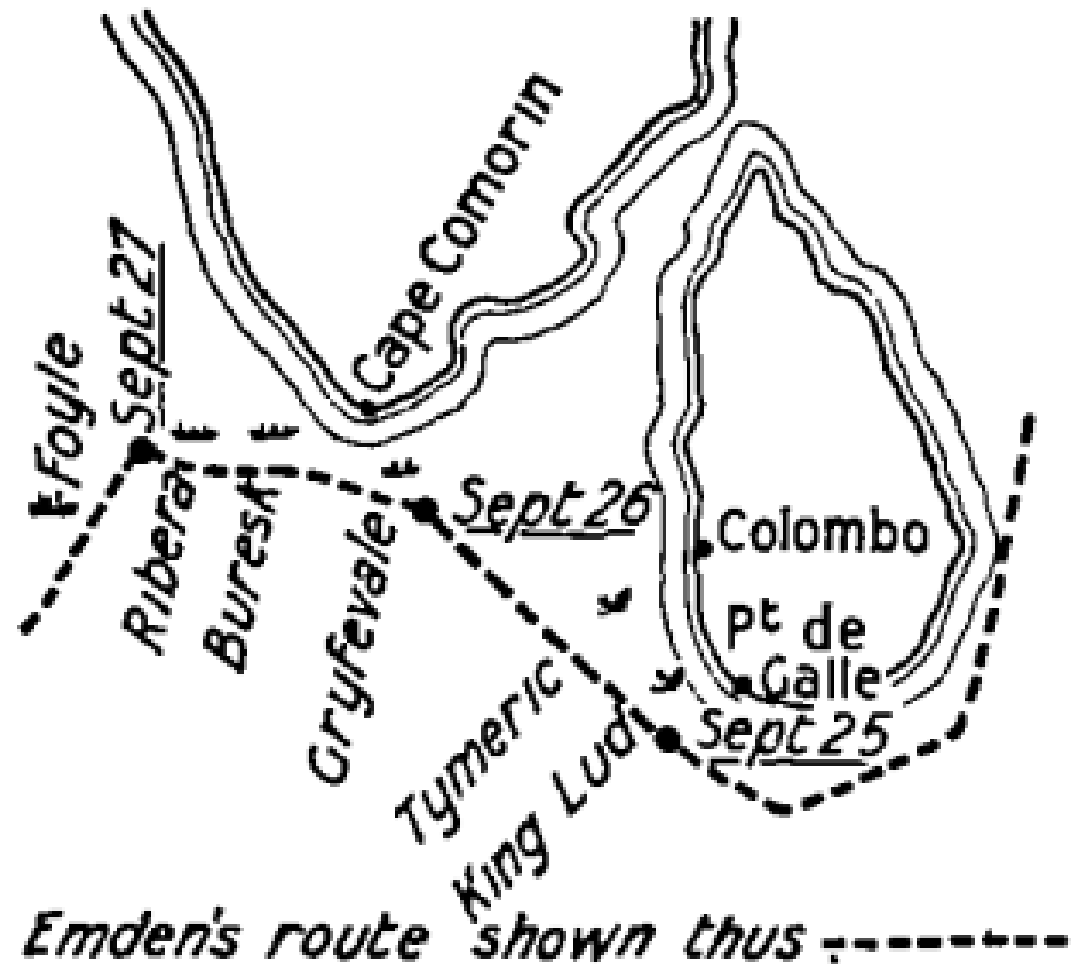
- The Fisher Government had taken office three days after the German cruisers had left Samoa (17/9), and anxiety concerning the transports had never been absent from its mind.
- On the 22nd of September, since the German cruisers might then be approaching the coast, Fisher and the new Minister for Defence, Senator Pearce, visited the Navy Office.
- They mistrusted the opinion, urged by one of the staff, that the enemy could not coal in the open sea; and the outcome was that Cabinet, on the recommendation of the Naval Board, decided in favour of a precautionary delay.
- On the 24th the following telegram was sent to London:
 - “We have no definite information locating Scharnhorst and Gneisenau since September 14, when they were sighted off Apia. Commonwealth Government ask do you think it safe to begin moving transports independently from eastern ports to Albany without escort.”
- In New Zealand The Philomel and her two transports were recalled.



Andrew Fisher

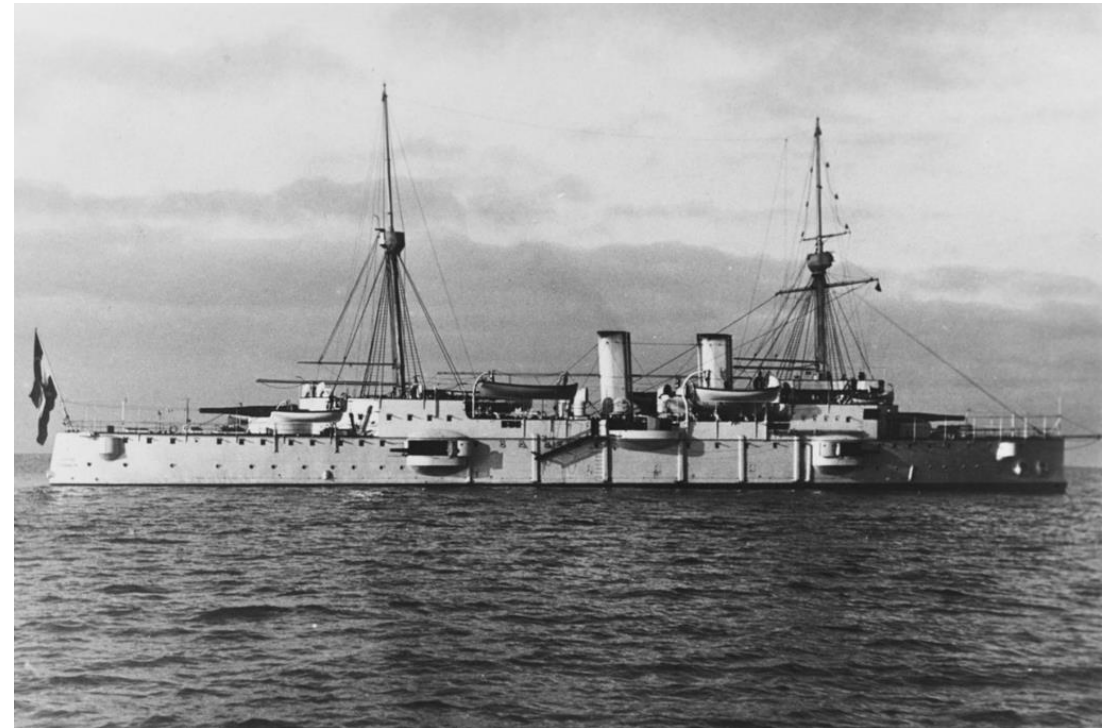
25 September – 10 October

- On 25 September, Emden sank the British merchantmen Tymeric and King Lud two days before capturing the collier Buresk, which was carrying a cargo of high-grade coal.
- A German prize crew went aboard Buresk which was used to support Emden's operations. Later that day, the German raider sank the British vessels Ryberia and Foyle.
- Low on fuel, Emden proceeded to the Maldives, arriving on 29 September and remaining for a day while coal stocks were replenished.
- The raider then cruised the routes between Aden and Australia and between Calcutta and Mauritius for two days without success.
- Emden steamed to Diego Garcia for engine maintenance and to rest the crew. The British garrison at Diego Garcia had not yet learned of the state of war between Britain and Germany, and so treated Emden to a warm reception. She remained there until 10 October, to remove fouling.



28 September – 7 November

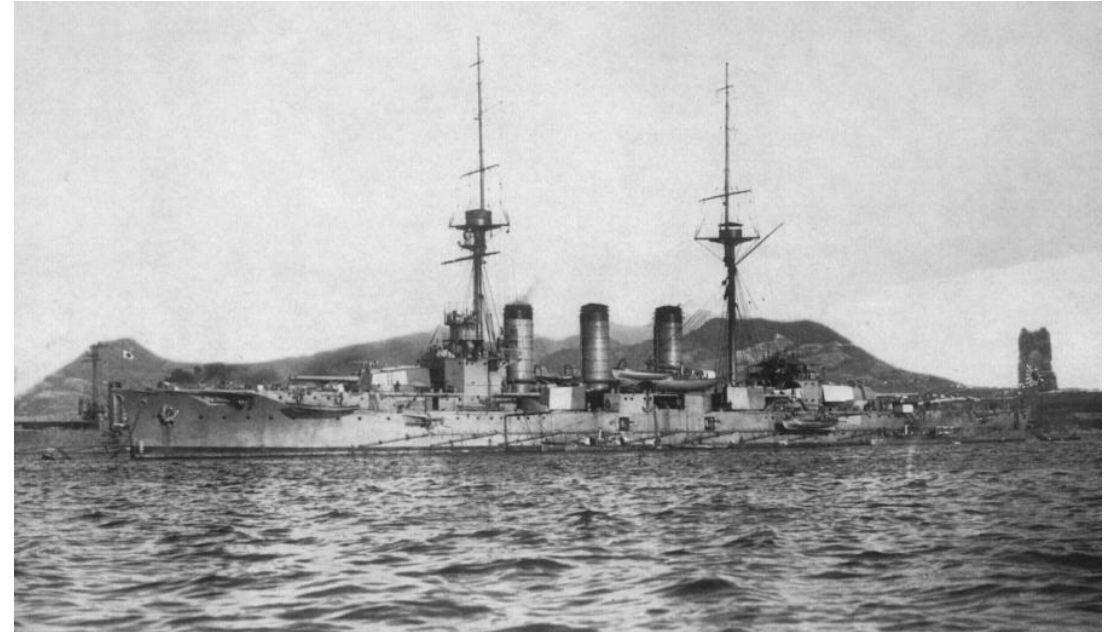
- As the siege progressed, the naval vessels trapped in the harbour, Cormoran, Iltis and Luchs, were scuttled on 28 September.
- On 17 October, the torpedo boat S90 slipped out of Qingdao harbour and fired a torpedo which sank the Japanese cruiser Takachiho with the loss of 271 officers and men.
- S90 was unable to run the blockade back to Qingdao and was scuttled in Chinese waters when the ship ran low on fuel.
- Tiger was scuttled on 29 October, Kaiserin Elisabeth on 2 November, followed finally by Jaguar on 7 November.



Kaiserin Elisabeth

29 September – 8 October

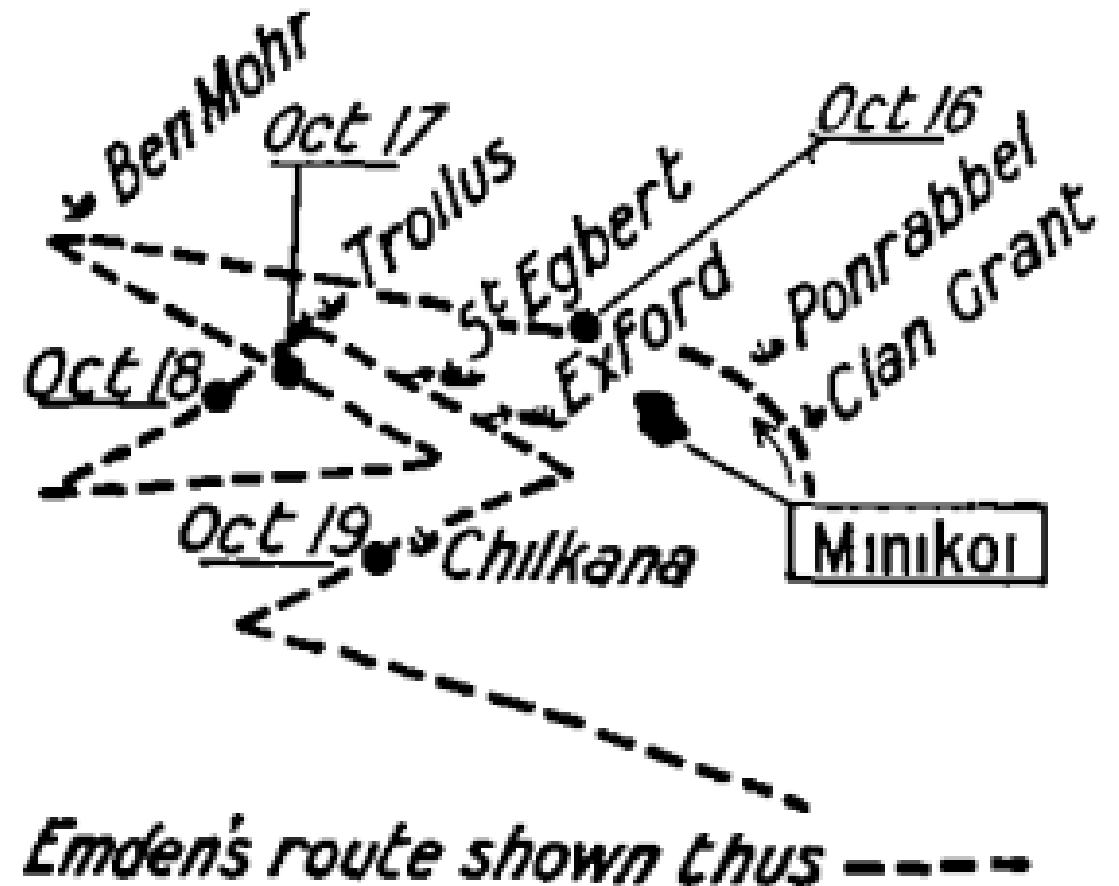
- The Admiralty's reply, sent both to Australia and New Zealand was:
- “Admiralty adhere to opinion despatch of transports from New Zealand and Australian ports to point of concentration at Fremantle is an operation free from undue risk; but, in view of anxiety felt by your Ministers and Government of Australian Commonwealth, they propose to send Minotaur and Ibuki to Wellington to fetch New Zealand convoy and escort it westward along Australian coast, picking up Australian transports on way and bringing the whole to their destination. This will involve about three weeks delay.”
- The Admiralty hurried forward the Minotaur and Ibuki, which managed to reach Fremantle on the 29th of September (instead of the 4th of October) and Hobart nine days later.



Japanese cruiser Ibuki ca 1910. Four 12 inch guns and eight 8 inch guns.

12 – 20 October

- While searching for merchant ships west of Colombo, Emden picked up Hampshire's wireless signals again; the ship had departed for the Chagos Archipelago on 13 October.
- The British had captured Markomannia on 12 October, depriving Emden of a collier.
- On 15 October, Emden captured the British steamer Benmohr off Minikoi and sank her the next day. Over the next five days, she captured Troilus, Exfort, Graycefafe, Sankt Eckbert, and Chilkana.
- One was used as a collier, three were sunk, and the fifth was sent to port with the crews of the other vessels. On 20 October, Müller decided to move to a new area of operations.



15 October to 8 November

- On the 15th, having failed to patch up her boilers, Geier ran into Honolulu. By this stage her bottom was foul and her boilers unsound, and seven knots was her best speed.
- News of this reached the Allies on the 15th of October, and it was conjectured that the Geier might be attempting to refit.
- At any rate the Japanese squadron stationed two ships-the cruiser Asama and the battleship Hizen-off Honolulu to watch her, until on the 8th of November the American authorities decided to intern her.



SMS Geier launched 1894, and commissioned 1895. Designed for service in Germany's overseas colonies, the ship required the comparatively heavy armament of eight 10.5 cm (4.1 in) guns and a long cruising radius. She had a top speed of 15.5 kn.

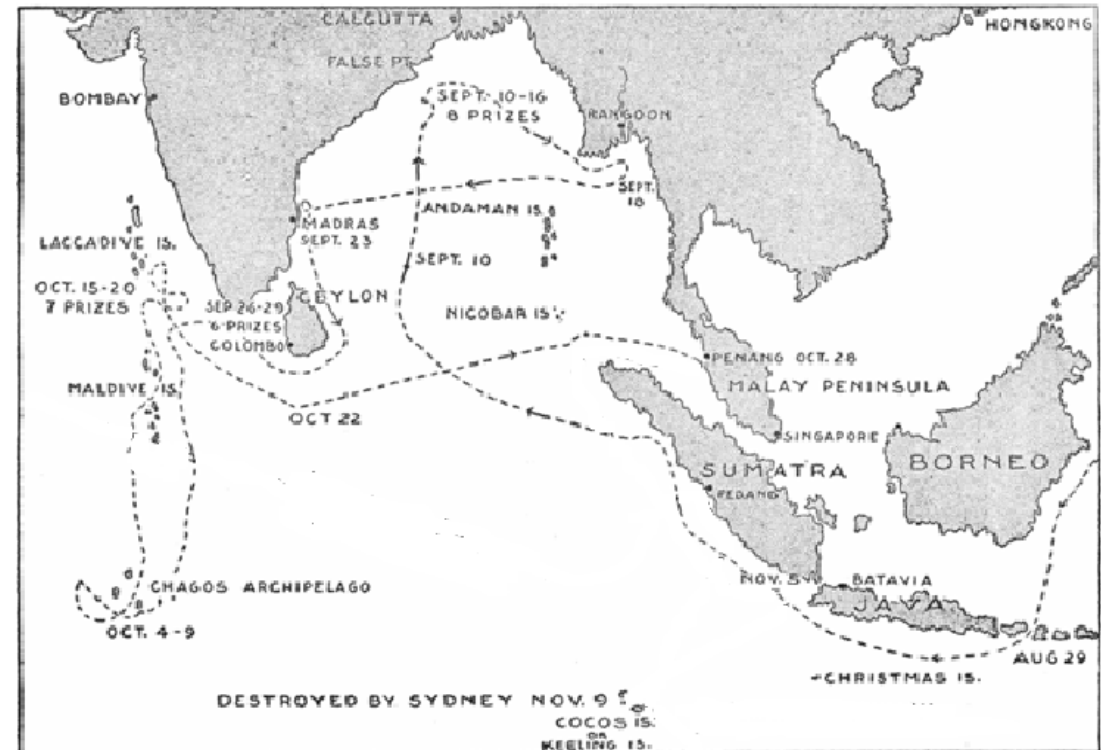
16 October

- On the 16th of October at 7 a.m. the Minotaur, Ibuki, Philomel, and Psyche, with ten transports in charge, left Wellington for Albany, touching at Hobart on the way.
- The Naval Board at once issued orders that all Australian transports must reach Albany by the 28th; they proceeded independently, although the Melbourne was instructed to cruise off Gabo Island until the last transport from Sydney had safely passed that point.



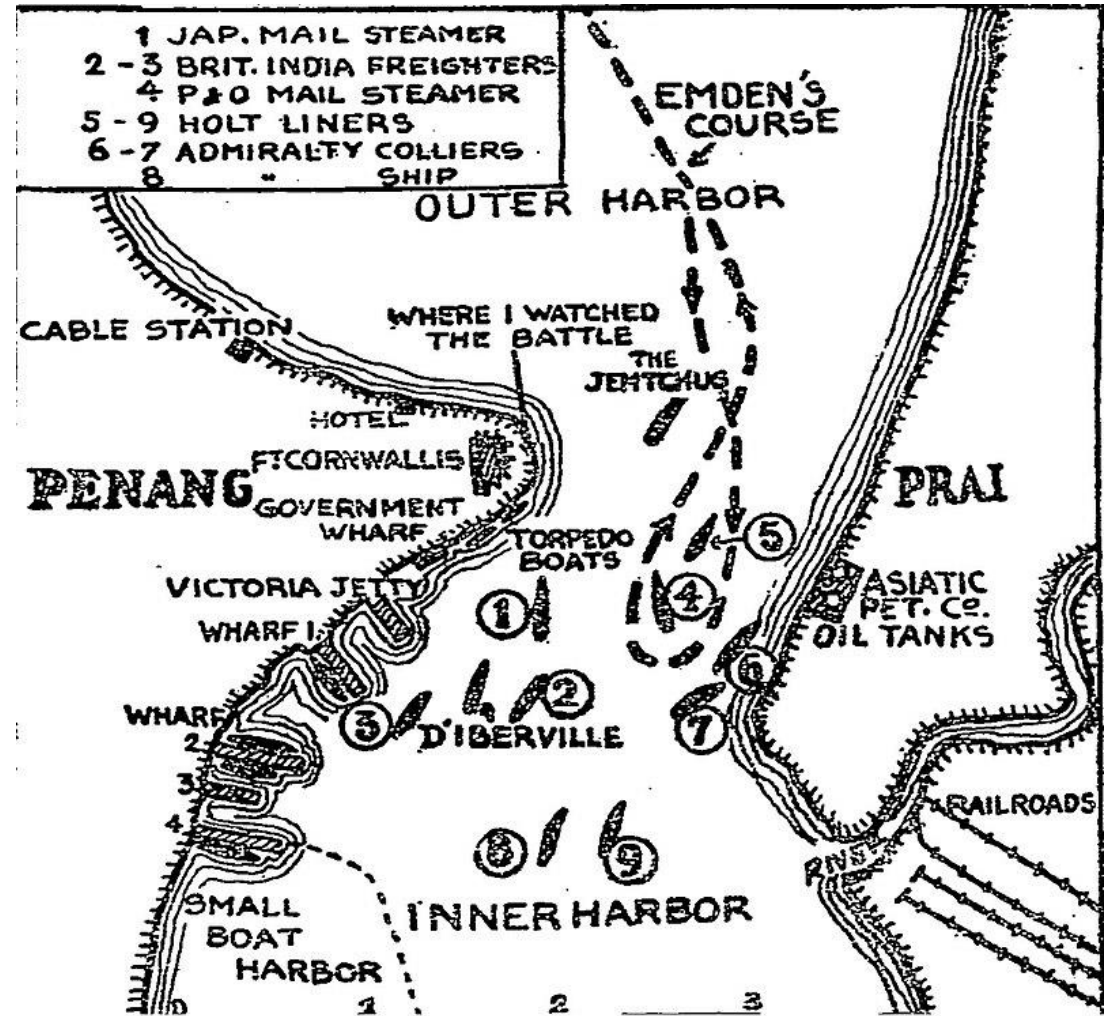
27 – 28 October

- Müller planned a surprise attack on Penang in British Malaya.
- Emden coaled in the Nicobar Islands and departed for Penang on the night of 27 October, with the departure timed to arrive off the harbor at dawn.
- She approached the harbor entrance at 03:00 on 28 October, steaming at 18 kn, with the fourth dummy funnel erected to disguise her identity.
- Emden's lookouts quickly spotted a warship in the port with lights on; it turned out to be the Russian protected cruiser Zhemchug, a veteran of the Battle of Tsushima.
- Zhemchug had put into Penang for boiler repairs; only one was in service, which meant that she could not get under way, nor were the ammunition hoists powered.
- Only five rounds of ready ammunition were permitted for each gun, with a sixth chambered.
- Emden pulled alongside Zhemchug at a distance of 300 yards; Müller ordered a torpedo to be fired at the Russian cruiser, then gave the order for the 10.5 cm guns to open fire.



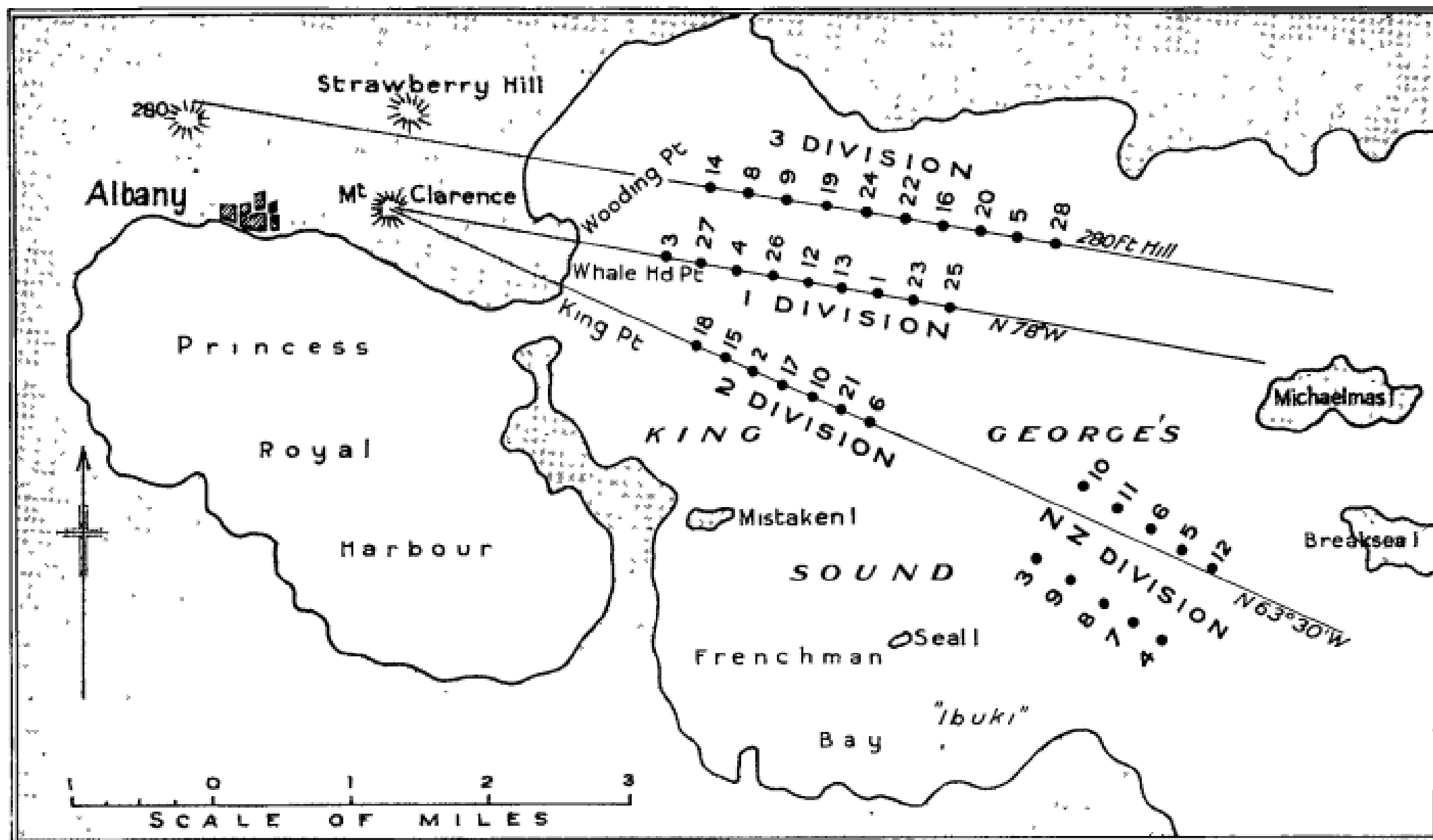
28 October

- Emden quickly inflicted grievous damage on her adversary, then turned around to make another pass at Zhemchug.
- One of the Russian gun crews managed to get a weapon into action but scored no hits.
- Müller ordered a second torpedo to be fired into the burning Zhemchug while his guns continued to batter her. The second torpedo caused a tremendous explosion that tore the ship apart.
- By the time the smoke cleared, Zhemchug had already slipped beneath the waves, the masts the only parts of the ship still above water.
- The destruction of Zhemchug killed 81 Russian sailors and wounded 129, of whom seven later died of their injuries.
- The elderly French torpedo cruiser D'Iberville and the destroyer Fronde opened wildly inaccurate fire on Emden.



28 October

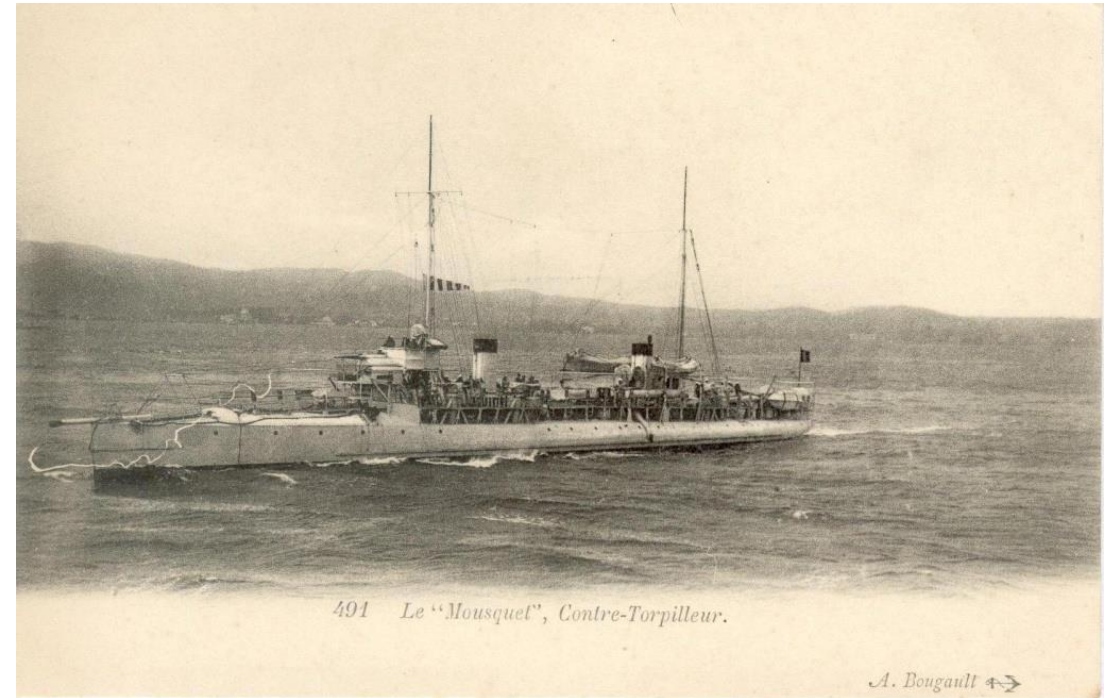
- By the 28th the whole Australian convoy-twenty-six vessels, ranging from the 15,000-ton Euripides to the 5,000 ton horse-transport-was assembled at the port of concentration, and was on that day joined by the New Zealanders.



POSITION OF THE AUSTRALIAN AND NEW ZEALAND TRANSPORTS IN KING GEORGE'S SOUND, OCTOBER 1914

28 – 30 October

- Müller then decided to depart, owing to the risk of encountering superior warships.
- Upon leaving the harbor, he encountered a British freighter, SS Glen Turret, loaded with ammunition, that had already stopped to pick up a harbor pilot.
- While preparing to take possession of the ship, Emden had to recall her boats having spotted an approaching ship. This proved to be the French destroyer Mousquet, which was unprepared and was quickly destroyed.
- Emden stopped to pick up survivors and departed at around 08:00 as the other French ships were raising steam to get underway.
- One officer and thirty-five sailors were plucked from the water. Another French destroyer tried to follow, but lost sight of the German raider in a rainstorm.
- On 30 October, Emden stopped the British steamer Newburn and put the French sailors aboard after they signed statements promising not to return to the war.



French destroyer Mousquet, 1 65mm gun 6 47mm guns.

30 October – 9 November

- After releasing the British steamer, Emden turned south to Simalur, and rendezvoused with the captured collier Buresk.
- Müller then decided to attack the British coaling station in the Cocos Islands; he intended to destroy the wireless station there and draw away British forces searching for him in the Indian Ocean.
- While en route to the Cocos, Emden spent two days combing the Sunda Strait for merchant shipping without success.
- She steamed to the Cocos, arriving off Direction Island at 06:00 on the morning of 9 November.
- Since there were no British vessels in the area, Müller sent ashore a landing party led by Kapitänleutnant Hellmuth von Mücke, Emden's executive officer. The party consisted of another two officers, six non-commissioned officers, and thirty-eight sailors armed with four machine guns and thirty rifles.
- Emden was using jamming, but the British wireless station was able to transmit the message "Unidentified ship off entrance."



Emden's landing party going ashore on Direction Island.

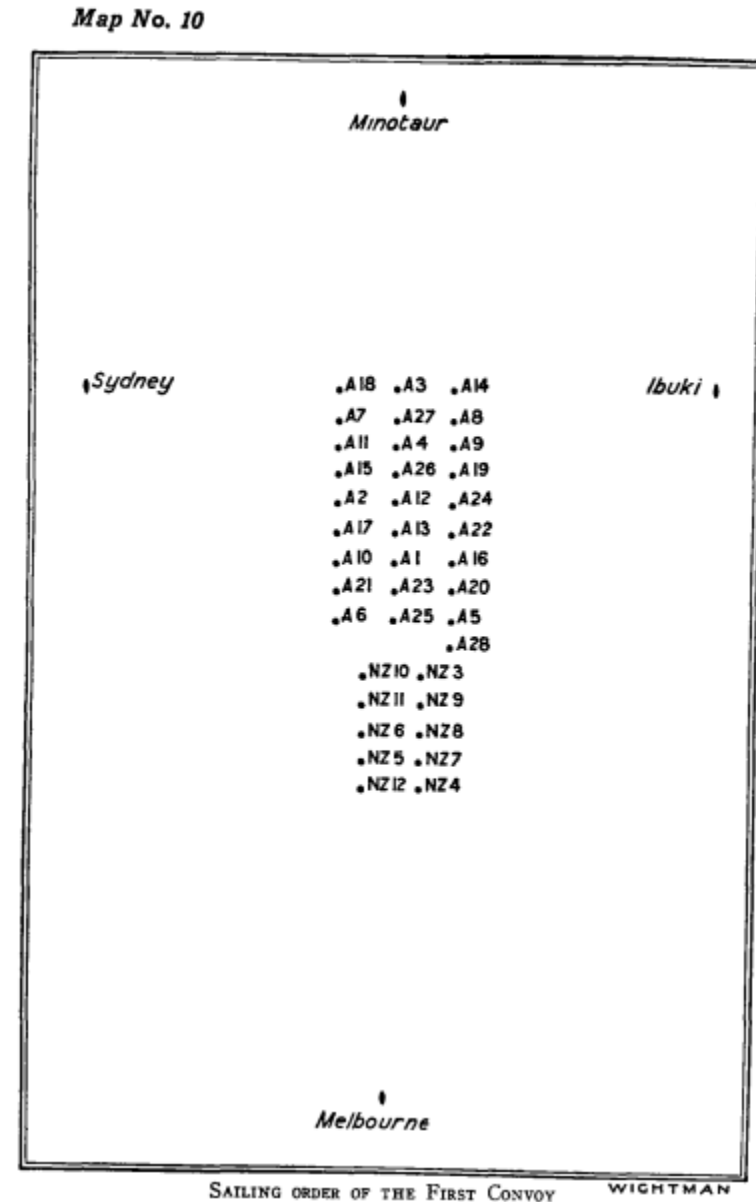
31 October – 6 November

- The Japanese started shelling the fort and the city on 31 October and began digging parallel lines of trenches.
- Very large 11-inch howitzers from land, in addition to the firing of the Japanese naval guns, brought the German defences under constant bombardment during the night, the Japanese moving their own trenches further forward under the cover of their artillery.
- The bombardment continued for seven days, employing around 100 siege guns with 1,200 shells each on the Japanese side.
- While the Germans were able to use the heavy guns of the port fortifications to bombard the landward positions of the Allies, they ran out of ammunition on 6 November.



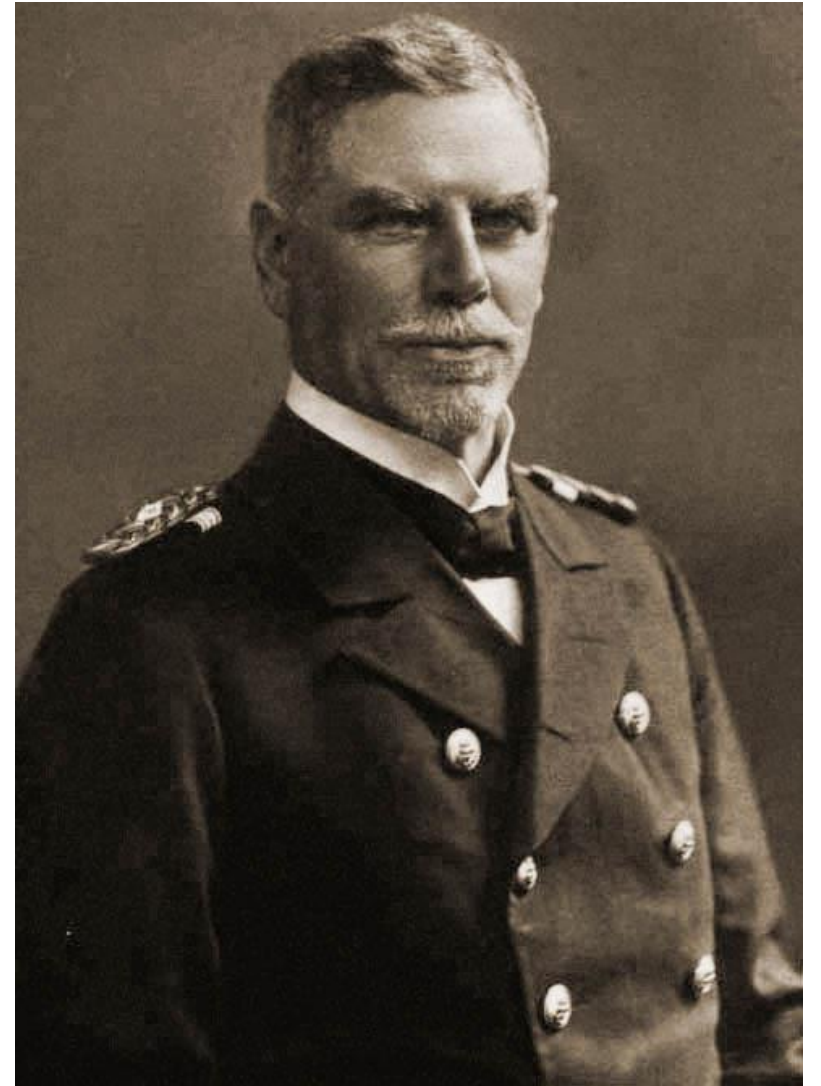
1 November

- The convoy at last left Australia in the morning of 1 November at a speed limited by the transport Southern to 10 knots.



1 November

- After the Bombardment of Papeete in French Polynesia the East Asia Squadron coaled at Easter Island from colliers that had been on station throughout the Pacific.
- Realizing that Allied activity in the Pacific had increased to such a level that he was vastly outnumbered and losing the element of surprise, Spee decided to move his fleet around Cape Horn into the Atlantic and force his way north in an effort to reach Germany.
- While off the coast of Chile, the squadron met up with the light cruiser Dresden, which had been operating as a commerce raider in the Atlantic and had rounded Cape Horn in an effort to increase chances of success. At this point, Dresden joined Spee's flag and set out with the rest of the East Asia Squadron.



1 November

- Part of the British West Indies Squadron under Admiral Craddock had rounded the horn into the Pacific to join the hunt for the German squadron.
- On 1 November 1914 they were west of Coronel, Chile.



HMS Good Hope, 2 nine inch guns 16 six inch guns, flagship of Admiral Craddock

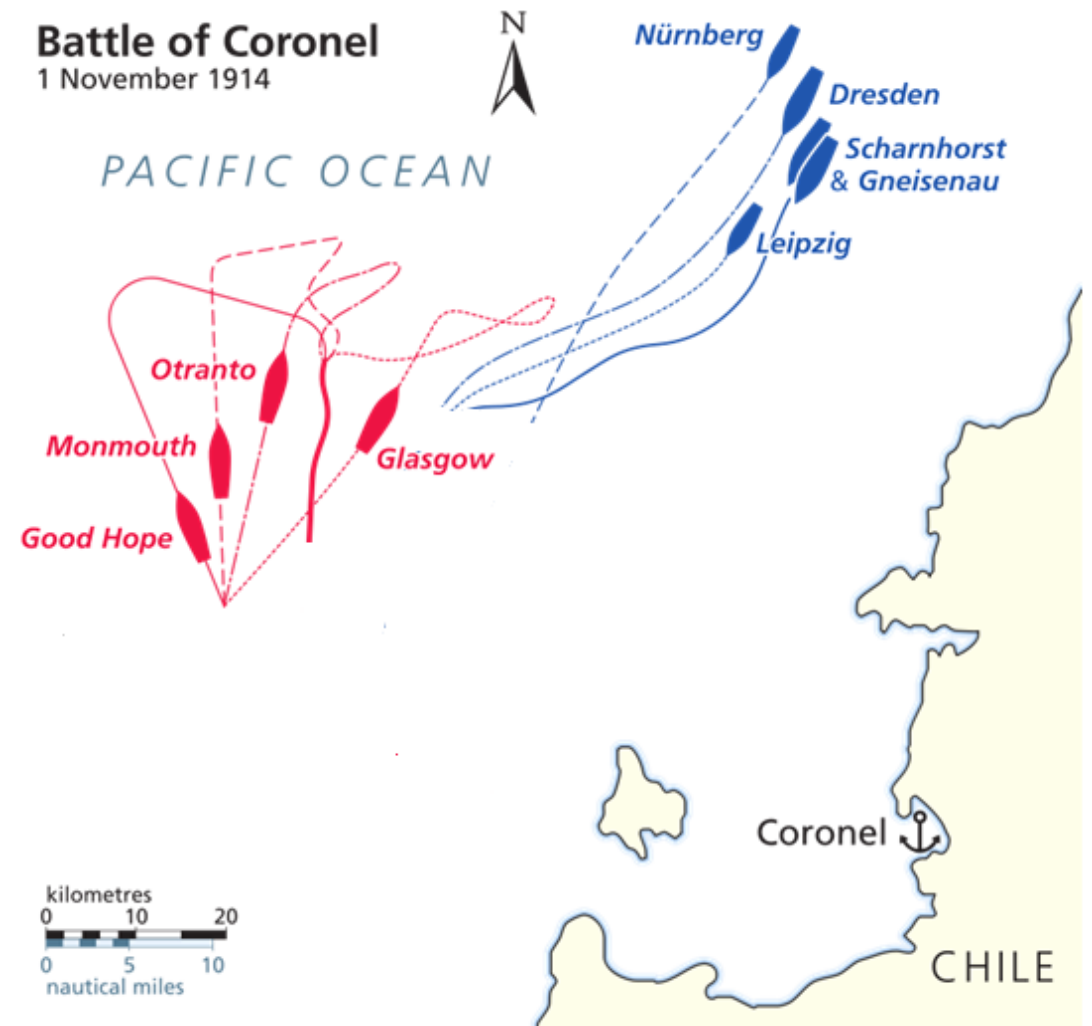
1 November

- At 09:15 on 1 November, Glasgow left port to meet Cradock at noon, 40 mi (34.8 nmi; 64.4 km) west of Coronel.
- Seas were rough so that it was impossible to send a boat between the ships to deliver the messages, which had to be transferred on a line floated in the sea.
- At 13:05, the ships formed into a line abreast formation 13 nmi apart, with Glasgow at the eastern end, and started to steam north at 10 knots searching for Leipzig.
- At 16:17 Leipzig, accompanied by the other German ships, spotted smoke from the line of British ships.
- Spee ordered full speed so that Scharnhorst, Gneisenau and Leipzig were approaching the British at 20 knots, with the slower light cruisers Dresden and Nürnberg some way behind.



1 November

- At 16:20, Glasgow and Otranto saw smoke to the north and then three ships at a range of 10 nmi.
- The British reversed direction, so that both fleets were moving south, and a chase began which lasted 90 minutes.
- Cradock was faced with a choice; he could either take his three cruisers capable of 20 kn, abandon Otranto and run from the Germans, or stay and fight with Otranto, which could only manage 16 kn.
- The German ships slowed at a range of 15,000 yd to reorganise themselves for best positions, and to await best visibility, when the British to their west would be outlined against the setting sun.



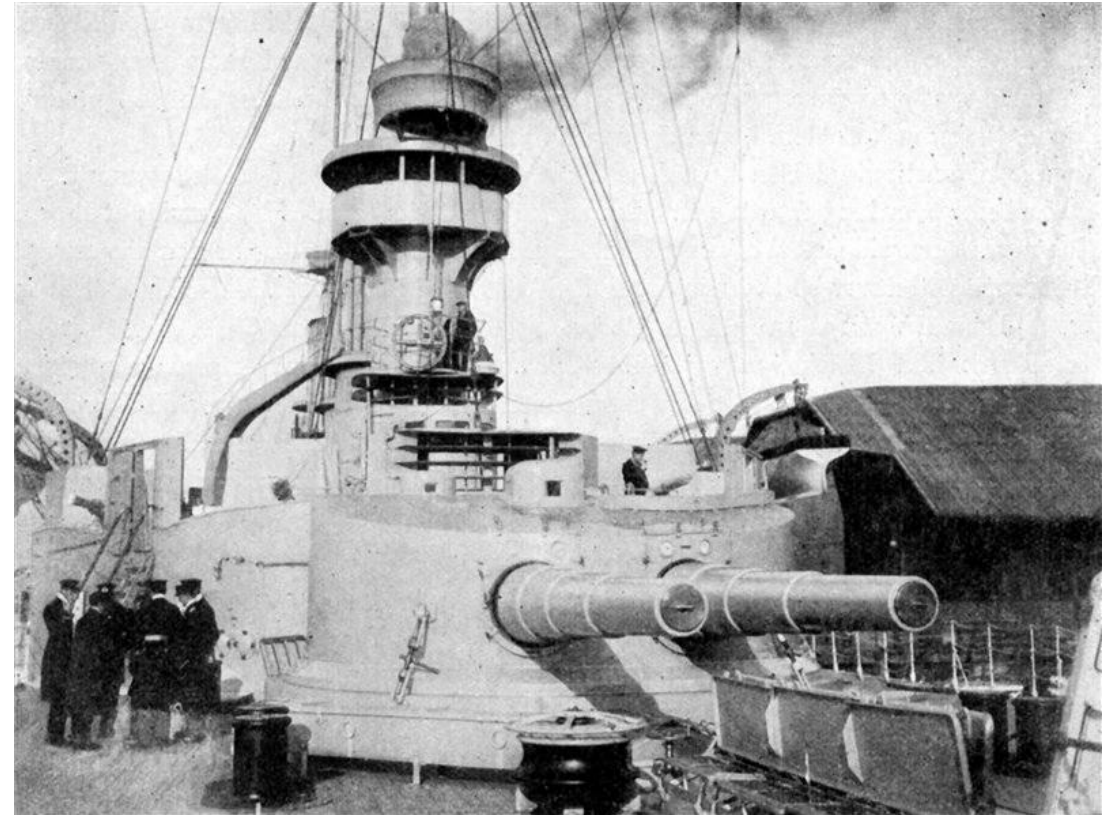
1 November

- At 17:10, Cradock (photo) decided he must fight, and drew his ships closer together. He changed course to south-east and attempted to close upon the German ships while the sun remained high.
- Spee declined to engage and turned his faster ships away, maintaining the distance between the forces which sailed roughly parallel at a distance of 14,000 yd.
- At 18:18, Cradock again attempted to close, steering directly towards the enemy, which once again turned away to a greater range of 18,000 yd.
- At 18:50, the sun set; Spee closed to 12,000 yd and commenced firing.
- The German ships had sixteen 21 cm (8 in) guns of comparable range to the two 9.2 in (234 mm) guns on Good Hope.
- One of these was hit within five minutes of the engagement's starting. Of the remaining 6 in (152 mm) guns on the British ships, most were in casemates along the sides of the ships, which continually flooded if the gun doors were opened to fire in heavy seas.
- The merchant cruiser Otranto—having only eight 4.7 in guns and being a much larger target than the other ships—retired west at full speed.



1 November

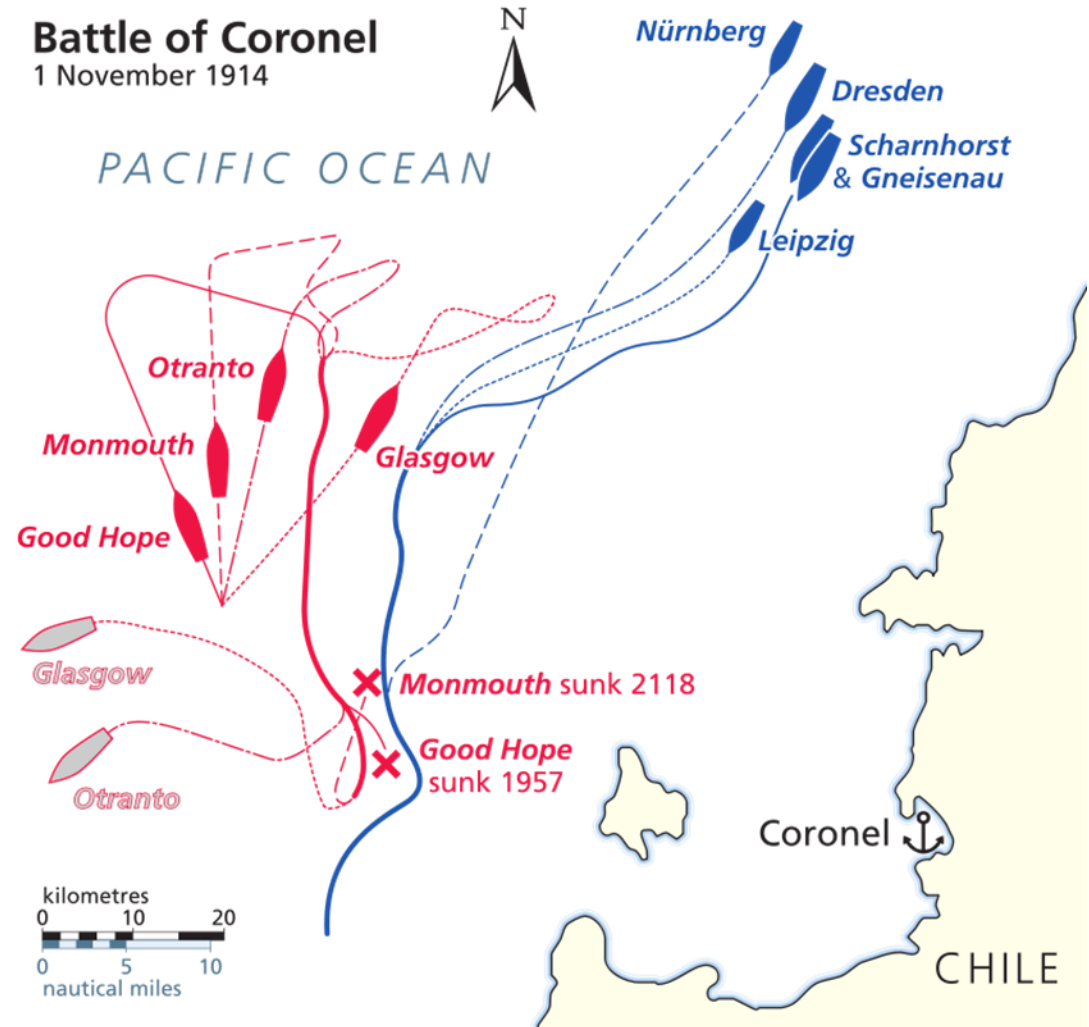
- Since the British 6 in guns had insufficient range to match the German 21 cm (8 in) guns, Cradock attempted to close on the German ships.
- By 19:30, he had reached 6,000 yd but as he closed, the German fire became correspondingly more accurate.
- Good Hope and Monmouth caught fire, presenting easy targets to the German gunners now that darkness had fallen, whereas the German ships had disappeared into the dark.
- Monmouth was first to be silenced. Good Hope continued firing, continuing to close on the German ships and receiving more and more fire.
- By 19:50, she had also ceased firing; subsequently her forward section exploded, then she broke apart and sank, with no one witness to the sinking.



One of the turrets of *Scharnhorst's* main battery.

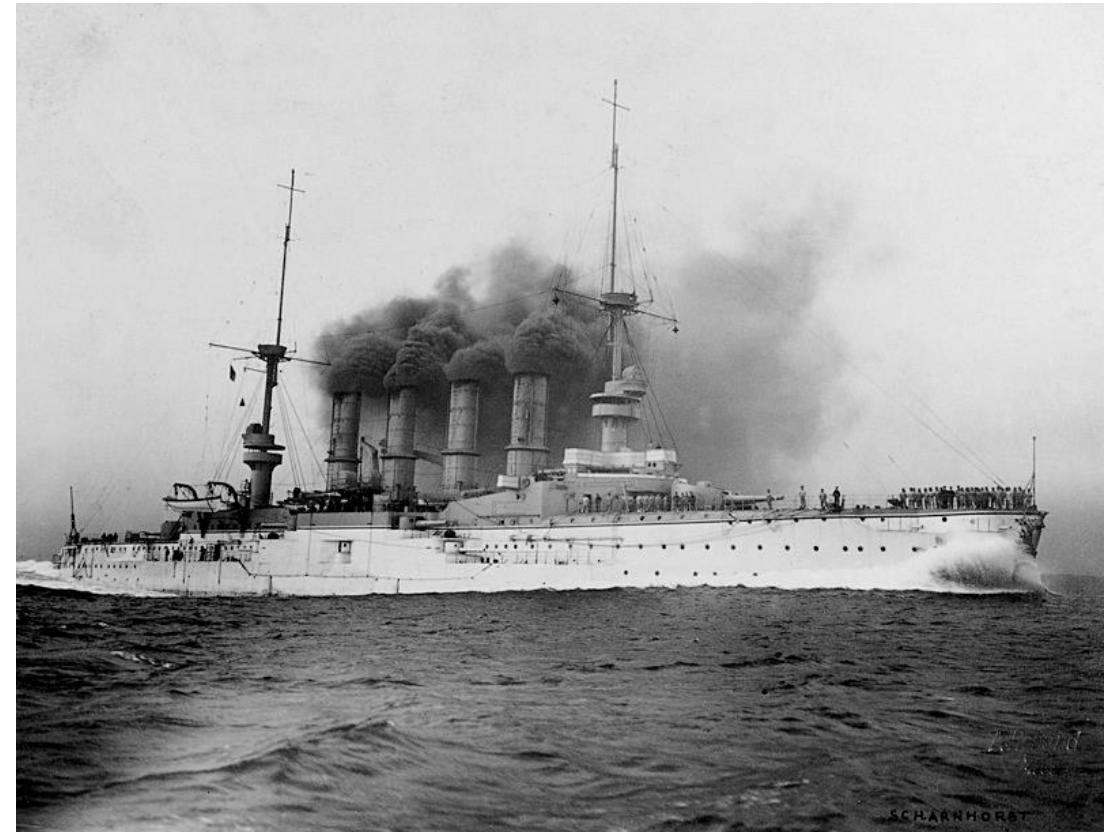
1 November

- Scharnhorst switched her fire to Monmouth, while Gneisenau joined Leipzig and Dresden which had been engaging Glasgow.
- The German light cruisers had only 10.5 cm (4 in) guns, which had left Glasgow almost unscathed, but these were now joined by the 21 cm (8 in) guns of Gneisenau.
- John Luce, captain of Glasgow, determined that nothing would be gained by staying and attempting to fight. It was noticed that each time he fired, the flash of his guns was used by the Germans to aim a new salvo, so he also ceased firing.
- One compartment of the ship was flooded but she could still manage 24 kn (28 mph; 44 km/h). He returned first to Monmouth, which was now dark but still afloat. Nothing was to be done for the ship, which was sinking slowly but would attempt to beach on the Chilean coast. Glasgow turned south and departed.



3 November

- With no survivors from either Good Hope or Monmouth, 1,660 British officers and men were dead, including Admiral Cradock.
- This was Britain's first defeat of a British naval squadron since the Battle of Grand Port in 1810.
- Glasgow and Otranto both escaped (the former suffering five hits and five wounded men).
- Just two shells had struck Scharnhorst, neither of which exploded.
- In return, Scharnhorst had managed at least 35 hits on Good Hope, but at the expense of 422 21 cm (8 in) shells, leaving her with 350.
- Four shells had struck Gneisenau. A shell from Glasgow struck her aft turret and temporarily knocked it out. Three of Gneisenau's men were wounded; she expended 244 of her shells and had 528 left.
- On 3 November Scharnhorst, Gneisenau and Nürnberg entered Valparaíso harbour to a welcome by the German population. Spee refused to join in the celebrations; when presented with a bouquet of flowers, he refused them, commenting that "these will do nicely for my grave".



SMS Scharnhorst

6 November

- Part of the force from Rabaul moved on to occupy Nauru on 6th November.
- On 3rd December Britain cancelled arrangements for Australia to move on to German islands north of the equator as these had already been occupied by Japan.

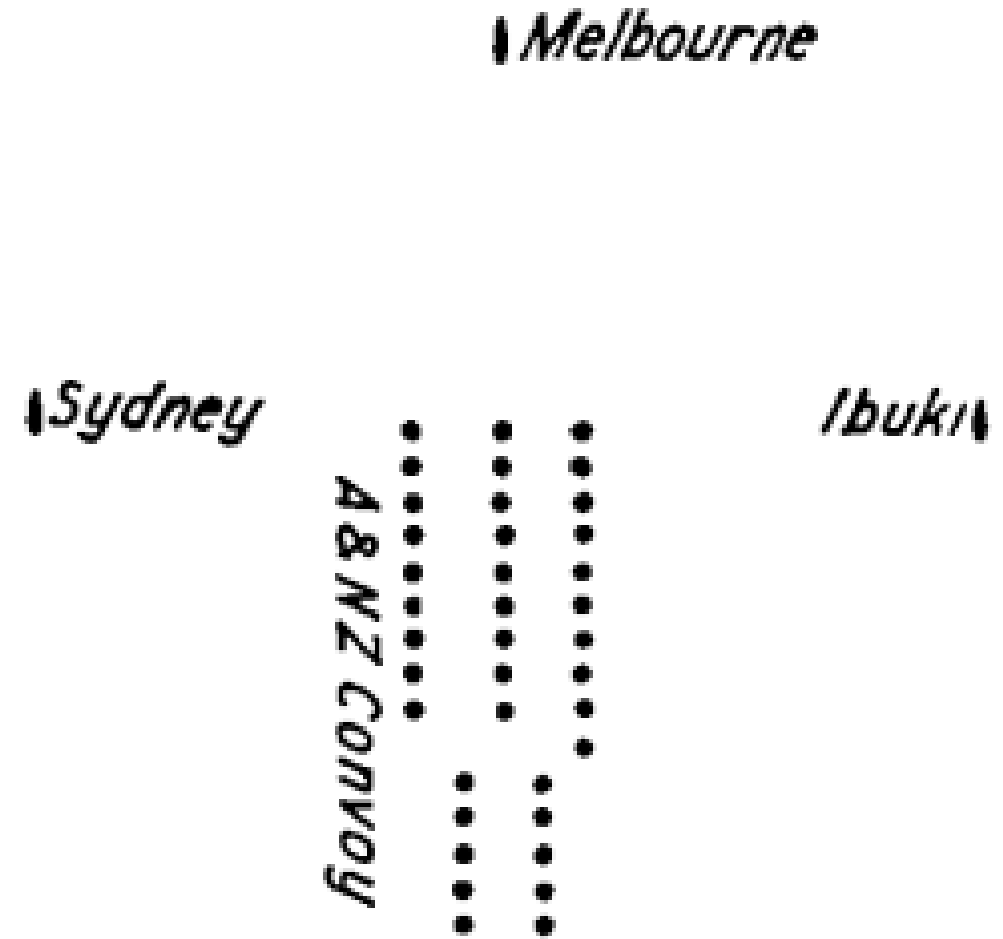
6/7 November

- On the night of 6 November, waves of Japanese infantry attacked the third line of defence and overwhelmed the defenders.
- The next morning, the German forces, along with their Austro-Hungarian allies, asked for terms.
- The Japanese took formal possession of the colony on 16 November 1914.
- The 4,700 surviving German soldiers were transported to prisoner of war camps in Japan and were treated well and with respect in Japan



8 November

- Early on the 8th the Minotaur was called away to hurry to the Cape, leaving the Melbourne in charge, and therefore in the lead.



9 November

- The convoy was timed to pass the Cocos about dawn on the 9th of November.
- A little Before half-past six in the morning of the 9th the wireless operators in the escorting warships as well as in several transports intercepted a message in an unknown code and an immediate response from the Cocos wireless station, "What is that code?"
- About ten minutes later Cocos called up the Minotaur, which by then, however, was far on her way, and at a second call added " Strange warship approaching," which was a few minutes later repeated with the prefix S.O.S.
- At the same time the telegraph operator cabled to Australia that a three-funnelled warship was off the island and was landing a party in boats.
- At once the Melbourne, now in the Minotaur's place ahead of the convoy, increased her speed and turned sharply westwards towards the threatened island; then, as her captain remembered his responsibility, he slackened speed again, swung back to station at the head of the convoy, and signalled to the Sydney to raise steam for full speed and run down to the Cocos.



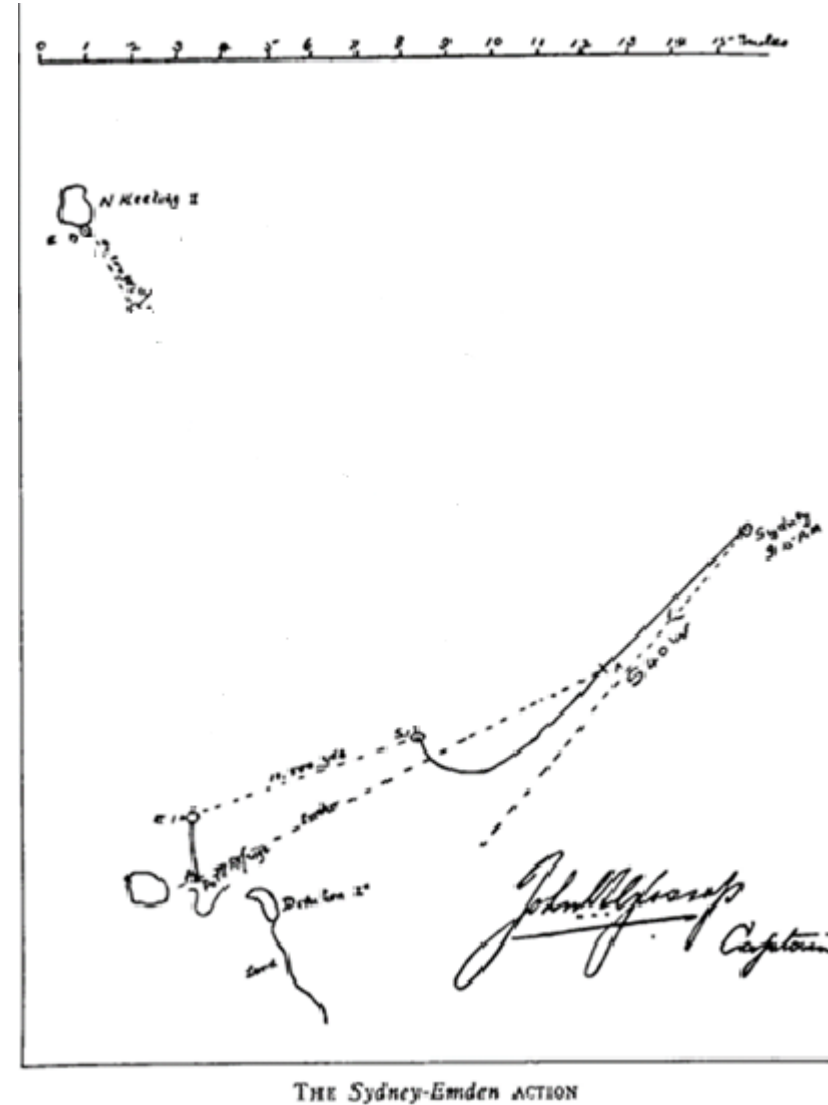
9 November

- By 7 a.m. the Sydney was away, doing twenty knots. At 9.15 she sighted the island and the enemy cruiser simultaneously: she could not tell whether the ship was the Emden or the Königsberg (both were supposed to be at large in the Indian Ocean at that time), but knew she had the speed of either, and slowed down to complete her preparations for the fight.
- At about the same time von Müller sighted her and after warning the landing party (for which he could not wait), steamed out to sea so as to have manoeuvring room.
- The Emden's first salvo at 10,500 yards range was excellently ranged along a rather extended line, but every shot fell within two hundred yards of the Sydney. The next was better still: and for ten minutes the Sydney moved through a hail of shell, though, just because of the narrow target she presented to shell arriving from so high an angle, only fifteen hits were actually made on her, and of those only five burst.
- It was during these early minutes that all her casualties occurred.



9 November

- Two shells from a closely-bunched salvo hit the after-control platform and wounded all engaged there.
- Almost simultaneously a shell hit the range-finder on the fore-upper bridge, killing the operator and wrecking the instrument; if it had burst, it would probably have killed Captain Glossop and two more officers, but it passed harmlessly on through the screen and over the side.
- Other shells, bursting inboard, killed or wounded some of the crews of guns on the disengaged side, and set fire to some cordite charges lying near those guns; this fire was quickly and pluckily extinguished.
- A shell that pierced the forecandle deck and exploded in the boys' messdeck caused some inconvenience, but no loss of life.



9 November

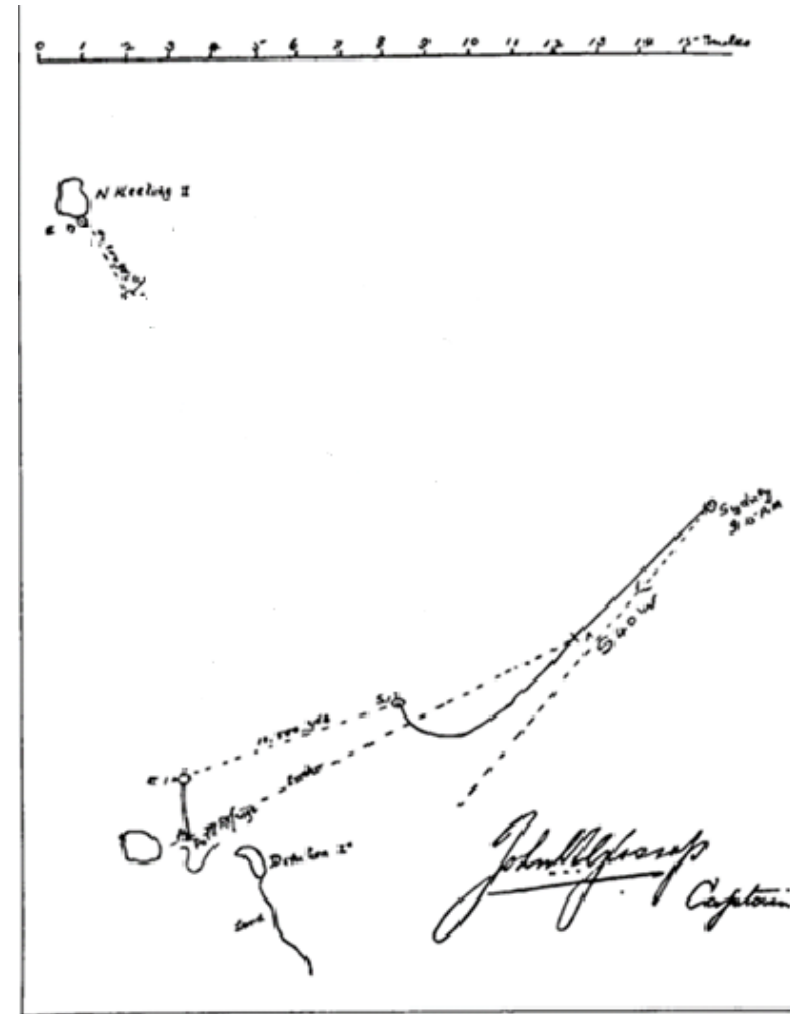
- The Sydney's fire was not at first so effective. Glossop had decided in consultation with his gunnery officer to open fire at about 9,500 yards and to fight the main action at a slightly shorter range.
- The Emden's unexpected opening at 10,500 yards made it sound policy to get in some salvos earlier than had been intended; but the first salvo went far over the Emden, the second fell short and wide, and the third produced two hits only-even these were not known at the time.
- The German ship, on the other hand, knowing that her only chance of victory was to get in as many damaging hits as she could before she was herself battered, did her utmost in the way of rapid firing and is said to have fired at this time a salvo every six seconds, thus having three in the air at once.
- As the Sydney turned slightly away in order to maintain the fight at her own range, the Emden found herself falling behind, and veered to starboard to get astern of her opponent, and thus obtain a chance of raking her before it was too late.
- As she did so, the Sydney made a corresponding turn to port and took full advantage of her superior speed and strength. Her shells smashed the wireless installation, wrecked the steering-gear, shot away both range-finders and cut through the voice-pipes between the conning tower and the guns.
- Soon the forward funnel went over the side; then the foremast, carrying with it the primary fire-control station and incidentally wrecking the fore-bridge; then a shell fell into the after-ammunition-room, which had to be flooded promptly to prevent a disastrous explosion.



The light cruiser HMAS Sydney

9 November

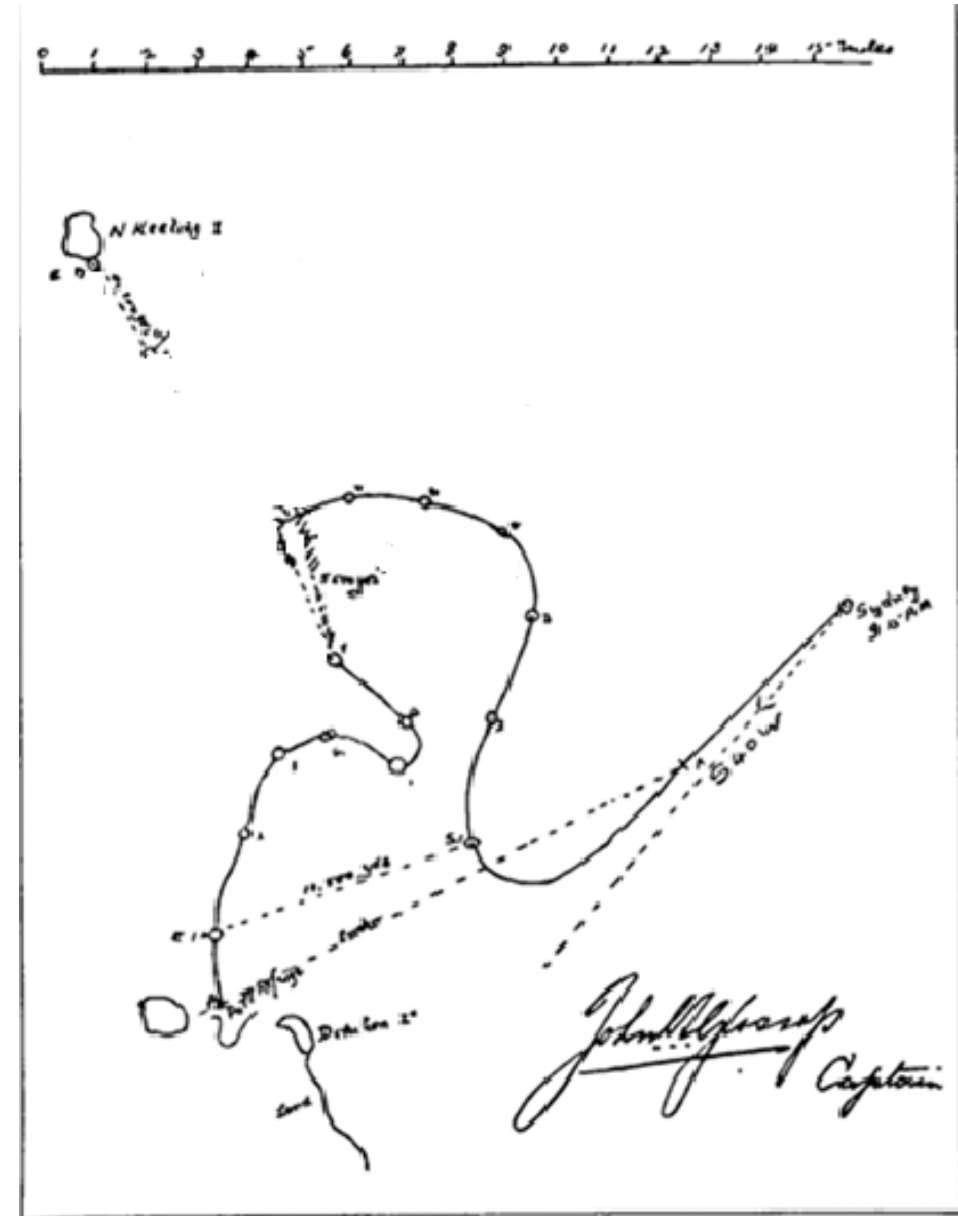
- From this time onwards smoke repeatedly interfered with the opponents' clear vision of each other.
- The Sydney's fire for various reasons was a little ragged, both range-finders were out of action, and it was not possible to bring all the guns of a broadside to bear at once on the enemy.
- Rahilly therefore ordered independent firing and confined himself to keeping the gunners supplied as nearly as possible with the correct range.
- The Emden had turned again on a course parallel to that of her enemy; but her shooting was so obviously ineffective that Glossop had no qualms about letting her close to half her original distance, and even slowed down and turned towards her.



THE Sydney-Emden ACTION

9 November

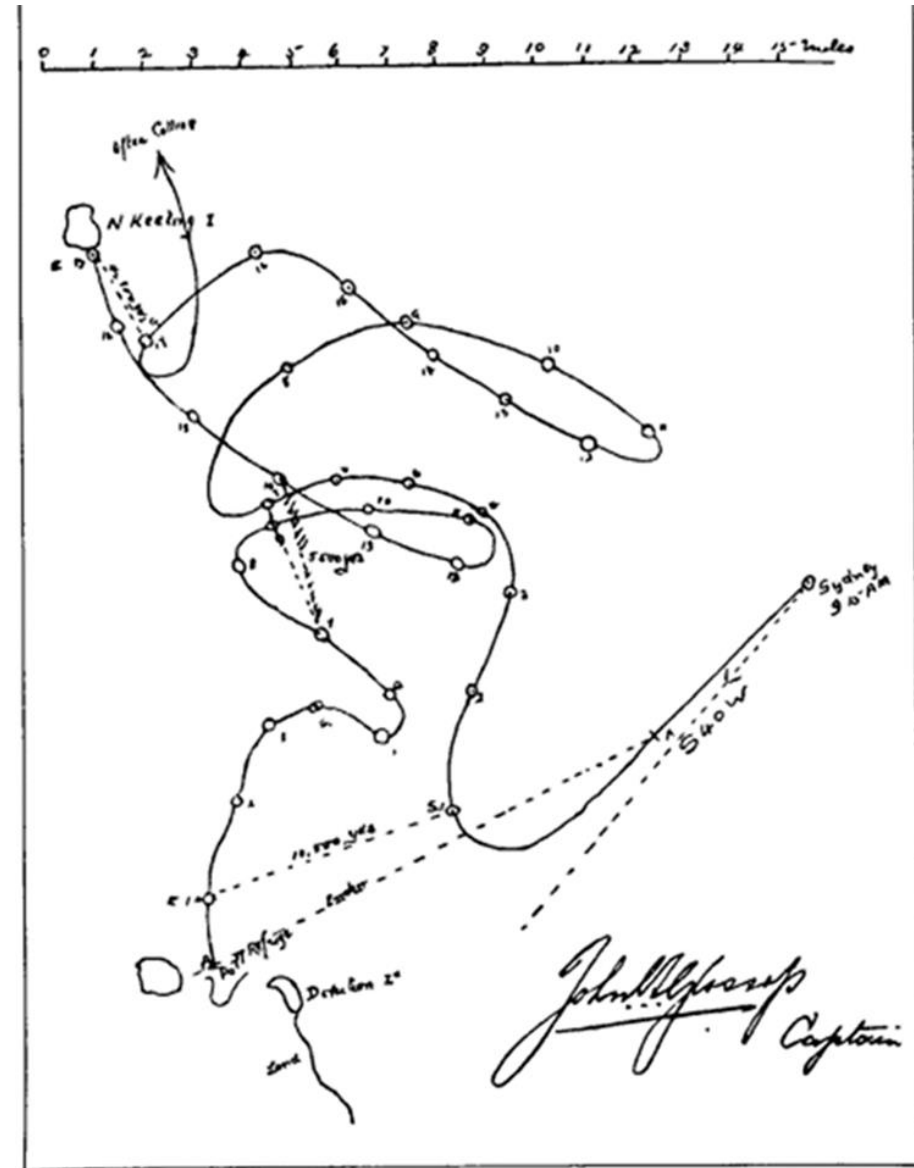
- When about three miles apart (5,500 yards, as in position 7 on the plan), the Sydney launched a torpedo, immediately increasing speed, turning once more sharply to starboard to bring into action a battery which had up till then been out of action.



THE Sydney-Emden ACTION

9 November

- Conforming to the Sydney's movement, Muller also turned to starboard and struggled on, though not a shot of his had reached its mark since the first fifteen minutes.
- His second funnel had gone, his engine-room was afire, half his crew was disabled, and he had no reserves-they had been used for the landing party and were still on Cocos Island.
- Then, just as his third funnel went by the board, von Muller found himself some three miles nearer land than his opponent (position XI on the plan), and gave the order "To the island, with every ounce you can get out of the engines."
- The Sydney, possibly not understanding the manoeuvre, conformed again to the new course, but made no attempt to intercept the Emden until (position 16) she was too close to her destination to be cut off.
- When, however, Glossop saw her making straight for the reef, he swung in to less than a three-mile range, put in two more salvos to make sure she could do no more harm, and then left her safe aground and went off to catch the Buresk, which had for some time been hovering on the outskirts of the action.



THE Sydney-Emden ACTION

9 November

- Overtaking Buresk shortly after noon, he fired a gun across her bows to stop her and sent an armed boat aboard.
- Her German crew, however, had opened and damaged the Kingston valves to prevent her capture, and she was already sinking fast.
- To make sure of her, after taking off both the original and the German crew, Glossop fired four shots into her and watched her sink, then returned to the Emden.
- He reached Emden about 4 p.m. and found that her flag was still flying. Receiving no answer to the signal "Do you surrender" the Sydney ran in to about a two-mile range, trained her guns on the mainmast (on which the flag was flying) and put in two salvos. Almost immediately a figure was seen clambering up the mast; the Sydney's fire ceased, the German flag came down, and a white sheet was displayed from the Emden's quarter-deck. The delay had cost the lives of more than twenty men.

10 November

- Finding it too late to make a landing on Direction Island from which, he was told, Telefunken (i.e., German) wireless signals were being heard-Glossop lay on and off all night, ready to answer any call for help if the *Konigsberg* came on the scene, and in the early morning proceeded to the cable station, to find that the Germans had escaped the evening before in *Ayesha*, a small schooner belonging to the owner of the island.
- The Germans departed before Sydney reached Direction Island and sailed to Padang in the Dutch East Indies. From there, they traveled to Yemen, which was then part of the Ottoman Empire, an ally of Germany.
- They then traveled overland to Constantinople, arriving in June 1915.



Emden's landing party going ashore on Direction Island; the three-masted *Ayesha* is visible in the background

12 November

- For another day and night the utmost precautions were enforced on the convoy, since the Konigsberg was still unaccounted for.
- Then came the news that she had been located on the African coast.
- The Konigsberg was discovered in hiding up the Rufiji River on October 30 and the fact was known in London next day.
- The Indian Ocean was thus clear of enemy ships.
- Immediately on receiving news of the Sydney-Emden fight the Admiralty telegraphed to the Naval Board:-
 - “As the Pacific and Indian Oceans are now clear of all description of enemy ships, Admiralty desire to utilise Melbourne and Sydney for service in the Atlantic Ocean, where fast cruisers are urgently required Ships have accordingly been ordered to Malta.”



10 – 13 November

- In the course of the action, Emden scored sixteen hits on Sydney, killing three of her crew and wounding another thirteen. A fourth crewman died later from his injuries.
- Sydney had fired some 670 rounds of ammunition, with around 100 hits claimed.
- Emden had suffered much higher casualties: 133 officers and enlisted men died, out of a crew of 376.
- Most of the surviving crew, including Müller, were taken into captivity the next day.
- The 70 wounded men were treated on Sydney until she reached Colombo then transferred to hospital, while the uninjured were taken to a camp in Malta.
- The surgeons performed operations continuously from 6 p.m. on Tuesday up to 4.30 a.m. on Wednesday; then a certain number of less severe cases were attended to; operations began again after breakfast and took up most of the day; and “at midnight we went to bed after a spell of over forty hours without sleep.” The two medical officers of the Sydney Darby and Todd bore the brunt of this work.

15 November

- As required under international law for belligerent ships in neutral countries, the ships left within 24 hours, moving to Mas Afuera, 400 mi (350 nmi; 640 km) off the Chilean coast. There they received news of the loss of the Emden. They also learnt of the fall of the German colony at Qingdao in China, which had been their home port.
- On 15 November, the squadron moved to Bahia San Quintin on the Chilean coast.



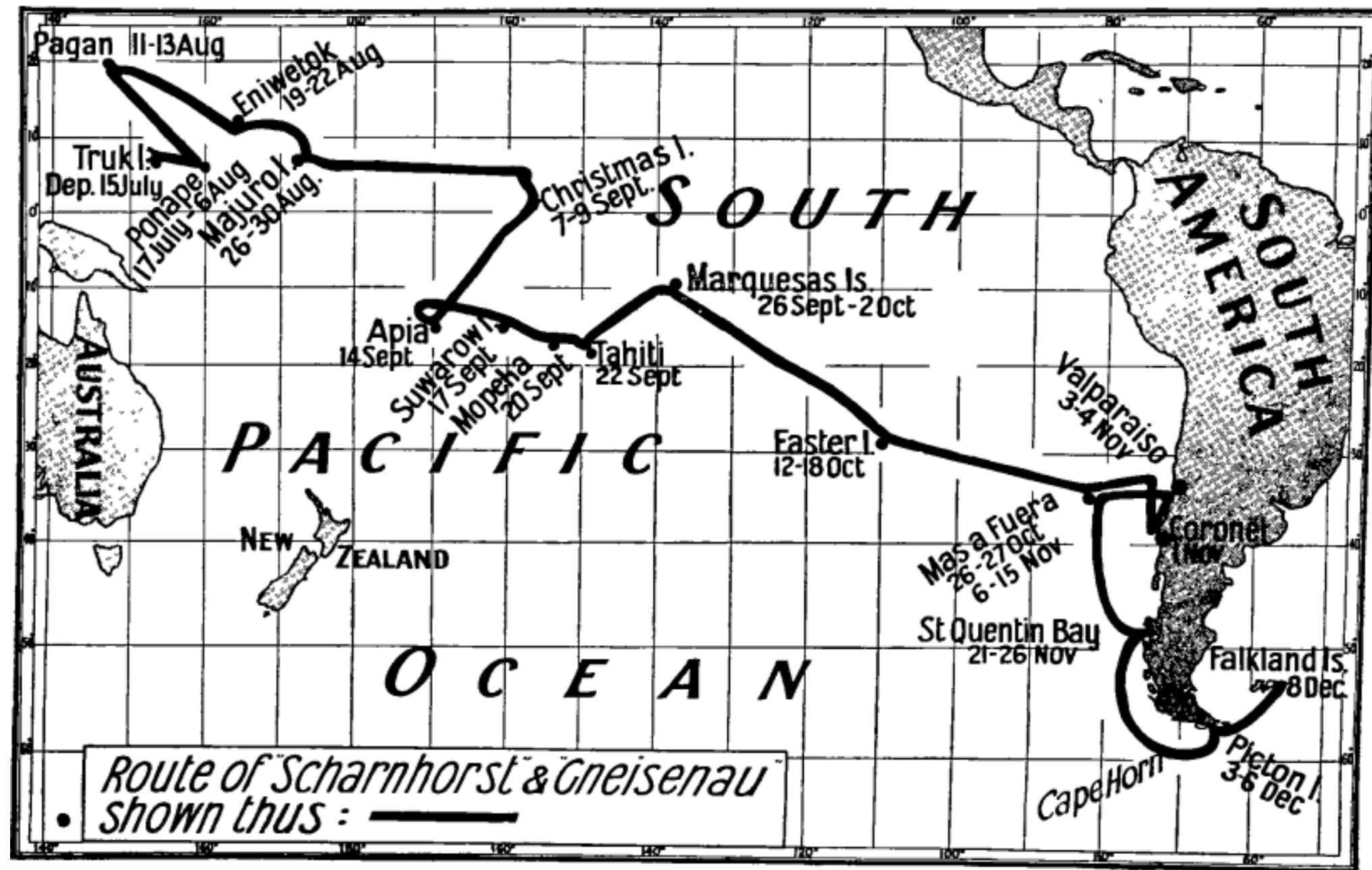
The East Asia Squadron (in the rear, under steam) leaving Valparaíso harbour in Chile, with Chilean cruisers in the foreground

8 December

- Spee's officers counseled a return to Germany.
- The squadron had used half its ammunition at Coronel; the supply could not be replenished, and it was difficult even to obtain coal.
- Intelligence reports suggested that the British ships HMS Defence, Cornwall and Carnarvon were stationed in the River Plate, and that there had been no British warships at Stanley when recently visited by a steamer.
- On 26 November, the squadron set sail for Cape Horn, which they reached on 1 December, then anchored at Picton Island, where they stayed for three days distributing coal from a captured British collier, the Drummuir, and hunting.
- On 6 December Spee proposed to raid the Falkland Islands before setting course for Germany.
- On 8 December he found a superior British fleet at the Falkland Islands. The whole German squadron was sunk in the ensuing battle of the Falkland Islands.



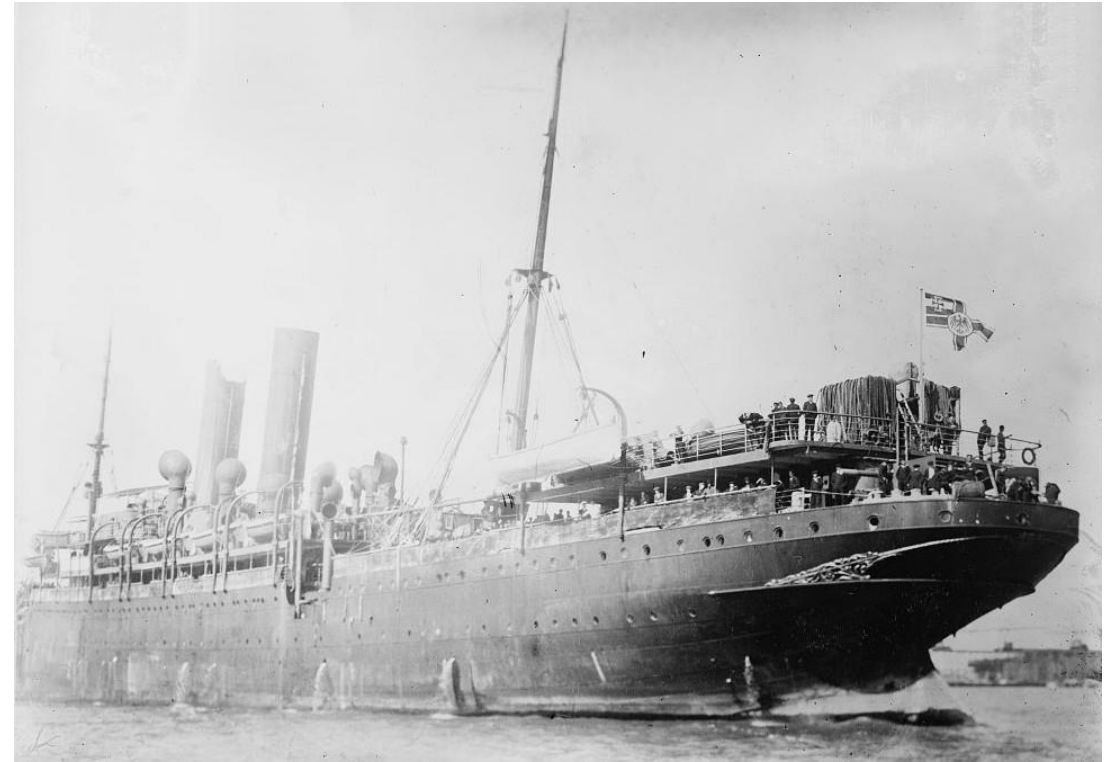
The Battle of the Falkland Islands



SOUTH PACIFIC OCEAN, SHOWING THE MOVEMENTS OF ADMIRAL VON SPEE'S SQUADRON FROM THE 15TH OF JULY TO THE 8TH OF DECEMBER, 1914

17 November – 12 January 1915

- The auxiliary cruiser, Prinz Eitel Friedrich was defeated by the denial of coal supplies by both the allies and neutrals and ran for safety as fast as the quality of her coal would let her, caught up the main squadron at Masafuera off Chile on the 26th of October, and was again detached to raid in South American waters on the 17th of November. On the 12th of January she passed into the Atlantic, raided her way up to the equator, and then hastily made for the United States, reaching Newport News on the 10th of March.
- There, a little later, she was interned.



- Thanks for your attention.
- That is the end of this term and this course.
- Anyone for a cold drink?
- Watch the U3A website re the rest of the year.