

Schwiegger's submarine. Almost unbelievably, 20 minutes later, the *Lusitania* turned to starboard, which would bring her directly across the bow of the still submerged U boat. At 2.10, when the *Lusitania* was directly ahead and only 700 metres away, a torpedo was fired. It struck the *Lusitania* on the starboard bow, just beneath the wheelhouse. Moments later, a second explosion erupted from within *Lusitania's* hull where the torpedo had struck, and the ship began to founder much more rapidly, with a prominent list to starboard.

There was no organisation, lifebelts were not handed out, the crew did not know how to lower the lifeboats safely, many passengers could not swim. They were only 10 miles from the Irish coast. Boats were launched, and people were saved - 768 people survived, but 1,192 did not. 150 bodies are buried near Queenstown - the town is now known as Cobh. Not all the bodies buried here could be identified, so it possible that Walter, Jessie and Ivy may lie in Irish soil. More likely, the sea has gathered them. They are remembered here.

In November 2018 the Memorial was repaired and renovated by the firm of G. Horobin Memorial Masons. The Vicar and PCC are very grateful to them for their skill and generosity. The firm is based in Derby - <http://horobinmemorials.co.uk>, 01332 660983. The Bailey family has been researched by John Bishop (a member of St Matthew's congregation) and Peter Barham (the Vicar) produced an illustrated talk in June 2018 and this leaflet. Peter's blog is www.northernvicar.co.uk



The Parish of
St Matthew
Darley Abbey



**Walter, Jessie and Ivy Bailey and
the *Lusitania* Memorial in the churchyard at St Matthew's**

To the left of the path as you approach the War Memorial is a memorial to Walter, Jessie and Ivy Bailey of Shepshed in Leicestershire who died when the *Lusitania* was sunk on Friday 7 May 1915. Jessie, whose maiden name was Hanford, had four siblings. Her older sister was Florence, who was born in 1867, three years before Jessie. In 1893 Florence had married a Derby man, Frederick William Cotton, and they lived at 3 Abbey Lane, Darley Abbey.

Frederick and Florence had two children. Sydney was born 1896 and died in 1913. He was 17, and died from heart failure linked to tuberculosis. (His memorial is by the car park, and is currently (November 2018) away being renovated). Their second child was Gilbert, born 1901, who died in 1917, also from heart failure linked to tuberculosis. Sydney and Gilbert were Ivy's cousins - so when Gilbert died and a memorial was erected, the names of his uncle, aunt and cousin who had died two years earlier were inscribed on it. Thus our memorial is Gilbert's grave, and Walter, Jessie and Ivy's memorial.

Walter George Bailey was born in Woodborough in Wiltshire in 1861. In 1887 he married Rosina Aylward in Coventry in 1887, and they had a son Albert born the following year, in Sevenoaks in Kent. When the 1891 census was taken the three

of them were living in Christchurch in Hampshire, but Rosina died shortly afterwards, in 1891.

In 1901 Walter married again. His new wife was Jessie Annie Hanford, and they were married at Shepshed in Leicestershire. Their daughter Ivy had been born in 1900. They lived at Finney Hill, Ashby Road, Shepshed, and for a number of years Walter was employed by Messrs Messenger and Co in Loughborough who made conservatories and hot houses. In 1911 Albert, the first child, now 23 with a wife and son of his own, emigrated to Canada, and settled at Fauquier's Landing, Lower Arrow Lake, British Columbia. A year later Walter, Jessie and Ivy emigrated to Canada too.

British Columbia is right over on the west coast, the Pacific side – so that's a very long way from the East Midlands. Perhaps distance was the reason why, just three years later and in the middle of War, Walter, Jessie and Ivy decided to return. We assume that Albert stayed in Canada with his wife and son, but we haven't yet traced any Canadian descendant.

Walter, Jessie and Ivy were on the *Lusitania* as she sailed from New York on 1 May 1915. By this stage of the War, the *Lusitania* was the only large British liner offering regularly scheduled passenger sailings between Britain and the USA. She left New York on 1 May 1915, carrying 1266 passengers and a crew of 696 – so 1,962 people in total. Those who read the New York papers the day they embarked would have seen a warning placed by the Imperial German Embassy, that travellers should be aware that “a state of war exists”. It continued to warn that “vessels flying the flag of Great Britain, or of any of her allies, are liable to destruction ... and

that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.”

America was officially neutral, but two thirds of the cargo the *Lusitania* was carrying on the May voyage was material for military use. It included brass, cotton wire, machine parts. 4.2 million rounds of Reminton .303 rifle ammunition consigned to the Royal Arsenal at Woolwich, 1,238 cases of shrapnel-filled artillery shells, 18 cases of percussion fuses, and 46 tons of volatile aluminium powder used to manufacture explosives. American law described this as a legal shipment of small arms – perhaps we can understand why the Germans saw it differently.

The passengers knew their voyage was dangerous. Many assumed that they would be met by the Royal Navy as they approached the coast of Ireland, and that they would be accompanied the last few hundred miles to Liverpool. Yet no such plans had been made. Even worse, no proper lifeboat drills had been carried out as the ship crossed the Atlantic, and there was no plan for what to do in case of emergency. The attitude seemed to be that the Germans would not dare to attack.

The morning of Friday 7 May was a foggy. The *Lusitania* was off the south coast of Ireland, but would soon be home. At 1.20 pm Kapitan-Leutnant Walther Schwieger of the German submarine *U-20* spotted a ship at a distance of about 13 miles. He recorded in his log “Starboard ahead four funnels and two masts of a steamer with course at right angles to us...”. The ship did not see the submarine. The submarine gave chase, but the ship was twice as fast as