

UNIVERZITA PALACKÉHO V OLMOUCI

PEDAGOGICKÁ FAKULTA

Katedra anglického jazyka

Bakalářská práce

Pavel Tihlařík

Contribution of Geographical Positions of Great Britain to  
the History of the Nation Illustrated on Selected  
Historical Moments

Olomouc 2015

Prohlašuji, že jsem bakalářskou práci vypracoval samostatně a použil pouze uvedeníh pramenů a literatury. Práci jsem z časových důvodů vypracoval bez vedoucího.

V Olomouci dne 24. 6. 2015

.....

Pavel Tihlařík

“Coal does not explain the innovations it was used in, but without it no innovations could have made so much difference.”

Kenneth Pomeranz

# Content

<b>List of Abbreviations.....</b>	<b>6</b>
<b>Abstract.....</b>	<b>7</b>
<b>Introduction.....</b>	<b>8</b>
<b>1 History meets Geography.....</b>	<b>10</b>
1.1 The early sources.....	10
1.2 Historical geography as a branch of science.....	11
<b>2 Military Strategy.....</b>	<b>14</b>
2.1 The first settlers of the Isles.....	14
2.2 Roman invasion in 55 BC.....	15
2.2.1 Outcome of the invasion.....	18
2.3 Norman invasion.....	19
2.3.1 Before the invasions.....	19
2.3.2 Battles with invading forces.....	20
2.4 The battle of Britain.....	22
2.4.1 Offshore platforms.....	22
2.4.2 Flight range.....	24
2.5 Three different invasions.....	25
<b>3 Global influence.....</b>	<b>27</b>
3.1 Overseas possession.....	27
3.1.1 Early years of the Empire.....	28
3.1.2 The non-American colonies.....	29
3.2 Industrial revolution.....	30
3.2.1 Natural wealth.....	30
3.2.2 The western industrial revolution.....	35
3.3 Heritage.....	36
<b>Conclusion.....</b>	<b>37</b>
<b>List of Sources.....</b>	<b>39</b>
<b>Appendix 1.....</b>	<b>49</b>
<b>Appendix 2.....</b>	<b>50</b>
<b>Appendix 3.....</b>	<b>51</b>
<b>Appendix 4.....</b>	<b>52</b>
<b>Appendix 5.....</b>	<b>53</b>

**Appendix 6.....54**  
**Appendix 7.....55**  
**Appendix 8.....56**

## List of Abbreviations

GDP	Gross Domestic Product
SPQR	Senatus Populusque Romanus
ČHMÚ	Český hydrometeorologický ústav

## **Abstract**

This bachelor thesis is divided into several chapters. Each of them focuses on one important historical event in the the UK history. In some chapters other countries are introduced to clarify the similarities or differences. Multiple different sources are used to show how the geographical dispositions such as location or mineral wealth affected historical development of the observed nations.

## Introduction

I have always liked both History and Geography. Therefore when I first saw the topic listed among the others I made the decision right away. And I have regretted that choice ever since.

George (1910, p. 111) claims describing the influence of geographical position on human history is said to be the impossible task. We however focus on rather small areas of land and a limited set of events. The following pages will guide you through several most important chapters in British history. We will look for a link between the geographical position and the mentioned events. But first we need to understand some key terms. We will deal with the first settlers as well as their early enemies. We will try to explain the importance of natural borders and resources. Later in the paper you can read about the Industrial Revolution and especially about its geographical background. The main scope of the thesis is concerned with the past. But at the very end of it I even look into the future.

Unfortunately, sometimes the British Isles are not enough to explain the true nature of the issues we deal with. In such cases the reader is provided with a comparison of the the British situation with Czech, Asian or African one. Such an approach might seem off topic but without it we would not be able to sufficiently make our point. Countries other than the UK are used to create contrast.

It is important to note, however, that this thesis does not proclaim itself as one and only truth. Some of the conclusions are arranged on hypothetical situations, the alternative

courses of historical events. But it is undeniable that all the constructions presented below do have significant importance and that they are backed by hard data.

# 1 History meets Geography

The scope of the very first chapter of this thesis is to introduce the terms we deal with and also to present the issue of historical geography itself. It is vital to understand the geographical terminology because otherwise the reader might feel a bit lost. As was mentioned in the Introduction, finding a source nourishing to our cause is not an easy task. In the world where the Internet is overflowing with information one must dig deep to satisfy their academical needs. Especially on the field of historical geography.

## 1.1 The early sources

Further in history we go the less data we have. Our great limitation is, as predicted, absence of written records. There are no complex chronicles originated in the Stone Age. How could they be. Prehistoric age is defined as a time period preceding the invention of writing and the ability to record history. The historians argue when and where the writing has been invented. Traditionally it is stated that the art of writing came with the expansion of certain cultures in the Near East during the 4th millennium BC. The Mesopotamian people needed to record data related to trade and other economical reports. (Robinson, 2011, p. 36) However, the latest archaeological discoveries shows us that the people were able to write even during the 6th millenium BC (Merlini, 2008, p. 111 and Whitley, 2004, p. 43). One way or another, there are no written annals covering the way of life in Star Carr cavemen written by its inhabitants. Nevertheless, modern technologies and archaeological studies are able to supply us with enormous mass of interesting and important information about the ages long before the Mesopotamian traders.

## 1.2 Historical geography as a branch of science

An interesting fact is that even very recently there were authors who claim the historical geography is 'an unsound attempt of geographers to explain history, and think that historical geographers is most certainly trespassing and probably should be prosecuted.' On the other hand historical geographer J. B. Mitchell argues that 'the historical geographer is a geographer first, last and all the time' (Baker, 2003, p. 9). As Mitchell says, object of geographical study is examination of places not only as a piece of ground, not just part of land on its own but also places as 'products of interaction between peoples and their physical environments' (Baker, 2003, p. 10). Mitchell states that geographer tries to explain both distribution and location of certain phenomena (Baker, 2003, p. 10). Take a look at Mitchell's definition of historical geography:

*'Historical geography is, simply stated, geographical study of any period in the past for which more or less ordered and dated sequence is established in human affairs.'*  
(Baker, 2003, p. 10)

In this work we do not try to become historical geographers. In fact, according to Mitchell, perceiving historical events in relation to the geographical context is a job for historians (Baker, 2003, p. 10).

In the early 1920' historical geography struggled with several difficulties. There was too much to be said thanks to new approaches. This seems as a good thing. However, it was getting impossible to publish complex outcomes of scientists' researches in just a few pages long articles in 'ordinary scientific journals'. On the other hand there was no

demand for books covering these topics in such complexity. As an outcome of this situation fifty to one hundred pages long paperback monographs forming series of several volumes were being published in this era. (Delany, 1921, p. 5)

Good and up to date complex works on the historical geographical topics are rather rare. Most of the work is put on paper as articles in less known local periodicals or short pieces of writing online. On top of that the web pages are visited by tens of visitors every day. Which is not a number that leads online search engines to show these sites on the first places of the search results. Also the topics of the papers we are able to get to are usually very narrow. That is not suitable for our research. The scope of this thesis is to find generally applicable rules and facts in pieces of writing aiming at tiny areas, short time periods or very limited set of subjects.

Significant part of printed sources used in this paper are almost hundred years old. The reason for that, as mentioned above, is the change of the way the historical geography works were published during that era.

Even though this thesis is more a historical work than a historical geographical one, we need to understand the basic principles of historical geography. Some approaches used in this field of study are applied in our work.

We start by describing physical state of things and then we look at its inhabitants and their history. First of all scientists usually divide a portion of land into units that correspond with river basins. This approach is easily used in Europe thanks to its high density of river network. The watercourses serve as natural boundaries. Generally speaking natural boundaries are something to start with. The river basin is usually occupied by a

single race while a mountain range serves as a division between two lands that are settled by different people. We need to keep in mind that no river is uncrossable and therefore almost no stream has ever successfully kept two races totally apart. Of course we can not simply draw lines based on every river basin and mountain line there are in Europe. Some basins are too small others too big and some are divided by very slight watersheds from each other. Look at the rivers Tyne and Wear for example. They form two basins but as George (1910, p. 112-113) claims, it would be absurd to give the fact that there are two different river basins any significant credit.

To sum the paragraph up, natural boundaries are very important in this field. Their part in forming human history is indisputable. We can argue over influence of some river basins and water flows generally. The importance of seacoast and continual mountain chains are however unmistakable. And since seacoasts and mountains form most of the present UK and the Czech Republic<sup>1</sup> borderlines, we can fully rely on them to serve us right on following pages.

---

<sup>1</sup>The Czech Republic is used in this thesis several times because the work is created in the Czech Republic and therefore this country and some of its parameters are easy to imagine.

## **2 Military Strategy**

In this chapter we focus on the peoples that lived in the present time United Kingdom thousands of years ago as well as those who served their country during 1940'. The main scope of this chapter is, of course, the influence of the geographical position on the way the land was conquered as well as defended against enemy tribes and later armies. Three examples are presented. Roman invasion in 55 BC, Norman invasion in 1066 AD and the ways the British Isles were defended during the Second World War and especially during the Battle of Britain.

### **2.1 The first settlers of the Isles**

The famous English promoter of history studies Peter Ackroyd guides us through the very early epoch in the history of the British Isles and their settlers in his book called *Foundation: A History of England* (2011). In the first volume Acroyd (2011) states that the first men came to the present time England 900 000 years ago. There were several waves of new inhabitants throughout the years. The folk came from the southern Europe. It the era of the moving of the first Englishmen, the Earth was much warmer than now and the Ice Age was not coming for a while. Therefore this pilgrimage was rather an easy task (Acroyd, 2011, p. 6). Crossing the English Channel was not a problem as well since according to Lambert (2013) a dry crossing existed between continental Europe and Great Britain even 11 000 years ago. J. P. Sommerville (2013) argues about permanent settlements in the present time UK during the whole stone age.

Historian Tim Lambert (2013) claims that these first members of Homo family inhabiting the present day England were rather simple cavemen with just as simple stone tools. The first signs of domestication of dogs are dated much later. We are talking about an era about 7 500 BC. It is plausible that these people were able to build boats. As a milestone in history of every nation we perceive the moment they were able to farm. The first signs of farming, (e.g. significant clearing of forests striving for a land on which they can grow crops) can be identified 6 500 years ago. At the same time the people living on the British Isles were able to build simple shelters made of wood.

According to John Haywood (1998) and his team knowledge of utilizing metals appeared on the British Isles not sooner than 4 000 years ago.

The land rich in water and natural resources was of course desired not only for the vision of plenty of materials and pastures for livestock but also for certain level of security the island provides. On the following pages we will go through three different scenarios. Each of them from different era and with different outcome. We will look at how the natural conditions work with and also against the defending forces. Each example illustrates various progress of the fight and shows diverse strategies. Each example was picked because they all are milestones in the British history to some extent and they are commonly known.

## **2.2 Roman invasion in 55 BC**

The Roman army invaded Britain twice under Caesar's command. These moves were a part of the Roman Gaul war. Even though the Roman Empire had some intelligence

reports on Isles whereabouts, the army leaders and politicians were unable to conclude whether the peoples on the islands do have some sort of union in case of continental Europe invasion. They also knew very little about their enemy's military tactics. (Caesar, 2008, Book 4, Chapters 20-21)

Frere (1987) reports that there were 98 transport ships sailing across British Channel. 80 of those were carrying infantry. Each of them with 60 – 70 soldiers aboard. That totals around 6 000 men at arms. We will talk about the 18 other ships later on. As was mentioned, the Romans knew little about the inhabitants of the British Isles and their land. From the information SPQR were able to gather, the invading army decided to land in the natural port later known as Portus Durbis on the site of present Dover, town in Kent, England. The Roman lack of knowledge of the English Channel shore was obvious and clear advantage of the defending forces. The Britons who gathered on top of the white cliffs of Dover were so close to the shoreline they were able to throw spears at anyone attempting to disembark. (Caesar, 2008, Book 4, Chapter 23) It is clear that the invading army tried to avoid this direct and lethal danger. Caesar, aware of the imminent threat, decided to move along the shore in search of more suitable landing site.

Strategically more convenient place was found the same day. Attacking forces decided to disembark seven miles away from the place the Romans first encountered defending soldiers. There are no cliffs near the shore. Invading forces therefore expect a more even match with their foe.

They were, however, mistaken. Especially here at the new landing site the geographical position and weather conditions that directly depends on them work in favour

of the islanders. The waves near Dover are about two meters high almost all the time (see Appendix 1). We can observe one of the most extreme tides at the mentioned site. The difference between the sea level during the high tide and the low tide is about 6 meters there (see Appendix 2). On the other hand the daily alteration in the sea level in Anzio, Lazio region, Italy, is way below 0.5 meters (see Appendix 3). On the map we can clearly identify that the average wind speed is significantly higher around the Channel than it is at the coast of Italy (see Appendix 4). It is clear for anyone with basic knowledge of sailing that stronger the wind and wilder the water is the more complicated the maneuvering the ship becomes. The Roman fleet was clearly built and set to conquer the Mediterranean Sea. Their ships were not constructed for the Channel type of weather and their crew were obviously not trained for the shown conditions. All that was just mentioned leads us to the conclusion that the Channel combined with the English coastline was an ingenious borderline. And even such a powerful army as the SPQR one staggeringly struggled with it.

Caesar observed the difference between the Roman and Gallic ships earlier. He admits that the Roman fleet is not suitable for the waters his army is invading. The *Classis*<sup>2</sup> ships had more distinctive keels and lower prows than the vessels made by the northern tribes. The flat keels allowed the ships to encounter the shallows and raised prows facilitates the fight with waves. (Caesar, 1889, Book 3, Chapter 13) As a result of the two disadvantages, the Roman landing crafts had to be stationed in deep water further from the shore that it would be desired. The SPQR soldiers then had to jump overboard into the water. Wearing their heavy armour, being smashed by the waves and becoming an easy target for the Britons' missiles was clearly disheartening. The Roman infantry were not

---

<sup>2</sup>Latin word for 'fleet'. The word is also used as a name for the Roman navy.

trained in this mode of disembarkation nor the way of fight. (Caesar, 1889, Book 4, Chapter 24)

The rest of the ships mentioned earlier carrying cavalry fought heavily with the weather conditions long before they approached the Great Britain coasts. On the day of planned transfer of cavalry from the continental Europe to the Isles weather forecast did not expected any complications. However, noticeable alteration of the sea level combined with the strong wind forced the Roman ships which were not suitable for this sort of weather, to fall back to the original ports. (Caesar, 1889, Book 4, Chapter 28) The unknown behaviour of the waters in the Channel caused serious supply complications (Caesar, 1889, Book 4, Chapter 29).

### 2.2.1 Outcome of the invasion

Even though the weather and other natural conditions, especially the natural borders in form of sea shore, were in favour of the inhabitants of the British Isles Roman forces were able to reach the English soil. Defending forces were driven back by heavy projectiles shot from warships<sup>3</sup> which escorted the landing crafts. These warships were the top technological inventions of their time. Thanks to them the conquest of England was much easier task. Invading army was therefore able to get out of the water and proceed

---

<sup>3</sup>Romans used not only advanced technology. They also used advanced materials. And constructing such a big war machine is extremely material demanding. See these selected parameters of bronze and steel to see the difference.

Ultimate tensile strength of copper is about 220 MPa (Andršová 2013) whilst the same parameter of bronze, its alloy, is twice as big (Losertová, 2013). On top of that steels are even 4 times stronger than copper (Filip, 2013).

One of the way the SPQR ships fought was *the ramming*. This technique consists of running the bow of the striking ship to another at high speed. Especially when fighting barbarians, whose ships were made of oak, were high, and well designed for the waters they sailed. (Caesar, 1889) The importance of metal's strength is quite self explanatory. Using a soft metal alloy for fortifying the bow of the ship would make the ramming impossible or at least almost ineffective and rather self-destructing.

inland using the military tactics they were used to. (Caesar, 1880, Book 4, Chapter 26) Still natural conditions forced Roman army to use significantly more resources than it would be necessary of there still existed a dry path between Great Britain and continental Europe. Due to delayed arrival of cavalry Defending forces were able to draw back enough to get out of range of horse soldiers (Caesar, 1880, Book 4, Chapter 26).

## **2.3 Norman invasion**

In the previous chapter we have seen how the fact the British Isles have no dry connection to the European mainland work in favour of the islanders defending their country. History gives us also examples of the exact opposite. It would not be just not to mention at least one of them in this work.

### **2.3.1 Before the invasions**

The will of Norman nobility to claim the English throne originates in rather complicated situation of marriages and promises. Æthelred II of England married a Norman noble woman, Emma, sister of Richard II, Norman Duke (Williams, 2003, p. 54). They had a son, a rightful heir to the English throne. His name was Edward the Confessor. Edward became the king of England in 1042. Before that, however, he spent many years at the Norman court. From here he brought not only education and traditions but also soldiers and clerics who easily blended in the English establishment. It is generally acclaimed fact that this situation might have led William, Duke of Normandy, to the idea of claiming the English throne for himself. (Huscroft, 2005, p. 3) King Edward ruled England for 24 years. After his death in 1066 he left no clear heir. Several powerful men laid claim on the throne.

(Shanahan, 2013) Harold Godwinson, Earl of Wessex was crowned by Ealdred, Archbishop of York (Ibeji, 2011). However, William of Normandy claimed, that he was promised the succession after late King Edward by the King himself (Robertshaw, 2005). King Harald III of Norway claims the throne as well. He backed his right by an old agreement between King Magnus I of Norway and English King Harthaknut. According to the agreement in case one of the two Kings leaves no heir, the other would inherit the throne. (Higham, 2000, p. 188-190)

### **2.3.2 Battles with invading forces**

King Harold had to face two opponents each of them coming from the other side. William from the south and Harald supported by Harold's brother Tostig from the north. The English King Harold knew the imminent threat lies south of him. The English army was based on the fyrd. The fyrd were English freeman farmers gathered by the King in order to defend their country. The king and the fyrd were waiting for William and his soldiers on the English shore. We can presume that they were willing to use all the aid the nature was able to give them as was described in the previous chapter. Unfortunately for the defending forces the weather conditions in the Channel mentioned in the chapter 2.2 worked against them. Even though William's army was ready to cross the Channel since early July the ships had to stay in ports for several more weeks.(Ibeji, 2011) Some authors claim that there was also another reason for the delay. A military historian Dr Mike Ibeji (2011) states that William might have been waiting for the information about Harald and Tostig's moves. Many other authors on the other hand do not mention this reason at all and claim that the only cause of the hold up is the mentioned disfavour of weather (CRT

Normandie, 2015), (Robertshaw, 2005), (Shanahan, 2013). In the beginning of August 1066 most of the fyrd could no longer take part in the waiting and had to go back to their fields because they had to harvest their crops (Thomas, 2007). The reduced army is informed about Norwegian army sieging York area. Harold decided to march his men north to face Harald and Tosting instead of waiting at the shore for William who might not come at all. When the English army was far away from the English Channel the weather got significantly more suitable for William's fleet. (Ibeji, 2011) Robert Wace (2002, p. 163), 12th century Norman writer gives us evidence that William was not aware of Harold's march. He describes surprised invading forces ready for heavy battle. Instead of that there was no one to be found at the landing site. While Harold fought, defeated and killed both Harald and Tostig at Stamford Bridge, William established a wooden castle at Hastings. Repeted raids on the common people by Norman soldiers forced Harold's weary army to march back south after the exhausting battle. Facing well supplied and rested army defending forces were defeated and scattered. Also Harold, the last Saxon King of England was killed that day. (Robertshaw, 2005)

The unpredictable weather conditions of the English Channel that many leaders of the Island's people relied on were fighting against them in this example. Unlike Roman army in the previous chapter, Normans were more or less even opponent of the defending forces. It is therefore possible that the Norman invasion would end at the bottom of the Channel if William invaded England in July 1066 when he initially intended to but was delayed by the bad weather.

## **2.4 The battle of Britain**

We find another great example how establishing a country on an island can help the nation defend themselves in the 1940'. The British during the Battle of Britain used every single advantage the island gave them. In the following lines we will examine examples of stationary naval forts and their meaning in not only the Battle of Britain itself but also during the whole war with Nazi Germany during the Second World War. In the next part of the paper the well known air campaign of the Battle of Britain is studied with scope on aircrafts flight range.

### **2.4.1 Offshore platforms**

Two forts were built in the Humber river estuary in the end of Great War. These circular structures with heavy concrete foundations and steel plated walls were supposed to be part of early defense system. Since they were opened in 1917 and 1919 they took almost no part in the battles of the First World War. Decades later when another global conflict broke out both stations went through a modernization process which included mounting more and up-to-date artillery weapons. The thick fortified walls proved themselves impenetrable under aircraft and submarine attacks. (Kelly, 2014)

It is without a doubt that Humber forts stationed far from shore in the sea saved many lives and property by counterattacking hostile U-Boats and Luftwaffe aircrafts as well as dragging their attention to their own thick steel plating instead of civilian structures on the land.

British economy depends on foreign trade. Since the country is an island, most of the trade is done by ships. In the late 1930s there were over 2500 cargo ships on the sea conducting a foreign trade. There were also ships moving goods from one British port to another along the Eastern coast. This effective kind of moving supplies became an easy way how Germany could strike their enemies' economy. At the beginning of the Second World War British supply ships were under constant attack of German navy. Another great threat were all kinds of Nazi mines that were spread along the British coast. This hidden threat was difficult to fight. During the early moments of the War British navy used different kinds of mine sweepers. Unfortunately they were unable to detect all the mines. The Admiralty had to come up with a plan how to prevent deploying the bombs. The mines were dropped into the sea during the night usually by a single plane. All that was supposed to lower the danger of being spotted. Spotting such aircraft was difficult already because it did not have to get over the land like during conventional bombing. The mine was ejected from the plane on a parachute far from the shore. The obvious plan was to shoot the planes down before they were able to eject the mine or at least discourage them from doing so. Guy Maunsell the main designer gave the forts their name. Seven forts were built off the east coast of England. Unlike previous models of the forts, Maunsell Sea Forts were constructed on the land and after that floated out to the sea. When they reached desired destination, they were anchored and installed. Mounted with searchlight and anti-aircraft guns they have proven themselves one of the most successful pieces of British coastline defense mechanisms of the Second World War. (Kelly 2014) (Sultan, 2010)

Even the sea forts built in the early 19th century played their role during the Second World War. They could not become targets by mounting anti aircraft guns on them because

their structure would not withstand the attack of the modern weapons. Instead they were used as signal and warning facilities (Kelly 2014). Such signalization was crucial during the whole War and especially during the great air campaign.

#### **2.4.2 Flight range**

Two countries with common border usually do not have any kind of wide uninhabited area near the frontier. There are villages towns and even cities close to the foreign country important especially during the peace era. Such settlements are instrumental in trading with neighbours. On the other hand when a nation enters a war with a neighbouring one defending above mentioned settlements becomes extremely difficult. A machine with one of the greatest fire range among other siege weapons of the Second World War can be found in Nazi Germany. *Schwerer Gustav* was able to shoot a projectile 7 tons heavy 45 km away. Of course moving a 1350 tons heavy device required assembling the unit as well as building a railroad tracks to move it on which all together required more than 2000 crew members. (Zimmer, 2015) That also mean Wehrmacht could not get it to any place they wished.

For the British Isles the English Channel means tens of kilometers wide gap between English soil and Wehrmacht and Luftwaffe forces. British settlements were not within range of conventional siege guns. That is the main reason why the Battle of Britain became one of the greatest air campaings of all times.

Twin-engine heavy fighter Messerschmitt Bf 110 is often called the flagship of Luftwaffe. New technologies allowed constructors to create a fighter plane with flight range of over 1000 km(Pujman 2011). Such a range is one of the best in its era. Bf 110's

predecessor, Bf 109, was able to operate 200 km from the place it took off. In the dimensions of the Battle of Britain it means taking off in Pas-de-Calais and 10 minutes of fighting over London before heading back to refuel. (Barry, 2001). The bombers which were responsible for most of the damage done to British towns and cities were able to fly deeper into the English territory. However, poorly manoeuvring bombers without their fighter escorts were extremely easy targets for allied Hurricanes and Spitfires. (Regnat, 2004, p. 14)

Even one of the best Luftwaffe fighter class aircraft was not able to get far enough from French coast to threaten British inland. The extra tens of kilometers the aircrafts must go through when crossing the English Channel represent enormous advantage for the defense forces stationed on the English soil.

## **2.5 Three different invasions**

On the three examples above we have shown the influence of the fact that an army is defending or sieging an island on their military strategy. Roman forces were opposed by Britishers fewer in numbers who used technology way more primitive than Romans did. Still the first attempt was not as successful as Caesar expected. Not only Romans suffered casualties during the early moments after they went ashore, their reserves were delayed due to bad weather and unawareness of tidal movements and other conditions. This fact saved many retreating men. The Roman campaign was a success after all because of the military and technological advantages.

On the other hand Anglo-Saxon King Harold II Godwinson was defeated by Norman Duke William mainly because the invading forces had to wait for more suitable conditions before they could cross the Channel. It is likely that Harold would have defeated all William, Harald Hardrada, the King of Norway and Tostig fighting by his side if William had attempted to invade England during July 1066. Since Normans waited for better weather several weeks, Harold was forced to march from south to north where he fought Harald and Tostig and back south to be defeated by William at Hastings.

And finally the most recent example of the three. The way how the British forces use and take advantage of the fact their people live on an island is remarkable. First there are all kinds of sea forts built throughout the centuries as a part of early defense. Even outdated these structures of different shapes and original purposes are modernized and used in new ingenious ways. During the Second World War new forts are built. They proved themselves to be an ideal way for defending sea routes along the coast as well a part of a warning system. Some of them, upgraded with anti aircraft guns, were responsible for tens of shot down Luftwaffe planes. And also simply because the Great Britain is an island divided from the continental Europe by the English Channel, German aircrafts taking off from northern France were unable to get deep inland or operate over the island for a long time. All that we have mentioned in chapter 2.4 saved many lives and definitely had a crucial impact on the development of the war.

### 3 Global influence

It is without any doubt that the United Kingdom of Great Britain and Northern Ireland is one of the greatest political and economical powers. To imagine the strength of their economy see the following figures. The gross domestic product of the Czech Republic reached in 2010 approximately \$192 billion while UK's GDP hits \$2.2 trillion (Google 2015). The Czech Republic is only tree times smaller than the UK. You can clearly see the disproportion here. Commonly used measurement is GDP per inhabitant. The UK's economy produced roughly \$35 500 per inhabitant in 2010. The Czech one only \$26 200. (Google 2015)<sup>4</sup>

However in the past the British were even much more influential and powerful than they are now. On the following pages we will present some of the reasons and evidence of presented statement. The common topic of the next chapters is of course the geographical position, the fact that the Great Britain is an island and other geography-related parameters.

#### 3.1 Overseas possession

As an island country, the United Kingdom is used to sailing. And since, as presented above, the conditions in the English Channel, are very hard on the construction

---

<sup>4</sup>Even though the UK was, is and probably will be one of the greatest economical forces in the world, the terms like England, Great Britain and others are quiet often misapplied. Mandy Barrow tires explain the reason for this misuse. She argues that the origin of the terminological problem might lie in the history. For example, before the Act of Union there were the Scottish Parliament and the English Parliament. When the Kingdom of Great Britain was established, the two legislatures merged and formed the new Parliament of Great Britain in 1707. The body sat at Westminster, London, the very same place where the former English Parliament sat. Barrow (2013) presents reasons from the present as well. She states that England contains 84 % of the UK population. On top of that the capital of the Kingdom is also the English capital. Also the English language originates in England. The other two nations living on Great Britain have their own languages. But English is spoken even in their countries significantly more. (Barrow, 2014)

of the ships and ability to sail them, the British people were well equipped for long distance sailing. This fact was crucial for creating what we now call the British Empire<sup>5</sup>. During the days of greatest prosperity the Empire covered almost a quarter of the Earth's land (Ferguson, 2004, p. 15).

### **3.1.1 Early years of the Empire**

During the days of Queen Elizabeth I rule over the Kingdom, Spain and Portugal as well as France began to colonize newly discovered Americas. British on the other hand focused on colonizing much closer land, Ireland (Canny, 2001, p. 128-129). In those days the biggest British role in the early colonization was sabotaging and raiding Portuguese and Spanish ships (Thomas, 1997, p. 155-158). First attempts to create an permanent settlements in the New World failed. First when Humphrey Gilbert reached the island Newfoundland he only claimed the land to be the Crown's but left no settlers behind. His successor Walter Raleigh founded Roanoke colony. Unfortunately due to bad supplying this project failed. (Canny, 1998, p. 63-64).

It is difficult to focus on war unrelated research and civil affairs such as colonization during the war in progress. Canny (1998, p. 70) claims that peace negotiated by King James VI and the Spanish allowed the Empire to fully focus on establishing its own overseas possessions. Their effort leads to establishing the colonies in North America and throughout Caribbean (Canny, 1998, p. 34). The Caribbean settlements proved themselves very useful and profitable when the Thirteen American Colonies were lost after the American War of Independence (James, 2001, p. 17). Especially sugar trades generated

---

<sup>5</sup>According to Carry (1998) the term was first used by John Dee, an 16th century scientist and writer.

great incomes. To enlarge the profit, in 1651 British Parliament declared that only British ship can operate with goods from British colonies. The Dutch who conducted most of the trade until the declaration lost great deal of their influence in the region and the British on the other hand continuously grew in power. (Lloyd, 1996, p. 32) Ferguson (2004, p. 62) points out that also slavery played a crucial part in British economy. One third of all African slaves who were brought to the Americas were transported on board of the British ships.

### **3.1.2 The non-American colonies**

The loss of the Thirteen American colonies forced the Kingdom to search for new possibilities also in other parts of the World. Even before the loss, Britain started building a sphere of influence in Asia. Unfortunately for the Crown, Dutch and British were great rivals in the region. They even fought wars. Such conditions, as we have already covered, are far from being ideal for the economical development. The troubles stopped when William of Orange got the British Crown. This event laid peace between Netherlands and the Empire once again. The two countries have agreed on the following. Dutch will take care of spice trade and British will conduct trades with textiles. This agreement was a great success for the English people. Few decades later textile industry had grown tremendously and around 1720 British East India Company had overtaken the Dutch East India Company. (Ferguson, 2004, p. 19)

Fortunately for the Crown James Cook discovered Australia for the British in 1770 and in 1778 the area has been accepted as a suitable future settlement. (James, 2001, p. 142) Australia was an extremely successful enterprise. It provided tremendous amounts of

wool and gold and thus made the Empire even richer and more powerful (Fieldhouse, 1999, 145-149).

Being an island not only allowed but also invited the British to become the colonial superpower. And the people used the opportunity for their best. In several centuries the British Empire grew in land and power and in a way ruled the World. There were other nations strong enough to establish and hold colonies. Not every one of them had the chance to build a mighty fleet and start colonizing.

## **3.2 Industrial revolution**

In the middle of the 18th century a series of technical, economical and social changes took place. These advances led into the most important change in human society. In this chapter we scope on the main reasons for this change. And not only on the events that led Europeans to the top but we turn our eyes to the East and argue why the socioeconomic development of the eastern civilizations was not as fast as the evolution of the western countries.

### **3.2.1 Natural wealth**

Very interesting link between geography and history is the fact that there is a mineral wealth under our feet. These deposits, for obvious reasons, can not be moved and are bound to the land. This fact forces us to look at geology of the UK. We will discuss the influence of presence of mineral resources on socioeconomic evolution of the country.

The British Isles are rich in raw materials vital for the fast and effective development of the folk living there. Successful discovery of a source of water does not demand any special ability or technology. Especially not in the area with such dense river network as the Czech and British one. However, discovery of metal ores or natural gas deposits is a task for far more developed and technically able community. Because the importance of the minerals was noticed later in history, it is clear that distribution of the prehistoric settlements does not depend on their presence or absence.

We have already said that the settlers of the British Isles domesticated dogs around 7 500 BC, they were able to farm three thousand years later learned to utilize metals 4 000 years ago. Haywood (1998) puts out some interesting facts that shows us the level of advancement of the eastern cultures. In their book, Haywood and his team present the following data. The first domesticated dog appeared in the Middle East around 11 000 BC, more then three thousand years before those on the Isles. On top of that, the first sign of farming can be seen 10 000 years ago East of us while the Europeans have to wait another 3 500 years for their first own grown crop.

The reason for this difference is quiet simple. It is logical that it is almost impossible to develop and do farming on the frozen ground. It is extremely difficult to hoe iced soil. Such a terrain and conditions are hostile to sprouting. Even though there was no permanent glacier, the people living in Europe less than 20 000 years ago had to fight with extreme chill. Based on the statistics provided by ČHMÚ (2014) we estimate that the temperature rose above zero °C not sooner than during April and dropped again below the freezing point in September. The full vegetation cycle of the plants men would like to use

as food for them and their future domesticated animals just could not happen during less than five months.

Farming was clearly not among the option for the Europeans of the last glacial period. Max Pflingsten (2014) demonstrates what way of life our ancestors led. The human was not the only one who struggled with the weather and the environment so deeply changed by it. The once fertile plains covered with thick green grass were altered into ice deserts. The glaciers and ice not only blocked the soil and kept it from being fertile, they also held tremendous amount of water in them. As a result of that the Earth was much drier place in those days. 20 000 years ago the ice caps held so much water that the sea level was 120 meters lower than it is today. (National Geographic, 2014) The mammals who lived here adapted their way of live to the situation of those days. They became highly nomadic. They traveled immense distances in search for food. The hunters followed the herds across the wasteland everywhere they moved. With the thaw the need for such a long and exhausting journeys disappeared. The grass sprouted almost everywhere and grew in sufficient speed to feed the animals on smaller area. Nevertheless, Pflingsten (2014) claims that the animals accepted going through the long and draining travels as a part of their lives. The migrations became instinctive. And so the men kept on traveling with them. Trooping is definitely not convenient for development of farming. The ability to grow own crops was adopted later in history in this particular part of the world. According to John Haywood (1998) the era of farming arrived to Europe not sooner than 4 500 BC.

When we look at the charts that show us the variation of the average year global temperature, we can see that there were long periods during which the average temperature

drops considerably (SEED, 2014). The mean annual temperature for the past forty years in the UK is approximately 8 °C (Met Office, 2014). The decrease in temperature from 8 °C to -1 °C (this drop of temperature corresponds with data in the SEED (2014) table) exceeds the most extreme values of the mentioned ages in the Met Office (2014) data. In addition the ice ages lasts for tens of thousands of years (SEED, 2014). On the other hand, the observed figure for the Middle East region is about 18 °C (Weatheronline, 2014). As a result of that, the land we now know as Iran experienced temperatures even slightly higher than the warmest interglacial years in the central Europe at the time when the British Isles and suffered of the Ice Age (Tolasz, 2012). Under these conditions the people were able to invent and upgrade farming and were able to domesticate animals many years before the dwellers of the Isles.

But still, later in history Unlike Iraq or Iran, England and later the British Empire became World's greatest economical power. The following lines will try to explain why. First take a look at the map of places where copper and tin ore is found (see Appendix 5). That is of course not all the mineral wealth of the regions. There are other raw materials stored below our feet that may have changed the course of history of the country much more than the mentioned ones. When we look back in time to the end of the Bronze Age, we can see that when people became able to process iron ore, the importance of casting bronze became less and less important. More extensive farming and new ways of the war demanded more resistant material. (Pfungsten, 2015)

Looking at the two maps in Appendices 7 and 8 we can read several interesting facts. To be as illustrative as possible, we focus on the whole Earth and not only the British

Isles. First of all we can notice that iron ores are more or less evenly distributed all over the globe. On the other hand there are regions rich in coal and others with almost no deposits of this raw material. While there are both coal and iron ores in North America, continental Europe and on the British Isles, there are just a few places where iron ore and coal are found close together in Africa or Scandinavia. Some authors, such as Andre Gunder Frank (1998, p. 315) in his *ReORIENT*, claim that China faced the same problem encountered by Africa and therefore had difficulties keeping up with Europe and the United States during their Industrial Revolution.

Abilov (2011) states that there are various explanations for the cause of the Industrial Revolution in Europe. Still one of the most often presented one says that richness in both above mentioned materials, coal and iron ore, was crucial. Looking at the maps leads us to the the following conclusion:

As Pomeranz (2002, p. 444) elucidates in his paper published in *The American Historical Review* “*Coal does not explain the innovations it was used in, but without it no innovations could have made so much difference.*” The lack of coal in sub-Saharan Africa could be one of the most important reasons its peoples did not take part in the Industrial Revolution. On the other hand, the importance of distance fades away in today’s globalized world. According to The Economist’s chart (see Appendix 6), beside China, India and Vietnam, there are only sub-Saharan African counties in the top ten fastest growing economies. As we read through Paulo de Sa’s (2014) article dealing with Africa’s industrialization published on The World Bank website we see one former outsider, China, helping the other, Africa to become one of the greatest economy of the world. Still the

bright future for Africa is not as close as it might seem. De Sa (2014) also puts forward the claim that most of the countries in the mentioned region mine the raw materials, export them to China and India and then import the products made with the African iron back home for extra money. That is to say not the right position the African countries want to be in.

### **3.2.2 The western industrial revolution**

Surprisingly Europeans, who became the leading force later on in the World history, were petty in comparison with the 10th century Chinese. David Landes (1998) in his work *The Wealth and Poverty of Nations* claims that what we call The (European) Industrial Revolution took place in China centuries earlier. We have shown the importance of natural resources to the cultural and economical progress. According to Landes (1998, p. 55) it is only logical that China, rich in iron ore, coal and other raw materials took the advantage of such a wealth and its people were turning about 125, 000 tons of pig iron nearing the end of 11th century. The Eastern scientists gave the world plenty of inventions such as wheelbarrow, compass, gunpowder and much more.

Landes (1998, p. 31) claims Europe went a different way. The way of wars, invasions, counterattacks, burning down settlements, retreats and more invasions. He also shows two points of view on the matter of civilization's growth. One that says that increase comes naturally when both opportunity and security exist. The second adds enterprise to the formula. We have shown earlier how the periods of peace encouraged the Empire to grow in both land and power.

Even though many nations achieved partial milestones in their development significantly sooner than British people, the coexistence of several geographical conditions pushed the UK forward leaving former world powers behind. While The Great Britain was a piece of frozen ground, peoples of North Africa and Near and Middle East already farmed and held animals. Luckily the British people survived this disfavour of their geographical position. Later in history the land rich of both iron and coal made the Industrial Revolution possible.

### **3.3 Heritage**

Ores and fuels have to be mined. It is obvious that mining and subsequent processing the materials produces pollution. According to the Czech regulation the acceptable amount of dust in the air is  $50 \mu\text{g}/\text{m}^3$ . Unfortunately there are regions in the Czech Republic where the extensive mining and heavy industry causes more than 4 times as high level of air pollutants. (Zadražilová, 2012) Fortunately for the environment, some mines have already handed over all they could and are now being closed (Ostrava, 2015).

Past mining does not have to destroy the area for thousands of years. British Wealden is well known for its present day agricultural importance. It was not so in the past. In the Middle Ages it was the centre of the British Empire iron trade (Delany, 1921, p.7). This historical experience definitely gives hope to North Bohemia and Czech Silesia.

## Conclusion

There is so much more to be said about the influence of geographical parameters on the development of the United Kingdom. However the extend of this paper is limited and talking about more topics while keeping the length of the thesis would definitely lead to shallowness of the work.

The data gathered in the paper have definitely proved our original presumption to be 100% true. That is the geographical position played the crucial role in evolution of the British society.

The paper clearly shows the vital importance of the fact England lies on an island. Several invasions and wars would definitely had had extremely different outcomes if there was no British Channel. Brilliant use of geographical position of the British settlements aided or even saved them from their enemies as well as worked against them throughout the history.

We have also compared the observed nation with another ones. Peoples from Middle and Far East and also inhabitants of Africa. We have proven that the geographical dispositions were essential during forming the civilizations. Even though it seemed that the British Isles were harsh to their dwellers sometimes, the lands have payed back with interest.

It is beyond any doubt that luck has its indisputable importance as well. Our ancestors had no idea what is hidden deep inside the ground when they first stepped into

their new home. Yet without all that wealth they have gradually discovered the Industrial Revolution would not have happened. But it is not just sheer luck. Without all those clever minds who have been working hard to make the world a better place coal would be a black rock and iron ore stone to be thrown on the target.

Since every step forward has its price and in case of extensive mining the price is significant, we have shown also the downside of mineral wealth. On the other hand we can see the happy end in case of Wealden. And because we can not simply start all over again, we should be grateful for all the good our countries have done for us throughout the history and we should do our best to repay them.

## List of Sources

### Bibliography:

ACKROYD, P. *Foundation: A History of England Volume I*. London: Macmillan, 2011, 486 s. ISBN 978-0-230-70639-2.

ALLEN, J. *The BBC News Styleguide*. London: BBC Training & Development, 2003, 92 s.

BAKELS, C. *The western European loess belt: agrarian history, 5300 BC - AD 1000*. New York: Springer, 2009, viii, 295 s. ISBN 978-1-4020-9839-0

BAKER, A. *Geography and History: Bridging the Divide*. Cambridge: Cambridge University Press, 2003, 279 s.

CAESAR, J, W MCDEVITTE and W BOHN. *The Gallic wars: Julius Caesar's account of the Roman conquest of Gaul*. St. Petersburg, Fla.: Red and Black Pub., 2008, 250 s. ISBN 9781934941423.

CAESAR, J and N BROOKS. C. *Julius Caesar's Commentaries on the Gallic war*. 3d ed. Philadelphia: T. W. Hartley and company, 1889, viii, 351 s.

CANNY, N. *Making Ireland British 1580-1650*. Oxford: Oxford University Press, 2001. ISBN 0-19-820091-9.

CANNY, N. *The Origins of Empire, The Oxford History of the British Empire Volume I*. Oxford: Oxford University Press, 1998. ISBN 0-19-924676-9

ČESKO. Ústavní zákon č. 101 ze dne 20. dubna 1990 o změně názvu Československé federativní republiky. In: *Sbírka zákonů České a Slovenské federativní republiky*. 1990, částka 21, s. 404.

DELANY, Mary C. *The historical geography of the Wealden iron industry*. London: Benn brothers, limited, 1921, 78 s.

FERGUSON, N. *Colossus: The Price of America's Empire*. New, York: Penguin, 2004. ISBN 1-59420-013-0.

FIELDHOUSE, K. *The West and the Third World: trade, colonialism, dependence, and development*. Hoboken, NJ: Blackwell Publishing, 1999. ISBN 0-631-19439-8.

FRANK, Andre G. *ReOrient: global economy in the Asian Age*. Berkeley: University of California Press, 1998, xxix, 416 s. ISBN 0520214749.

FRERE, Sheppard S. *Britannia a history of Roman Britain*. 3rd edition, New York: Routledge, 1987, xvi, 423 s. ISBN 07-102-1215-1.

GEORGE, H. *The relations of geography & history*. Oxford: Clarendon Press, 1910, vii, 296 s.

HAYWOOD, J. *Encyklopedie historie světa: atlas světových dějin*. Praha: Columbus, 1998, 200 s. ISBN 8085928817.

HIGHAM, N. *The Death of Anglo-Saxon England*. Stroud: Sutton, 2000, 234 s. ISBN 978-0-7509-2469-6.

HUSCROFT, R. *Ruling England 1042–1217*. London: Pearson/Longman, 2005, 232 s. ISBN 978-0-582-84882-5.

James, L. *The Rise and Fall of the British Empire*. London: Abacus, 2001. ISBN 978-0-312-16985-5.

LANDES, David S. *The Wealth and Poverty of Nations*. New York: W. W. Norton & Company, 1998, xxii, 650 s. ISBN 0-393-04017-8.

Lloyd, O. *The British Empire 1558–1995*. Oxford: Oxford University Press, 1996. ISBN 0-19-873134-5.

MERLINI, M and G LAZAROVICI. *Settling discovery circumstances, dating and utilization of the Tărtăria tablets*. In: LUCA, S. *Acta Terrae Septemcastrensis VII*. Sibiu, Romania: Lucian Blaga University of Sibiu, c2008, 232 s. ISSN 1583-1817

POLIŠENSKÝ, J. *History of Czechoslovakia in Outline*. 2nd edition, Praha: Bohemia International, 1991, 142 s. ISBN 80-85195-05-4.

POMERANZ, K. *Political Economy and Ecology on the Eve of Industrialization: Europe, China, and the Global Conjuncture*. In: *The American Historical Review*, Vol. 107, No. 2. Chicago: The University of Chicago Press, 2002. s. 425-446

REGNAT, K. *Black Cross Volume 4: Heinkel He 111*. Hersham, Surrey, UK: Midland Publishers, 2004. ISBN 978-1-85780-184-2.

ROBINSON, A. *The Origins of Writing*. In: CROWLEY, D and Paul HEYER. *Communication in history: technology, culture, society*. 6th ed. Boston, MA: Allyn & Bacon/Pearson, c2011, xiv, 322 s. ISBN 0205693091.

ROMANO, Michael J. *CliffsAP European History*. Hoboken, NJ: Wiley Publishing, 2003, x, 422 s. ISBN: 0-7645-8687-4.

THOMAS, H. *The Norman Conquest: England after William the Conqueror*. Lanham, MA: Rowman & Littlefield, 2007, 179 s. ISBN 978-0-74253-840-5

•Thomas, H. *The Slave Trade: The History of The Atlantic Slave Trade*. Picador, London: Orion, 1997. ISBN 0-7538-2056-0.

WACE, R. *The History of the Norman People: Wace's Roman de Rou*. St Helier: Société Jersiaise, 2002, 408 s. ISBN 978-0-90189-733-6

WILLIAMS, A. *Æthelred the Unready: The Ill-Counselled King*. London: Hambledon & London, 2003, 288 s. ISBN 978-1-85285-382-2.

WHITLEY, J. *Archaeology in Greece 2003–2004*. In: *Archaeological Reports, No. 50*. Athens: the Society for the Promotion of Hellenic Studies and the British School at Athens, 2004, 111 s.

### Online sources:

ABILOV, S. Industrial Revolution and the Great Divergence Between the East and the West. *The Washington Review of Turkish and Eurasian Affairs* [online]. 2011 [cit. 2015-04-17].

Dostupné z:

<http://www.thewashingtonreview.org/articles/industrial-revolution-and-the-great.html>

ANDRŠOVÁ, Z and Pavel KEJZLAR. *Měď a její slitiny* [online]. [cit. 2013-11-08].

Dostupné z: [http://www.kmt.tul.cz/edu/podklady\\_kmt\\_bakalari/NOM2/MED\\_podklady.ppt](http://www.kmt.tul.cz/edu/podklady_kmt_bakalari/NOM2/MED_podklady.ppt)

BARROW, M. The difference between England, Britain and the UK. *British Life and Culture* [online]. c2013 [cit. 2013-05-10]. Dostupné z:

<http://resources.woodlands-junior.kent.sch.uk/customs/questions/britain.html>

BARROW, M. Why and How Does England Dominate the UK. *Project Britain British Life and Culture* [online]. c2014 [cit. 2014-01-13]. Dostupné z:

<http://projectbritain.com/britain/england.htm>

BARRY, D. Zbraně Luftwaffe. *Válka.cz* [online]. 2001-01-20 [cit. 2015-06-22]. Dostupné z:

[http://www.valka.cz/clanek\\_71.html](http://www.valka.cz/clanek_71.html)

BEC. Typical Calorific Values of Fuels. *BIOMASS Energy Centre* [online]. c2008-2011 [cit. 2015-04-18]. Dostupné z:

[http://www.biomassenergycentre.org.uk/portal/page?\\_pageid=75,20041&\\_dad=portal&\\_schema=PORTAL](http://www.biomassenergycentre.org.uk/portal/page?_pageid=75,20041&_dad=portal&_schema=PORTAL)

BRAIN, M. How Steam Engines Work. *Howstuffworks* [online]. c1998-2015 [cit.2015-04-17]. Dostupné z:

<http://science.howstuffworks.com/transport/engines-equipment/steam1.htm>

CRT NORMANDIE. History of Normandy. [online]. [cit. 2015-06-23]. Dostupné z <http://en.normandie-tourisme.fr/normandy-tourism/main-menu/welcome-to-normandy/history-and-culture/history-of-normandy-182-2.html>

ČHMÚ. Územní teploty. *Portál ČHMÚ* [online]. [cit. 2014-03-10]. Dostupné z: [http://portal.chmi.cz/portal/dt?action=content&provider=JSPTabContainer&menu=JSPTabContainer/P4\\_Historicka\\_data/P4\\_1\\_Pocasi/P4\\_1\\_4\\_Uzemni\\_teploty&nc=1&portal\\_lang=cs#PP\\_Uzemni\\_teploty](http://portal.chmi.cz/portal/dt?action=content&provider=JSPTabContainer&menu=JSPTabContainer/P4_Historicka_data/P4_1_Pocasi/P4_1_4_Uzemni_teploty&nc=1&portal_lang=cs#PP_Uzemni_teploty)

DE SA, P. Can Natural Resources Pave the Road to Africa's Industrialization?. *The World Bank* [online]. 2014-02-28 [cit. 2015-04-21]. Dostupné z: <http://blogs.worldbank.org/energy/can-natural-resources-pave-road-africa-s-industrialization>

FILIP, P. Hodnoty mezi pevnosti, kluzu, únavy a dovolených napětí pro ocel. *E-konstruktér* [online]. c2013 [cit. 2013-11-08]. Dostupné z: <http://e-konstrukter.cz/prakticka-informace/hodnoty-mezi-pevnosti-kluzu-unavy-a-dovolenych-h-napeti-pro-ocel>

GOOGLE. World Development Indicators (ukazatele světového rozvoje). *Průzkum veřejných údajů Google* [online]. c2015 [cit. 2015-04-17]. Dostupné z: [http://www.google.com/publicdata/explore?ds=d5bncppjof8f9\\_&met\\_y=ny\\_gdp\\_mktp\\_cd&idim=country:GBR&dl=cs&hl=cs&q=hdp+s pojen%C3%A9+kr%C3%A1lovstv%C3%AD#!ctype=l&strail=false&bcs=d&nselem=h&met\\_y=ny\\_gdp\\_mktp\\_cd&scale\\_y=lin&ind\\_y=false&rdim=country&idim=country:GBR:CZE&ifdim=country&tstart=637282800000&tend=1268434800000&hl=cs&dl=cs](http://www.google.com/publicdata/explore?ds=d5bncppjof8f9_&met_y=ny_gdp_mktp_cd&idim=country:GBR&dl=cs&hl=cs&q=hdp+s pojen%C3%A9+kr%C3%A1lovstv%C3%AD#!ctype=l&strail=false&bcs=d&nselem=h&met_y=ny_gdp_mktp_cd&scale_y=lin&ind_y=false&rdim=country&idim=country:GBR:CZE&ifdim=country&tstart=637282800000&tend=1268434800000&hl=cs&dl=cs)

HERMANSEN, J. *Industrialization and the Gilded Age* [online]. [cit. 2015-04-17]. Dostupné z: <http://www.aasd.k12.wi.us/staff/hermansenjoel/Notes2/Industrialization%20and%20the%20Gilded%20Age.pdf>

IBEJI, M. 1066. *BBC- History – British History in Depth* [online]. 2011-02-17 [cit. 2015-06-22]. Dostupné z: [http://www.bbc.co.uk/history/british/normans/1066\\_01.shtml](http://www.bbc.co.uk/history/british/normans/1066_01.shtml)

KELLY, D. 10 Abandoned Sea Forts, Towers & Anti-Submarine Platforms. *Urban Ghosts*. [online]. 2014-12-17 [cit. 2015-06-20]. Dostupné z: <http://www.urbanghostsmedia.com/2014/12/10-abandoned-sea-forts-towers-anti-submarine-platforms/>

LAMBERT, T. A short History of England. *A Brief History of England* [online]. [cit. 2013-06-20]. Dostupné z: <http://www.localhistories.org/england.html>

LOPES, C and T ELUMELU. How Africa's natural resources can drive industrial revolution. *CNN* [online]. 2013-11-20 [cit. 2015-04-21]. Dostupné z: <http://edition.cnn.com/2013/11/20/opinion/africas-natural-resources-industrial-revolution/>

LOSERTOVÁ, M. *Měď a její slitiny* [online]. c2007-2013 [cit. 2013-11-08]. Dostupné z: <http://katedry.fmfi.vsb.cz/637/soubory/KOVYI-CuAlMg.pdf>

MALEKI, A. Iran's Islamic Revolution and Its Future. *Belfer Center* [online]. [cit. 2014-04-01]. Dostupné z: [http://belfercenter.ksg.harvard.edu/publication/18954/irans\\_islamic\\_revolution\\_and\\_its\\_future.html](http://belfercenter.ksg.harvard.edu/publication/18954/irans_islamic_revolution_and_its_future.html)

MET OFFICE. Regional values - Annual 2013. *Met Office* [online]. [cit. 2014-05-27]. Dostupné z: <http://www.metoffice.gov.uk/climate/uk/summaries/2013/annual/regional-values>

NATIONAL GEOGRAPHIC. The Human Journey: Migration Routes. *The Geographic Project* [online]. [cit. 2014-03-11]. Dostupné z: <https://genographic.nationalgeographic.com/human-journey/>

OOSTHOEK, K. Arrival of agriculture, ca 5000-4000 BC. *Environmental History Resources* [online]. [cit. 2014-05-28]. Dostupné z: [http://www.eh-resources.org/timeline/timeline\\_prehistory.html#neolithic](http://www.eh-resources.org/timeline/timeline_prehistory.html#neolithic)

OSTRAVA. Revitalizace území a sanace škod vzniklých důlní činností v oblasti terminálu Hranečnick. *Ostrava* [online]. [cit. 2015-04-22]. Dostupné z: <https://www.ostrava.cz/cs/podnikatel-investor/projekty-mesta-ostravy/projekty-mesta-ostravy/revitalizace-uzemi-a-sanace-skod-vzniklych-dulni-cinnosti-v-oblasti-terminalu-hranecnik>

PFINGSTEN, M. The Last Ice Age: Thawing Ice and New Human Opportunities. *Study.com* [online]. [cit. 2014-03-10]. Dostupné z: <http://study.com/academy/lesson/the-last-ice-age-thawing-ice-and-new-human-opportunities.html#lesson>

PFINGSTEN, M. Iron vs. Bronze: History of Metallurgy. *Study.com* [online]. [cit. 2015-04-22]. Dostupné z: <http://study.com/academy/lesson/iron-vs-bronze-history-of-metallurgy.html>

PLAMBECK, J. Newspaper Circulation Falls Nearly 9%. *The New York Times* [online]. 2010-04-26 [cit. 2013-05-11]. Dostupné z: [http://www.nytimes.com/2010/04/27/business/media/27audit.html?\\_r=2](http://www.nytimes.com/2010/04/27/business/media/27audit.html?_r=2)

PUJMAN, I. Messerschmitt Bf 110 Zerstörer – I. Zrod ničitele. *AeroWeb* [online]. 2011-07-17 [cit. 2015-06-21]. Dostupné z: <http://www.aeroweb.cz/clanky/2951->

ROBERTSHAW, T. The House of Normandy. *William the Conqueror* [online]. c2005 [cit. 2015-06-22]. Dostupné z: <http://www.englishmonarchs.co.uk/normans.htm>

SCHLUMBERGER EXCELLENCE IN EDUCATION DEVELOPMENT. Temperature Change History. *Global Climate Change and Energy* [online]. [cit. 2014-05-27]. Dostupné z: <http://www.planetseed.com/relatedarticle/temperature-change-history>

SHANAHAN, W. *William the Conqueror*. [online] 2013-05-01 [cit. 2015-06-22]. Dostupné z: <https://wshanahan1.wordpress.com/2013/05/01/william-the-conqueror-an-analysis-of-the-conquerors-political-savvy-and-the-norman-military-tactics/>

SOMMERVILLE, Johann P. Prehistoric Britain. *Sommerville: Courses* [online]. [cit. 2013-6-20]. Dostupné z: <http://faculty.history.wisc.edu/sommerville/123/123%203%20prehist.htm>

SULTAN, C. World War II: 'Fort Madness:' Britain's Bizarre Sea Defense Against the Germans. *Spiegel Online International* [online]. 2010-11-12 [cit. 2015-06-20]. Dostupné z: <http://www.spiegel.de/international/zeitgeist/world-war-ii-fort-madness-britain-s-bizarre-sea-defense-against-the-germans-a-728754.html>

THE EDITORS OF ENCYCLOPAEDIA BRITANNICA. Bronze Age. *Encyclopaedia Britannica* [online]. [cit. 2014-03-10]. Dostupné z: <http://www.britannica.com/EBchecked/topic/81017/Bronze-Age>

TOLASZ, R. Počasí v České republice v roce 2011. *Aktuálně.cz* [online]. 2012 [cit. 2014-05-27]. Dostupné z: <http://blog.aktualne.cz/blogy/radim-tolasz.php?itemid=16473>

VLAŠÍN, M. Čechy jsou v Česku, Morava a Slezsko taky. *Kulturní noviny* [online]. c2011 [cit. 2013-05-10]. Dostupné z:

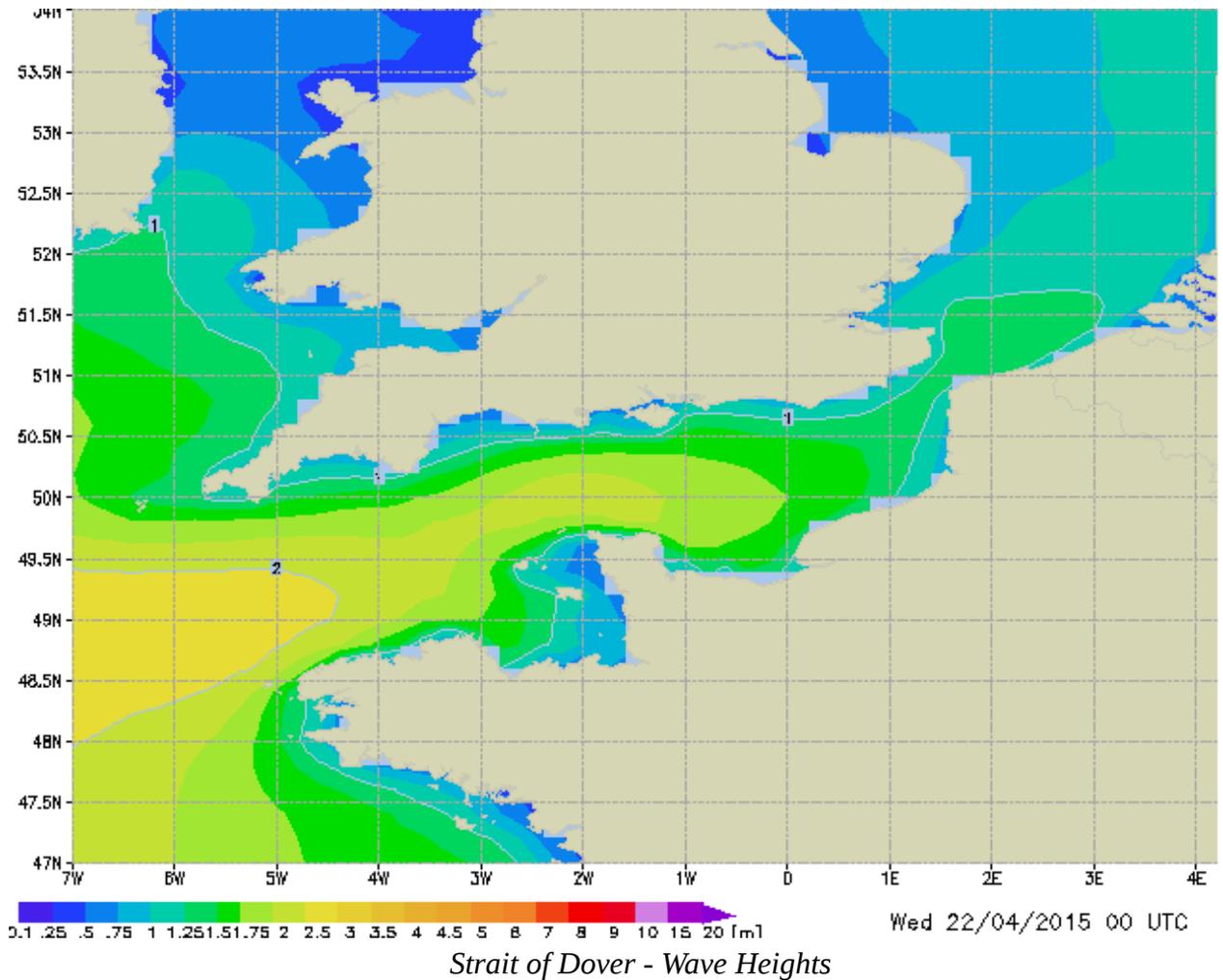
<http://www.kulturni-noviny.cz/nezavisle-vydavatelске-a-medialni-druzstvo/archiv/online/2014/2-2014/cechy-jsou-v-cesku-morava-a-slezsko-taky>

WEATHERONLINE. Climate of the world - Iran. *WeatherOnline* [online]. [cit. 2014-05-27].  
Dostupné z: <http://www.weatheronline.co.uk/reports/climate/Iran.htm>

ZADRAŽILOVÁ, J. Ostravsko dusí smog a polétavý prach. *Kurzy.cz* [online]. 2012-12-09  
[cit. 2015-04-22]. Dostupné z:  
<http://www.kurzy.cz/tema/detail/ostravsko-dusi-smog-a-poletavy-prach-1396101.html>

ZIMMER, G. *1500-ton Self-Propelled 80cm Gun* [online]. [cit. 2015-06-21]. Dostupné z:  
<http://fingolfen.tripod.com/superheavy/p1500.html>

## Appendix 1

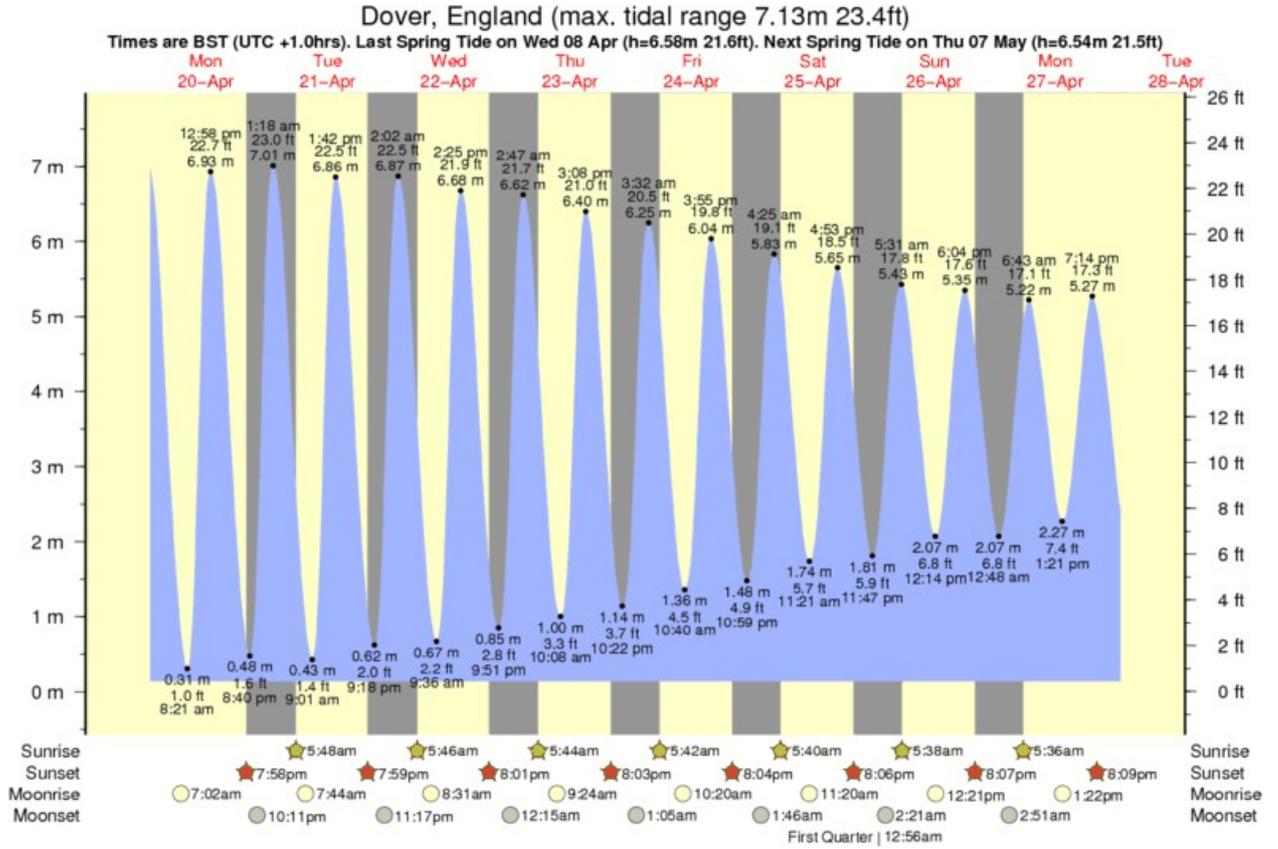


Source: sailing europe english channel strait of dover wave heights. *WeatherOnline* [online].

Dostupné z: <http://www.weatheronline.co.uk/marine/weather?>

LEVEL=5&LANG=en&MENU=0&TIME=0&MN=gfs&MODELLTYP=wave&WIND=g90

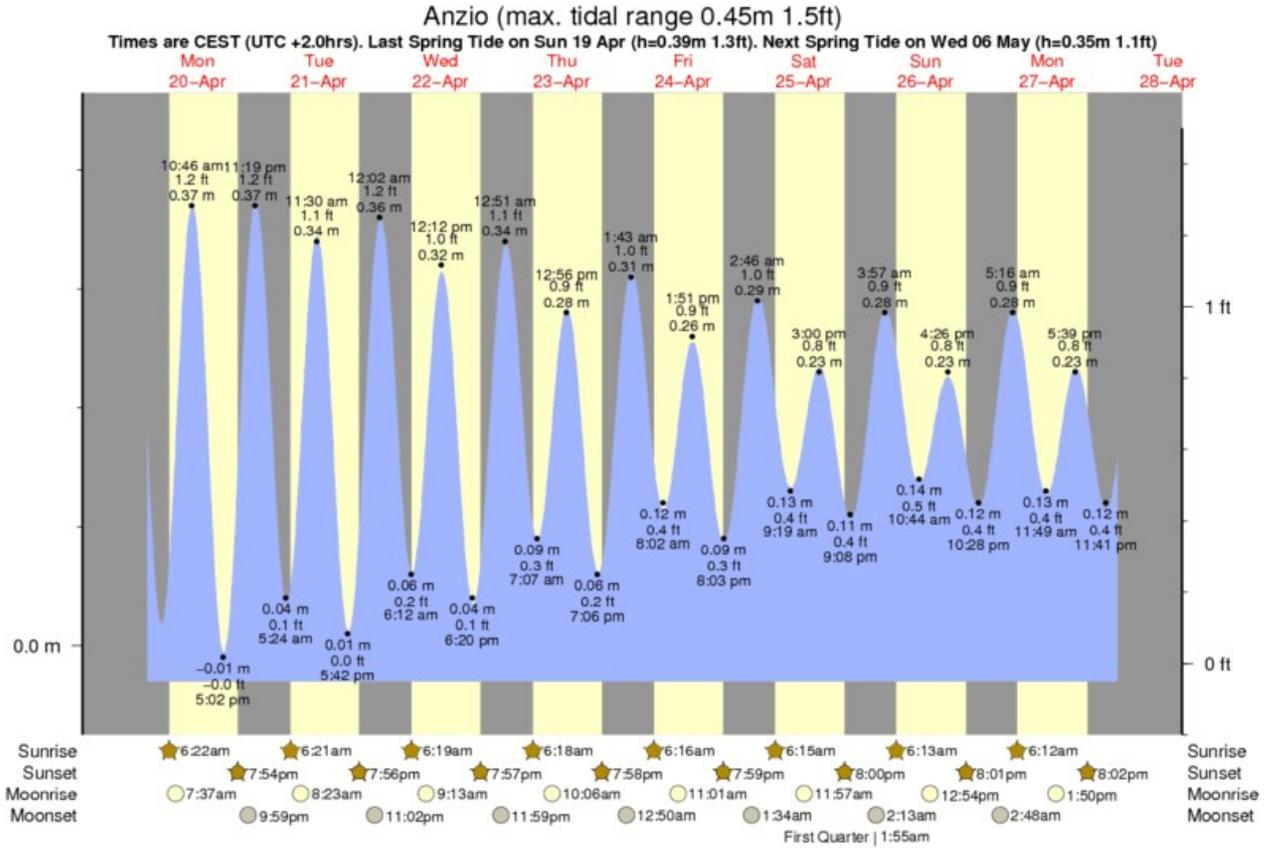
## Appendix 2



*Dover Tidal Range*

Source: Tide Times and Tide Chart for Dover. *Tide-forecast* [online]. Dostupné z:  
<http://www.tide-forecast.com/locations/Dover-England/tides/latest>

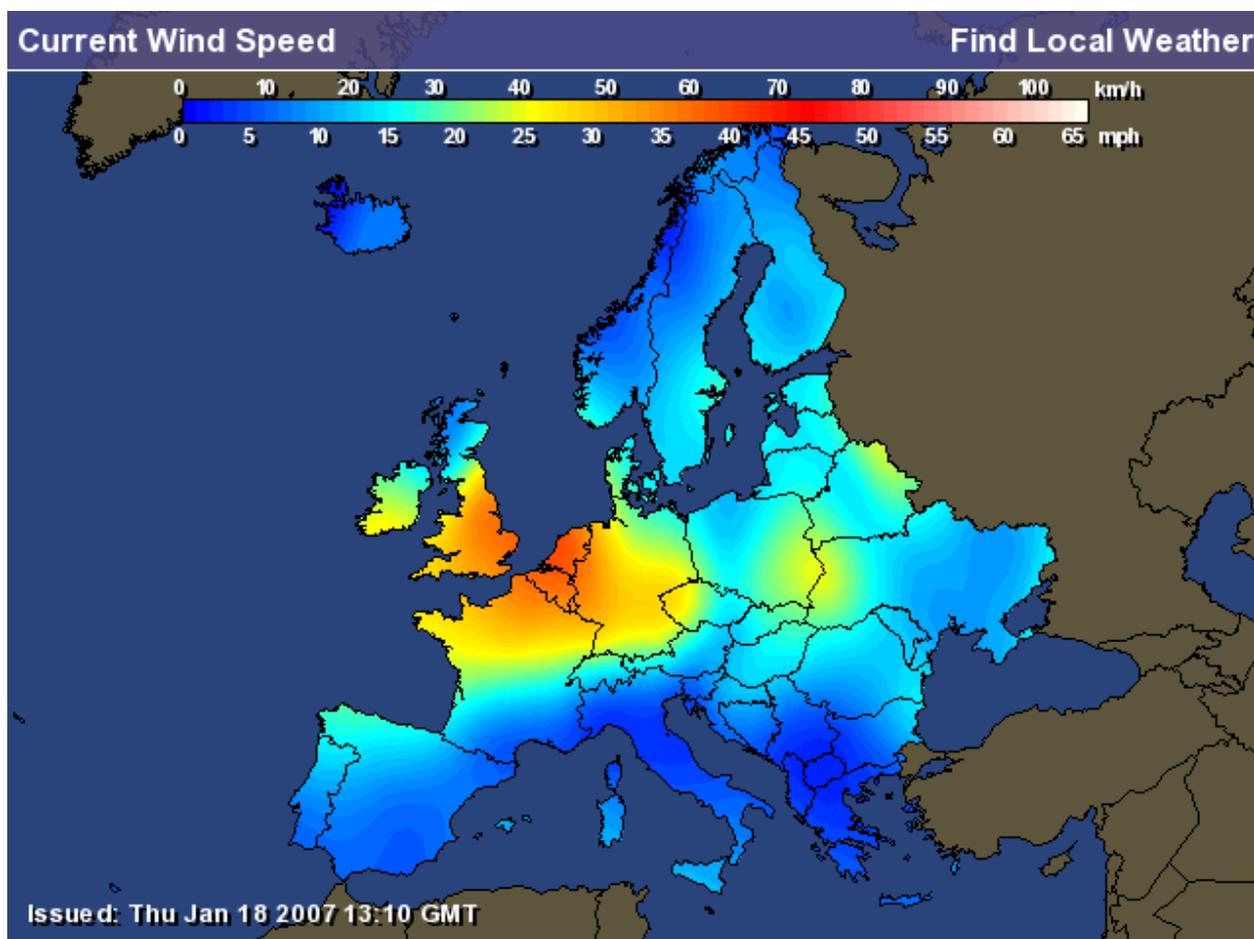
# Appendix 3



*Anzio Tidal Range*

Source: Tide Times and Tide Chart for Anzio. *Tide-forecast* [online]. Dostupné z: <http://www.tide-forecast.com/locations/Anzio/tides/latest>

## Appendix 4

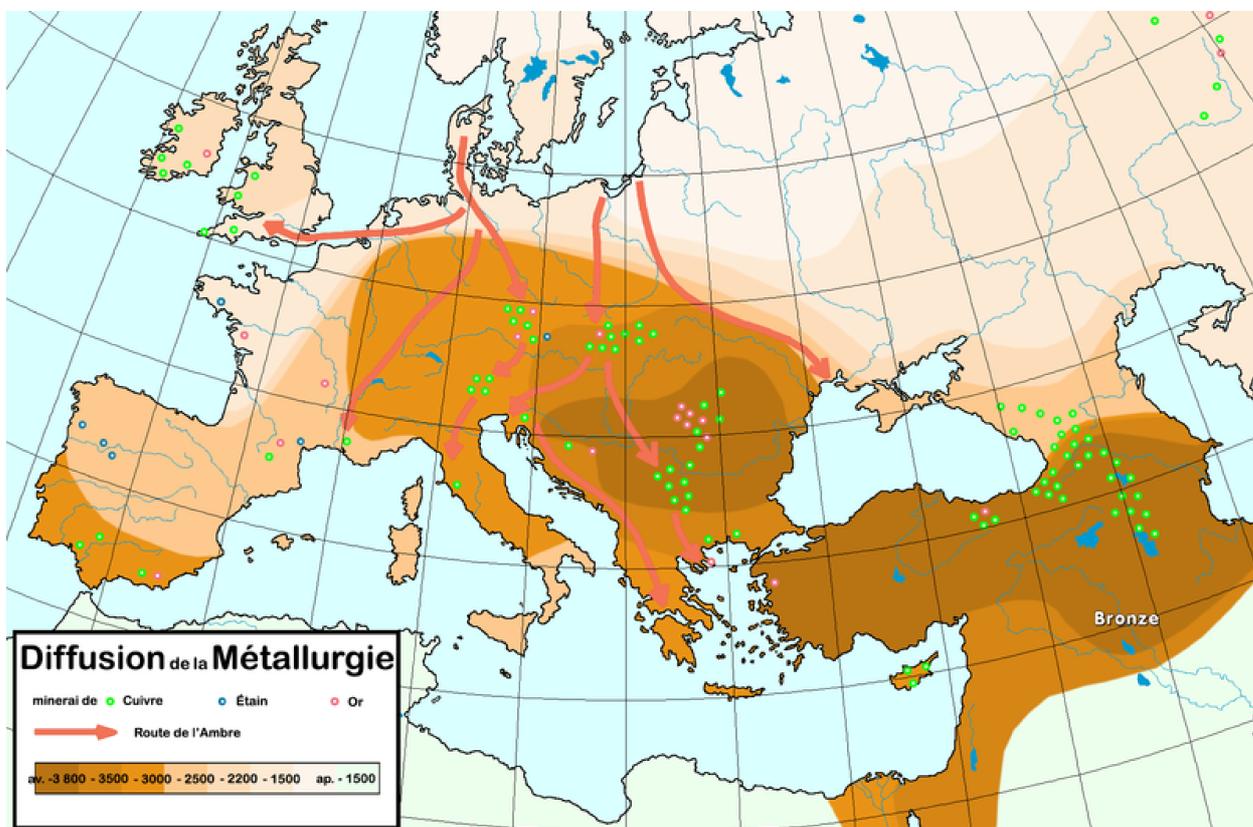


*Europe Wind Speed*

Source: *I write therefore I am* [online]. Dostupné z:

<http://www.iwriteiam.nl/0701181510windspeed.png>

## Appendix 5



*The Way of Metallurgy*

Source: *Diffusion métallurgie* [online]. Dostupné z:

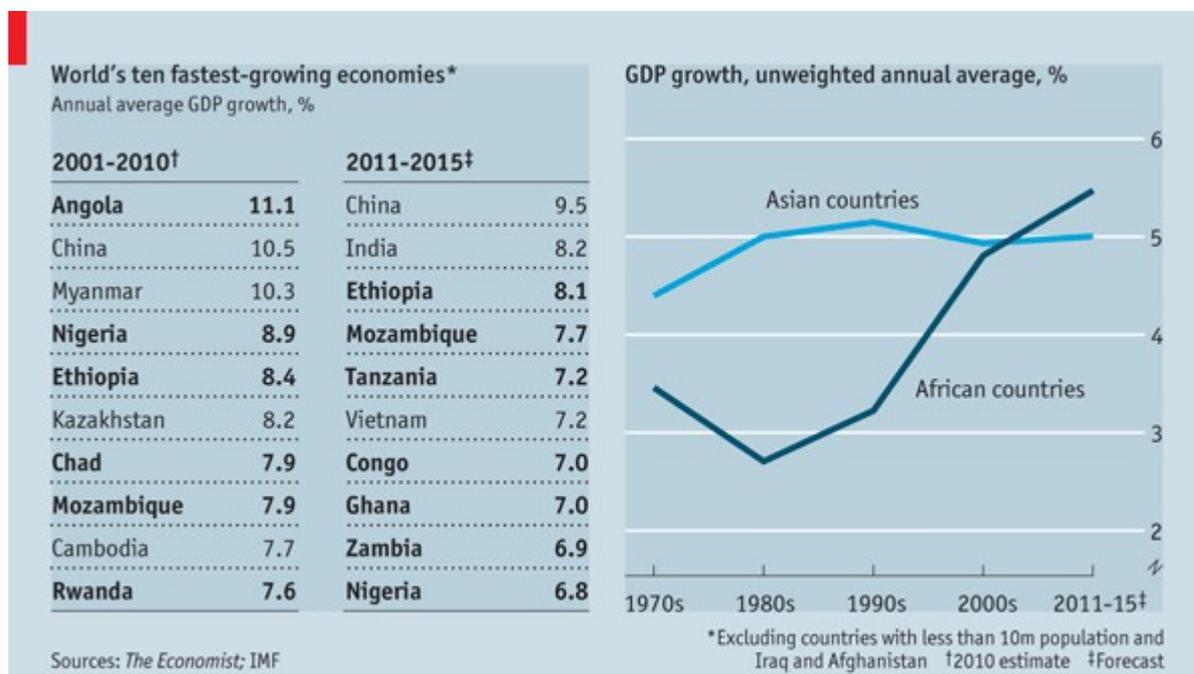
[http://commons.wikimedia.org/wiki/File:Diffusion\\_m%C3%A9tallurgie.png](http://commons.wikimedia.org/wiki/File:Diffusion_m%C3%A9tallurgie.png)

Cuivre ... copper

Étain ... tin

Or ... gold

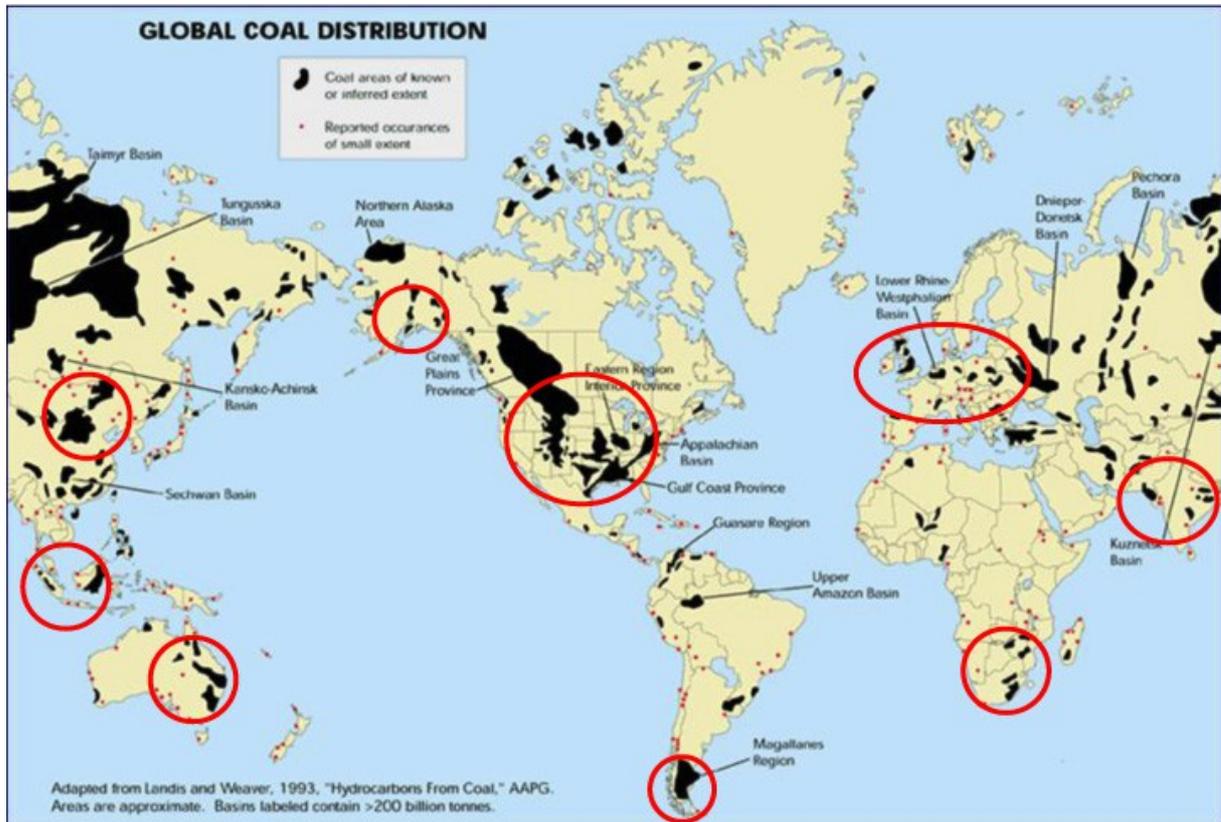
## Appendix 6



### *Africa's Impressive Growth*

Source: *Africa's impressive growth* [online]. 2011 Dostupné z:  
[http://www.economist.com/blogs/dailychart/2011/01/daily\\_chart](http://www.economist.com/blogs/dailychart/2011/01/daily_chart)

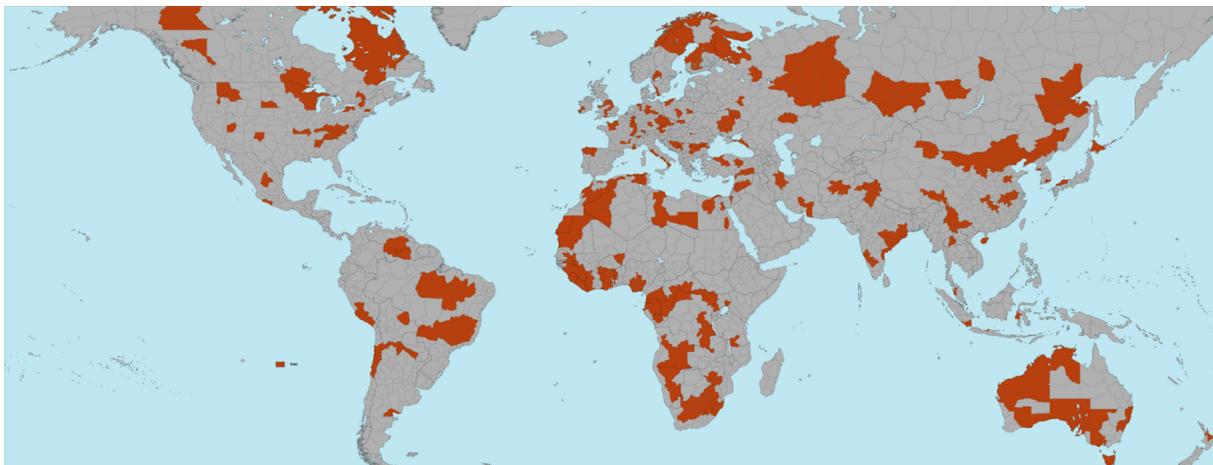
## Appendix 7



*Global Coal Distribution*

Source: CBM ASIA. CBM Around the World. *CBM ASIA* [online]. c2012 Dostupné z: <http://www.cbmasia.ca/CBM-Around-The-World>

## Appendix 8



*Global Iron Ore Distribution*

Source: KEVIN. Iron Ore Deposits Map. *Map by Artofanderson.com* [online]. 2015 Dostupné z: <http://www.artofanderson.com/no/iron-ore-deposits-map/>

## **Resumé**

Bakalářská práce pojednává o vlivu geografické polohy Česka a Velké Británie na historický vývoj národů zde žijících. Jedná se o čistě teoretickou práci, která využívá mnoha zdrojů k tomu, aby poukázala na podobnosti a rozdíly mezi Českem, Velkou Británií a jinými zeměmi světa ve světle historické geografie. Tyto podobnosti jsou nacházeny v několika společných významných historických událostech.

## Anotace

<b>Jméno a příjmení:</b>	Pavel Tihlařík
<b>Katedra:</b>	Katedra anglického jazyka
<b>Vedoucí práce:</b>	PhDr. Světlana Obenausová, MLitt, Ph.D.
<b>Rok obhajoby:</b>	2015

<b>Název práce:</b>	Vliv zeměpisné polohy Velké Británie na historii tohoto národa ilustrovaný vybranými historickými okamžiky
<b>Název v angličtině:</b>	Contribution of Geographical Positions of Great Britain to the History of the Nations Illustrated on Selected Historical Moments
<b>Anotace práce:</b>	Bakalářská práce pojednává o vlivu geografické polohy Velké Británie na historický vývoj národů zde žijících. Jedná se o čistě teoretickou práci, která využívá mnoha zdrojů k tomu, aby poukázala na historický vývoj Velkou Británií a jiných zemí světa ve světle historické geografie.
<b>Klíčová slova:</b>	Velká Británie, historie, geografie, historická geografie, vliv geografie na historii, osadníci, nerostné bohatství, metalurgie, průmyslová revoluce, vojenská strategie, Bitva o Británii
<b>Anotace v angličtině:</b>	The bachelor thesis describes the contribution of geographical position of Great Britain to the historical development of the nation. The thesis is theoretical. It uses various sources to show the historical development of Great Britain and other countries using historical geographical approach.
<b>Klíčová slova v angličtině:</b>	Great Britain, history, geography, historical geography, contribution of geography to history, settlers, mineral resources, metallurgy, industrial revolution, military strategy, Battle of Britain
<b>Přílohy vázané v práci:</b>	Appendix 1: Strait of Dover – Wave Heights Appendix 2: Dover Tidal Range Appendix 3: Anzio Tidal Range Appendix 4: Europe Wind Speed Appendix 5: The Way of Metallurgy Appendix 6: Africa's Impressive Growth Appendix 7: Global Coal Distribution Appendix 8: Global Iron Ore Distribution
<b>Rozsah práce:</b>	38, 8 stran příloh
<b>Jazyk práce:</b>	angličtina