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The scuttling of the German fleet took place at the Royal Navy's base at Scapa Flow, in the Orkney Islands of Scotland, shortly after the First World War. The High Seas Fleet was interned there under the terms of the Armistice whilst negotiations took place over the fate of the ships. Fearing that all of the ships would be seized and divided amongst the Allies, Admiral Ludwig von Reuter decided ...

[Scuttling of the German fleet at Scapa Flow—Wikipedia](#)

HMS Vanguard was one of three St Vincent-class dreadnought battleships built for the Royal Navy in the first decade of the 20th century. She spent her career assigned to the Home and Grand Fleets. Aside from participating in the Battle of Jutland in May 1916 and the inconclusive Action of 19 August several months later, her service during World War I mostly consisted of routine patrols and ...

[HMS Vanguard \(1909\)—Wikipedia](#)

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Reviewed by Captain Winn Price, U.S. Naval Reserve (Ret.) Of the first of five volumes that compose Dreadnought to Scapa Flow, this review addresses Volume II, subtitled " The War Years: To the Eve of Jutland 1914-1916. " These five books, which address World War I from the Royal Navy perspective, were first published in the 1960s.

The five volumes that constitute Arthur Marder's From the Dreadnought to Scapa Flow represented arguably the finest contribution to the literature of naval history since Alfred Mahan. A J P Taylor wrote that 'his naval history has a unique fascination. To unrivalled mastery of sources he adds a gift of simple narrative . . . He is beyond praise, as he is beyond cavil.' The five volumes were subtitled The Royal Navy in the Fisher Era, 1904 – 1919 and they are still, despite recent major contributions from Robert Massie and Andrew Gordan, regarded by many as the definitive history of naval events leading up to and including the Great War. The fourth volume covers the period from Jellicoe's arrival at the Admiralty to deal with the U-boat menace until his dismissal a year later. Mounting losses brought about the introduction of the convoy system and the turn of the tide in anti-submarine warfare. The volume also looks at the beginnings of naval aviation. A new introduction by Barry Gough, the distinguished Canadian maritime and naval historian, assesses the importance of Marder's work and anchors it firmly amongst the great naval narrative histories of this era. This new paperback edition will bring a truly great work to a new generation of historians and general readers

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The five volumes that constitute Arthur Marder's From the Dreadnought to Scapa Flow represented arguably the finest contribution to the literature of naval history since Alfred Mahan. A J P Taylor wrote that 'his naval history has a unique fascination. To unrivalled mastery of sources he adds a gift of simple narrative . . . He is beyond praise, as he is beyond cavil.' The five volumes were subtitled The Royal Navy in the Fisher Era, 1904 – 1919 and they are still, despite recent major contributions from Robert Massie and Andrew Gordan, regarded by many as the definitive history of naval events leading up to and including the Great War. This last volume describes the Royal Navy's final triumph. The convoy system brought rewards and the US Navy arrived in European waters. The striking 1918 raid on Zeebrugge was a big morale booster, and in November 1918 Beatty received the surrender of the German High Seas Fleet. In June the following year the Germand scuttled their fleet at Scapa Flow and so came to an end a major era in naval history. A new introduction by Barry Gough, the distinguished Canadian maritime and naval historian, assesses the importance of Marder's work and anchors it firmly amongst the great naval narrative histories of this era. This new paperback edition will bring a truly great work to a new generation of historians and general readers.

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