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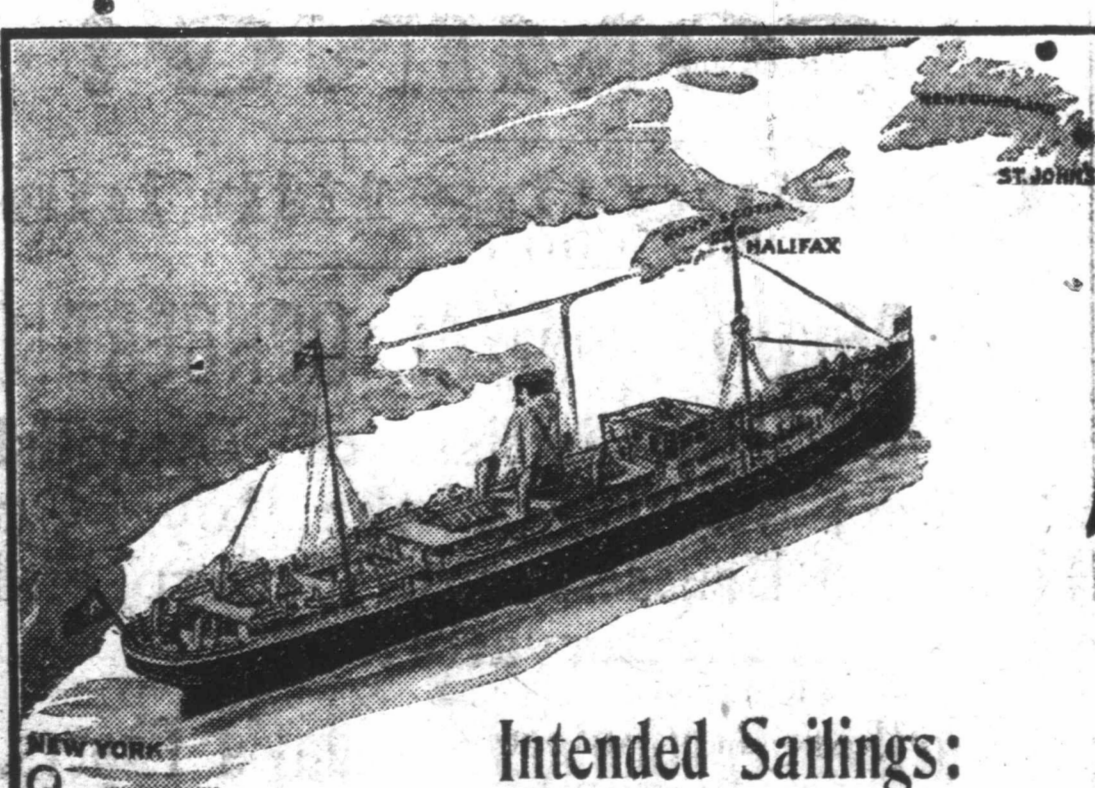
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FIRST FULL DESCRIPTION OF JUTLAND BATTLE BY MR. ARTHUR H. POLLEN IN 'LAND AND WATER'

The Story is Offered With 'Considerable Reserve and of the Night Attack on the Flying German Fleet Nothing is Known Whatever—Sir D. Beatty's Skill—A British Victory Beyond All Question.

(Westminster Gazette)

The first connected account of the battle of Jutland, illustrated by maps and diagrams, is given by Mr. Arthur H. Pollen in "Land and Water," by whose permission we reproduce parts of the article. Mr. Pollen, who is also the naval correspondent of the Westminster Gazette, and gave his first impressions of the fight in our columns on Saturday last, states that he offers his story with considerable reserve. "Practically nothing is known of the movements of the main fleets after contact was made round about seven o'clock in the evening. Of the pursuit from then till darkness all the accounts are most confused. And of the final phase—the night attack of the British light craft on the flying German Fleet—nothing is known whatever, except that the Commander-in-Chief seems to have recalled all his units at about three in the morning of June 1."

Dispositions of the Squadrons

Mr. Pollen places the various squadrons as follows: Sir David Beatty was about one hundred miles from the coast of Denmark at 215 on Wednesday, May 31. A little south of him and somewhat further away were the four Queen Elizabeths. It was in this position that the German cruiser squadron, under Von Hipper, was encountered, that squadron crossing the path of the British cruisers on a course to the north-west. Von Scheer, with the German battle fleet on the same course, was sixty miles to the south and about fifty miles from the Horn Reef. Admirals Jellicoe, Hood, and Arbuthnot were seventy-five miles north of Admiral Beatty. Sir David Beatty was steering east-south-east or east-south-east. He had with him four Lions, 'Indefatigable' and 'New Zealand.' There were of course also some flotillas of destroyers and probably more than one squadron of light cruisers. Slightly astern and a little to the southward of Sir David Beatty, Rear-Admiral Evan Thomas, flying his flag in 'Barham,' commanded a squadron of four Queen Elizabeths, the name-ships only being absent. Some seventy-five miles north by east of Admiral Beatty was the Grand Fleet under Sir John Jellicoe, steering a south-easterly course. With Sir John Jellicoe was a squadron of three battle-cruisers under Rear-Admiral Hood, 'Invincible,' 'Inflexible,' and 'Indomitable,' and, in addition to light cruisers and small craft, Sir Robert Arbuthnot's squadron of four armoured cruisers of the Defence and Duke of Edinburgh classes. Ten miles to the north-east of Sir David Beatty, von Hipper—who commanded in the affair of the Dogger Bank, January, 1915—was in command of five German battle-cruisers, 'Derfflinger,' 'Lutzow,' 'Moltke,' 'Seeyditz,' and either 'Von der Tann' or 'Hindenburg,' probably the latter. This squadron was heading north-west by west; and some sixty miles astern of him was the High Seas Fleet under Vice-Admiral von Scheer, consisting of all the German Dreadnoughts, sixteen in number. He also had with him half a dozen pre-Dreadnoughts of the Deutschland and Braunschweig classes.

Opening of the Battle

"It was when the fleets were so disposed that the advanced light cruisers of Sir David Beatty and von Hipper's squadrons sighted each other and Sir David thereupon closed the German squadron at top speed. Von Hipper immediately turned his squadron eight points to starboard, and steered either east or east-south-east, and a stern chase followed. After about an hour and a half the battle cruiser got within 18,000 yards of the enemy, now bearing north-west from them, and opened fire. The four Queen Elizabeths had necessarily been left behind in this chase. The mist being thick and visibility poor, Sir David Beatty closed the range fairly rapidly and ten minutes after the engagement had become general 'Indefatigable' was hit, blew up and sank. Twenty minutes later 'Queen Mary' shared the same fate. One German cruiser was also sunk at this stage. Von Hipper had meanwhile been gradually changing course southward, Sir David conforming to the same movement as soon as he had got to a range that it was imprudent further to reduce. His squadron, it must be remembered, had now been reduced from six to four. South-easterly courses were followed until, at

about a quarter to five, the entire fleet of German Dreadnoughts was seen coming straight up to von Hipper.

German Battle Fleet Arrives.

"The latter then put his helm over, turned sixteen points to starboard and took station at the head of the German line, where he had three Koenigs and five Kaisers immediately astern of him. The gradual turn southwards had enabled Sir Evan Thomas to bring up his squadron, and even when Sir David turned 16 points, so as to keep a course approximately parallel to the enemy's, but a position slightly ahead of the German line, Admiral Thomas was able to fall in behind the battle cruisers, and engage both those of the German battle cruisers that had survived and the leading ships of the German Dreadnought fleet. At this stage of the action the British fast division had manoeuvred itself into a position so much in advance of its opponents that the leading enemy ship bore about 40 deg. aback the beam. There ensued an action lasting for about an hour and a quarter between these very disproportionate forces. But the English ships had the speed of the German, and seven out of the eight vessels had guns that would have been much more effective at long range had the weather conditions permitted of their being used to the full advantage. It is uncertain how many of the German battle cruisers were still in action at his point. Certainly not more than four, possibly only three. But even with a lesser number, the German force would be nineteen ships to the British eight, and obviously it was Sir David's duty to keep them northward rather than seek close and decisive action.

Loss of the "Invincible."

"At about six o'clock the first reinforcement from the Grand Fleet came upon the scene, and Sir David now being sufficiently ahead of the Germans to execute the right manoeuvre, turned eight points to starboard, thus forcing the German line to turn also or be enfiladed. Shortly after this turn, say at about 6.10 or 6.15, Admiral Hood, with 'Invincible,' 'Inflexible' and 'Indomitable,' swung gallantly into line ahead of the Vice-Admiral, and at once opened a very accurate fire on the leading German

ships. Almost immediately, however, 'Invincible' shared the fate of 'Queen Mary' and 'Indefatigable.'

Sir John Jellicoe's Arrival.

"Sir John Jellicoe's fleet was now deploying for an immediate attack on the German fleet. To enable the Grand Fleet to make its attack, Sir David Beatty forged ahead as fast as possible to the east, after ordering Rear-Admiral Evan Thomas to take station with the battleships. The battle cruisers had by this time done their task and the finish of the action was to be handed over to the Commander-in-Chief. The Germans, to whom the imminent participation of Sir John Jellicoe in the action was apparent promptly sent destroyers and light cruisers forward to hamper the British advance by torpedo attacks. It was apparently to ward off or thwart these that Sir Robert Arbuthnot—who was some little distance ahead of the battle squadron with his four cruisers—made a dash at the advancing line of light craft. This brought him under the fire of the German main fleet and two of his ships, one of them 'Defence,' the flagship, were immediately sunk, and a third, 'Warrior,' was disabled. It was at this stage that 'Warspite' (Captain Phillpotts) distinguished herself by brilliant shielding of 'Warrior.'

Germans Decline Further Action

"The next phase of the action was the short and indecisive engagement between the main fleets. It was indecisive largely because the fog had become thicker, and short because von Scheer realized the hopelessness of a regular artillery combat with the British Commander-in-Chief's forces. But it lasted long enough to show von Scheer what would happen if it continued. 'Iron Duke' and the other leading ships got in some useful salvoes, but hardly had the leading squadrons become engaged than a disorderly flight began, the details of which are far too confused for narration or diagrammatic reproduction. So long as daylight lasted the German destroyers and light craft did all that was possible to protect their main forces. First they sent up barrages of smoke, which mixing with the fog and mist, made a barrier impenetrable to sight; secondly, they darted in groups of four and five out of this barrage to launch torpedoes against the advancing British ships. In the result, the German Fleet was well off in its flight before Sir John Jellicoe could either locate its position or shake off the destroyers for an organized pursuit. The pursuit was, however, carried on until the gradually fading daylight made gunnery impossible and the battleships consequently useless.

Closing the Exits

"Sir David Beatty, in the meantime in pushing forward eastward to enable the battleships of the Grand Fleet to come into action, had a second objective in view as well. In getting between the German Fleet and the coast of Jutland, he headed off the possibility of a German retreat into the Sound, or any attempt, by either single fast ships or commerce raiders, to break past the British Fleet and gain the Atlantic. There seems some authority for supposing that, almost as darkness fell, that is at 8.30 or shortly afterwards, he exchanged shots with the group of ships that had been leading the German line before. At this stage there were seemingly only two German battle cruisers left, but the 'Koenigs' and 'Kaisers' that composed the rest of the squadron could not be usefully engaged in the light that gave the British 13.5 guns no range advantage.

The General Chase

"The final stage of the battle was the pursuit of the retreating German ships by the British destroyers and light craft. This continued for no less than six hours, and it was not until three in the morning that the Commander-in-Chief was satisfied that all such German ships as could still steam had found their way behind the mine defences of Heligoland and the main German bases. All battleships, cruisers, and destroyers were now recalled—the battle cruiser squadron being at this point as far south as latitude 55. By daybreak on the anniversary of the glorious first of June the victorious British fleet reformed and made a systematic search of the scene of the previous day's engagements. It was a vast area that had to be swept. The fighting and pursuit had extended by daylight alone over an equilateral nearly 100 miles by 100. But by noon no trace of friends or enemy had been found, and the fleet returned to its bases."

Mr. Pollen, it is interesting to note, does not believe that we have yet had the full tale of German losses, but believes that it is far heavier than ours.

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