

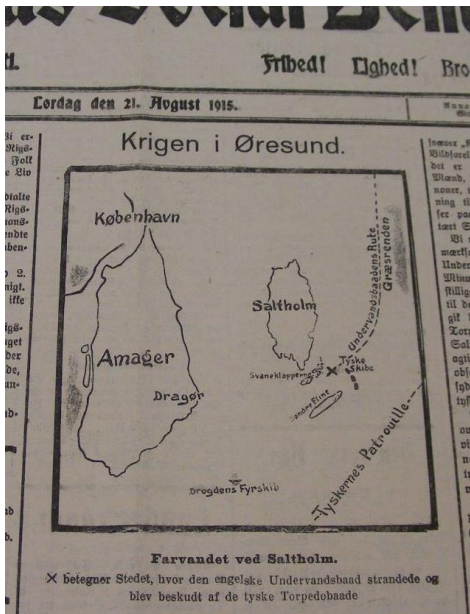


Den engelske Undervandsbaad „E 13“, strandet paa Saltholmen, overfaldes af en tysk Torpedojager, hvorved 14 Mand dræbes. En dansk Torpedobaad nedlægde øjeblikkelig Indsigelse og tvang Tyskerne til at forføje sig bort

The stranded submarine “E 13” – dastardly German outrage in Danish waters

Dorothy Jones edited March 29 2016

On Friday 20 August 1915 throughout the country Danes could read newspaper reports of the tragic events relating to the British submarine E13. It had run aground the day before on the sandbanks of Saltholm just outside Copenhagen. It had been attacked by a German torpedo boat which resulted in the deaths of fifteen crew members. For the past year newspapers, even local newspapers, had been filled with articles about the war. Terrible stories from the battlefield, ships going down and planes which had crashed resulting in injury or death were to be found each day. Danish-Slesvigians conscripted into the German military service suffered casualties. Lives were lost in Danish merchant ships attacked and sunk by German submarines and casualties occurred amongst members of the Danish Neutrality Guard Force. Only three weeks before the E13 incident two young Danish pilots had died in an accident; their military funeral had taken place in Holmen's Church.



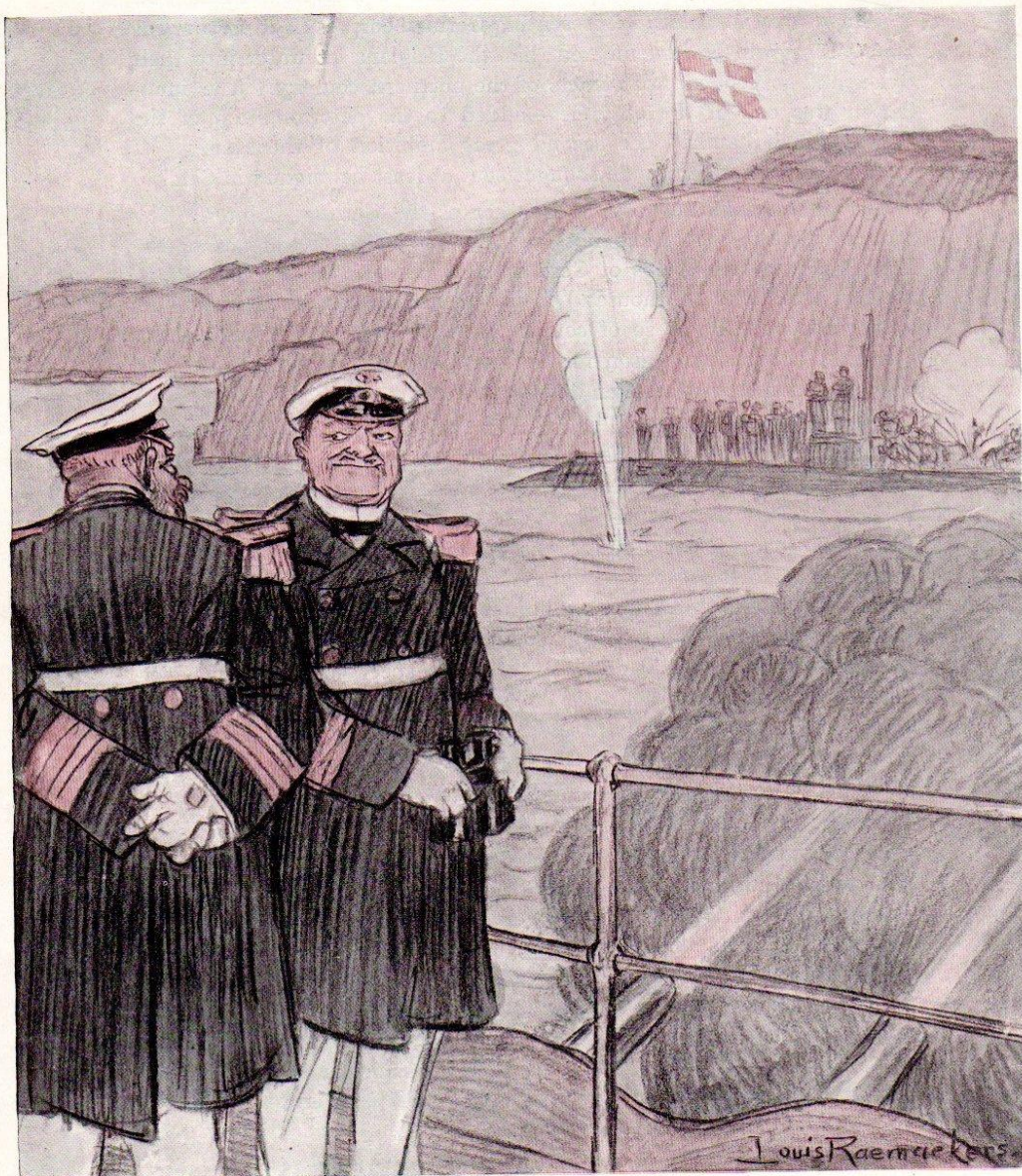
What made the episode with E13 significant was that it could have resulted in Denmark being drawn into the war. The British submarine was stranded in Danish territorial waters and was under Danish protection but the summoned Danish torpedo boats “Tumleren”, “Soeulven” and “Stoeren” hadn’t helped until after the attack by the Germans had begun. It is believed that the Captain of the coastal defence ship “Peder Skram” hesitated to intervene because he was afraid that Denmark would become involved in the war if he opened fire on the Germans. The order had been given that the submarine was to be protected, by doing so Denmark would have been enforcing its neutrality, which was right and proper. Much has since been written about the incident. The Danish ambassador in Berlin protested to the German government over the serious violation of neutrality. After a few days Germany responded with regret and apology, and promised

a strict adherence to the order to respect Denmark's neutrality in future. In England, there was obviously anger about the incident, a submarine with crew was lost to the war effort and the Germans had once again proved to be without honour, ignoring the Hague Convention. The story of the E13 went around the world. The passenger ship Lusitania had been sunk by a German submarine three months earlier with 1198 passengers dead. Yet another atrocity had now been committed by the Germans.



In Denmark anger over the violation of neutrality was great. No less was the indignation that the sailors, who thought themselves safe in Danish hands, were killed while trying to swim away from the submarine as she was being attacked. Local fishermen described how they had seen the crew standing on the submarine, smoking and chatting. Within one minute of the German torpedo boat showing the abandon ship signal they opened fire. The war had come to Denmark in a tangible way. The submarine which was stranded in three metres of water could be seen with binoculars from Dragør, and inhabitants here heard the shelling which lasted approximately three minutes. The war had come to their doorstep and corpses were the visible proof. Fifteen sailors from the submarine died in the waters off Saltholm. It was reported that they were drowned, but several had been shot by machine gun. Fifteen others, including Lieutenant Commander Geoffrey Layton and Lieutenants Paul Eddis and William Garriock, were rescued by Danish Naval vessels. Two wounded, Herbert Lincoln, who was rescued from the bottom by a Danish naval officer who jumped into the water,

and Benjamin Nix Watson were transferred to the Naval Hospital. Petty Officer Arthur Olsen on the “Stoeren”, who rescued Lincoln, was awarded a British medal which the Danish government did not allow him to receive.

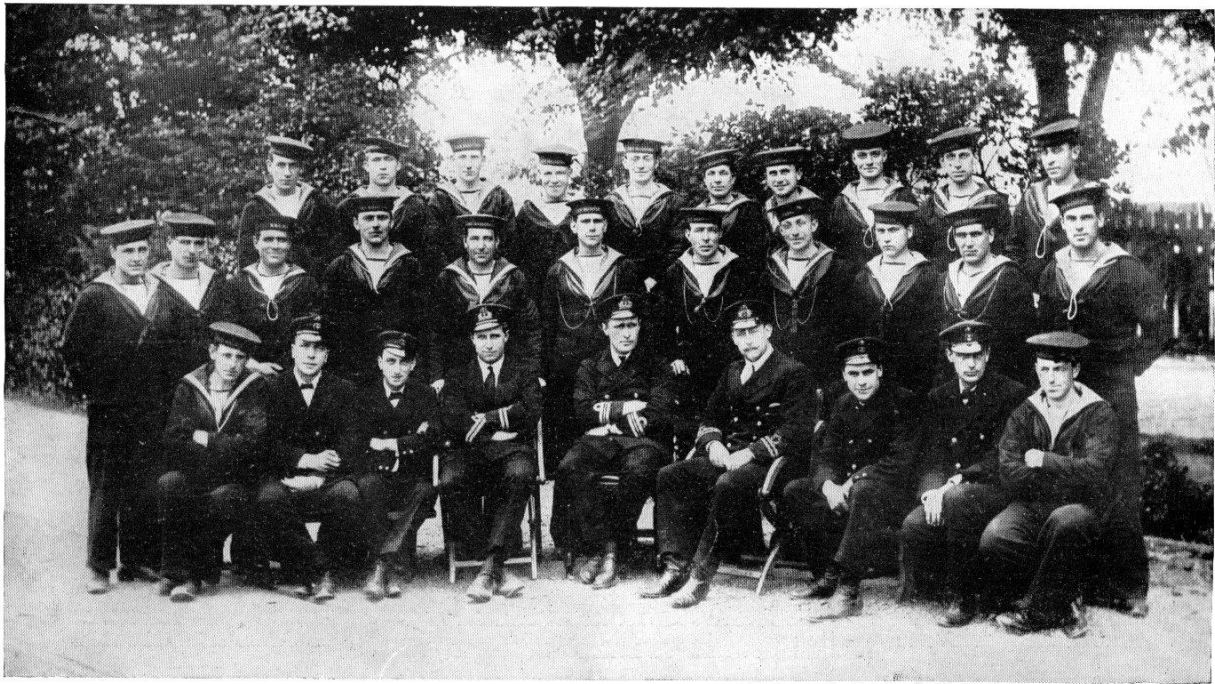


THE STRANDED SUBMARINE

"We can kill them first, and make excuses afterward for having done it in Danish waters."

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For the survivors, the war as such had ended as they were interned in Denmark until peace came. They had burned papers including maps on the submarine. Their clothes and other personal items were retrieved and brought to them later the same day. After being saved from the water the survivors were taken onboard "Peder Skram" where they spent the night. The Danish sailors now did their very best to entertain the submariners with musical entertainment and a whisky or two. The men were installed on Friday evening at the Naval Base, joining an interned British mariner A. Bachelor who had been there a year. Petty Officer Charles Bowden wrote a long, very detailed and descriptive letter to his wife a couple of days later. He is open about the horror of the attack and points out that they will not give their word for parole as they all want to get back on ship and now have "a nice little score to wipe out".



THE DASTARDLY GERMAN OUTRAGE IN DANISH WATERS: THE COMMANDER, OFFICERS, AND MEN OF THE STRANDED SUBMARINE "E 13."

This photograph of Lieut.-Commander Layton, R.N., and officers and men of Submarine "E 13" was taken shortly before "E 13" left port on her ill-fated last cruise. Half the number of those seen above are stated to have been saved. The others fell victims, as described in Lieut.-Commander Layton's official report to the Admiralty, to the diabolical German outrage perpetrated in neutral Danish waters. On discovering "E 13" aground off the Danish island of Saltholm, two German destroyers violated Danish neutrality by attacking the helpless "E 13." The Germans murderously opened fire on the crew while trying to save themselves by swimming ashore. "While the men were in the water," reports Lieut.-Commander Layton, "they were fired on with machine-guns and with shrapnel."—[Photo. by G.N.]

"The Illustrated War News" Aug. 25. 1915

The news of the attack ran like wild fire in Copenhagen and rumours of the extent of the disaster grew. People were angry about the violation, outraged over the shooting of the unarmed sailors and furious that the Danish fleet had not done better. The afternoon had been spent searching for the dead. At the end of the day fourteen bodies had been found and one sailor was still missing. After identification, each body was placed on the deck of the torpedo boat "Soeridderen" draped in a Danish flag. When "Soeridderen" sailed into Copenhagen at 6.30pm, all flags were lowered on the naval vessels nearby. A few reporters showed up, and in articles, which appeared in the newspapers next day, vivid descriptions were given of the bodies.

There is certainly no doubt that the dead had been visible to some extent. Journalists reported that some had arms stretched up with clenched fists. Their faces were blue-black which indicated drowning as cause of death. In an article in "Sydsjællands Social-Democrat" the description is exceptionally graphic. "First off came two frightfully mangled corpses, which had arms and legs torn off. Then followed bodies that were nothing but bloody bundles of meat and clothing. Some were so burned that there literally was just a little burnt lump of human left. The onlookers shuddered in horror. This was the terrible curse of war albeit on a small scale, but still big enough to tell us what is hiding under the colourful, exuberant telegrams of war victories." He obviously meant to make his readers comprehend the horror of what happened at Saltholm that fine summer morning. The reporter notes that he himself was so shocked and touched by the sight

that he shook. However it turns out that he had indeed let his imagination run off with him. And of course exaggeration promotes understanding.

Robert Erskine was the British consul in Copenhagen. In response to an invitation from the Danish authorities he visited the Naval Hospital to view the bodies of the seamen. He reported in a letter to Sir Henry Lowther at the British Legation in Copenhagen as follows. Courteously received by the officials he was permitted on arrival to visit seamen Watson who had been wounded in the left arm by shell fire. Watson was progressing satisfactorily and in good spirits. Erskine then proceeded to the mortuary (Soekvaesthuset chapel) where he was shown the bodies of the fourteen sailors. Each body, wrapped in a sheet, was laid in a well finished coffin, the lid of which was off, and the top covered by a white ensign. The flags were removed so that he could inspect the bodies. They were well washed and decently composed. There were no signs of any wounds on the bodies which could have been occasioned by the effects of the German gun fire, but only the discolouration usually seen in cases of drowning. Erskine then visited Petty Officer Lincoln who was sitting in the garden and appeared almost recovered. Lincoln related his experiences, impressing that his life had been saved by Danish Petty Officer Olsen who had dived in and brought him up when he finally had sank from exhaustion. Erskine finished his report with "I was very favourably impressed by the manner in which the Danish authorities had treated our men in the hospital, as well as by the proper care and humanity displayed in the tending of the bodies of their dead comrades."

Hours after the attack negotiations took place between the British legation, the Danish Foreign Ministry and the Director of Marine Department about what should happen to the dead. The Danish government offered to return the dead sailors to England, but had to await the answer from England. The British Military attaché had been present while the dead bodies were placed in coffins in Soekvaesthuset chapel. Whilst there an English gentleman and his wife entered the chapel and placed on each of the fourteen coffins a bouquet of roses. The couple was much moved; they themselves had sons in the war. The coffins

were then moved from the chapel to the Naval Base. Bare-headed sailors stood outside with drawn swords, while the coffins, covered with British flags, one by one were borne down to three waiting barges. A sailor followed each with a wreath from the Marine Department. It took an hour before the barges were ready, and they sailed slowly into the canal. Spectators stood everywhere along the canal right up to the bridge to the Naval Base. It made a strong impression. At the Naval Base the coffins were placed in the sports hall where sailors kept watch throughout the night.

s Folkeblad.

23. August 1915.

duo paa en af Bantene ved Dehlens-
Schlagers Statue i Allegade. Et
Bjælbil i Forvejen var han kommen
gaaende fra 64. Kongevej. Den af-
døde havde i flere Aar lidt af en
Hjertelidelse, der nu omfattet havde
overtvædet ham.

Indfødsberettigede i 1914.
Der stadsfæstedes i 1914 to Love
om Meddelelse af Indfødsret, nemlig
3. Marts og 21. December. Ved
førstnævnte Lov har 621 Personer
faaet Indfødsret, ved den anden Lov
640 Personer.

Af dem var omkring 325 fra
Sverige og 30 fra Norge, henimod
150 fra Slesvig og Holsten, henimod
100 fra det øvrige Tyskland og om-
kring 30 Personer fra andre Lande.

Soldateropstøjer i Lyngby.
Nogle Soldater gjorde i Følge
"Natt." Søndag Aften Opstøjer paa
en Leveering i Lyngby. Da en
tilfældt Veijent kom til Stede, traf
Soldaterne blant, og først efter en



De engelske Marinere's Vigter i Københavns Havn.

Eigene af de dræbte fra "E 13" førtes som meddeli Fredag Aften fra
Marinehospitalet gennem Havnen til Orlogsværftet.

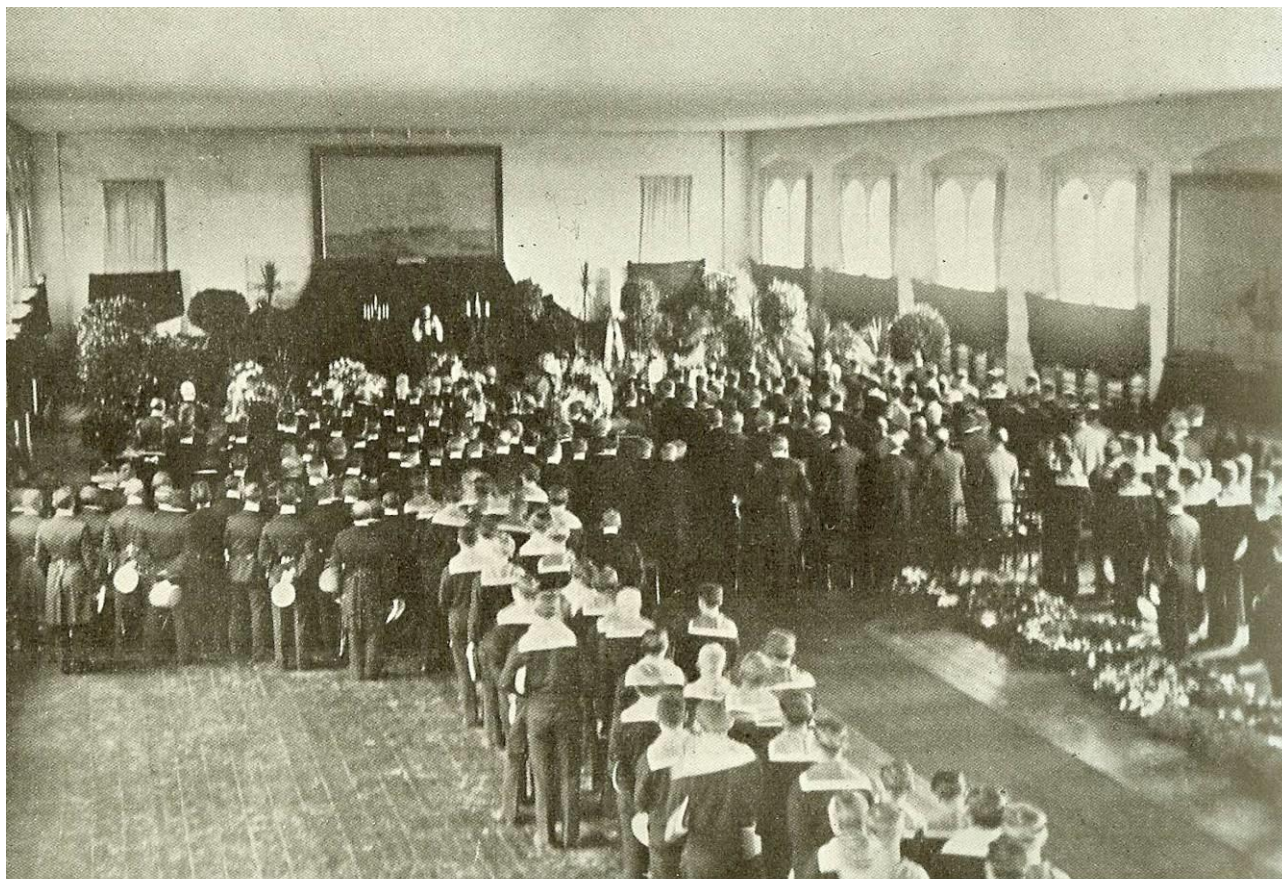
Bort Billede viser en af Marinens Baade med de engelske Matroseres
Kister, der er overvundet af engelske Flag.

On Sunday, three days after the incident, there was a church service at the English Church in Copenhagen, St. Albans. The church was packed. The survivors were not allowed to participate. After their shocking experience and the loss of their colleagues, their first days in detention in Denmark were probably difficult. Reverend Mortimer Egerton Kennedy had been a vicar in Copenhagen for many years. He was an Englishman and his wife Amy Frances Rennie was the daughter of an Irish engineer who had been church warden at St. Albans. It was a very beautiful and touching sermon where the pastor, both in word and in prayer, remembered the tragedy that had overtaken the British vessel in Danish waters. The "Dead March" of Handel was played to great effect on the organ. Later in the day Reverend Kennedy held a church service for the survivors. The English who lived in Copenhagen were shocked by the incident, and sent greetings to the survivors and wanted to support them in their new situation.

Also on Sunday the answer arrived from England accepting the offer to transport the bodies home by ship. The question about what should happen to those who perished was not as straightforward as one might think. The "normal" thing was that they should be buried near where they fell, this was the fate of tens of thousands of their compatriots. But Foreign Minister Scavenius desired that they were not buried in Denmark fearing this could give rise to pro-British demonstrations. Denmark wanted to maintain friendship with England and the return of the dead could be seen in public as a good deed and as a responsibility given their part in the tragedy. England was not keen on the idea, all things considered. But an understanding of Denmark's situation meant that, albeit reluctantly, they accepted the offer. The loss was not immense but the episode could be used as propaganda, more evidence of how dastardly Germans were. Also there were people in Denmark who believed that the captain of "Peder Skram" had demonstrated an admirable level-headedness. Denmark's balance as a neutral nation required constant effort and fear of Germany was great. Transporting the dead to their home country was considered by Danes as an appropriate and dignified way to "close" this episode, given that Germany had apologized too.



On Wednesday the Danish papers contained an explanation of why the Germans had violated Denmark's neutrality. Early on the morning of 19 August a naval action occurred in the Baltic Sea where British submarines had fired on the mighty German battle cruiser "Moltke". From Berlin they had determined that the E13 should be completely neutralized cost what it may, so there was one submarine less. As it happened two British submarines sailed down the Sound to the Baltic Sea two days after the E13 tragedy without any problems.



Fra Sørgehøjtideligheden i Gymnastikhuset

A private memorial service was held on Wednesday. The sports hall was decorated for the ceremony. Black cloth was draped at the windows and the back wall, and greenery and candelabra provided a suitable sober decoration. Each coffin was covered with an English naval flag and adorned with flowers. A red carpet lay from the sports hall's entrance to the coffins and on both sides throughout its length lay wreaths. The mourning ceremony began at 9 am. 200 Danish sailors with their band stood outside the building. Rear Admiral Zachariae greeted the guests; Defence minister Munch, vice admiral Koefod-Hansen, Lieutenant General Görtz, Rear Admiral Evers, director of the Admiralty Johnke, Prince Axel and from the State Department Herluf Zahle, the British, French, Belgian and Russian ambassadors and all the Danish naval officers not on duty. Various other prominent Danes attended such as Director Cold, D.F.D.S.. Reverend Kennedy from St. Albans, vicar for the British Legation, carried out the British funeral ritual, accompanied by organ music. The vicar from the Kastel Church, Andreas Vangberg Storm, participated and of course the surviving crew from the submarine E13, dressed in Danish naval uniforms.



Kisterne bæres ud af danske Matroser

After the ceremony the coffins were carried out by Danish sailors to Handel's "Dead March". Reverend Kennedy took the lead and the survivors followed the coffins. Outside the sports hall the Danish sailors and band walked in the front.

UNE ENGELSKE MATROSERS INDSKIBNING



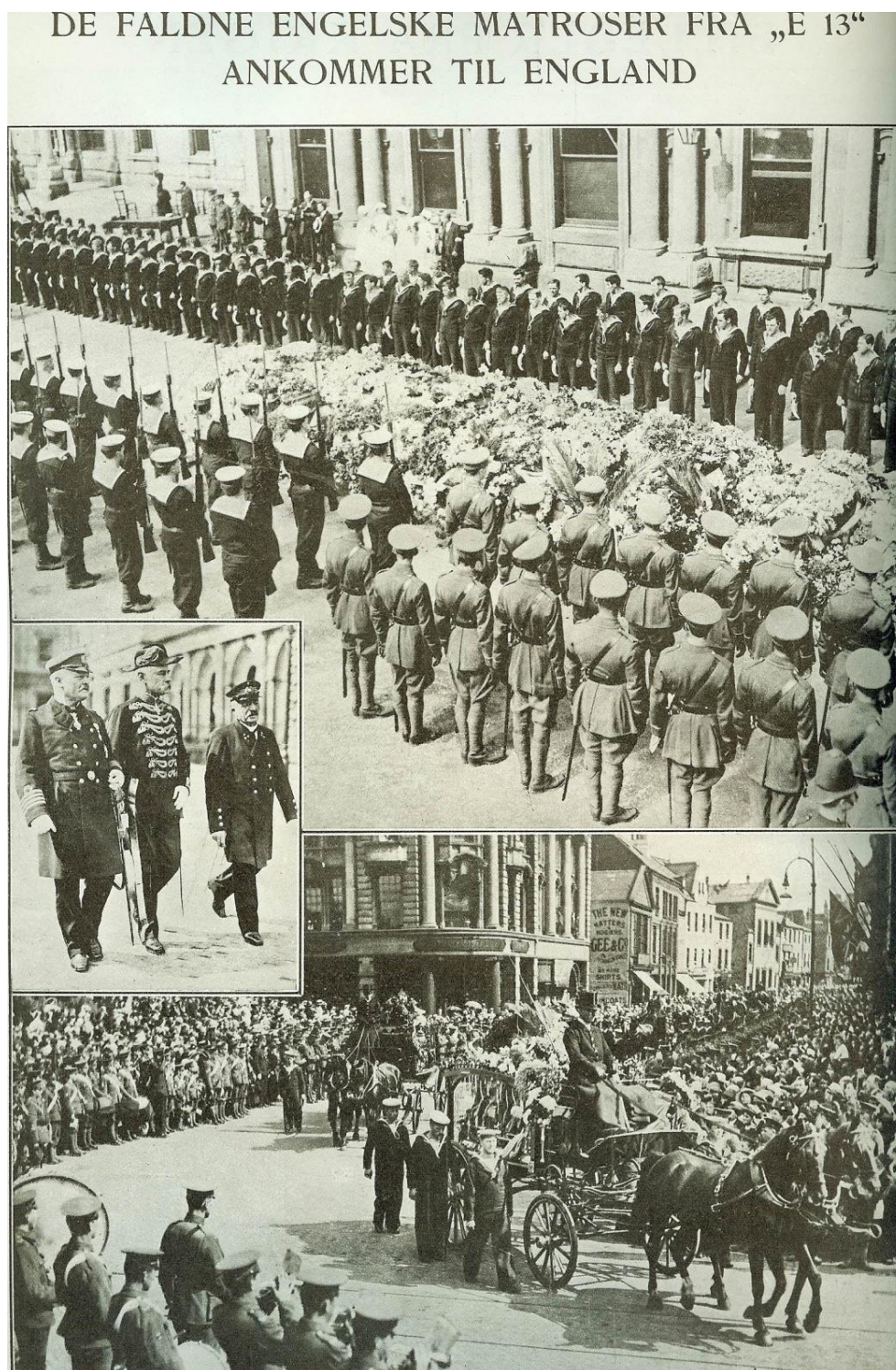
Der gøres Honor for Kisterne



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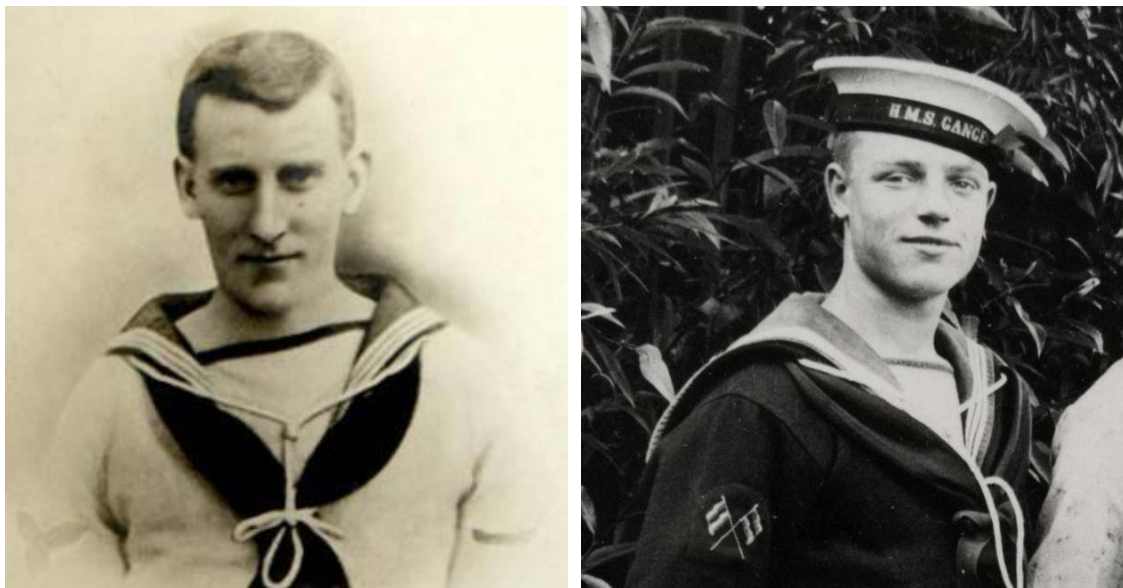
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harbour and at Kronborg Castle dipped their flags to half mast as the “Vidar” passed by. The crews on submarines and torpedo boat stood with their heads uncovered, and the sentries presented arms. Many had gathered at the harbour and at Kronborg Castle Point. Captain Hammer stood on the bridge of the “Vidar” with his head bare.



In the middle: Captain Hammer, Consul Pattison and Captain Christiansen from the “Vidar”

After an uneventful crossing to England the “Vidar” arrived at Hull in the evening two days later. A show of sympathy and respect for the dead had been organised in Hull. The body of Herbert Staples was transported home to Grimsby on a tugboat. The remaining thirteen coffins, each in their own hearse were transported through the city, with thousands of spectators in the streets. Captain Hammer and Mr. Pattison, the Danish Consul in Hull, took part in the procession along with a number of English naval officers. Many wreaths had been sent, including one from the Danish colony in London which contained over 800 carnations. Queen Alexandra sent fourteen magnificent wreaths of white arum lilies (see movie) [http://www.itnsource.com/shotlist/BHC RTV/1915/09/02/BGT407040765/?s=*](http://www.itnsource.com/shotlist/BHC_RTV/1915/09/02/BGT407040765/?s=*)



Fred Wilson www.yorkpress.co.uk

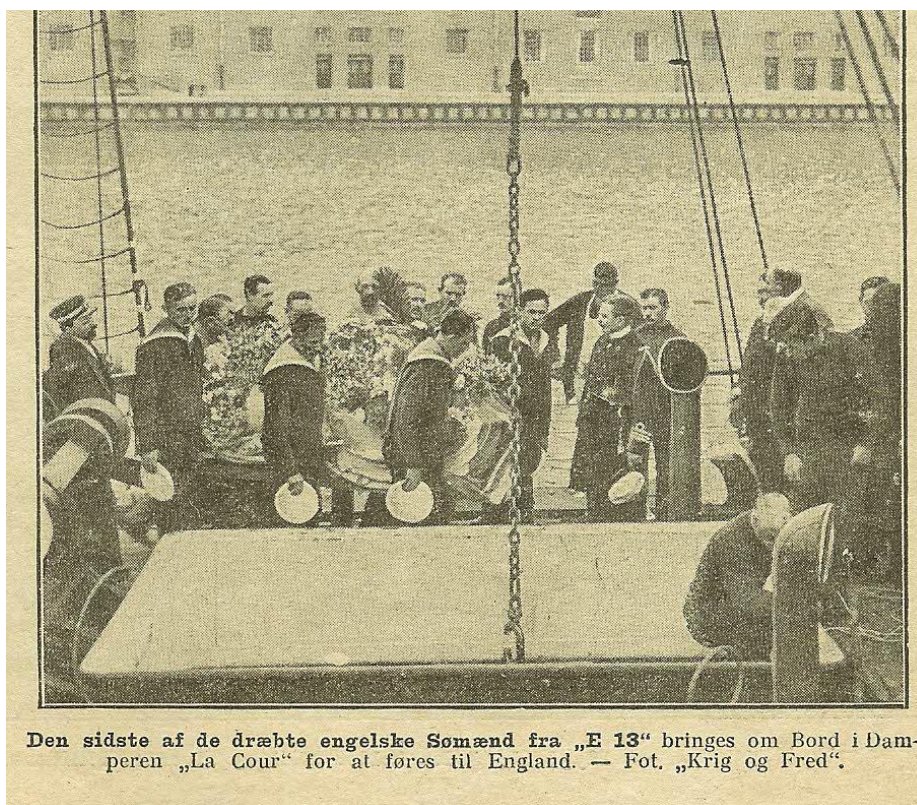
Herbert Goulden <http://www.loughborough-rollofhonour.com/page61.htm>

Six of the sailors were buried at Haslar Royal Navy Cemetery, Gosport. The remaining bodies were transported to various locations depending on their relatives' wishes. The body of 29 year old Fred Wilson was transported to York by train and following a civil procession he was laid to rest in York Cemetery. For the 18 year old ordinary signalman Herbert Goulden's mother, a widow, it was a terrible tragedy. A particularly fine tombstone was made for Herbert. His mother made a scrapbook about Herbert, which, along with photos and his medals are now exhibited in the Carillon War Museum in his hometown, Loughborough.

“Vidar” was sunk by a submarine with fifteen fatalities in 1940.



The crew of the "Narhvale" found the body of the fifteenth sailor on Thursday afternoon at 4 o'clock. This body was placed initially in Dragør church. This was 27 year old leading seaman Henry Thomas Pedder. A large number of wreaths were given to his honour, but no memorial service was arranged. Early on Saturday morning, his coffin, covered with the British flag, was placed on board the D.F.D.S. ship "J.C. la Cour" and taken to Hull. It arrived at midday on the Monday 30 August to be greeted by dignitaries and was escorted to the station by a guard of 70 sailors. A large anchor shaped wreath, paid for by a collection among local sailors' wives and mothers in Hull was laid on the coffin. Pedder was buried at Haslar Royal Navy Cemetery alongside his comrades.



The same day as the coffin with leading seaman Pedder left Copenhagen for England, 28 August 1915, the corpse of a German was washed up on the coast near Ribe. At first it was thought that it was the body of an officer. They found in his pocket a wallet with a gold ring and some money and a letter which was difficult to read. The next day Prime Minister Zahle wrote in his diary that he had, at the king's request, contacted the administrative officer for Ribe with regard to returning the German to his country in a respectful way, similar to the mode by which the bodies of the fifteen Englishmen who had died at Saltholm had been repatriated. Zahle did not think the situation was comparable as they had been killed in an episode which had violated Denmark's neutrality, but if that was what the king wanted then he would not oppose it. That same day news arrived that the German was not an officer but an ordinary seaman. Zahle waited to see if the officials in Ribe could organize things in an appropriate quiet but respectful way. Normally a foreign corpse washed up on the coast would be buried locally. However Stemann, the administrative officer for Ribe, decided to accompany the corpse himself. This in turn, according to protocol, demanded him being

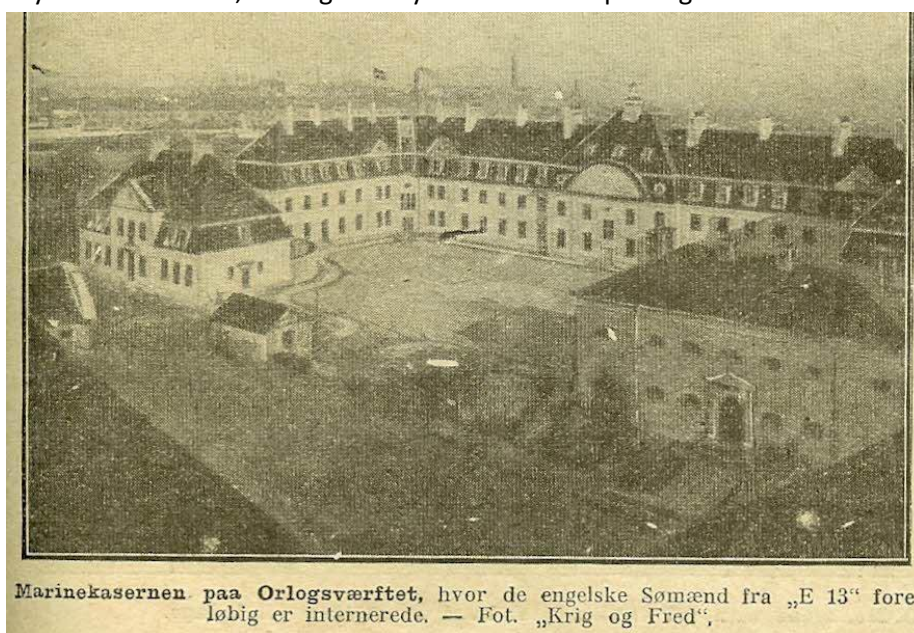
met by the president of Slesvig. And all for an ordinary seaman! Zahle put his foot down, a lieutenant and two soldiers would accompany the body of the dead German to the German border. Soon after the man was identified as a non commissioned officer. A service was held at St. Kathrina church, Ribe, with Danish sailors from the "Absalon" carrying the coffin. The hearse was accompanied to the station by a company of soldiers and a band. A Danish officer accompanied the coffin in a German wagon in an extra train to the station at Hvidding where it was handed over to a company of German soldiers. With that event completed everyone must have hoped that no more episodes of that nature would need sorting out.



Det Kongelige Bibliotek



Meanwhile on Sunday the internees from E13 were allowed to go to the service at St. Alban's Church in Copenhagen. Through the newspapers they expressed gratitude for all the attention given and were touched by the more than 250 wreaths. As internees, they could not leave the country until the war was over, and now they began a life in Denmark. They spent their time playing football and reading English newspapers. English people resident in Denmark and pro-British were sympathetic and wanted to do something to show their support. Some tobacco factories supplied them with "navy cut" as they knew the English sailors would be missing it. The senior British officer Lieutenant Commander Layton gave his word that no one would escape, a parole, so that all fifteen had, in the circumstances, a relatively free life the first weeks. Parole could be terminated by either party with three days notice. The men could move within a radius of ten miles from Copenhagen, and there were a few other minor restrictions. This meant they could accept many kind invitations, as long as they were in the Copenhagen area.



After 24 days Lieutenant Commander Layton did not renew his parole. A parole meant that one promised not to escape or arrange to escape while one was outside the place of internment. It was understood that the officers could try to escape, and that it actually was their duty to try to. But no new measures were taken to prevent them from escaping, and on Friday night leading to 23rd October Lieutenant Commander Layton succeeded. Layton sent a letter from the Royal Naval Barracks, Copenhagen, to Ea Dinesen, Karen Blixen's sister, at Rungstedlund. He thanks her for her kind invitation which they very much would have liked to have accepted. However as they had given up on their parole they were no longer free to do so. Layton also thanks her sister for offering to take messages to England. The letter is dated 23rd October, the Saturday when he already had escaped. Perhaps he was just a polite officer thanking for kindnesses before he left through the window or maybe it was meant to confuse the investigation with regard to the time of his escape. The letter might also have been an arranged message to the Dinesen/Blixen sisters that he was now on his way home!

**udkæmpes et
t Slag.**

Kræfter ind paa at bryde
ennem.

oliver svagere og svagere.

Vore Troppers Fremgang paa
Podgora-Højderne fortsættes trods
Fjendens haardnakkede Modstand,
hans stærke koncentrerede Artilleri-
beskydning og udstrakte Anvendelse
af Bomber med kvælende Gasarter.

Fra Vestfronten. — En tysk Sejr.

Det tyske Hovedkvarter melder,
at Tyskerne ved Neuville har erob-
ret Franskmandenes Stilling over
en Udstrækning af 1100 Meter.

Ved Talure foretog Tyskerne et
Stormangreb mod Højde 192. Over
200 Franskmand toges til Fange.

Det franske Kommunique indrøm-
mer disse Meddelelsers Rigtighed.

Kampene i Serbien.

De tyske Tropper har ifølge den
sne Melning trængt Serberne til-
ge paa begge Sider af Morava-

hed paa den Bane, der af det guddom-
melige Forsyn er anviset det.

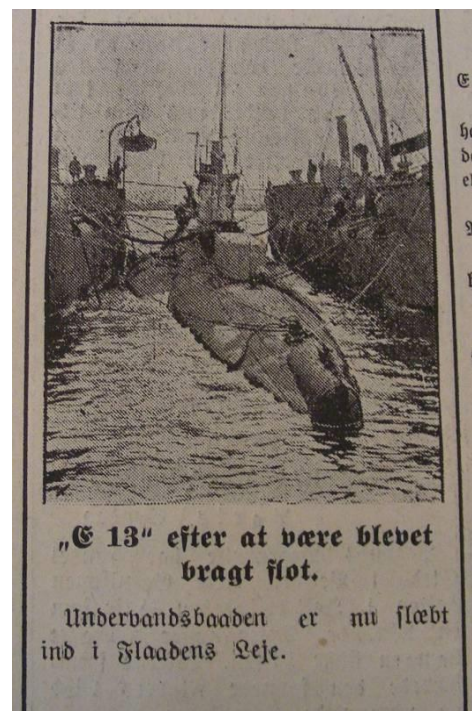
**Den flygtede
Engländer.**

Det menes, at Layton er kørt til
Helsingør og derfra rejst til
Sverige.



Hvorledes det er lykkedes Che-
fen for »E. 13«, Kaptajnlojtnant
Geofred Layton, at flygte fra Or-
logsværftet, blev ikke opklaret ved
det i Lørdags afholdte Krigsrets-
forhør. Det oplystes, at Layton
i 1916 var gaaet op

The submarine E13 was recovered to Copenhagen a few days after the incident. It had been shot through but in England it was hoped that it could be repaired and if nothing else, returned in serviceable condition at the latest after the war ended. A couple of the submarine's crew were allowed to work on its repair. The whole case of the E13 with respect to the detainees and the submarine itself, filled much of the diplomatic negotiations between the British and Danish officials throughout the war. In May 1917 they finally gave up hope of getting the submarine started again because they could not procure the necessary spare parts, and in 1921 the submarine was sold as scrap.



After Layton had escaped, it was decided to find another place to intern the sailors. On 22 November 1915 nine of them were moved along with A. Batchelor, to Bramsnaesvig by Holbaek. Bowden, Abrams, Watson, Huntsville and Whatley were left in Copenhagen, either still in the hospital, or working on the submarine and now interned at "Hekla" an accommodation ship at the Naval Base. Bramsnaesvig was a sea-mine station, but the job of guarding the men was transferred to the army garrison at Holbaek. A two metre high wire fence was erected around the site with lamps that were lit at dusk. The fence was patrolled by infantry from Holbaek. It was Captain Magnus Julius Henry Davidsen who had the daily responsibility for the British, and he was given some flexibility in the assignment. He had been in the army, then studied oriental studies, stayed for approximately three years in the Middle East on a research trip, had good knowledge of English language and the British people, and had rejoined the army. It was a good choice, he was competent for the job and maintained friendly but authoritative relations with the internees.

Within the framework set up, much was done so their captivity would not be so bad. The newspapers wrote from time to time about how they felt. Citizens in Holbaek wanted the internees to visit and young ladies would have liked to visit them, but Captain Davidsen would not allow this. The day began with a cold shower before they had breakfast at 9 am. From 10 to 12 they were outside the fence at a football ground where they played football. Equipment to play hockey was also purchased for them. The officers could ride in the woods. When they left Bramsnaesvig Lieutenant Eddis signed a parole promising they would not escape or prepare an escape for himself or others. From 2 to 4 in the afternoon they were employed in a workshop. Here they made photo frames, flag poles and other utility items. Then they had free time during which they could play billiards. Officers and men were together until lights out at 10pm. They could also enjoy alcoholic beverages. Officers could buy three bottles of whisky, a half bottle of cognac and 30 soda-pop drinks per week and two beers a day. The men could buy a bottle of rum a week on Saturdays and three beers a day. Throughout the night, at least twice per hour the guard checked that all men were in bed.



Bramsnaesvig

The men were allowed to write and receive letters, as long as Captain Davidsen censored the mail. The men took advantage of this privilege. Davidsen noted the names and addresses of their correspondents. The oldest of the detainees at Bramsnaesvig, able seaman Walter Edwin Brewer, was 43 while the youngest, stoker Frederick William Smith, was 21. W.E. Brewer, William Whatley and Alfred Frederick French were married. These three wrote the fewest letters to Danish addresses. Lieutenant Eddis wrote many, but this is understandable he being the senior officer. Both the 28 year old Petty Officer Herbert Lincoln and the 33 year old stoker Francis George Stubbington wrote many letters. During their stay at the Naval Base the detainees must have been in contact with a number of people with whom they had become friends. Many of them were English living in Copenhagen. For example the 28 year old Miss Young, who was a clerk, the 43 year old Miss Louise Lambert, who was a nanny and the 40 year old Miss L. Dale, who was companion for Elise Wessel. Others were the English born and Danish married Clara Melchior from Henriksholm and widow Mrs. Alice Wood.

Eddis continued, after Layton's escape, corresponding with Ea Dinesen whose brother Thomas was now desperate to fight for the Allies, who later did and was awarded a VC. Another correspondent was the famous actress who later married Paul Reumert, Miss Rigmor Dinesen, though not a relative to the Rungstedlund family. Miss Bering Lisberg, with address Rosenborg Castle, wrote to them and so did Miss Olivia Nielsen whose address was the female workhouse Sundholm. Mr. Stau from the English-Danish biscuit factory was in contact with them. Some internees wrote to crew members of the Danish ships involved in the E13 incident.



Rigmor Dinesen

There was good news for Stoker A. Batchelor in November. Taken ill, he had been left in Frederikshavn a year earlier. After months of internment "alone" in Copenhagen his weeks with the E 13 crew must have felt to be a great improvement in his situation. Now even better, the American ambassador in Berlin had arranged to exchange him with a sick German prisoner of war held in Norway. Batchelor left Copenhagen on 28th November for home. This must have given the crew hope that someday soon they too would be exchanged and on their way back to England.

The first of December was the birthday of Alexandra, the Danish-born Dowager Queen of England. The internees wanted to celebrate this and were allowed to throw a party. They signed a parole, it was probably feared that the party in some way was a cover for an escape attempt. They sent Queen Alexandra birthday greetings. The dinner table in the mess was decorated with flags and chef made roast turkey. The sailors got a thank you greeting from Queen Alexandra, where she also asked if there was anything they needed.

Christmas was also celebrated. Pastor Andreas Vangberg Storm, who was pastor at Kastel Church in Copenhagen, offered to hold a Christmas service for the internees. He had been the vicar of the seaman's mission in Newcastle, and married Edith Mabel Annandale whilst there. Several of the officers got parole to go on Christmas vacation, so the service and Christmas party was arranged for 29 December on their return. Mr. Storm was accompanied to Bramsnaesvig by his English wife.



Pastor Andreas Vangberg Storm

The 10 January Lieutenant Eddis received a letter from the British Legation in Copenhagen. Captain Davidsen noted that it informed him that only officers could give their word for a parole, and Eddis word was inadequate to cover for anyone else. Up until now he had signed "I hereby give my word of honour to Captain Davidsen that I will not try to escape from Bramsnaesvig Denmark or make any arrangement towards an escape for himself or others while this form is in his possession." So he was unable to stand parole for anyone but himself, and ordinary sailors no longer got parole.

Some weeks into the new year two of the other sailors from E13 arrived at Bramsnaesvig. But now they had had enough. They had been promised that by the first January 1916 they would be transferred to a suitable site that would be specially constructed for them. They had waited patiently for this to happen. On 31 January Eddis wrote a formal letter of complaint to Captain Davidsen, the sanitary conditions were poor because they were so many. At times they were plagued by a "disagreeable odour" in their quarters where they lived sixteen hours a day. He believed Bramsnaesvig was acceptable as a temporary detention, but that they should be moved as soon as possible to a suitable permanent residence as promised. There is a photo taken in February in private quarters at Indendant West's at Holbaek. Officers Eddis and Garriock, together with Captain Davidsen are visiting. Despite Miss Ebba Thorndal sitting on Lieutenant Garriock's lap and Captain Davidsen smoking a cigar, they do not seem to be enjoying themselves. Maybe it's a farewell visit, for shortly after they were moved from Bramsnaesvig.



Sitting are Davidsen, Eddis and Garriock

On 22 February 1916 they moved into their new residence at the garrison in Aarhus. As was promised quarters had been prepared especially for them with new floors with thick carpets, modern English fireplaces, electric lighting and beautiful wallpaper. The furnishings consisted of Chesterfield furniture in genuine buffalo leather, as reported in the newspaper. This sounds surprisingly luxurious. Under the framework of the 1907 Hague Convention prisoners of war had to be treated humanely and it would appear that the Danish government had gone to some trouble to make sure they could not be criticized for what came to be their place of internment for the rest of the war. The internees could move freely inside the fence, but not at night between 10pm and 6am. However, they could sign parole and stay out until midnight. They could also apply for permission to receive visitors. But the urge to flee was there and at the end of March an escape attempt was thwarted. Adjutant of Commandant in Aarhus, Knud Zeilau, wrote to Captain Davidsen and asked for photos of the internees. In Aarhus, they had been unwilling to be photographed because it would make it easier to advertise for them if they managed to escape. Captain Davidsen had a description of the men. Several had tattoos and missing fingers, and photos had been taken at the memorial ceremony in Copenhagen.

As time passed, they felt more at home in Aarhus. Several of the internees played soccer for the local football team, while others did gymnastics and boxing. Eventually most had paid employment in town working for a decent wage. All in all it was a fairly comfortable captivity. Lieutenant William Garriock was even on leave for 30 days in England in September 1917.

But it was an officer's duty to try to escape, and Lieutenant Paul Eddis succeeded in escaping on 20 September 1917. Officers took their given word for parole very seriously. Eddis was not bound by parole when he escaped, and protested loudly when he was accused in the Danish newspapers of breaking his parole.



The reason given for his escape was that he had just received a letter informing him that both his parents had died, which caused him great distress. This was however not true, his father died in 1928 while his mother died in 1938. There were also a few other British internees in Denmark, and a couple of pilots managed to escape too. The number of British internees in Denmark did not get above 20 while in the spring of 1918 there was up to 140 Germans interned in Denmark.



Charles Cabry Dix

In October 1917 they were visited by Captain Charles Cabry Dix, the new naval attaché at the British Legation in Copenhagen. Besides that they were interned, and an exchange had not been organised for them, the men had one single complaint. It was that they could not tolerate rye bread, and they did not get enough white bread. Dix investigated the case and it appeared that the men in the two preceding months had been given too large a ration of white bread, and that their ration had now been cut to get the overall amount correct. At the time, bread was rationed in Denmark. Dix understood that the matter was delicate and back in Copenhagen apparently arranged a satisfactory solution to the problem for the men. There had also at one time been talks about sending the submarine crew home in exchange for a number of German internees. But it did not happen because it was believed that the Germans would benefit most as the most experienced German airmen would be sent back to the war. Dix explained to the men that they were small pieces in the big game. By putting up with their detention and not bothering the authorities about exchange they would show their stamina and loyalty too.

The remaining 13 survivors from E13 tragedy were interned in Aarhus until the war ended on Monday 11 November 1918. Petty Officer Charles Bowden had however been allowed to work for the British Red Cross in Copenhagen from July 1918. A week after the armistice they all travelled from Copenhagen to Bergen to sail for England. Two of them had a long-time attachment to Denmark. Both William Garriock and Edgar Tennison Lukey married Danish girls.



The E 13 crew, with Lukeys bride Rosa Nielsen, in Copenhagen on their way home.

The tragedy of the E13 had consequences; for both those who died and the survivors who were interned, for Denmark's self perception and the Allied view of Denmark as a neutral country bordering Germany. It was a tragedy with short term interest for the people of England who could daily read worse stories. However, it had a huge effect on many British and those who were pro-British in Denmark. That war had come so close, with corpses and coffins and named dead. It most certainly induced more people to offer help where they could. For some, such as Paula Leonhard, who wrote to Lieutenant Eddis, it led to a large contribution for the British prisoners of war, in Danish Red Cross and with the repatriation scheme. Martin Abrahamson wrote in his memoirs about the whole E13 episode. These show that he followed the events as they happened, strengthening his distrust of the Germans. He attended and was moved by the memorial ceremony which was held in Copenhagen and when the British Red Cross asked for help six months later he, along with many others, was ready to do his bit. For captains Davidsen and Zeilau, their work with the British interned gave them valuable experience which came to good use later as they both were involved in the repatriation of British prisoners of war from Germany through Denmark after the Armistice.

Martin
Abrahamson



Martin Abrahamsen at the E13 ceremony,
at the far right

The original Holger Damgaard press photos can be seen at:

<http://www.kb.dk/images/billed/2010/okt/billeder/da/?searchAcrossEditions=false&query=E.13&orderBy=&title=&creator=&person=&location=¬Before=¬After=>

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Abrahamson's private archive

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