

GCSE

# History B

91453 Britain at War

Controlled Assessment Sources (Specimen Only)

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9145

Version: 1.0

Specimen for June 2015 examinations

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**Source A** From a school History textbook, published in 1982, about air power in the First World War.

Considering how new air warfare was in 1914, the improvements and inventions made in just four years were considerable. Planes in 1914 were literally stringbags (as they were nicknamed) built with wire, wooden struts and canvas round an unreliable engine. Pilots had no navigation instruments, no guns, no radio and no parachutes and had to use sign language to communicate with another in flight. By the end of the war, planes were fast, streamlined, well armed, with a variety of helpful instruments, parachutes and a wide selection of much more dependable engines – several aircraft even had two engines. Many could fly hundreds of kilometres on bombing missions and could carry bombs which would have been too heavy to even lift into the air in 1914. There were seaplanes, planes for landing on aircraft-carriers, planes with snow skis, others adapted for desert conditions and some with cameras for air photography.

From C MAIR, *Britain at War 1914-1919*, published in 1982

**Source B** From a memorandum written by Winston Churchill from the War Cabinet on 21st July 1942.

We must regard the Bomber offensive against Germany as at least a feature in breaking her war-will second only to the largest military operations which can be conducted on the Continent until that war-will is broken. Renewed intense efforts should be made by the Allies to develop during the winter and onwards ever-growing, ever more accurate and ever more far-ranging Bomber attacks on Germany.

**Source C** From P Calvocoressi's book *Total War* written in 1972.

This was an important interpretation of the impact of air power from an historian who had studied the Second World War for many years

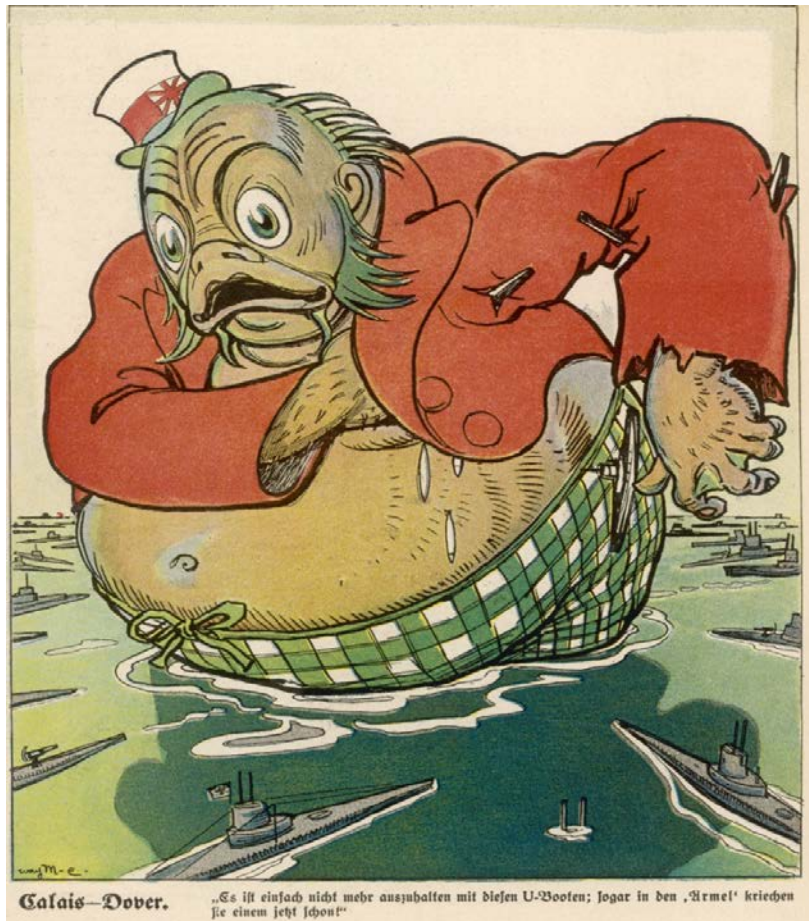
In Berlin the damage was severe enough to cause many to leave the city and to close all schools, but less than half of the city's industries stopped work and many of the stoppages were brief...morale did not break in either Berlin or Hamburg. Bomber Command failed to bring German industry to a halt.

**Source D** A painting of British paratroopers landing at Arnhem in 1944, published to commemorate the 60th anniversary of the airborne attack on Arnhem.



**Source E** A German cartoon of 1916 from a satirical German magazine showing Britain (John Bull) as defenceless from attack by sea.

The caption in the cartoon, in translation, reads: 'I can't endure these U-boats any longer; they are crawling everywhere'.



**Source F** Statistics showing German submarines sunk 1914-18 and tonnage of British shipping lost to U-boats.

Method of sinking	1914–1916	1917–1918
Rammed	2	8
By patrol vessels	15	40
By Q ships	5	6
By convoy escorts	0	16
By mines	10	38

**Tonnage (in millions) of British Shipping lost to U-boats**

1914–1916	1917	1918
2	3.5	1.5

**Source G** Captain D Macintyre, a former naval officer and naval historian, gives a British view of the Battle of Jutland, published in 1957.

At Jutland, the German fleet was no longer fit for battle and could only make for harbour and repairs. The British fleet remained largely intact and ready to renew the fight. The German fleet would not risk another encounter with the British fleet and the morale of the fleet lowered through inactivity. In 1917 there was a mutiny in the German fleet which was put down, but when ordered to put to sea in 1918, it resulted in a revolt, which spread and led to the final surrender of Germany. This is perhaps the most important result of the battle of Jutland.

**Source H** A photograph of the memorial to merchant seamen in Liverpool.

There are many such memorials in ports around Britain. Around 50 000 merchant seamen died in the Second World War



The number of merchant ships lost to U-boats during the Battle of the Atlantic

Year	1941	1942	1943
Number of vessels lost	432	1150	463

**Source J** A wartime poster called *Save for the Brave* painted by A Brener, published during the Second War World.



**Source K** The importance of the War at Sea in the First and Second World War, from *The Making of Modern Britain* by A Marr.

It was published in 2009 and accompanied a BBC television series.

The First World War was essentially a land war, fought in France. Despite raids by warships, Zeppelins and Gotha bombers, the British civilian population was affected mainly by greyness, shortage and bereavement. In the Second World War, because of the defeat of the British and French armies early on, the most important fighting was in the air and at sea until the invasion of Europe in 1944. More than 40 000 merchant seamen were drowned, blown up or burned to death keeping the sea lanes to Britain open. The Battle of the Atlantic was fought out between U-boats and aircraft, convoys and mines, German raiders and corvettes, with both sides inventing and then countering new technologies. Both Churchill and Hitler had envisaged a sea war still dominated by the old capital ships. Both were wrong.

If Hitler had understood earlier the potential war-winning power of the U-boats and spent more on building and improving his fleet, he could have starved Britain of food and fuel in the spring of 1941 before America was ready to join the war.

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Source C: P CALVOCORESSI, *Total War*, 1972

Source E: © Mary Evans

Source J: © Imperial War Museum

Source K: A MARR, *The Making of Modern Britain*, Macmillan, 2009

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