

An accident to *Warspite's*¹ steering gear caused her helm to become jammed temporarily and took the ship in the direction of the enemy's line, during which time she was hit several times. Clever handling enabled Captain Edward M. Phillpotts to extricate his ship from a somewhat awkward situation.

Owing principally to the mist, but partly to the smoke, it was possible to see only a few ships at a time in the enemy's battle line. Towards the van only some four or five ships were ever visible at once. More could be seen from² the rear squadron, but never more than eight to twelve.³

The action between the battle-fleets lasted intermittently from 6.17 p.m. to 8.20 p.m. at ranges between 9,000 and 12,000 yards, during which time the British Fleet made alterations of course from SE. by E. to W. in the endeavour to close. The enemy constantly turned away and opened the range under cover of destroyer attacks and smoke screens as the effect of the British fire was felt, and the alterations of course had the effect of bringing the British Fleet (which commenced the action in a position of advantage on the bow of the enemy)

leading Jellicoe and Evan-Thomas on a common course. See diagram, p. 41.

¹ Battleship, *Queen Elizabeth* class. See note 5, p. 46.

² i.e. of the rear squadron of von Scheer's retreating Battle Fleet.

³ When the British Battle Fleet came into action between 6-7 p.m., Beatty's heading-off movement sent the whole German Fleet about on a SW. course. Scheer's Battle Fleet would be in the rear of the procession, but at a distance and in climatic conditions that enabled it to escape a decisive encounter with Jellicoe's big ships, which were endeavouring to close, i.e. join action.