

east,¹ whence it will afterwards have taken a north-westerly course homewards.' A chart showing the homeward course of the beaten enemy, and a German arrow issuing triumphant from Wilhelmshaven in his rear, clinched the gratifying fiction.²

Such are the two contradictory versions of the battle. It remains to analyse the narrative of the only one of the belligerents who has dared to make public the official dispatches of his Admirals.

On the early afternoon of Wednesday, May 31, the Grand Fleet, which had left its bases on the previous day 'in pursuance of the general policy of periodical sweeps through the North Sea', was divided into two bodies—the advanced, under Sir David Beatty's command, and the rear or main, under Sir John Jellicoe. The former, scouting ahead of the latter, consisted of two Battle-cruiser Squadrons (1st and 2nd), three Light-cruiser Squadrons (1st, 2nd, and 3rd), units of four Flotillas of Destroyers (1st, 9th, 10th, and 13th), and was supported by the Fifth Battle Squadron, under Rear-Admiral Evan-Thomas, composed of four fast battleships of the *Queen Elizabeth* class, *Valiant*, *Barham*, *Warspite*, and *Malaya*. The composition of Beatty's force explains its strategic employment. Having more pace than the battleships of the main fleet, it was designed to feel for the enemy's battle-cruiser screen, and to hold it until the main fleets could be brought into action.

The main or Battle Fleet itself was accompanied by one Battle-cruiser Squadron (3rd), two Cruiser Squadrons (1st and 2nd), one Light-cruiser Squadron (4th), and three Destroyer Flotillas (4th, 11th, 12th).

The German dispositions were of a similar character ;

¹ See the diagram, *infra*, p. 52. ² See the diagram, *infra*, p. 57.