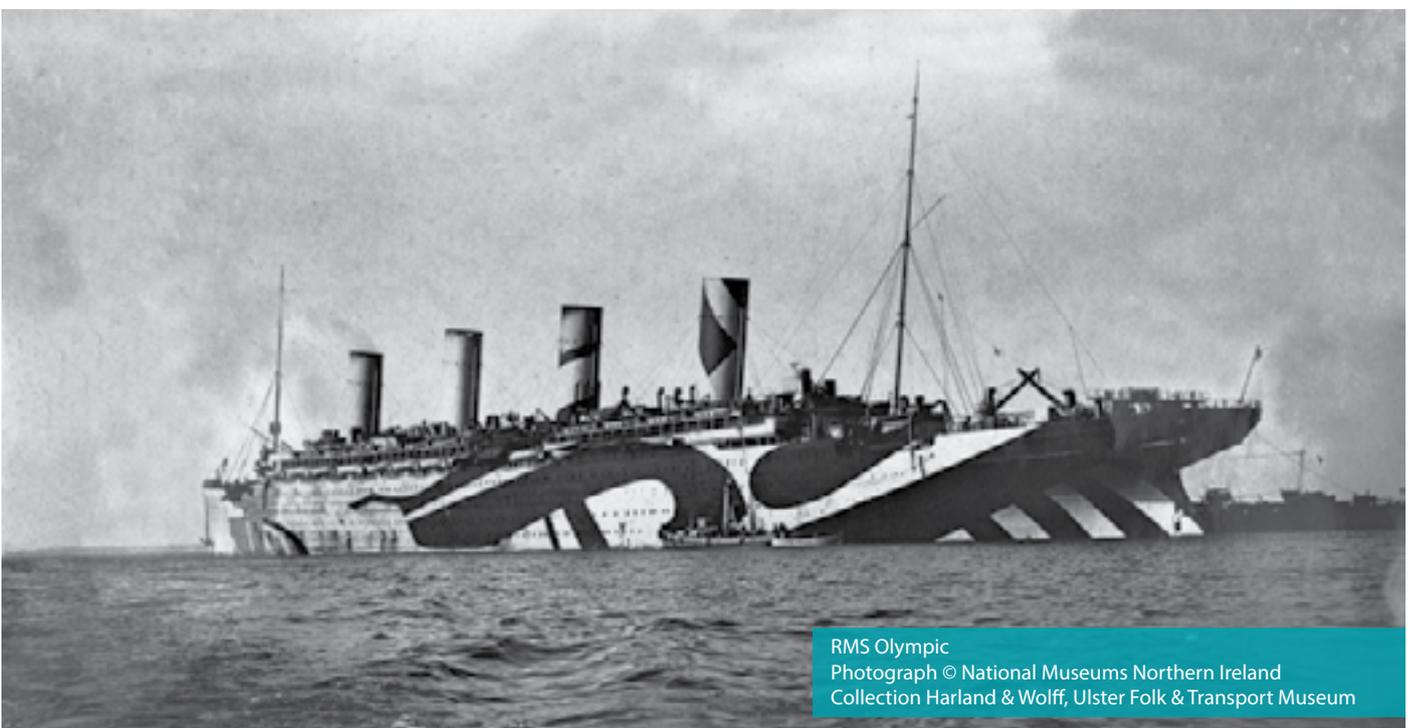
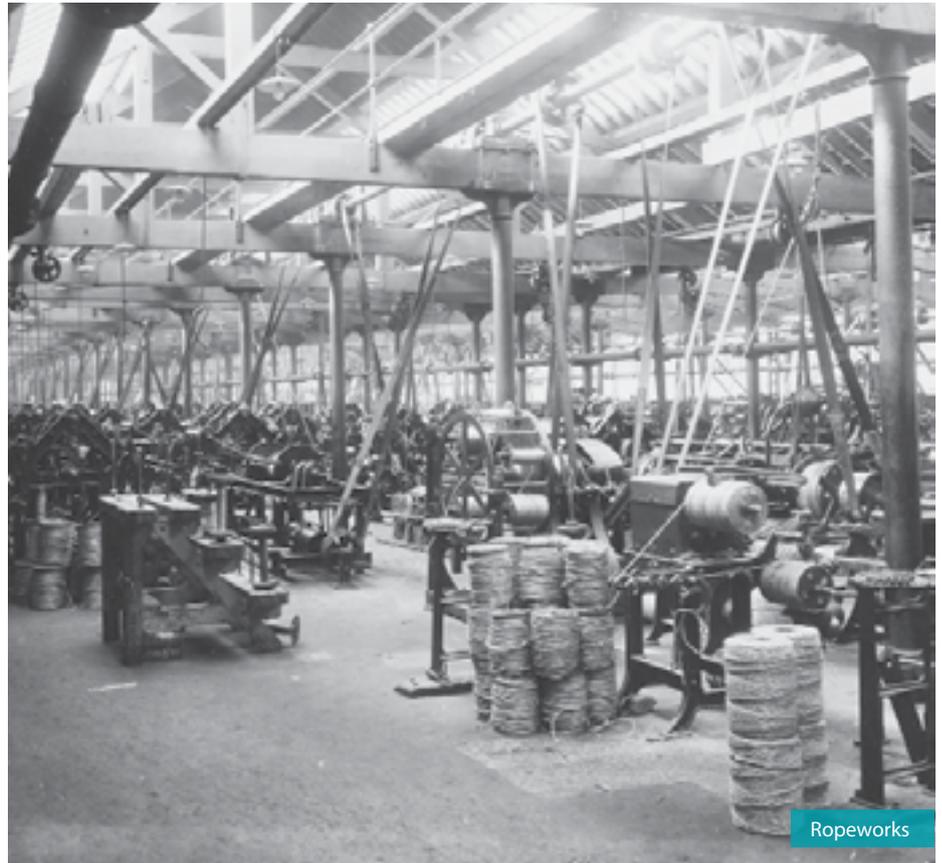
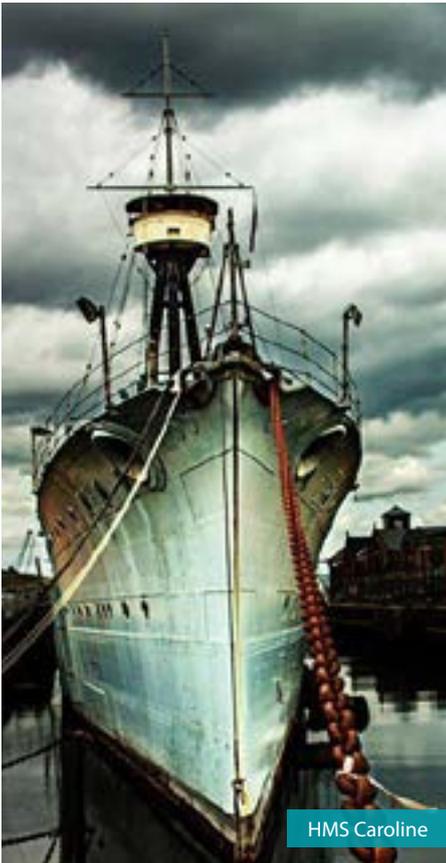


World War One Fact Sheet

Titanic Quarter



World War One

1914 witnessed the start of World War One (WW1). Over nine million soldiers and an unknown number of civilians lost their lives in this devastating series of historical events.

Historians have estimated that about 200,000 Irish soldiers served in the Army and Navy from 1914 to 1918. Little did 50,000 of these men realise that they would disembark on an ill-fated journey to the first truly global conflict.

Here in Titanic Quarter we have an island filled with historical importance relating to WW1. Harland & Wolff, their Chairman Lord Pirrie, the ships that were built and fixed here as well as the local community that worked on Queen's Island all had significant parts to play in WW1.

This factsheet details some of the facts and links between Titanic Quarter and WW1. It is by no means a finite list, but aims to give an overview and act as a sign post for our Titanic Quarter stakeholders, encouraging greater participation in 2016 activities.

This factsheet will be periodically updated as new resources become available. For further useful information visit the Titanic Foundation resources page:

[Click here](#) 

Commemoration to the Irish Sailor in the Great War

The 31st May 2016 is the chosen date to mark the contribution of all involved in war and life at sea 1914 – 1918. The event will be run in Belfast next to Jutland's only afloat survivor, HMS Caroline, and will include her official opening as a heritage visitor attraction in Titanic Quarter.

The commemoration will connect people in maritime activity a hundred years ago with descendants, and to those engaged in similar activity today.

[To get involved click here](#)



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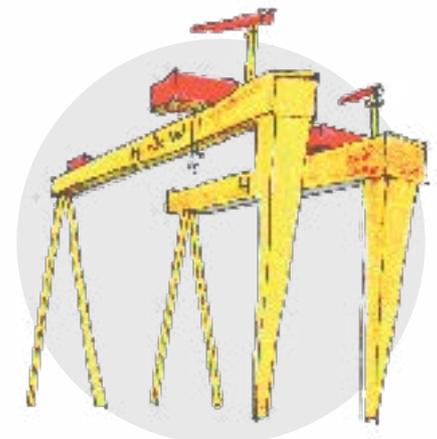
12 Useful Contacts and a few more Resources

1. The Shipyards

Role of Harland & Wolff

- During WWI Harland and Wolff along with D. and W. Henderson and Co, were the main shipbuilders for standard war designs.
 - They built monitors and cruisers, including the 15-inch gun armed "large light cruiser HMS Glorious." HMS Glorious was the second of the Courageous-class battlecruisers built for the Royal Navy during WW1.
 - When war was declared on 4 Aug 1914, merchant shipbuilding firms like Harland and Wolff, which had no admiralty work on hand, were immediately disadvantaged as supplies were diverted to yards with naval vessels under construction.
 - Lack of materials caused production to slow down or even halt, and that in turn forced many men to enlist. In this first week of war Pirrie suggested that contracts should be suspended and all yards placed on half time working.
 - At the end of July 1914, the company employed a total of 24,425 people throughout the organisation. By the end of October it had only fallen to 18,412.
 - However in October 1914, H&W was given the unusual task of converting ten cargo liners into dummy battle ships for the special service squadron.
 - H&W had a sudden influx of urgent Admiralty work and this placed a great strain on their work force. More men had to be recruited and by the end of the year the number employed had been recovered to over 20,000.
 - In 1915 the build of HMS M33 was subcontracted by Harland and Wolff to the nearby yard of Workman, Clark & Company. A monitor of the Royal Navy, she was built as part of the rapid ship construction campaign following the outbreak of WW1. Ordered in March 1915, she was launched in May and commissioned in June; an impressive shipbuilding feat. She saw active service in the Mediterranean during WW1 and in [Russia during the Allied Intervention](#) in 1919. She was used subsequently as a mine-laying training ship, fuelling hulk, [boom defence](#) workshop and floating office, being renamed HMS Minerva and Hulk C23 during her long life. The ship is currently on display in Portsmouth Historic Dock.
- [Further details click here](#) ➔
- The H&W work force had responded brilliantly to the challenges presented to them with the abundance of admiralty work directed their way and this continued right up until the end of the war.
 - When armistice was declared on the 11th November 1918, H&W's work force spontaneously downed tools and took a week's holiday to celebrate.
 - On Monday 18 November Lord Pirrie issued a manifesto to shipyard workers and marine engineers:

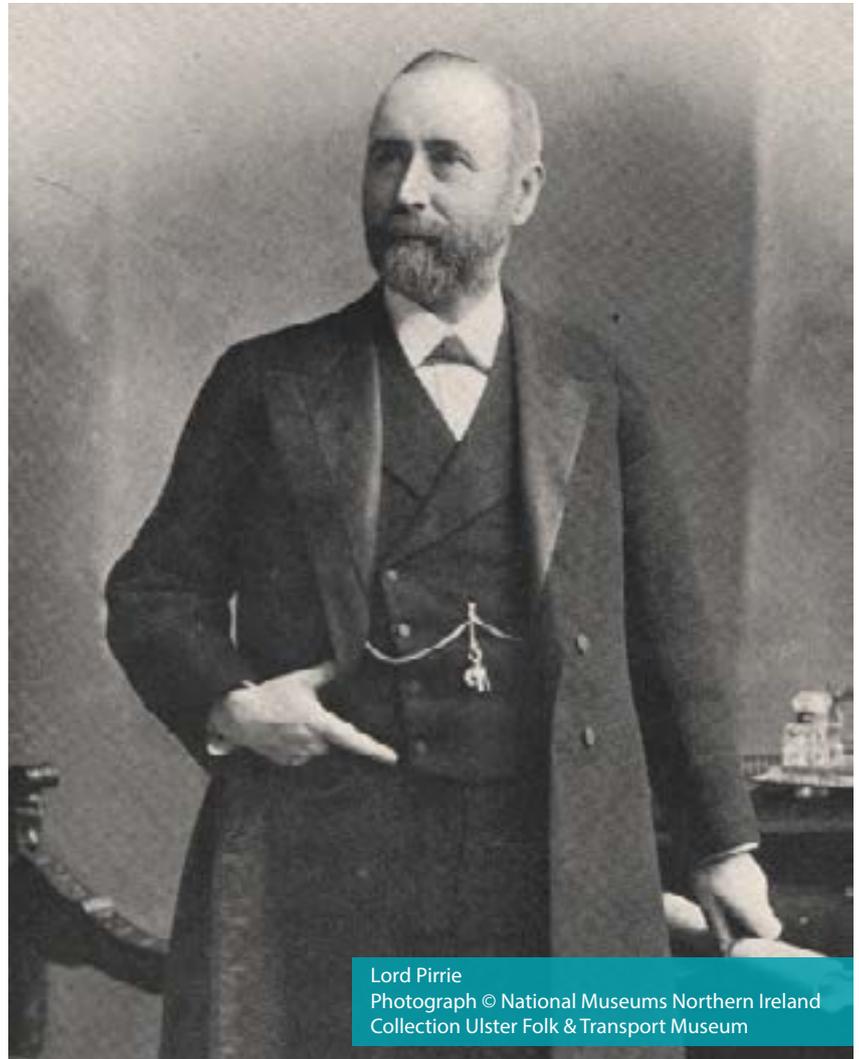
"The war is over in the field, but not in the ship yards, Germany is beaten but she cannot give us back all the shipping she has destroyed."
 - Harland and Wolff built 174 vessels for the Royal Navy in its Belfast yard between 1868 and 1969. These include gun boats, depot ships, yachts, monitors, cruisers, destroyers, aircraft carriers, patrol boats, tugs, trawlers, mine sweepers, corvettes, tankers, frigates and assault ships.
- [Further details click here](#) ➔



2. The Shipyards

Lord Pirrie, chairman of Harland & Wolff 1895 – 1924

- Pirrie served as Lord Mayor of Belfast between 1896 and 1898. He was ennobled as Baron Pirrie in 1906, appointed a 'Knight of the Order of St Patrick' in 1908 and made Viscount Pirrie in 1921.
- Pro-Chancellor of the Queen's University, Belfast from 1908 to 1914, Lord Pirrie was also a member of the Committee on Irish Finance as well as Lieutenant for the City of Belfast (both 1911) the years before WW1.
- During the war he was a member of the War Office Supply Board, and in 1918 became Comptroller-General of Merchant Shipbuilding, organising British production of merchant ships.
- After the war Pirrie remained active in Northern Ireland's political scene, being elected to the Northern Irish Senate in 1921.



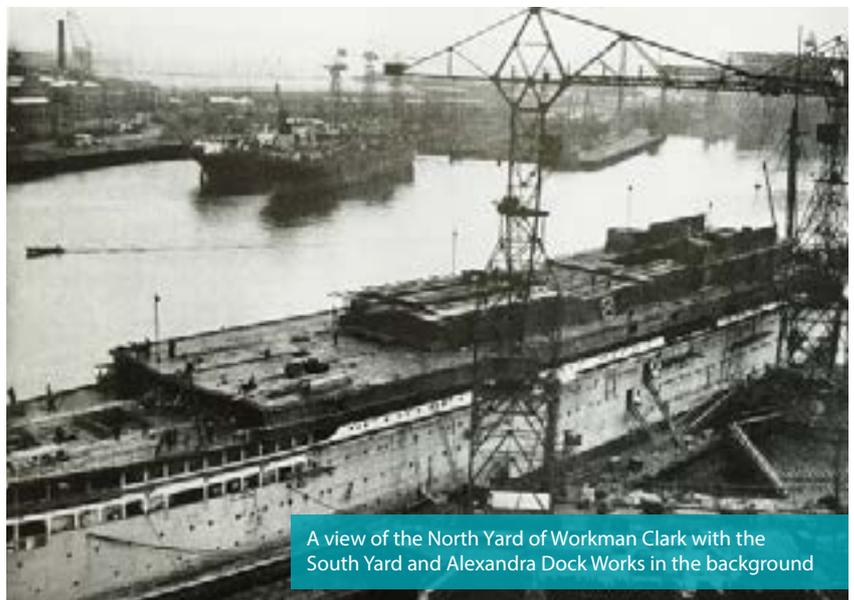
Lord Pirrie
Photograph © National Museums Northern Ireland
Collection Ulster Folk & Transport Museum

Workman Clark

Situated next door to Harland and Wolff, Workman Clark & Co became known as the 'Wee Yard'. This was an understatement as their output exceeded that of H&W in several years pre WW1.

Although the yard only built eleven vessels for the Royal Navy, it modified and repaired many battle cruisers, cruisers, destroyers, frigates, minesweepers and submarines during WW1. Sadly the yard closed in 1935 with the majority of the facilities being purchased by H&W.

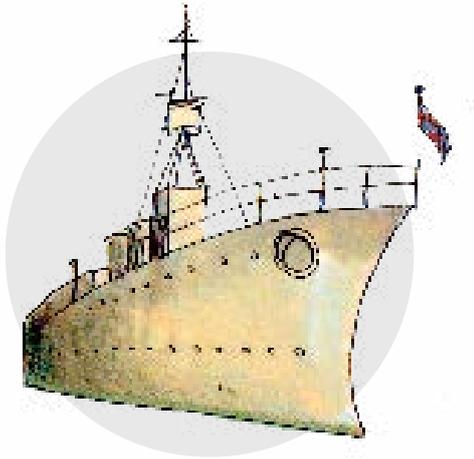
For Source 



A view of the North Yard of Workman Clark with the South Yard and Alexandra Dock Works in the background

3. The Ships

The Role of HMS Caroline



HMS Caroline, a light cruiser, is the last survivor of the Battle of Jutland and the last survivor of the Grand Fleet which lay at the heart of Britain's power and politics in the period 1905 – 1918. Located in the Alexandra Dock, Titanic Quarter, it is currently undergoing significant restoration and refurbishment, funded via Heritage Lottery Fund and Tourism NI. The ship will become a heritage and education facility focussing on the importance of the Battle of Jutland as well as the decades that HMS Caroline has spent in Belfast (since 1924). The ship is due to open to the public to mark the centenary of the Battle of Jutland in May 2016.

- HMS Caroline was built in Birkenhead within one year and was the fastest ship of her size at that time.
- She was launched on 21 September 1914, and commissioned on 4 December that year.
- During her career, Caroline protected trade by undertaking regular North Sea patrols in WW1 and, later on, convoy screening.
- She almost didn't take part in the Battle of Jutland as her steering gear failed as the fleet left Scapa Flow on the evening of 30 May 1916.
- Her role in the Battle of Jutland was as part of a screening force intended to find the enemy fleet and report back on them, whilst protecting the Grand Fleet from attack.
- Jutland was the only engagement in which she made contact with an enemy unit. Caroline opened fire at 7:30pm on 31 May 1916 at a range of 9,200 yards, firing three 6 inch and nine 4 inch rounds. She later fired two torpedoes which went towards the German dreadnought Nassau. She then retreated under fire and eventually returned to Scapa Flow on 2 June 1916.

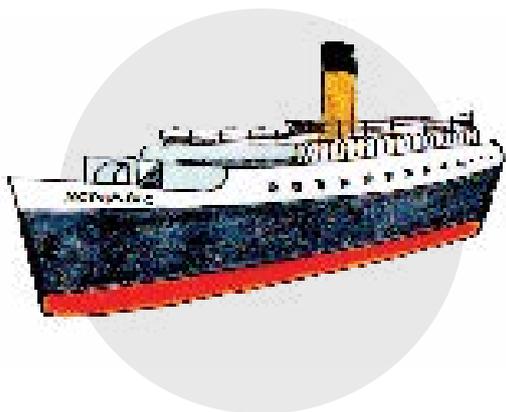
- Today, Caroline is the only ship that fought at Jutland to have survived.
- After the Battle, she spent the remainder of the war patrolling, exercising, and experimenting with minesweeping equipment and aircraft. She had a flying off platform built on her forecastle which enabled a Sopwith Camel to take off, but not to land. Sopwith Camel was the most famous British fighter aeroplane of WW1.

For Source 

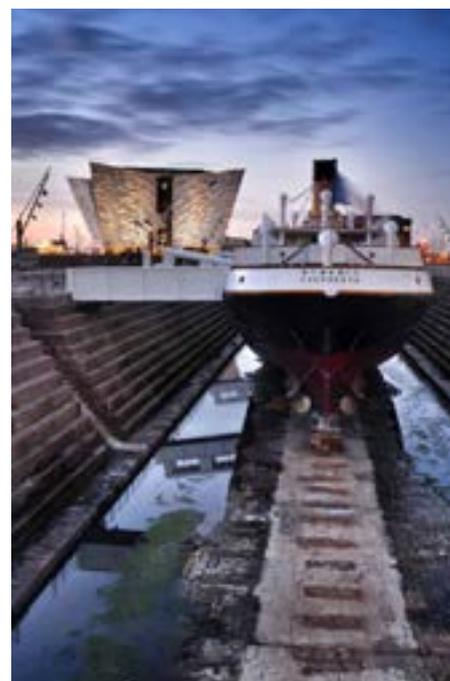


The Ships

The Role of SS Nomadic



- SS Nomadic arrived in Cherbourg on 3 June 1911 to begin her tendering duties for the White Star Line. On 10 April 1912 she transported 274 passengers to RMS Titanic for the doomed liner's maiden voyage.
- During WW1 and until 1919, SS Nomadic was requisitioned by the French government and she saw service as an auxiliary minesweeper and patrol ship, also ferrying American troops to and from the harbour in Brest (France).
- After the war, she returned to her tendering duties, but in 1927 she was sold and continued to tender under the ownership of the Compagnie Cherbourgeoise de Transbordement.
- The SS Nomadic has been restored to her original glory and is back home in Belfast's historic Hamilton Dock in Titanic Quarter. Visitors can go on board and experience over 100 years of authentic maritime and social history.
- SS Nomadic was commissioned by the White Star Line in 1910, to tender for their new ocean liners RMS Olympic and RMS Titanic, which were too large to dock in Cherbourg Harbour. She and her running mate ferried passengers, their baggage, mail and ship supplies to and from large ocean liners moored off-shore.



Further details [click here](#) 

The Role of RMS Olympic

- Olympic was built at the same time as Titanic, one of the White Star Olympic Class liners, and launched in 1910.
- With WW1 underway, in October 1914 Olympic helped rescue survivors from the British battleship HMS Audacious off the coast of Northern Ireland.
- In 1915, the Olympic became a troop transport for the British government. During the War she carried 150,000 troops, about 40,000 other passengers, steamed over 180,000 miles, and burned over 345,00 tons of coal.
- The Olympic was also attacked three times by German U-Boats, and even by an airplane, but survived each time. In one instance a torpedo actually struck the ship, but luckily failed to explode. Olympic was nicknamed "Old Reliable" by troops who sailed on her during the war.
- In May of 1918, the Olympic became the only merchant ship to deliberately ram and sink a U-boat when she sent the German submarine U-03 to the bottom of the ocean.
- With the war over in 1919, the Olympic was overhauled and returned to service as a passenger liner by June of 1920. The boilers in the ship were also converted to burn oil instead of coal. Throughout the 1920s Olympic remained one of the most popular liners on the Atlantic.

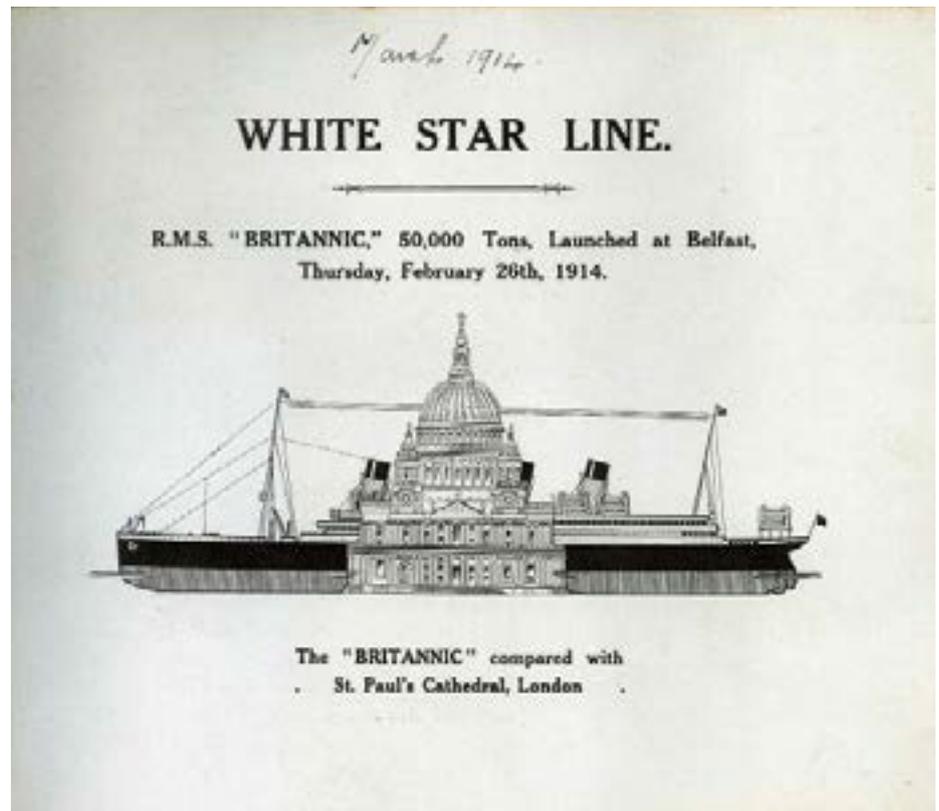


RMS Olympic - Photograph © National Museums Northern Ireland. Collection Harland & Wolff, Ulster Folk & Transport Museum

The Ships

The Role of HMHS Britannic

- Construction of Britannic, the third of the White Star Olympic Class liners, was slowed by the loss of Titanic, labour difficulties, and the start of WW1.
- The ship's maiden voyage, originally planned for September 1914, was pushed back to the spring, 1915. But with the war still raging, Britannic stayed at Belfast to await better times.
- In November of 1915, the partially completed Britannic was taken over by the British navy and converted into a hospital ship. Britannic was set up to carry over 3,300 wounded soldiers back to England. The ship was painted white, with a green line and red crosses on the hull.
- RMS became the HMHS (His Majesty's Hospital Ship) Britannic was the third "wonder ship" to be built. Originally, the ship was to be named "Gigantic," but due to the loss of the Titanic, her name was changed to Britannic.
- Britannic served in the Gallipoli campaign, which was one of the greatest Ottoman Army's victories during the war.
- Britannic returned back to Harland & Wolff in June 1915 for a refitting as a liner and then was called back in to service.
- Britannic left on her maiden voyage to the port of Mudros on December 23, 1915. (Mudros is on an island in the Mediterranean Sea) Over the next 11 months, the liner made 5 long voyages between Great Britain and Mudros, bringing over 15,000 wounded troops back home.



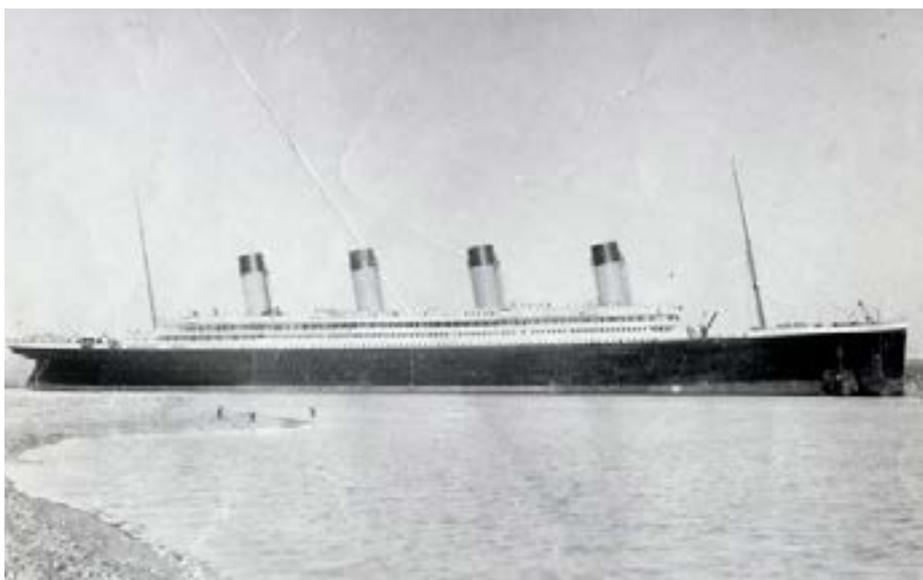
- Britannic's sixth voyage was never completed. The ship struck a mine (probably, it may have been a torpedo) near the Greek island of Kea. She only lost 55 people, in spite of sinking faster than Titanic, demonstrating that the post Titanic improvements worked.
- Britannic still rests off the G eek Island. There has been ongoing discussions to retrieve the ship or parts of the ship and bring them back to Belfast.

For Source 

The Ships

RMS Titanic

Titanic Survivors who went on to serve their country in WW1



At present it is unknown whether research has been conducted on this topic or not. Although we do not have a full list of Titanic survivors who went on to serve for their country in WW1 we do have several names that have great significance.

- 1 Second Officer Charles Herbert Lightoller (crew). He served in WW1 and was involved in ramming a U-Boat and downing a Zeppelin with his ship's machine-guns. He was awarded the DSC + Bar. He later sailed his boat 'Sundowner' to Dunkirk for the evacuation in WWII.
- 2 Able Bodied Seaman William Chapman Peters (crew). Later served on, and survived the sinking of, the Lusitania.
- 3 Bernard McCoy, passenger, served in the US Army from 3 April 1918 until 12 June 1919.
- 4 Lookout, Archibald Jewell (crew), was serving on SS Donegal, a hospital ship operating in the English Channel, when it was sunk

by a U-Boat on 17th April 1917. He did not survive and is commemorated on the Tower Hill Memorial in London.

- 5 Fireman, Arthur John Priest (crew), was also on SS Donegal when it was sunk. Had also served on the Olympic when it hit HMS Hawke, and the Britannic when it sunk in 1916. His other ship, Alcantara was also sunk! He died in Southampton from pneumonia in 1937.
- 6 Stewardess Violet Constance Jessop (crew), was on-board the Olympic when it collided with HMS Hawke in 1911 and she was also on-board the Britannic as a nurse when it struck a mine in the Aegean. When the Britannic was sunk she claimed that her auburn hair helped her be spotted and rescued. She also said of the sinking of the Britannic:

"I leapt into the water but was sucked under the ship's keel which struck my head. I escaped, but years later when I went to my doctor because of a lot of headaches, he discovered I had once sustained a fracture of the skull!"

- 7 Jean Scheerlinckx passenger from Haaltert, Belgium. Served in the Belgian Army from 1914 to 1918.
- 8 Julius Sap, passenger, born at Rek near to Zwevezele in Belgium. Served in the Belgian Army from 1914 to 1918. Titanic Boarding Ticket: 345768, paid £9.10s.
- 9 Richard Norris Williams II, passenger, served with distinction in the US Army in WW1, won the Chevalier de la Legion and the Croix de Guerre.

Unfortunately there is hardly any documentation on any other names of the Titanic Survivors who may have gone on to fight for their country in WW1. Details have not been possible to verify, largely because for tax and other reasons sailors served under a variety of names, and sometimes assumed each other's identities.

For Source 



The Ships

The Role of SS Result

Whilst not located in Titanic Quarter, the Ulster Folk and Transport Museum at Cultra is easily accessible. This is the home of SS Result, a ship built in 1893 in Carrickfergus and requisitioned by the Royal Navy to act as a Q-ship in WW1. There has been some tentative discussions to relocate SS Result to Titanic Quarter, however this is likely to be a longer term vision post 2016.

[Further details click here](#) →

The Role of HMS Hawke

HMS Hawke (built in Chatham Dock) in February 1913 joined the training squadron on the outbreak of WW1, Hawke, together with the other Edgars from Queenstown, formed the 10th Cruiser Squadron, operating on blockade duties between the Shetland Islands and Norway. HMS Hawke was lost on 15 October 1914 when she was struck by a German submarine in the North Sea. Among those who perished were at least 11 sailors from the East Belfast area. Further research on HMS Hawke is available on History Hub Ulster

[Further details click here](#) →

The Role of RMS Lusitania

Whilst not built by H&W, the Lusitania was built at the same time as Titanic by the Cunard Company – White Star Line's competitor.

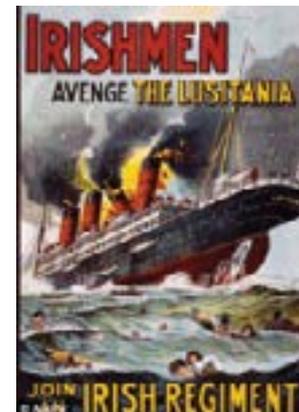
- Lusitania was the largest, fastest, and most luxurious transatlantic passenger liner in the world at the time of her launch, although she was soon eclipsed in size and luxury by rivals Olympic and Titanic.
- Lusitania became a casualty of WWI, sailing into a deadly war zone patrolled by 15 German submarines. On May 19 she was torpedoed off the coast of Ireland by the German U-boat U-20, sinking in 18 minutes. All the U-20 needed was a single torpedo to send the passenger ship to the bottom of the sea.
- She was six days out from New York and nearing her destination of Liverpool. On board were 1,300 passengers – including 129 children – and a crew of nearly 700.
- There is still controversy as to why the Lusitania travelled into what the Germans had designated a war zone, dense with U-boats, without any protection from the Royal Navy.
- The wreckage of Lusitania lies about 300 feet under water and approx. 11 miles south of the Old Head of Kinsale, Ireland.

The British propaganda machine went into overdrive condemning the sinking as an act of piracy. "The Times" referred to the sinking by condemning those who doubted German brutality:

"the hideous policy of indiscriminate brutality which has placed the German race outside of the pale. The only way to restore peace in the world, and to shatter the brutal menace, is to carry the war throughout the length and breadth of Germany. Unless Berlin is entered, all the blood which has been shed will have flowed in vain"

The sinking of Lusitania was used to instigate anger against the Germans and an entire campaign was launched to recruit Irishmen in to the army – recruitment was not compulsory in Ireland at this time and these campaigns were seen to work effectively.

One famous poster read "Irishmen avenge the Lusitania – Join an Irish Regiment."



[For Source](#) →

8. Public Record Office of Northern Ireland



Public Record Office of Northern Ireland (PRONI) is the official archive for NI, holding over 3 million public and privately deposited records. It is based in Titanic Quarter and provides public access to its collections. PRONI has a wide range of records, including letters, diaries and memoirs, relating to the War and to contemporary events in Ireland. Unfortunately there is not much specifically relating to the Battle of Jutland. There are a couple of eyewitness accounts and some passing references. PRONI also have Wills for 6 men from Belfast who were killed in the battle.

- First World War Sources - A guide to documents held in PRONI

[For more information](#) →

- To mark the 100th anniversary of WW1, PRONI is producing a monthly blog recording the experiences of men and women who lived through the years 1914 to 1918.

[For more information on WW1 Journals](#) →

- Manuscript Sources for the Study of WW1 in PRONI - This comprehensive document will help guide users to the wealth of papers, volumes, letters, images, and scrapbooks relating to WW1 which are held within the collections at PRONI.

[For more information on Manuscript Sources for the Study of the WW1 in PRONI](#) →

- Derry/Londonderry War Memorial records - these records contain details of soldiers from the city who fought and died during WW1.

[For Source](#) →

- BEd (Hons) Students from St. Mary's University College and Stranmillis University College, Belfast, researched PRONI's archives to produce learning resources aimed at Key Stage 3 students on the topics of 'Women in Wartime and Recruitment'

[WW1 Learning Resource on Women in Wartime](#) →

[WW1 Learning Resource on Recruitment](#) →



9. Titanic's Dock and Pump-House



The Thompson Pump-House War Memorial is situated on the side wall of the original pump-house for the Titanic Dock. This was originally installed in the North Yard of Workman, Clark and Co. It was

commissioned by Mr & Mrs Frank Workman to commemorate over 120 men from the shipyard including their only son Edward who fell in WW1. After the closure of the Workman, Clark and Co shipyard, the memorial was reinstalled in this position. Originally unveiled by Sir Edward Carson MP, it was rededicated for public display on Friday 16 May 2008 by the First Minister for Northern Ireland, Dr Ian Paisley MP. The memorial is the work of renowned Northern Ireland sculptress Sophie Rosamund Praeger (1867-1954). The design consists of a portrait of Edward Workman, flanked by the names of men from the shipyard and was originally supported by a pictorial frieze showing the story from enlistment to battlefield.

On the walls of the Pump-House there are several genuine artefacts from WW1. These are stretchers which would have been used by men trained as stretcher bearers who would provide aid and help save those who had been wounded or made ill by the unique conditions of the war.

In good conditions two men could carry a wounded man on a stretcher. However, after heavy rain it took four men to lift a stretcher. It was pointed out in a letter that was sent back home to a relative from a stretcher bearer:

"It took six of us to carry one man. You have no idea of the physical fatigue entailed in carrying a twelve stone man a thousand yards across muddy field."



Praeger's Workman, Clark & Co First World War Memorial, 1919

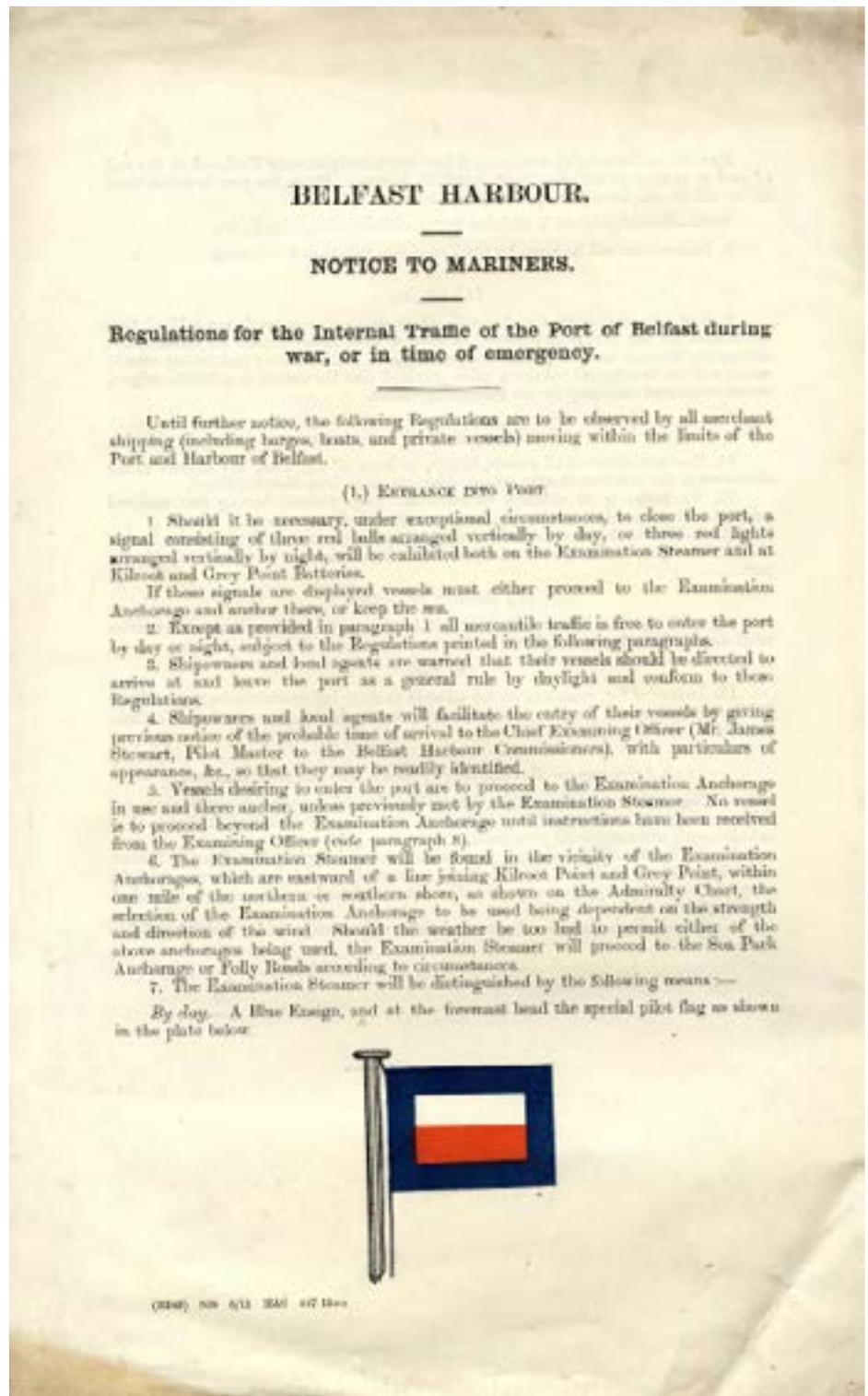
The memorial was originally installed in the North Yard of Workman, Clark & Co. It was re-installed in its present position in 2008 by the First Minister for Northern Ireland, Dr Ian Paisley MP. The memorial is the work of renowned Northern Ireland sculptress Sophie Rosamund Praeger (1867-1954). The design consists of a portrait of Edward Workman, flanked by the names of men from the shipyard and was originally supported by a pictorial frieze showing the story from enlistment to battlefield.

"It took six of us to carry one man. You have no idea of the physical fatigue entailed in carrying a twelve stone man a thousand yards across muddy field."

...and the stone bear away and the sea glad you the warmth and the comfort of life. Sir Edward Carson

10. Belfast Harbour Commissioners Records

PRONI have a series of records relating to Belfast Harbour in the WW1, this includes papers on the harbour defences, dating back to 1910, correspondence on the operation of the harbour during the War and registers of ships using the harbour on official service, 1914-18.



11. East Belfast Connections

East Belfast

There is currently a First World War community research project underway – ‘East Belfast and the Great War’. This is a two year research and community engagement project supported by the Heritage Lottery fund. Their aim is to tell the story of WW1 through the eyes of the men and women of East Belfast.

[For more information](#) 

Linen Works

Linen had a huge role to play during the war – uniforms, essentially the covering for aeroplanes and many other uses. There was £11m of war orders for it; Lord French said, ‘The war was won on Ulster wings’. All production went to the war effort and with the lack of foreign flax la ge areas, including Fort William Golf Club were turned over to growing it. Belfast was the linen capital of the World and the industry survived the war it was the later 1920s depression that knocked it back – though proportionately Belfast was probably still dominant until after WWII.



Linen Works

Ropeworks

By the early 1900s the Belfast Ropework Company had proved so successful that it could claim to be the largest single ropework in the world. Jointly founded by Gustav Wilhelm Wolff, of Harland & Wolff and providing employment for many wives and daughters of Harland & Wolff employees. Belfast ropeworks developed and manufactured their own machines using castings produced by local foundries.

This establishment was the largest of its kind in the world at this time, covering 40 acres of ground. The works were composed of four factories, known as the Bloomfield Factory, Pottinger Factory, Connswater Factory, and the Cord Factory.

The Ropeworks played a major role in WW1, from manufacturing submarine nets to tethers for barrage balloons (refer to PRONI’s archives).

[For Source](#) 



12. Useful contacts and other resources

Titanic Belfast

Titanic Belfast have recently delivered a series of projects in partnership with PRONI, East Belfast Partnership and North Belfast Partnership.

Contact:
Siobhán McCartney
Learning & Outreach Manager
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M +44 (0)7584074095
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HMS Caroline

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Titanic Foundation Limited

Preserving Belfast's maritime & industrial heritage.

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SS Nomadic

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Titanic's Dock and Pump-House

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Harland & Wolff

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W www.harland-wolff.com

Belfast Harbour Commissioners

Contact:
T +44 (0)28 9055 4422
E info@belfast-harbour.co.uk
W www.belfast-harbour.co.uk

Development Department, Belfast City Council

Robert Heslip, Heritage Officer

Contact:
T (+44) 028 90270225
E HeslipR@belfastcity.gov.uk
W www.belfastcity.gov.uk

History Hub Ulster

Contact:
Karen O'Rawe,
Chair of History Hub Ulster
E research@historyhubulster.co.uk
W www.historyhubulster.co.uk

East Belfast and the Great War Project

Contact:
Jason Burke, Historian.
E info@eastbelfastww1.com
W www.eastbelfastww1.com

Resources

- The National Museum Royal Navy
E library@nmrn.org.uk
Go to 
- The Royal Navy in NI during WW1
Go to 
- Ulster sailors by ship in WW1 – Currently in working progress
Go to 

Getting around Titanic Quarter



- | | |
|-------------------|------------------------------|
| 1 SS Nomadic | 4 HMS Caroline |
| 2 PRONI | 5 Titanic's Dock & Pumphouse |
| 3 Titanic Belfast | |



 TitanicFoundation

 @TFL_Belfast

titanic-foundation.org

Titanic Foundation Limited would like to say a special thanks to all TQ stakeholders & partners who have been involved in the production of the Titanic Quarter World War One Factsheet