



MAGAZINE

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ARCHIVE EXTRACT:
Commander Bingham

SPOTLIGHT ON...
Admiral John Jellicoe

QUICK GUIDE TO...
Royal Navy Ranks &
Trades... and more!

1916 - 2016

Battle of Jutland

All you need to know...



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**JUTLAND
SPECIAL EDITION:
JUNE 2016**



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DID YOU KNOW?...

The Battle of Jutland began at 4:48 p.m on 31st May 1916, lasted for 72 hours, involved 250 ships and 100,000 sailors. 6,000 British sailors and 2,500 German sailors were lost. Four Victoria Crosses were awarded; including the youngest to be awarded a VC - Jack Cornwell, aged just 16.

Henry Allingham, a British RAF airman, was the last surviving veteran of the battle, and ultimately WW1, he died on 18th July 2009, aged 113.

George VI, the then Prince Albert, Duke of York took part.

The battle was the first time in history that a carrier (HMS *Engadine*) used aeroplanes in naval combat.

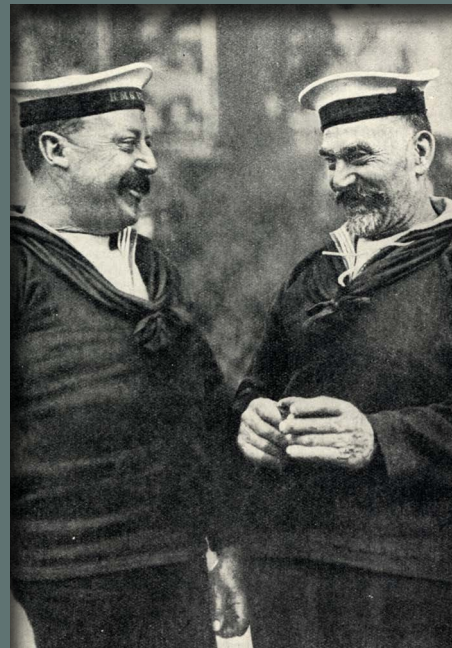
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HISTORIC FEATURE

The Battle of Jutland

The only major Naval engagement of the First World War



The Battle of Jutland took place in the North Sea, North West of Denmark. It was the first time that the new Dreadnought Battleships, developed in the early 1900s had come to blows and only the third time that the big Steel Battleships had engaged each other, following the smaller battles in the Russo-Japanese War.

The battle was fought by the British Royal Navy's Grand Fleet with elements of the Royal Australian Navy and Royal Canadian Navy commanded by Admiral Sir John Jellicoe and the German High Seas Fleet commanded by Vice-Admiral Reinhard Scheer.

The Germans, recognising their fleet was inferior to the Royal Navy, intended to draw out and destroy part of the Royal Navy's Grand Fleet, which was a numerically superior force, and thereby break the crippling blockade of German ports.

The Royal Navy similarly wanted to draw out the High Seas Fleet and destroy it.

With that in mind Scheer dispatched Vice-Admiral Franz Hipper's Battlecruiser squadron to locate the Grand Fleet and its' own scouting force of Cruisers. Reconnaissance Planes were still in their infancy at this point and could not cover the North Sea effectively, hence the use of the fast and well-armed Cruisers.

Enigma this! – Ok so the Germans weren't using enigma yet but "Naval Communication Encryption This!" didn't sound nearly as good!

The Royal Navy, true to form, had previously decrypted German Naval communications with the help of a codebook captured by the Russians from the SMS *Magdeburg*. Intercepting the German signals they were alerted to the dispatch of Hipper's Battlecruiser squadron and the Grand Fleet was ordered to make sail and engage.

The Grand Fleet composed of 24 Dreadnought Battleships, 3 Battlecruisers, accompanied by 8 Armoured Cruisers, 4 Scout Cruisers, 51 Destroyers, 1 Destroyer-Minlayer and one of the first Aircraft Carriers operational. The Reconnaissance Cruiser Squadron was made up of 4 Fast Queen Elizabeth Class Dreadnoughts, 6 Battlescruisers, 14 Light Cruisers and 27 Destroyers – are we sure this force was for scouting?

The German High Seas Fleet was numerically smaller and composed of some outdated vessels. The main force consisted of 16 Dreadnought Battleships and 6 Pre-Dreadnought Battleships accompanied by 6 Light Cruisers and 31 Torpedo Boats. The German Scouting Force under Vice Admiral Hipper consisted of 5 Battlecruisers, 5 Light Cruisers and 30 Torpedo Boats.

At 15:48 on 31st May 1916, The Grand Fleet's reconnaissance squadron commanded by Vice Admiral Sir David Beatty, received the first fire from the High Seas Fleet Reconnaissance squadron. Poor visibility resulted in the British return fire falling far beyond the attacking German Squadrons. At 16.00 Beatty's

flagship HMS *Lion* was struck by a salvo of 12 Inch shells that destroyed one of her turrets and very nearly detonated her magazine if not for the timely intervention of the turret commander, Major Francis Harvey of the Royal Marines to seal the doors and flood the magazine.

The First of Many

HMS *Indefatigable*, not to be confused with Horatio Hornblower's HMS *Indefatigable*, was less lucky, at 16.02 she was hit aft by three 11 Inch shells from SMS *Von Der Tann* detonating her aft magazine. Soon after at maximum range Von Der Tann fired again putting a single shot through her forward magazine. The resulting explosion was devastating and the ship sunk immediately with almost all of her crew. Only two men survived.

At 16.25 despite the increasingly desperate position of the Germans, HMS *Queen Mary* was struck by combined fire from *Defflinger* and *Seydlitz*, this again detonated the magazines of the British Warship resulting in her rapid sinking and all but nine of her 1275 man crew lost.

Just a minute later HMS *Princess Royal* was struck by a salvo from the German guns prompting Beatty to utter the famous phrase "Chatfield, there seems to be something wrong with our bloody ships today!"

At 16.40 the vanguard of the main German force had been sighted and Beatty ordered his squadron to turn North and draw the German fleet towards Admiral Jellicoe and the RN Grand Fleet.



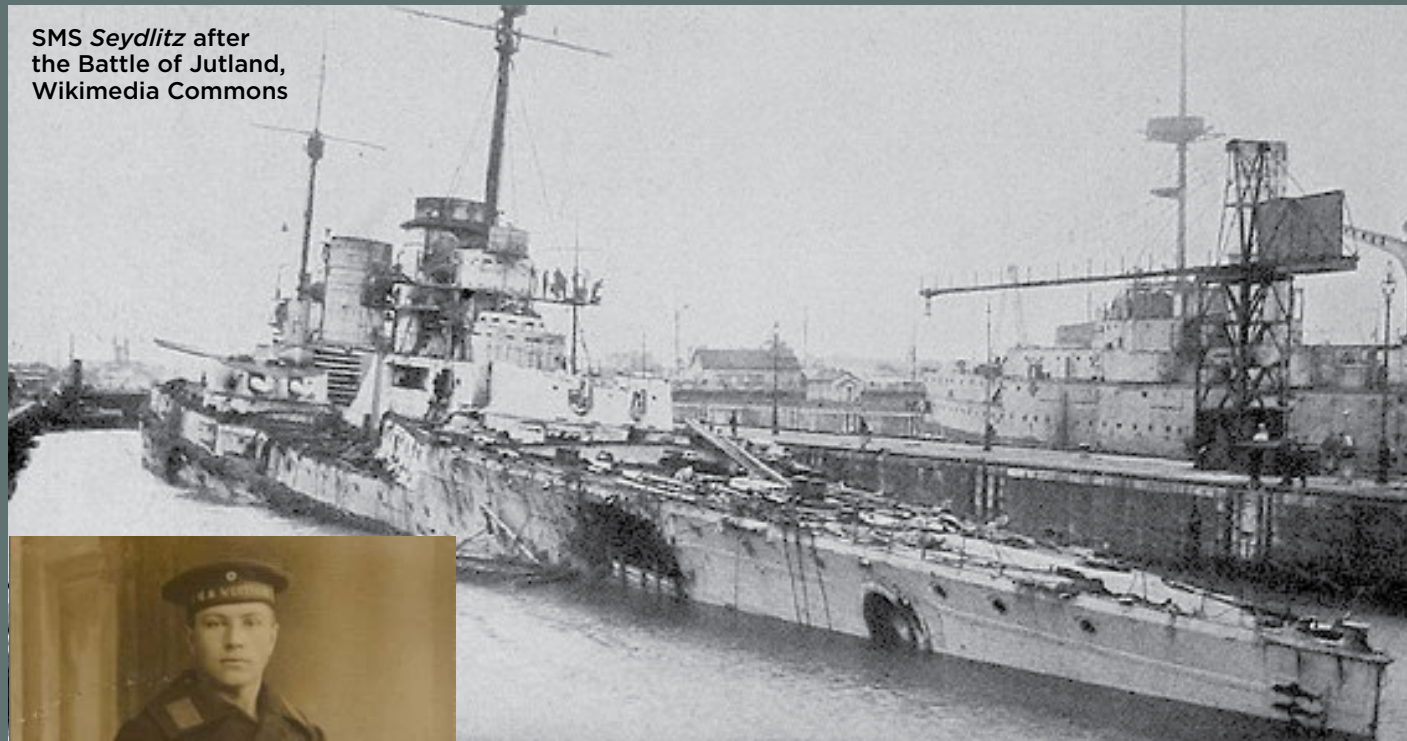
Sir John Jellicoe



Sir David Beatty

HMS *Kempenfelt*
flotilla leader
during the
Battle of Jutland

SMS *Seydlitz* after the Battle of Jutland, Wikimedia Commons



Marynarz Wilhelmshaven
SMS *Westfalen*
Wikimedia commons

At 18.30 with both fleets converging and heavily engaged, HMS *Invincible* was identified as a lone target and singled out by the *Lutzow* and *Derfflinger*. A 12 Inch shell struck one of her turrets amidships and detonated the magazine. She sank quickly; all but six of her 1032 crew were killed.

Don't mess with the Shark

As the fleets converged Scheer and the German battle line were taken completely by surprise when they exited from mist and smoke facing the entire Grand Fleet's main battle line. The lead German Dreadnought SMS *Koenig* was hit several times before the Germans were able to execute a "Battle About Turn to Starboard" a well-practiced emergency 180° turn.

HMS *Shark* a destroyer disabled in the opening action was continuing to engage four German destroyers and was able to disabled SMS *V98* before succumbing to a Torpedo hit and sinking. Her captain Loftus Jones would be awarded the Victoria Cross for his heroism in continuing to fight despite the odds.

As the night crept in the Germans began to withdraw, coupled with the indecisiveness of the Grand Fleet due to night fighting deficiencies the Germans were able to disengage.

Several German ships were damaged or destroyed during the disengagement. *Lutzow*, Admiral Scheer's flagship was actually sunk under Scheer's orders by a German Destroyer; SMS *G38*. The Pre-Dreadnought Battleship SMS *Pommern* was sunk after being hit by torpedoes fired by HMS *Onslaught*. These detonated her magazines resulting in a large explosion, breaking the ship in half and killing the entire crew.

Won or Lost?

The outcome of the battle is the subject of some debate amongst historians. While the German High Seas fleet sank significantly more ships and tonnage than the Grand Fleet did, the damage inflicted on them was enough to put the fleet out of action for the rest of the war. The German high command realised that the attrition rate could not be maintained to a favourable end and the High Seas Fleet would be exhausted long before the Royal Navy.

The battle is also the subject of controversy notably around Jellicoe's action and the state of safety procedures regarding ammunition handling in the Royal Navy. Jellicoe was criticised for being indecisive and missing the chance to destroy the High Seas fleet. However, as Winston Churchill commented "Jellicoe was the only man on either side who could have lost the war in an afternoon." If he had thrown the Grand Fleet against the High Seas fleet even with its numerical advantage there was no guarantee of success and had the Grand Fleet failed and in turn been destroyed the story of World War One would have been much different.

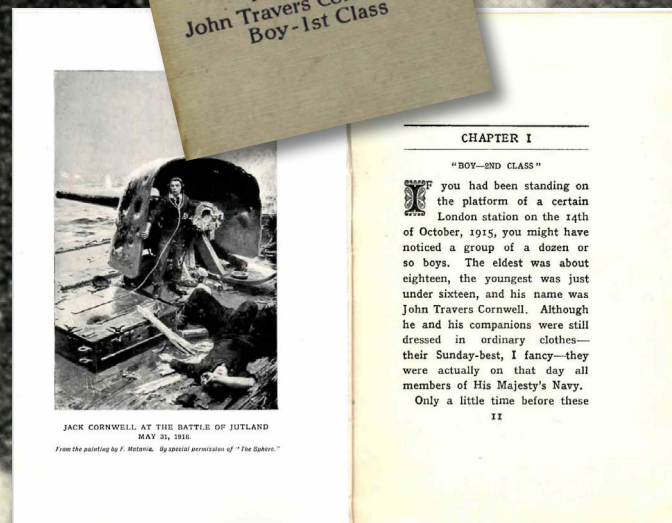
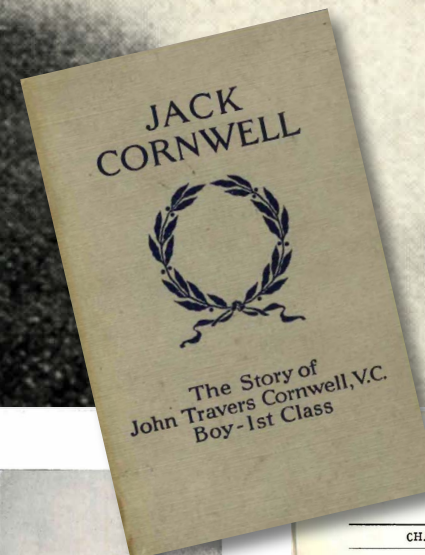
The Losses

6,784 British Sailors were killed in the battle, the magazine explosions of several large ships contributing significantly to that total. They gave their lives in an effort to bring about a quick end to the war. The crippling longevity of the British Blockade of German ports was one of the contributing factors to the German surrender in November 1918. Had the blockade been broken, potentially the war could have lasted longer with the German Fleet being able to challenge Allied Merchant and Supply ships.

We must also remember the 3,039 German Sailors killed as well. They too fought just as hard as their British counterparts for a cause they believed in.

Read 'Spotlight on... Jellicoe: Hero or Hindrance?'

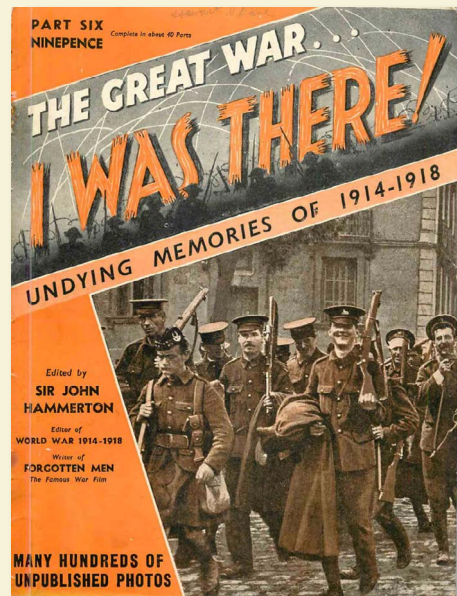
John (Jack) Travers Cornwell, boy of 16, mortally wounded on HMS *Chester* during the Battle of Jutland is the youngest to be posthumously awarded the Victoria Cross.



You can read or download the original story from our extensive Archive...

We pay our respects to the 9,823 who laid down their lives in the pursuit of their duty.

EXTRACT FROM OUR Historic Documents Archive



The following is an extract from the publication 'The Great War, I was there' regarding the actions of Commander Edward Bingham who was awarded the Victoria Cross for his valour "in the face of the enemy" during the Battle of Jutland.

Rear Admiral The Honourable Edward Barry Stewart Bingham VC, OBE (26 July 1881 - 24 September 1939) served in the Royal Navy during the First World War. Bingham was picked up by the Germans at Jutland, and remained a Prisoner of War until the Armistice. After the war, he remained with the Royal Navy and retired as a Rear Admiral in 1932. He was made an Officer of the Order of the British Empire. Bingham died in 1939 and is buried in the Golders Green cemetery in London.

When the action commenced, the *Nestor* was about half a mile ahead

of the Battle-cruisers, from which position we had the best point of vantage for observing the enemy's salvos falling around the *Lion*. The enemy's shooting appeared good, and it was clear that he was concentrating on Admiral Beatty's flagship.

Shortly after **4.00pm** the admiral signalled that the flotilla of destroyers ahead was to attack the enemy's battle-cruisers with torpedoes. "Captain D." in the *Champion* immediately repeated his order, adding that the *Nestor* and her division were to lead the attack. The attacking destroyers of the 13th, 10th and 9th Flotillas were as follows: *Nestor*, *Nomad*, *Nicator*, *Narborough*, *Pelican*, *Petard*, *Obdurate*, *Nerissa*, with *Moorsom* and *Morris* of the 10th Flotilla (Harwich Force), *Turbulent* and *Termagant* of the 9th Flotilla (Harwich Force). The *Onslow* was detached on special service with *Engadine*.

I immediately hoisted the signal for full speed, and ordered the destroyers to form a single line astern of me. Then, shaping course a point and a half in towards the enemy, we ran full speed at 35 knots for half an hour, in order to reach an advantageous position on the enemy's bows, such as would enable me to launch the torpedo attack with the greatest possible prospect of success.

On drawing out to this position we observed the enemy's fifteen destroyers coming out with the object of making a similar torpedo attack on our battle-cruisers.

At **4.40pm** having reached the desired position, I turned to North (approximately fourteen point to port), followed in succession by the rest of the destroyers, with this objective: (a) to frustrate the intended torpedo attack by enemy destroyers on our battle-cruisers by intercepting them and bringing them to action; (b) to push home our torpedo attack on the enemy's battle-cruisers.

The German destroyers then immediately turned on a course parallel to ours, and the destroyer action thus commenced at a range of 10,000 yards. I promptly manoeuvred to close this range.

At **4.45pm** the *Nomad*, my immediate follower, was hit in the boiler-room and hauled out of line, disabled. We in the *Nestor* got the range very quickly, and pumped in three or four salvos from our 4-in. guns. Two German destroyers disappeared beneath the surface, and though it is unreasonable definitely to claim the credit of sinking a given ship where many are concerned, my control officer is still prepared to affirm that the *Nestor's* guns accounted for one of them.

At **4.50pm** the enemy's destroyers turned tail and fled. Pursued by the British, they divided themselves into two portions, one half of which made for head, while the other took cover under the tail of the German battle-cruiser line. It must be remembered that, although they were numerically superior to us, the enemy's destroyers were neither so large nor so heavily armed.

* 115 May 31, 1916

I WENT DOWN with My SHIP at JUTLAND

by Commander The Hon. Barry Bingham, V.C.

WHEN the action commenced, the *Nestor* was about half a mile ahead of the battle-cruisers, from which position we had the best point of vantage for observing the enemy's salvos falling around the *Lion*. The enemy's shooting appeared good, and it was clear that he was concentrating on Admiral Beatty's flagship.

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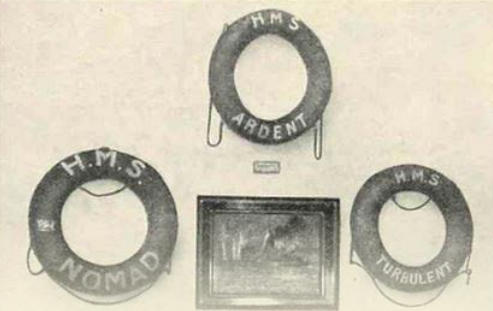
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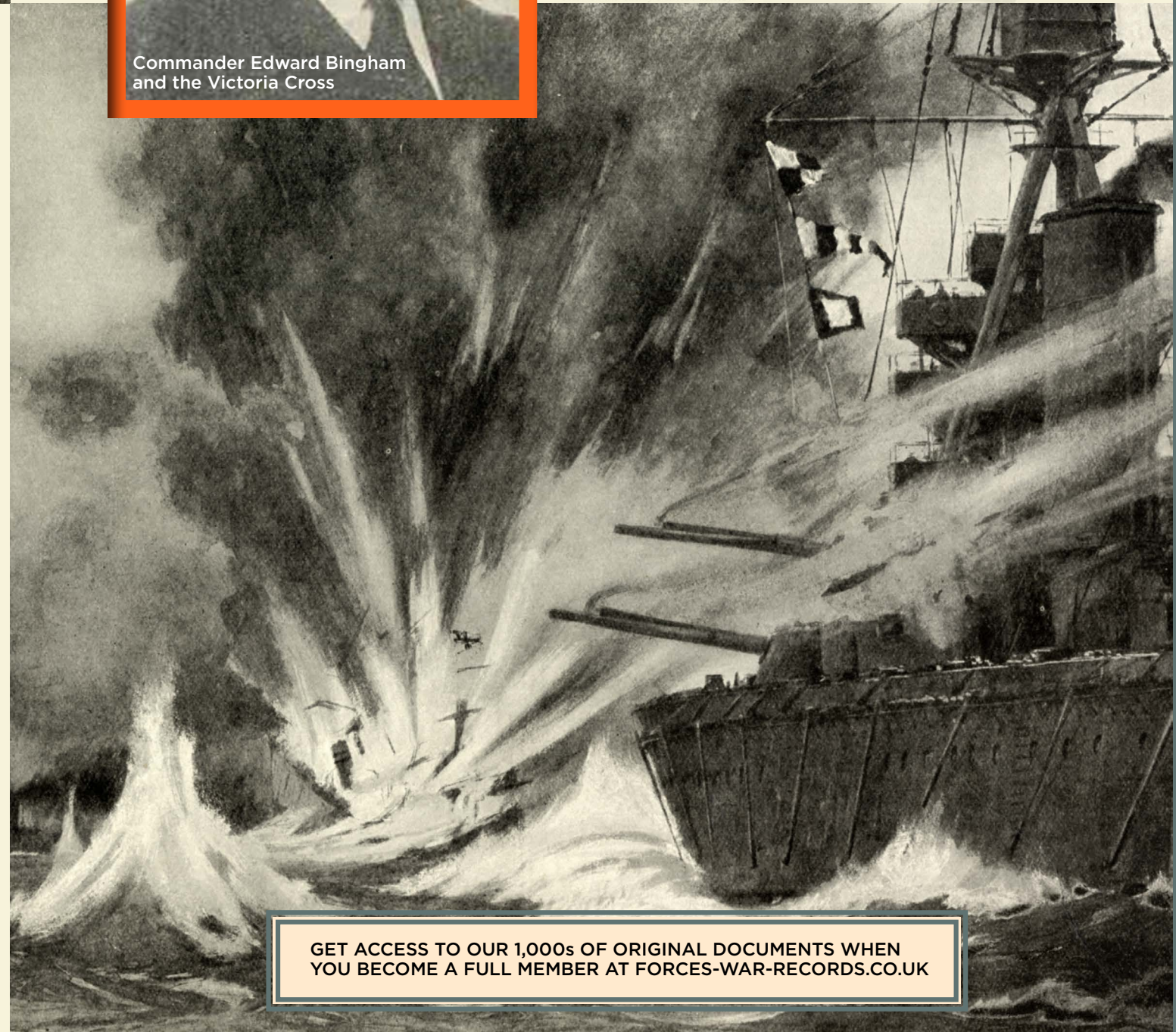
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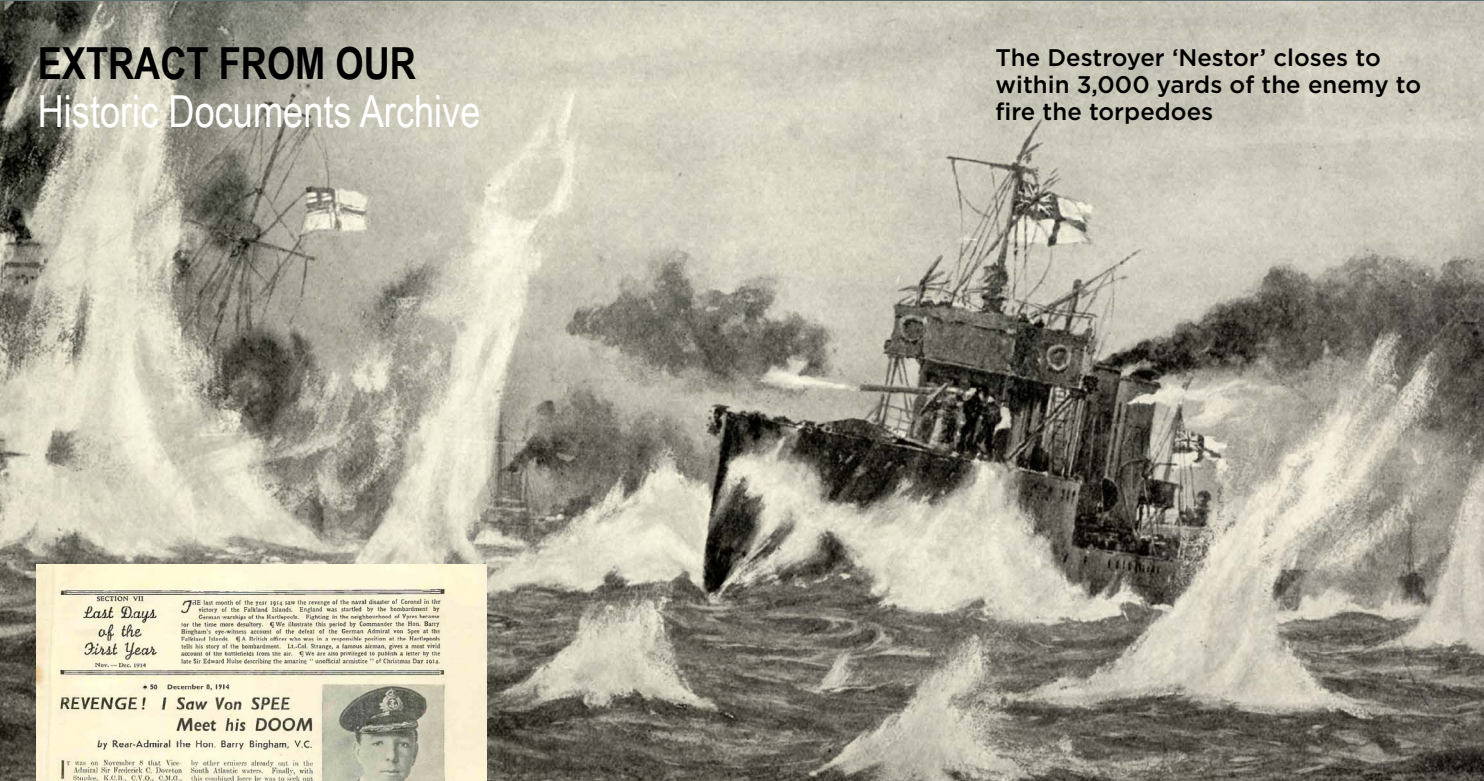


Commander Edward Bingham
and the Victoria Cross



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EXTRACT FROM OUR
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The Destroyer ‘Nestor’ closes to within 3,000 yards of the enemy to fire the torpedoes

SECTION VII
*Last Days
of the
First Year*
Nov.—Dec. 1914

REVENGE! I Saw Von SPEE
Meet his DOOM
by Rear-Admiral the Hon. Barry Bingham, V.C.

It was on November 8 that Vice-Admiral Sir Frederick C. Dorman, R.N., C.B., C.V.O., C.M.G., left the Admiralty, where he had been in command, and came down to Devonport to take the command of the 5th Battle Squadron, which was to be the first part of all our fleet, the capital of the Cape Verde Islands, where we were to meet the enemy, a secret movement, Admiral Beke, some thirty miles off the coast of Brazil, for a similar purpose.



REAR-ADMIRAL THE HON. BARRY BINGHAM, V.C.



Below: Engraving on the gun from German Sub U19



The British boats promptly turned to chase the enemy's fleeing T.B.D's (torpedo boat destroyer) and while I proceeded with my division, now reduced to two boats (i.e. *Nestor* and *Nicator*), after those of the enemy's destroyers who were making for the head of the battle-cruiser line, the other two divisions of the T.B.D's went after the remaining, and larger, portion of the German destroyers.

Just then the enemy's battle-cruisers altered course four points to port, most probably this manoeuvre was prompted by the warning splashes that marked the discharge of the British torpedoes, of which the

Nestor had just fired her first two. It is quite likely that one of those torpedoes actually struck the *Lützow*. She was subsequently sunk, and her survivors at Wilhelmshaven, whilst in conversation with the *Nestor's* men, told them that a torpedo from *Nestor's* division had struck them; so this reduced their speed that they became an easy prey to the 5th Battle Squadron's gunfire.

Thus I found myself with the solitary *Nicator* hot in the track of the fleeing destroyers, and now rapidly approaching the head of the German battle-cruiser line, who were not slow in giving us an extremely warm welcome from their secondary armament. At a distance of 3,000 to 4,000 yards the *Nestor* fired her third torpedo, and immediately afterward, at **4.58pm**, turned away eight points to starboard, in order to get clear of the danger zone and regain the line of the British battle-cruisers.

Suddenly from behind the head of the enemy's line there came a German light cruiser, who opened hot fire and straddled us. It was just about **5.00pm** when two boilers were put out of action by direct hits. From the bridge I saw at once that something of the kind had happened. A huge cloud of steam was rising from the boiler-room, completely enshrouding the whole ship, and it was painfully apparent that our speed was dropping every second. Our speed died away gradually, until at **5.30pm** we came to a dead stop. (Extract from 'The Great War I was There.')

GAZETTE ISSUE 29751, VICTORIA CROSS:

The KING has been graciously pleased to approve of the grant of the Victoria Cross to the undermentioned in recognition of their bravery and devotion to duty as described in the foregoing despatch:- Commander the Honourable Edward Barry Stewart Bingham, Royal Navy (Prisoner of War in Germany). Register of the Victoria Cross citation:- ***On 31st May 1916, at the Battle of Jutland, Commander Bingham, of HMS Nestor, led his division in their attack, first on enemy destroyers and then on their battle cruisers. He finally sighted the enemy fleet and followed by the one remaining destroyer of his division (HMS Nicator), he closed to within 3,000 yards of the enemy, in order to attain a favourable position for firing the torpedoes. While making this attack Nestor and Nicator were under concentrated fire of the secondary batteries of the High Seas Fleet. Nestor was subsequently sunk.***

See the record on Forces War Records - <https://www.forces-war-records.co.uk/records/2846092/commander-edward-barry-stewart-the-honourable-bingham-royal-navy-royal-navy/>



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MONTHLY MEMORIAL

Jutland Memorial Park

www.jutlandbattlememorial.com



Jutland Memorial Park, on the west coast of Jutland in memory of the British and German sailors, who lost their life.

The battle took place about 100 kilometres west of Thyborøn, where the memorial park is built in the dunes as close to the sea as possible. 25 ships went down in the battle, and each is remembered with a large stone cut in the shape of a ship's stem. When the park is finished, the stones will be surrounded by 8,645 sculptures, each representing a sailor, who lost his life.

The park is designed by the Danish sculptor Paul Madsen Cederdorff. The initiative behind the park was taken by businessman and diver Gert Normann Andersen. He was also initiator to the nearby Sea War Museum Jutland.

"The park shows the scale of human loss and is a worthy way to honour the dead of both sides on an equal footing. Situated next to the new Sea War Museum, it will become an important centre recording the history of one of the First World War's most significant battles", says Nick Jellicoe, grandson of the British admiral John Jellicoe.

We recommend 'Jutland - The Unfinished Battle' By Nick Jellicoe

Get 25% discount on this title here

Sea War Museum

The Sea War Museum Jutland is built in Thyborøn on the west coast of Jutland where the local fishermen prayed for the sailors in 1916. They couldn't see the battle, but the sound of the big guns came in from the sea like rolling thunder. ***"Thyborøn is the perfect place for the new museum. For me it has such a close connection with the battle and yet it's neutral. It definitely makes telling a balanced story an easier task than if one is based in either the UK or Germany. Each of the two countries has very heavy legacies of the war to manage,"*** says Nick Jellicoe, grandson of the British admiral John Jellicoe.

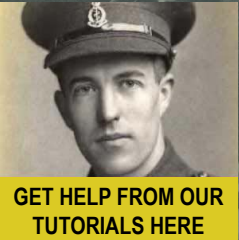
Created by the Danish diver and businessman Gert Normann Andersen, who has led numerous expeditions to ship wrecks in the North Sea, says ***"It was here; the First World War was decided. Whoever controlled the sea-lanes to Britain would win the war."*** The museum not only tells about the Battle of Jutland, but also about four years of brutal war in the North Sea, and lots of artefacts from the war are on exhibition.

www.seawarmuseum.dk



QUICK GUIDE TO...

Royal Navy ranks & trades



GET HELP FROM OUR TUTORIALS HERE

Military rank structures and trade designations can be difficult to understand for the un-initiated amongst us. Anyone who has not served in the military may be completely caught out by an ‘Artificer’ or ‘Farrier-Sergeant’ in military records. The Royal Navy ranks can be an even more confusing prospect, given that records often listed a sailor’s trade as his rank, the two being used interchangeably.

In this tutorial we’ll isolate some of the more obscure trades and explain what they do and how you may find them listed in our records. For reference, the actual ranks of ratings (crewmen who are not officers) in the Royal Navy are:

- Able Seaman
- Leading Rate
- Petty Officer
- Chief Petty Officer
- Warrant Officer Class 2
- Warrant Officer Class 1

On to the Royal Navy trades, and three of the more common and unusual ones you will find in the Forces War Records database.

As with all of the Armed Services, potential recruits signed up to the Royal Navy with a good idea of what they wanted to do (their trade), sometimes based on their civilian work. Anyone with mechanical or engineering experience would be much more useful as an engine room artificer, for example, than as a writer.

Writers were primarily clerical, being responsible for legal, pay, welfare and career issues for a crew. When the ship went into action, they could also be utilised with damage control parties for instance, passing vital information to combat floods and fires. Each trade was broken down into numerous levels, similar to the Royal Navy’s rank structure, but also denoting time in service and experience in a particular role. For example, writer could be broken down to:

- Chief Petty Officer Writer
- Petty Officer Writer
- Leading Writer
- Writer
- Writer Probationer
- Boy Writer

REGULATING PETTY OFFICER	GUNNER'S MATE	QUARTER RATING 1st CLASS	ANTI-AIRCRAFT RATING 1st CLASS	LAYER RATING 2nd CLASS	CONTROL RATING 2nd CLASS
VISUAL SIGNALMAN 1st CLASS CHIEF PETTY OFFICER	VISUAL SIGNALMAN 2nd CLASS PETTY OFFICER	VISUAL SIGNALMAN 2nd CLASS	VISUAL SIGNALMAN 3rd CLASS	TRAINED OPERATOR V.S.	ORDINARY SIGNALMAN AND SIGNAL BOY
MECHANICIAN	CHIEF STOKER AND STOKER PETTY OFFICER	LEADING STOKER AND STOKER 1st CLASS	STOKER 2nd CLASS	RATING PILOT	RATING OBSERVER AND ACTING RATING OBSERVER

Royal Navy Ranks

Artificers are essentially skilled mechanics, and within the Royal Navy can be assigned a variety of jobs in the engine room as previously mentioned, but also in the electrical, aircraft and ordnance sections. You’ll most commonly find artificers listed as engine room artificers in our records, sometimes abbreviated to ERA. They can similarly be broken down to:

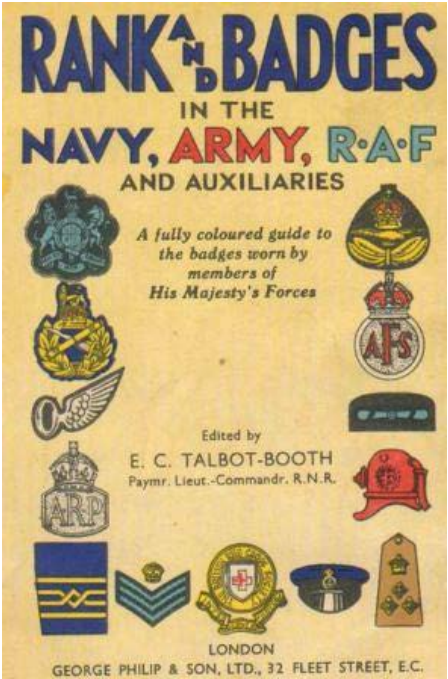
- Chief (Engine Room, Electrical, Aircraft and Ordnance) Artificer
- Artificer, 1st Class
- Artificer, 2nd Class
- Artificer, 3rd Class
- Artificer, 4th Class
- Artificer, 5th Class
- Artificer Apprentice

Stokers. Talking of artificers leads us quite nicely to the role of stoker, a trade which underwent a great deal of change when the switch from coal to oil fired boilers took place in the Royal Navy’s surface fleet. Prior to oil fired boilers, stokers were primarily responsible for transporting and shovelling coal to the furnaces. Coal fired boilers required a constant feed to keep temperatures high enough for the production of steam, and of course you can’t pump coal in the same way as oil! Thus the advantages of oil, and now diesel, gas or nuclear engines in modern surface fleets, are pretty obvious. With the decline of coal fired ships, stokers’ duties shifted towards the field of engineering, so that they could be responsible for anything from the propulsion systems to

hydraulics, electrical and firefighting systems. The word ‘stoker’ is now only a colloquial term for a marine engineering technician, but in our records you might find your relative listed as any of the following:

- Chief Stoker
- Stoker Petty Officer
- Leading Stoker
- Stoker, 1st Class
- Stoker, 2nd Class
- Stoker, Fire Fighter

Did you know?... if you ever find a rank or abbreviation confusing on our site, you can always seek help from our Support Team, who are all incredibly knowledgeable.



HISTORY IN PICTURES

The Battle of Jutland



BROWSE OUR
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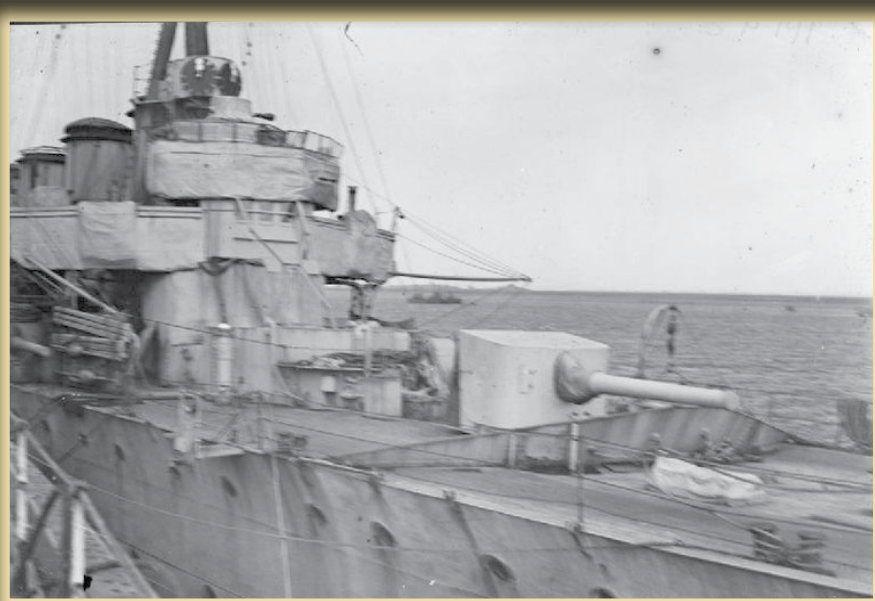
Flight Lieutenant Rutland saving a wounded seaman who had fallen into the sea



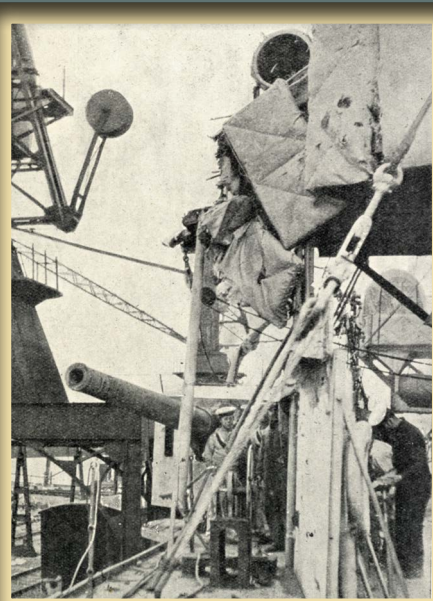
Pet of HMS Iron Dukes crew - a cockatoo who survived the Battle



Admiral Reinhard Von Scheer, Commander of the German battle cruiser, on board his flagship *Friedrich der Grosse*, with his staff



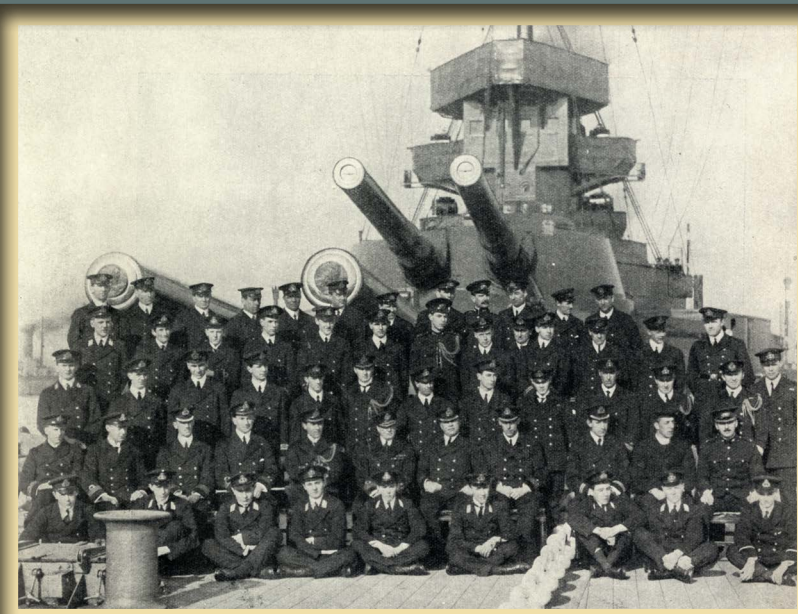
HMS Chester, going into battle, Wikimedia Commons



HMS Chester battered and torn



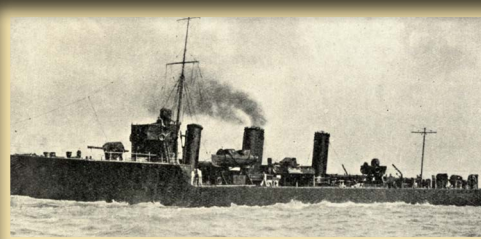
HMS Lion



HMS Lion crew



Jutland Torpedo boat firing, Wikimedia Commons



HMS Fortune



FJ Rutland sets out in his Seaplane from the Seaplane carrier *Engadine*

SPOTLIGHT ON...

Jellicoe at Jutland: Hero or hindrance?



‘He held the fate of Britain in his hands’

Admiral Sir John Jellicoe often splits opinion; some argue that the Royal Navy’s failure to completely crush the Imperial Navy in the Battle of Jutland was due to Jellicoe’s timidity, while others credit him with fulfilling a critical role at a very tough juncture in the navy’s history with sense and restraint. Whatever one’s view on Jutland, there’s no doubt that Jellicoe enjoyed an illustrious career, and played an important part in shaping the navy as we know it today.

Born in 1859, Jellicoe first entered the navy at the tender age of 13, and graduated two years later ranked second in his cadet training class. After his first two postings he took the sub-lieutenant examination, and again excelled, coming third out of 103 candidates. He went on to specialise in gunnery, and later saw service in Egypt in 1882, then he was appointed to the staff of the gunnery school in Portsmouth. It was here that he met Captain John Fisher, the school’s commander, who was hugely impressed by his promise. When Fisher was appointed chief-of-staff to one of the senior figures in the navy, he took his protégé with him as his staff-officer. Over his years with Fisher Jellicoe gained some incredible experience that would set his career path on a steep track upwards, helping to modernise the navy. In 1889 he helped Fisher, now Director of Naval Ordnance and responsible for the torpedoes and mines utilised by the force, to source new guns for all the ships.

Jellicoe himself went on to serve as Director from 1905 to 1907, then Controller of the Navy, then in 1911 Churchill himself appointed him second-in-command of the Grand Fleet. By 1914 he was made the commander, fulfilling Fisher’s every hope for him. However, as Gary Sheffield’s ‘The First World War in 100 Objects’ explains, there were those who questioned Jellicoe’s fitness for this role.

He was a naturally thoughtful, cautious sort of man, while his second-in-command, Vice Admiral Sir David Beatty, was brisk, decisive and charismatic.

Many felt that a man of forceful disposition was needed to lead the Royal Navy in the greatest war that Britain had ever known. The war had been going for almost two years as the Battle of Jutland drew near, yet the only action that Britain had seen on the seas was a series of small skirmishes.

The people were proud of their country’s tradition of naval greatness, and it was widely felt that the Royal Navy was stronger than the Imperial Navy.

Why was Jellicoe hesitating when a great victory would show the Germans just who ruled the waves?

In fact, Jellicoe demonstrated good judgement with his approach. At that moment, critics were right in suggesting that Britain had the edge. The naval blockade of German shores was holding, while Britain was still able to move supplies relatively freely. Britain had the edge on Germany in terms of numbers, with 150 ships available to fight to Germany’s 99. All the Germans had dared to do up until now was to launch the odd smash-and-grab raid. In other words, Britain was in a good position, with very little to gain from a full-scale naval battle, and a great deal to lose. The priority, for Jellicoe at least, was to maintain the strength of the navy so that both Britain and its empire could be kept safe from prowling enemy forces. Even if he won any battle that occurred, he risked weakening his force. Why should he start a fight his country didn’t need to be in, when Churchill had described him as

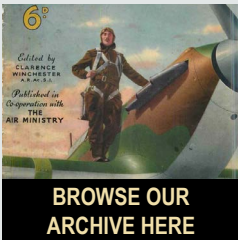
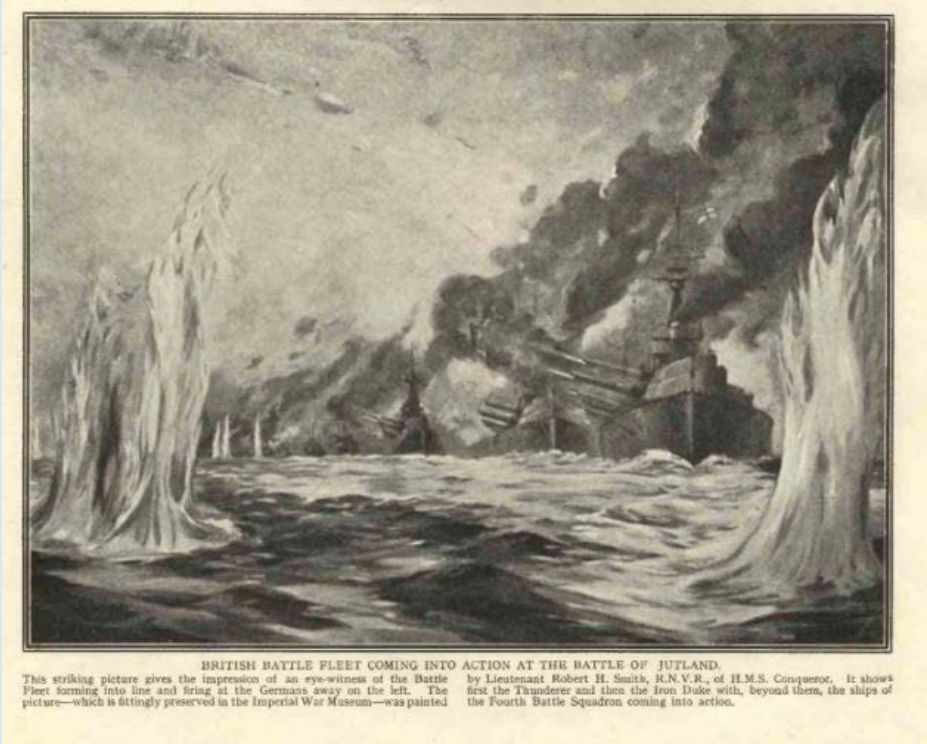
“The only man who could lose the war in an afternoon”?

Unfortunately, the citizens of Britain saw things a little differently, and so did the citizens of Germany. The latter, in particular, were clamouring for something to be done to help lift the blockade, so Vice-Admiral Reinhard Scheer was forced to drop his tactic of a battle of attrition, depleting the strength of the Royal Navy bit by bit, to try and even out



FOR THOSE IN PERIL ON THE SEA
The King’s Regulations enjoin that Divine Service shall be held on all the ships of His Majesty’s Navy after Divisions and on Sunday morning. The service is conducted by the chaplain in those ships which carry one, and by the commanding officer in smaller ships. In the photograph morning service is being held on board the battle-cruiser Queen Mary, a short time before she was sunk at Jutland. Whenever possible, in such a large ship, the singing is accompanied by the ship’s band.

‘For those in peril on the sea’ Sailors holding a morning service on board the battle cruiser Queen Mary, a short time before she was sunk at Jutland



SPOTLIGHT ON...

Jellicoe at Jutland: Hero or hindrance?

the two forces before he made a move. No, decisive action it was to be. Read more about the Battle of Jutland itself, on the evening 31st May-1st June 1916 off Denmark's North Sea coast, in the May 2016 issue of **Forces War Records Magazine**.

As the battle ended both sides claimed victory, with Germany jumping in first.

The British had lost far more men – 6,077 to Germany's 2,551 and more ships – 14 to Germany's 11.

However, these figures aren't really representative of each side's achievements in the battle. For one thing, Germany lost marginally the greater tonnage of shipping, 119,200 to Britain's 113,300 tons. Moreover, the aims of each side must be considered. Jellicoe's aim was to

avoid losses that could render his navy weaker than the Imperial Navy, and to prevent the Germans from posing a threat to British lands. Sure enough, as Philip Warner explains in 'World War One: a Chronic Narrative', he ended the battle with the navy still stronger than Germany's, with control of the North Sea, and, with the exception of one quick voyage in August 1916 (the Imperial Navy turned and fled on catching sight of the British Grand Fleet), the Germans never ventured out of harbour again for the duration of the war. Scheer had failed not only to divide and conquer the Royal Navy, but to break the naval blockade so that vital supplies could reach Germany.

Yes, there was greater damage to the British ships than there maybe should have been, considering that Britain had broken Germany's codes and was aware an attack was coming; yes, it was Beatty who successfully lured the Imperial Navy into the trap; and yes, Jellicoe failed to drive home his advantage by pursuing the fleeing German ships, preferring to corral his largest ships to keep them safe as the mist flooded in. However, according to http://www.historyofwar.org/articles/people_jellicoe_john.html, the codes had revealed that part of the Imperial

Navy was at sea, but not that the main High Seas Fleet was also on the attack. The scale of the damage was due partly to this misapprehension, and partly due to the fact that Beatty judged that it was necessary to put his fleet in danger in order to fool the Germans into thinking that he was fleeing for his life.

However, the plan to set the trap was Jellicoe's, and it had to be left to Beatty's judgement when the right moment arrived to turn around.

Jellicoe's own decision to play it safe at the critical moment, rather than to pursue to Germans, must be weighed against the devastation already suffered by the Royal Navy (and especially by Beatty's fleet) that day. This was a close fight, in which both sides were vulnerable, and Jellicoe had to decide what was best for his men and for Britain. He couldn't risk running into a screen of U-Boats, and even the impetuous Beatty felt that pursuing the enemy at that time would have been foolhardy, later writing in his despatches, included in 'The Naval Who's Who 1917', "I did not consider it desirable or proper to close the enemy Battle Fleet during the dark hours. I therefore concluded that I should be carrying out your wishes by turning to the course of the fleet." So, the two men tallied in their judgements of the situation, even though Jellicoe acknowledges that Beatty was frustrated by the escape of the German fleet, saying,

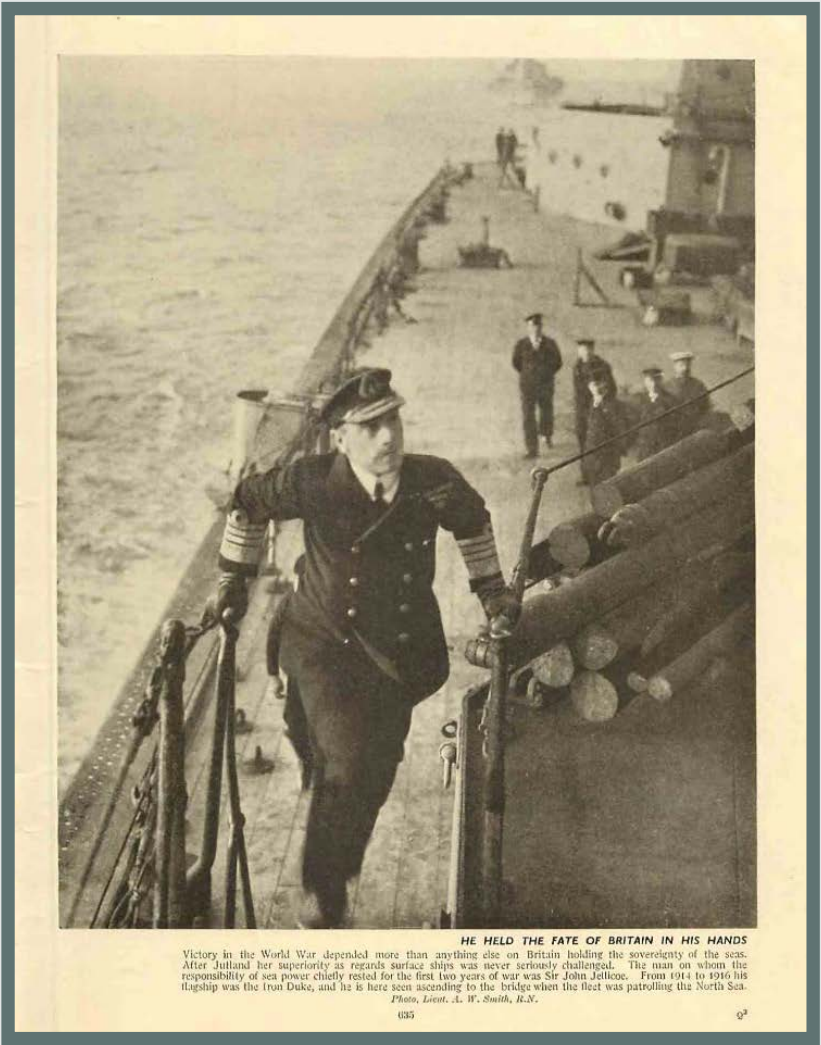
"I can fully sympathise with his feelings when the evening mist and fading light robbed the Fleet of that complete victory for which he had manoeuvred, and for which the vessels in company with him had striven so hard."

If Jellicoe failed to crush the Imperial Navy, at least he protected his side from further damage; in light of the fact that the German ships never did re-enter the war, who can fault his judgement?

Without the benefit of hindsight, though, the British public were bitterly disappointed in his performance, calling it half-hearted

and timid. One can only assume his contemporaries judged otherwise, as despite calls for his resignation, after the battle Jellicoe was promoted to First Sea Lord. In this role he had mixed success. He worked hard to combat the threat from enemy U-Boats, but hotly opposed the introduction of the convoy system that later became the standard method of protection for Merchant Navy vessels, since at the time it was judged that too many escort ships would be needed for the system to be feasible. His dispute with Prime Minister Lloyd George on this point led to his abrupt dismissal on Christmas Eve 1917. This failure, though, speaks more to his weaknesses as a politician than his lack of judgement as a naval commander. The convoy system, as it turned out, worked well, but no such system had previously been trialled and other high figures had shared his doubts, so again, who can say he was wrong to air his misgivings? The dismissal spelled the end of his public service, but Jellicoe went on to act as Governor-General of New Zealand and President of the British Legion.

These days his part in the Battle of Jutland is largely lauded, and on his death in 1935 he was granted the honour of being buried in the crypt of St Paul's Cathedral.



THEN & NOW...

Maritime Archaeology Trust discovers Jutland wrecks in Portsmouth harbour

by Dr Julian Whitewright, from Maritime Archaeology Trust

www.maritimearchaeologytrust.org



V82 at low tide, looking from the bow (left), along the surviving 32m of the ship's hull, to the two remaining partial boilers on the water's edge.

courtesy of the Maritime Archaeology Trust

Artistic impression of V44 (foreground) and V82 (background), shortly after beaching at Whale Island.

Reproduced with the permission of Mike Greaves, ASGFA, www.greaves2connections.com



The commemoration of the Battle of Jutland will mark the centenary of one of the largest naval battles in history. Much of the focus is likely to be on historical records, archive images and accounts of those that were present at the time.

Unlike the vivid landscapes of the western front, the material remains of Jutland's North Sea battlefield are much harder to relate to, and certainly more difficult to visit. Advances in marine survey technology have allowed some of the vessels sunk during the engagement to be located and recorded, while remnants of the German High Seas fleet can be visited by divers at Scapa Flow in the Orkneys. HMS Caroline, in Belfast, stands alone as a surviving vessel from the battle that is accessible to the general public.

Work by the Southampton based **Maritime Archaeology Trust** has now added another landmark to the surviving remains left behind in the aftermath of Jutland, and the end of the First World War more generally. Two German destroyers, V44 and V82, have been relocated and identified at Whale Island, within the Royal Navy base at Portsmouth, UK. The two ships were part of the German High Seas fleet interned at Scapa Flow in November 1918, and both were prevented from sinking during the scuttling of the fleet the following year. They were then used by the Royal Navy in gunnery trials at Portsmouth and having outlived their usefulness they were sold for scrap and abandoned on the foreshore in the 1920s. By the time the researchers from the MATs Heritage

Lottery funded **Forgotten Wrecks of the First World War** project turned their attention to the area in 2015, the origin and identity of the degrading iron hulls at Whale Island had been completely forgotten.

V44 is of particular significance in relation to the Battle of Jutland, where it formed part of the 6th Torpedo-Boat Flotilla. Under the command of Lieutenant Karl von Holleuffer, V44 saw action during the early phases of the battle, firing torpedoes at the British 5th Battle Squadron and Admiral Beatty's Battlecruisers. More critically, V44 was part of the screening action undertaken by the High Seas Fleet on the evening of the battle, to allow the main German fleet to disengage and turn away to the west. V44 fired torpedoes at the Grand Fleet between 7.22 and 7.24pm, along with the other ships in the 6th and 9th flotillas, and the subsequent avoidance manoeuvring by the British allowed the German's to complete their disengagement from the main part of the battle.

Archaeological and historical research and investigation of the remains of V44 and V82 will be ongoing throughout the summer of 2016. Background work has now been completed, including an aerial drone survey of the site that has allowed a **3D record of V82** to be created and published on the internet. This means that while archaeological survey on the muddy foreshore of Whale Island continues, the public will be able to explore the wrecks from the comfort of their home or classroom.

The Forgotten Wrecks of the First World War project is a four year project timed to coincide with the centenary of the First World War. The project is funded by the Heritage Lottery Fund.

The project aims to raise the profile of a currently under-represented aspect of the Great War. While attention is often focused on the Western Front and major naval battles like Jutland, historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries.

With over 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores. Through a programme of fieldwork, research, temporary exhibitions and outreach, the project aims to engage communities and volunteers and provide a lasting legacy of information and learning resources relating to First World War wrecks for future generations.

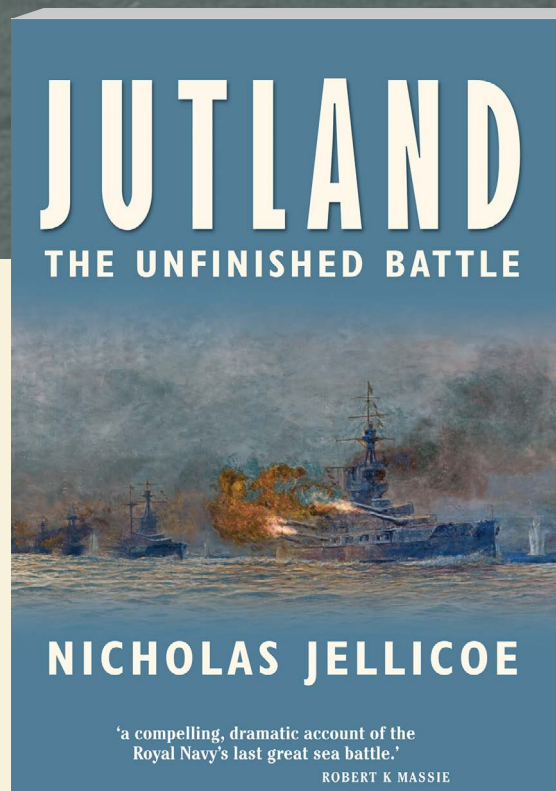
V44 and V82 are just two of more than 1,100 Great War wrecks along the south coast of England being researched through the project.

Find out more about the work of the Maritime Archaeology Trust at: <http://maritimearchaeologytrust.org/>

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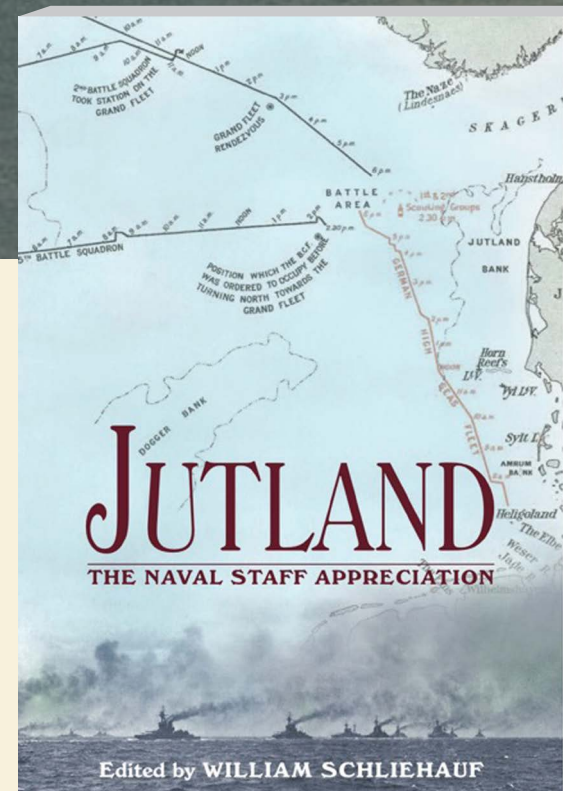
Jutland: The Unfinished Battle

AUTHOR: Nicholas Jellicoe

Nick Jellicoe is uniquely placed to tell the story of Jutland. His naval connections are strong: his father, the second Earl served as First Lord of the Admiralty while his grandfather, Sir John Jellicoe commanded the Grand Fleet for the first two years on the war, from 1914 to 1916 – famously described by Churchill as being ‘the only man who could have lost the war in an afternoon’.

“Jutland –The Unfinished Battle is a lively and engaging analysis of the controversial fleet action that combines new material with the sympathetic but not uncritical perspective of the British Commander-in-Chief’s grandson. It takes a fresh look at many questions as to the conduct of the engagement that continue to this day to stir controversy and debate.”

Rear Admiral James Goldrick RAN (ret’d)

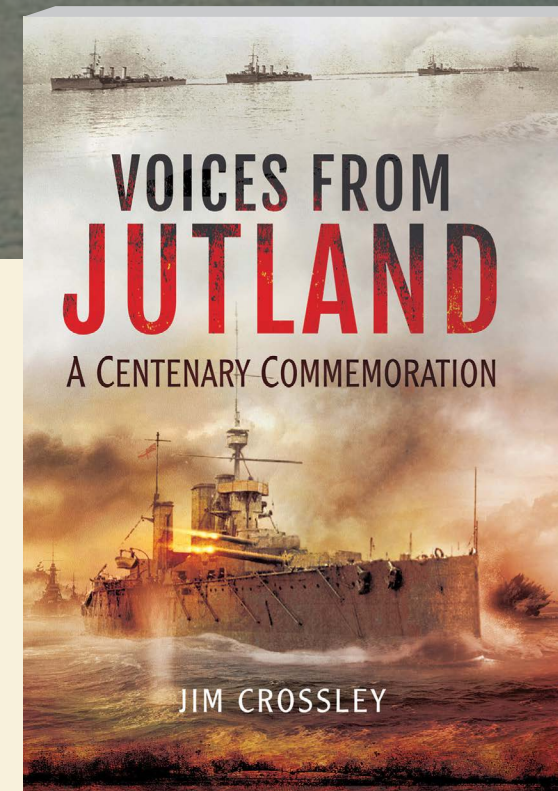


Jutland: The Naval Staff Appreciation

AUTHOR: William Schliehauf

An academic look at Jutland, this book contains the original uncensored text revealed for the first time in its entirety with footnotes from the author to make the naval text more readable and offer expert modern commentary and explanatory notes to put it into a proper context.

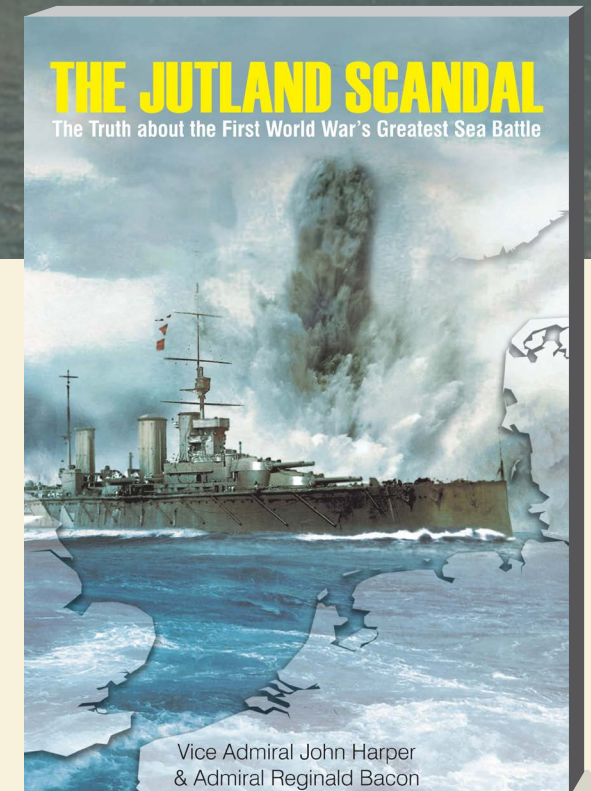
Transcribed from the now infamous ‘Naval Staff Appreciation’ publications this long-hidden work is here revealed for the first time. Now everyone interested in Jutland can read it and judge for themselves, with an expert modern commentary and explanatory notes to put it in proper context.



Voices From Jutland

AUTHOR: Jin Crossley

Jutland was the only major fleet engagement to take place during the First World War, and indeed the only time in history in which columns of great dreadnought battleships fought each other. In spite of terrible losses of life, the battle did nothing to change the strategic situation in northern European waters, in fact it simply confirmed Britain’s command of the seas and her ability to enforce the blockade which was eventually to lead to Germany’s downfall. This new book examines the strengths and weaknesses of both navies and identifies some of the reasons for the disappointing performance of the Royal Navy in the battle.



The Jutland Scandal

AUTHOR: Admiral Bacon, Vice Admiral Harper

The Royal Navy had ruled the sea unchallenged for 100 years since Nelson triumphed at Trafalgar. Yet when the Grand Fleet faced the German High Seas Fleet across the grey waters of the North Sea near Jutland the British battleships and cruisers were battered into a draw, losing far more men and ships than the enemy. The Grand Fleet far outnumbered and outgunned the German fleet so something clearly had gone wrong. The public waited for the official histories of the battle to be released to learn the truth, but month after month went by with the Admiralty promising, but failing, to publish an account...

Produced as one volume for the first time, this book tells the truth about the scandal that developed following the largest battle ever fought at sea.

YOUR RESOURCES

Collection of the month:

Royal Naval Division (RND) Casualties of The Great War



ABOUT THIS COLLECTION

This database is a register of the deaths of Royal Navy servicemen who served in the Royal Naval Division (RND) in World War I (WWI). It was compiled from original service records and all other sources listing RND casualties.

WHAT YOU'LL FIND

Records in this collection are likely to include the following:

- **Service number**
- **Rank**
- **Forename**
- **Surname**
- **Awards**
- **Service Branch**
- **Unit**
- **Date of death**
- **Cause of death Service History** (summary of man's active service but may include enlistment date)
- **Home service and previous military/naval service**
- **Burial** (gives the place of burial and/or the relevant Commonwealth War Graves Commission (CWGC) memorial for those with known grave)

May also list the following:

- **Occupation**
- **Next of kin**
- **Home address**
- **Birth date**
- **Medal entitlement**

Please be aware that due to the way we collate, and cross reference our databases, some records will contain more information than that listed above.



The RND was a unique formation in WWI, raised by the Admiralty to serve in their hitherto traditional role as Infantrymen fighting 'shoulder to shoulder' alongside their Army comrades in an emergency. The RND originally consisted of three Infantry Brigades (two Naval and one Royal Marine) of twelve Battalions (eight Naval and four Royal Marine). As the war progressed, casualties and a lack of recruits forced the RND to steadily reduce their Naval personnel establishment. Two Naval Battalions were disbanded in June 1915; the Royal Marine Brigade and two Royal Marine Battalions were disbanded in August 1915. Two more Naval Battalions were disbanded in February 1918 and one Royal Marine Battalion in April 1918. At the war's end the RND's Naval strength maintained only two Brigades of five Battalions (four Naval and one Royal Marine Battalion). The Army supplied the shortfall in Battalions & Brigades to the establishment of the Division from July 1916 onwards.

Criteria for Inclusion in this Database:

All Naval servicemen who died in RND service, 1914-1919, All Naval servicemen who died after leaving the RND, aboard ship, ashore, or after discharge from Naval service up to 1926, with special dispensation in individual cases up to 1942, Army troops who died while serving in an otherwise exclusive Naval Battalion or unit, Ex-Naval/RND personnel who transferred from service in the Army or Air Force, Army officers drafted to the RND for service, often in a senior capacity, with Naval and Royal Marine Battalions

The following is a list of all the branches of the Royal Navy that served in the RND: Royal Fleet Reserve (RFR), Royal Marine or Royal Marines (RM), Royal Marine Artillery (RMA), Royal Marine Band (RMB), Royal Marine Labour Corps (RMLC), Royal Marine Light Infantry (RMLI), Royal Navy (RN), Royal Naval Reserve (RNR), Royal Naval Volunteer Reserve (RNVR), Royal Naval Auxiliary Sick Berth Reserve (RNASBR).

This database provides a definitive Roll of Honour for the RND. Previously compiled RND casualty lists had many errors and omissions, which were corrected in this compilation.

Other useful links we recommend:

We recommend **The National Archives**, based in London, you can search for records such as these:

- **WWI Medal Index Cards**
- **British Army War Diaries 1914-1922**

www.nationalarchives.gov.uk

We also recommend the following sites:

The Western Front Association - Dedicated to the memory and study of WWI

www.westernfrontassociation.com

WW2 Records - Request for personal data and Service Records

www.gov.uk/guidance/requests-for-personal-data-and-service-records

The Ogilby Trust - Contact details for all Army Museums

www.armymuseums.org.uk

Miscellaneous sites:

Applying for a medal

www.gov.uk/the-ministry-of-defence-medal-office

Maritime History Archive

www.mun.ca/mha

Researching mariners and ships

www.mariners-l.co.uk

German U-boats of both world wars

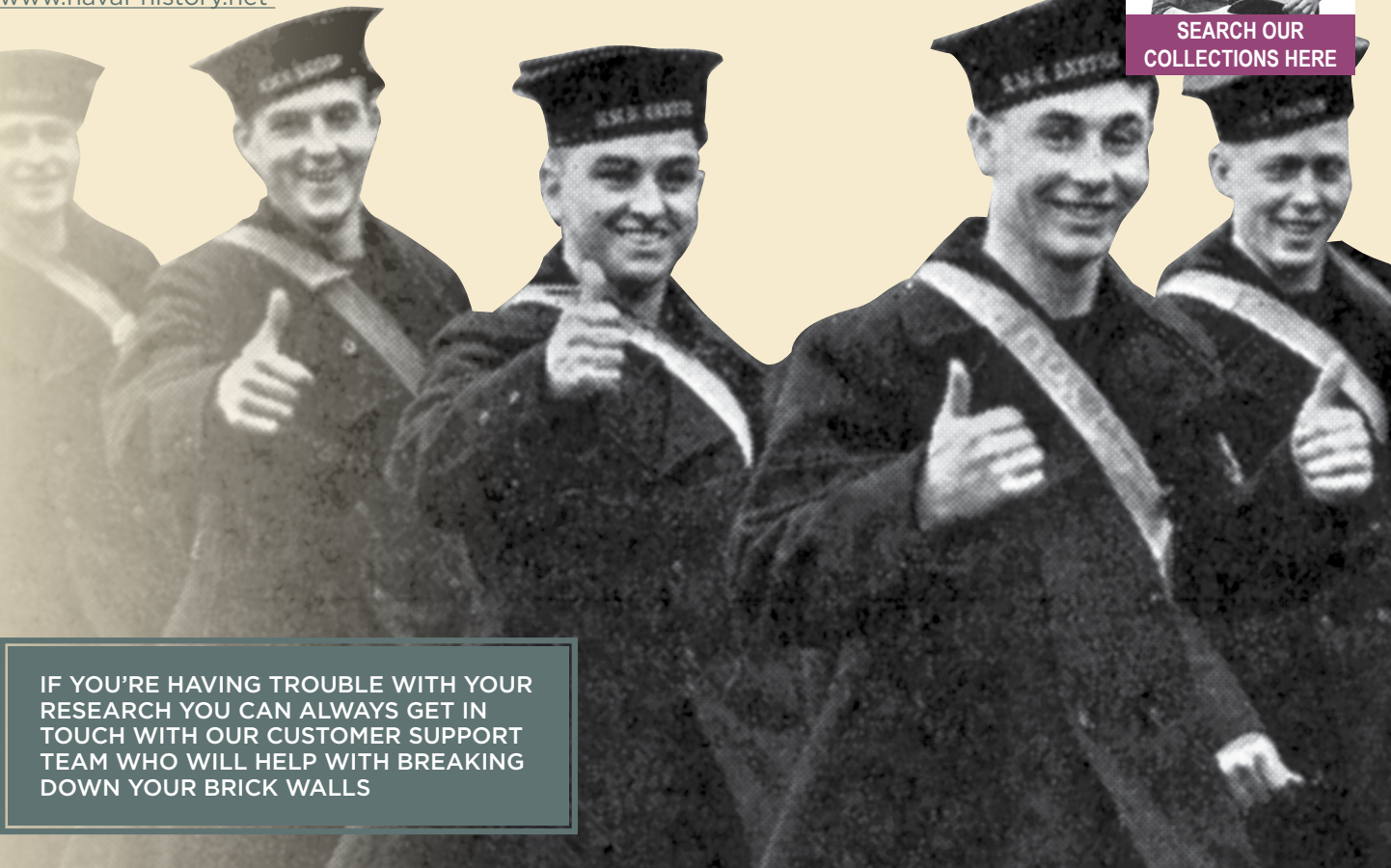
www.uboat.net

WW1 information

www.worldwar1.co.uk

Naval history research and memoirs

www.naval-history.net



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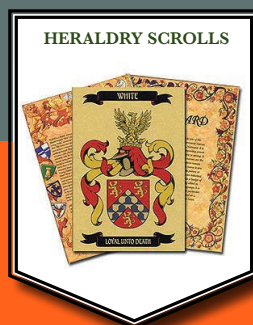
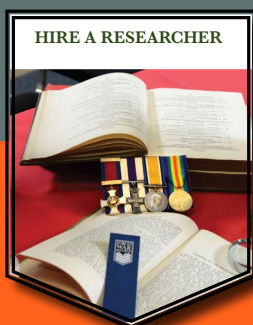
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- Prudential Assurance Roll of Honour 1914-18
- UK Army List 1916
- Seedies Merchant Navy Awards

...and many many more

