

Crisis Committee: The Admiralty

Crisis Delegate Resource Guide

Delegate Positions

Below is a list of positions that can be represented in committee, along with a brief description of their background and current beliefs. Some names did not attain their positions in early 1900 or are invented. In the former case, conduct research while treating these names as if they were appointed in early 1900. In the latter case, focus research on the position itself and historical officeholders instead of the person. Please reach out if you have any questions.

Commander-in-Chief, Channel Squadron: Vice Admiral Sir Harry Rawson

Vice Admiral Sir Harry Rawson commands the Channel Squadron, the primary force defending the seas surrounding the British Isles. With the rise of other naval powers challenging British naval hegemony, the Channel Squadron is Britain's first line of defense against any continental power attempting to invade the isles. The Channel Squadron consists of five modern battleships and a variety of cruisers and smaller craft, and its flagship is the HMS *Majestic*.

Commander-in-Chief, Mediterranean Fleet: Admiral Sir John "Jackie" Fisher

Admiral Sir John Fisher, or Jackie Fisher, commands the Mediterranean Fleet, currently the largest of the British Navy's fleets and tasked with defending British interests in the Mediterranean from Gibraltar to the Suez Canal. The fleet is responsible for defending a critical area, as the Suez connects the British Isles with India, Australia, and China. In addition, with France, Italy, Austria-Hungary, and the Ottomans all maintaining a sizeable presence, the Mediterranean Fleet also must contend with a wide array of regional powers in the area as well. The Mediterranean Fleet consists of 12 battleships, with HMS *Renown* as the fleet flagship, and a variety of cruisers and smaller crafts.

Commander-in-Chief, China Station: Vice-Admiral Sir Edward Seymour

Vice-Admiral Sir Edward Seymour commands the primary naval force in East Asia from the flagship HMS *Centurion*: the China Station, consisting of 5 battleships and a variety of cruisers and smaller ships. With the Boxers threatening the British concessions in China and the rapid

buildup of Japan's navy, the China Station will prove key to defending British interests in the region.

Admiral Superintendent Naval Reserves, Coast Guard: Vice-Admiral Gerard Noel

The Coast Guard consists of many dated ships that help defend the British coast alongside the Channel Squadron. Although these ships fare poorly against any of their modern counterparts, they still are functional warships, and it would be a waste of resources to simply scrap them while they are still working. The Naval Reserves, Coast Guard, consists of 9 battleships, 4 cruisers, and a variety of smaller ships. The fleet is headed by Vice-Admiral Gerard Noel from his flagship HMS *Alexandra*.

Superintendent of the Admiralty Experimental Works: Dr. Robert Edmund Froude

The Admiralty Experimental Works is the first of the Admiralty's research establishments and oversees technological advancements relating to ship propulsion, maneuverability and seakeeping. Under Dr. Robert Froude, the Admiralty Experimental works contains a team of scientists and engineers charged with maintain Britain's technological edge in maritime propulsion, as well as a test facility and laboratories at the Haslar Gunboat Yard.

Admiralty Chemist: Dr William Weston, Esq.

The Chemical Department of the Royal Navy researches chemical developments with naval applications, including lubricants, metallurgy, and paints. Despite the mundane nature of these developments, improved armor, resistance to corrosion, and improved gunnery are all advantages that can come from these innovations. Under Admiralty Chemist Dr. William Weston, Esq., the Chemical Department consists of a team of dedicated scientists and engineers, as well as a test facility and laboratories at the Haslar Gunboat Yard.

Director of Dockyards and Works: Sir James Williamson

As the Director of Dockyards and Works, Sir James Williamson oversees all state-owned dockyards for ship repair and construction, from the massive berths at Portsmouth to the far-flung repair yards in India, China, and the Pacific.

Director of Naval Construction: Sir William Henry White

The Royal Corps of Naval Constructors, under Sir William Henry White, oversees ship design, welding together the various technological innovations to have come out of Royal Navy's laboratories and the specifications demanded by Parliament and the rest of the Admiralty to

produce the next generation of British Warships. The Royal Corps consists of a team of experienced engineers and naval architects, who are some of the best in their field.

Director of Naval Intelligence: Rear-Admiral Reginald Custance

The Naval Intelligence Department under Rear-Admiral Reginald Custance is effectively the brain of the Royal Navy, overseeing naval intelligence, war planning, and strategy for the entire navy. Under the various divisions of the Naval Intelligence Department are a valuable network of spies and informants and a cadre of officers and strategists dedicated to preparing the Royal Navy for any threat it may face.

Deputy Adjutant General Royal Marines: Lieutenant-General John Morris

The Royal Marines are the expeditionary arm of the Royal Navy, serving to project British power across its empire and protect the ships themselves in the case of boarding. Consisting of nearly twenty thousand soldiers, with artillery and support weaponry, the Marines are certainly a formidable force wherever they go. The force is commanded by the Deputy Adjutant General Royal Marines, a position currently held by Lieutenant-General John Morris.

Hydrographer of the Navy: Captain Frank O. Creagh-Osborne

As the Hydrographer of the Navy, Captain Frank O. Creagh-Osborne heads the Compass Branch, the navigational arm of the Royal Navy that creates maps and weather forecasts for ships to use. The state of the oceans is paramount to British planning, as storms and maritime features can prove decisive in battle, as well as complicate logistics given the vast logistical network the Royal Navy operates. In addition, due to their prior experience with complex scientific instruments for surveying and meteorology, the Compass Branch has also begun experimenting with advanced mechanical computers, which could offer far more accurate gunnery than conventional means of aiming and firing naval weapons.

Parliamentary and Financial Secretary to the Admiralty: H. O. Arnold-Forster

The Parliamentary and Financial Secretary to the Admiralty, a position currently occupied by Hugh Oakeley Arnold-Forster, is Parliament's representative among the Admiralty. As a civilian member of Parliament, the Secretary to the Admiralty holds significant weight in the House of Commons, as well as formally supervising the finances of the Royal Navy, to ensure that the British taxpayer's money is being well-spent.

Director of Naval Ordnance and Torpedoes: Rear-Admiral Edmund Jeffreys

The Naval Ordnance Department under Rear-Admiral Edmund Jeffreys is responsible for the procurement and the development of guns, ammunition, torpedoes, and mines for the Royal Navy. The Department has little in terms of actual manufacturing capability and instead outsources the purchase and manufacture of ordnance to the Royal Arsenal or private companies, although it is given significant leeway in purchasing decisions. However, the Department does boast a large network of warehouses and storage depots, as well as a sizeable research and development team to provide weapons specifications and details to manufacturers.

Director of Naval Education: Sir James Alfred Ewing

The Department of Naval Education, under its director Sir James Alfred Ewing, oversees the training of all recruits, from enlistees to cadets. The main naval academies are the HMS *Britannia*, a former ship of the line converted to a training ship for the most promising cadets entering the Royal Navy, and the Royal Naval College, Greenwich, which serves as an advanced staff college for commissioned officers to prepare for higher levels of command. In addition, the department supervises the training of sailors aboard commissioned vessels and a network of schools for the families of servicemen.

Director of Transports: Rear-Admiral Boverie F. Clark

The Department of the Director of Transports, under Rear-Admiral Boverie F. Clark, is charge of the mammoth task that is maintaining the vast logistical network of the British Empire. With bases in all the major oceans and the world's largest navy to supply, the Director of Transports oversees warehouses, foreign liaisons, an auxiliary fleet, and a massive bureaucracy to transport troops, supplies, fuel, arms, and ammunition wherever it is needed by the navy.

Chairman of Armstrong-Whitworth: Andrew Noble

Sir W.G. Armstrong, Whitworth & Co Ltd. has been a longtime defense contractor for the Royal Navy and the British Army, dating back to its Armstrong guns in 1855. The company has since diversified, and now boasts a dockyard stretching a mile along the banks of the River Tyne and factories producing bridges, hydraulic machinery, locomotives, and artillery. Prominent inventions from the firm include the hydraulic gunnery system employed by all modern Royal Navy ships and the development of the cruiser as a ship class. The company is currently chaired by Andrew Noble, a prominent physicist who made significant contributions to the ballistics and gunnery of Armstrong-Whitworth's artillery subsidiary.

Chairman of Vickers: Thomas Vickers

Vickers began as a steel foundry in 1857, but it has since expanded to become a major shipbuilder and arms manufacturer. In 1897, they acquired shipyards in Barrow-in-Furness, becoming, like Armstrong-Whitworth, a company able to produce a wide variety of armaments for whatever the military may need. Their most prominent invention is the Maxim gun, the first automatic machine gun. The company is currently headed by Thomas Vickers, the son of the founder Edward Vickers and a prominent metallurgist in his own right.

Owner of Palmers Shipbuilding and Iron Company Limited: Sir Charles Palmer

Palmers Shipbuilding and Iron Company Limited was founded by Sir Charles Palmer in 1852 and has since built a variety of ships for the Royal Navy and shipping companies across Britain. The company has also branched out and acquired its own steel foundries and iron mines, in addition to owning several large dockyards along the River Tyne. The most notable innovation to come out of Palmers is the Reed water tube boiler, a native design for steam engines that was lighter and could handle higher pressures than other engines of the time.