



The Spire Sentinel



**The Newsletter
of The
Branch of The
Front**



**& Magazine
Chesterfield
Western
Association**

ISSUE 114 - August 2025

Our aims are 'Remembrance and Sharing the History of the
Great War'.



Western Front Association Chesterfield Branch – Meetings 2025

Meetings start at 7.30pm and take place at the Labour Club, Unity House, Saltergate, Chesterfield S40 1NF

January	7th	. AGM + <i>'Quintinshill 22nd May 1915 - Britain`s Worst Railway Disaster`</i> Grant Cullen. Meeting Cancelled
February	4th	<i>AGM + Villages at War - Clowne and Barlborough in World War 1</i> by Paul Burkitt.
March	4th	Andrea Heatherington - <i>"Scamps in Khaki"</i> - <i>criminal deserters'</i> Deserters sometimes turned to crime to support themselves whilst on the run.
April	1 st	Grant Cullen Britain`s Worst Railway Disaster - Quintinshill - 22 nd May 1915
May	6th	<i>"Combat motivation and morale in British Empire armies in the two world wars"</i> by Prof. Gary Sheffield
June	3rd	'The Forgotten Blitz and the Defeat of the Zeppelins' . by Ian Castle
July	1st	<i>Jutland - Clash of Titans</i> by Scott Lindgren
August	5th	Roy Larkin - Follow a Supply Column and others through mobilisation and the total chaos of the opening weeks of the Great War
September	2nd	<i>'Motorcycle Despatch Riders In 1914'</i> by Nick Shelley. Nick describes the motorcyclists' contribution to the 1914 campaign, using their own words and their own previously unpublished photographs.
October	7th	<i>After Kut - What ?.</i> Tony Bolton
November	4th	Peter Hart topic to be confirmed
December	2nd	<i>An Historians Wrongful Assumption ?</i> - a short look at Sniping and how it developed in World War One. By Morris Charlton

Issue 114 list of contents

- 2 Branch Meetings Calendar 2025**
- 3 Chairman`s Notes & August Meeting**
- 4 Secretary`s Scribbles**
- 5 Staveley Armed Forces Weekend Highlights**
- 6 – 10 Chilwell Disaster Remembered & New Book by Andy Rawson**
- 11 – 36 July Meeting – Jutland 1916**

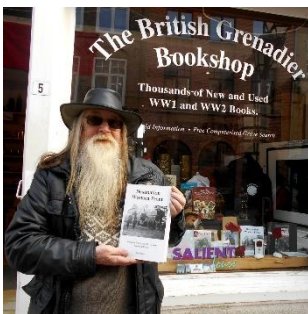
Chairman`s Notes....Branch chair Jon-Paul Harding



Just a few words to say what a great talk it was last month on the battle of Jutland by Scott Lindgren. It was a very interesting, well-presented and researched and a different aspect of the Great War. August's talk is by Roy Larkin, which is on Supply Column and others through mobilization, which I am sure will be just as interesting as his other talks which he has presented to the branch in the past.

On July 12th and 13th my wife Donna and I stood at Staveley Armed forces weekend - it was hot a scorcher , but an enjoyable experience we spoke to a number of people about different parts of WW1 and Family ties, medals and experiences that had been passed down, also a few children were interested in listening about the artifacts on display and mesmerized by being able to touch and hold objects like fuses the rusty shell and bullets also the medals . We also handed out quite a few fliers about our branch meetings and the WFA as an association. Once again may I thank the committee for all the hard work they do behind the scenes to keep the branch running. Also, to the members for coming out each month to show their continued support of the branch. Hope to see everyone on the 5th of August

Jon-Paul Harding



August Meeting – Roy Larkin

This time Roy will be nattering on with a fully illustrated presentation about August 1914 by following the antics of a Supply Column and the decision makers in higher places as the country mobilised to meet the might of the professional German army.



Secretary`s Scribbles

Dear Members and Friends,

Welcome to the August 2025 issue of our Branch newsletter. Seems ages since we had our last meeting but here we are again getting ready for Roy Larkin`s annual pilgrimage from Hampshire - he`s also presenting at John Beech`s Branch at Ruddington on Friday 8th - not

doing the same talk as at our meeting so do go along and give Ruddington your support.

As mentioned elsewhere Branch Chair Jon-Paul Harding represented us at the Armed Forces weekend at Poolsbrook in July...like that at Worksop it is important we get out and about taking our message to the public...it still irks me that I have written - not once but twice to all Secondary schools in our area....what response did I get...not a single one...not even an acknowledgement from any of them...maybe as a group that prides itself on historical accuracy we are not `woke` enough for them.

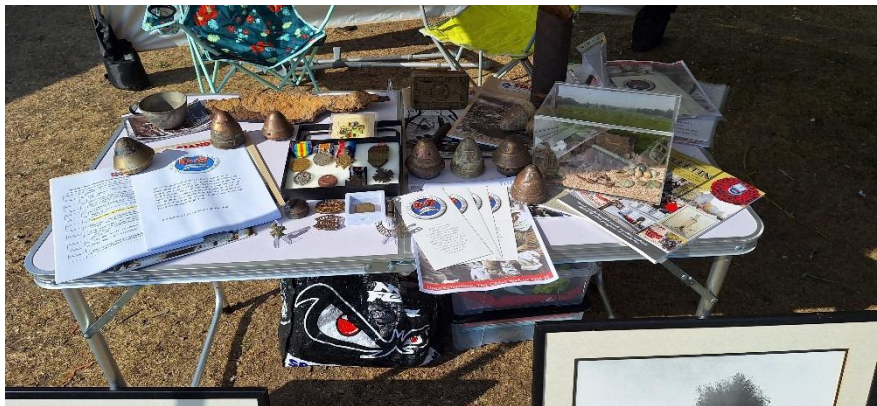
On July 1st I went with Mark and Jean Macartney to St. Mary`s Church in Attenborough near Nottingham to pay our respects at the mass grave of many of the munitions workers who were killed in that devastating explosion 1st July 1918. Mark has written an excellent account of the accident and its commemoration in St. Mary`s Churchyard and this is included elsewhere in this newsletter.. We laid a wreath on behalf of the Western Front Association. In the middle of July Mark and Jean set off on their annual month`s holiday in Scotland. They laid a wreath on the WFA memorial to those who perished at the Quintinshill Disaster May 22nd 1915. Mark is originally from that area so this tragedy has a special place of poignancy for him. They have also visited Larbert station near Falkirk. There is a plaque there as it was from this station that the 1/7th Royal Scots departed en route to Gallipoli - but never made it past Quintinshill. Mark and Jean have also been to Rosebank Cemetery where the men of that battalion who perished in the crash are buried. Mark will have more to say in future issues of this newsletter. Next month we have a rather unusual talk...something for the bikers amongst us... **'Motorcycle Despatch Riders In 1914'** by Nick Shelley. Nick describes the motorcyclists' contribution to the 1914 campaign, using their own words and their own previously unpublished photographs.

As always, suggestions for speakers for next year are welcome...already got five slots filled.... only seven to go. Thanks

Best wishes,

Grant Cullen ...Branch Secretary.... grantcullen@hotmail.com07824628638

Staveley Armed Forces Weekend - some highlights



Chilwell – the VC factory explosion 1 July 1918

(National Shell Filling Factory No 6)

1 July 2018 (the 100th anniversary)

1st July 2025 (107 years on) (Part 1)

We remember the Chilwell Explosion (1st July 1918)- 107 years ago. You did your duty for the King, Country and War Effort. 134 Killed and a further 250 were wounded, five of whom died later. The Incident happened at 7.10pm, in the evening of 1st July 1918

To remember this awful incident, Mark Macartney with Jean Macartney and Grant Cullen laid a wreath on behalf of The Western Front Association, commemorating 107 years since the Chilwell Explosion.

WFA Wreath



Personal Label on Wreath



Grant/Mark laying Wreath



Mark at New Memorial



New Memorial at Centre of Mass Grave

area (2 blocks) of Mass Grave with new memorial and WFA Wreath behind them

Grant and Mark at centre of Mass Grave



New Memorial with WFA wreath in view



Inscription on bottom of the Chilwell Memorial reads as under:

TO THE GLORY OF GOD
AND IN MEMORY OF THE MEN AND WOMEN
WHO LOST THEIR LIVES IN THE SERVICE OF
THEIR COUNTRY IN THE CHILWELL EXPLOSION
JULY 1ST 1918



The Mass Grave at St Mary's Church, Attenborough

Mass Grave (Prior to 100th Anniversary)



Mass Grave (After 100th Anniversary)



Mass Grave Plaque

Chilwell Memorial

The site (now Chetwynd Barracks)



The VC Factory Chilwell Workers Tag was donated by a Mr Cross a good few years ago to The Western Front Association. These discs were worn by workers at the factory. This disc is in Mark's possession to this day,



1 July 1918)

A substantial part of the National Shell Filling Factory was destroyed in an explosion of eight tons of TNT on 1 July 1918. In all resulting in the deaths of 139 people. of whom only 32 could be positively identified, and a further 250 were injured. (as stated above)

The Chilwell Shell Factory Disaster on July 1, 1918, was a vast explosion of eight tonnes of TNT.

Many of the dead were so badly injured they were never formally identified, and most were buried in a mass grave which remains at St Mary's Church, Attenborough. A further 250 were wounded, five of whom died later.

As part of a series of events marking the 100th anniversary of the end of the First World War, Nottinghamshire County Council planned a memorial service at the church on Sunday, July 1 2018,

Incidentally production resumed at the factory the day after the disaster, such was its importance to Britain's war effort. Within weeks it was back to pre-explosion output.

1 July 2018 the 100th anniversary

"It is such a tragedy. We shouldn't forget that **they gave their lives for us to live** a better life - is good so many people still remember

The aftermath of the disaster



The explosion and subsequent fire was so intense only 32 bodies could be identified and the remains of the others were interred in a mass grave at St Mary the Virgin Church, in Attenborough.

For the Service held on 1st July 2018, to commemorate the 100th anniversary one of the country's worst war-time civilian disasters. yes, as stated, the explosion at the shell-filling factory was where [Chetwynd Barracks](#) now stands.

A wooden cross which previously stood on the site had to be removed after it was vandalised in the 1970s. The new memorial, (image in part 1 above) a crucifix with a metal sword on it, took two weeks to build and was finished just in time for for this Anniversary thanks to £12,500 fundraised by the church.

An Attenborough resident (at the time is reported as said: "It's amazing, very emotional. The story has touched everybody.

"Those people that died have living relatives, they need to know they are not forgotten

People had previously asked where it was so to make sure there was a fitting memorial. they now have got some respect."

"A lot is made of the service personnel who gave their lives but there are civilians who sacrificed themselves in the line of duty."

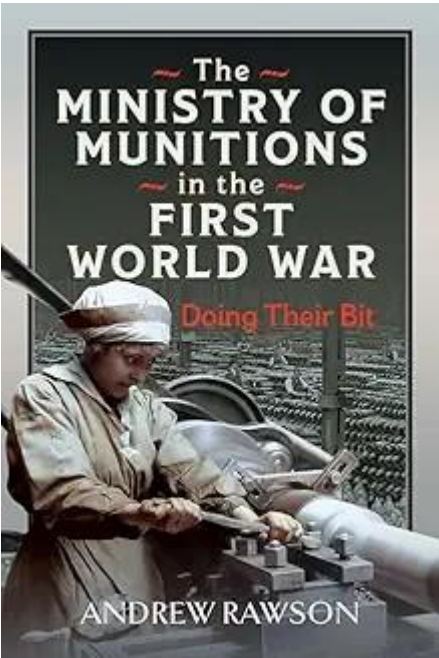
The Chilwell site, originally known as the National Shelling Factory No 6, was hugely important. During the First World War, high explosives were filled into 19 million shells - 50 per cent of the nation's entire shell filling production.

St Mary the Virgin Church, in Attenborough



XX

The Ministry of Munitions in the First World War: Doing Their Bit
by Andrew Rawson | 30 Jul 2025



Branch Member and regular speaker at Branch Meetings, Andy Rawson has just had his latest book published, telling the story of the Ministry of Munitions and how industry stepped up to keep those at the Front equipped to take the war to the enemy.

Book is available from the usual sources, Pen & Sword, Amazon etc.

I`ve been reading the book this week - highly recommended - Andy has an excellent way with words....he gets the story across in a very readable manner.

The Fog of War:

The Battle of Jutland
30 May – 1 June, 1916



Overview

Between 30 May – 1 June 1916, the British Grand Fleet (GF) under Sir John Jellicoe and German High Sea Fleet (HSF) under Reinhard Scheer met in action for the only time during the Great War 1914 – '18.

The resulting battle has become the most debated and controversial in modern naval history. This talk provides an overview of the context in which Jutland must be seen, reviews the engagement itself, and indicates some conclusions which can be drawn.

Key themes:

- Strategic context to the engagement
- The Battle of Jutland, 31 May – 1 June, 1916
- Conclusions and general thoughts

The North Sea: 1914 - 1916

- German pre-war strategy of fleet expansion has failed. Britain in war, fighting on opposing side. A rapid land victory (weeks or a handful of months only) now vital, or will lose
- Now needs to do something with expensive surface fleet. High Sea Fleet becomes classic example in naval history of the 'fleet in being' strategy, tying up British resources
- Elements of High Sea Fleet however are used aggressively, with battlecruisers deployed to bombard coastal towns or attack fishing fleets etc. Object to attempt to lure a portion of the British fleet (likely their battlecruisers) away from support, and into full strength of the High Sea Fleet, where will be destroyed, reducing numerical disparity. Almost works during the famous Scarborough / Whitby / Hartlepool raid



Sir John Jellicoe: C-in-C Grand Fleet

- Grand Fleet = battle-squadrons (battleships)
- Predominantly based at Scapa Flow in Orkney. Some units on Moray Firth



HMS *Iron Duke*
Iron Duke-class super-dreadnought (battleship)
Flagship Sir John Jellicoe & the Grand Fleet



Sir David Beatty,
Commander of Battle Cruiser Fleet (BCF)

Based on Firth of Forth

Note:
Despite name, Beatty & BCF subordinate to GF.
Battlecruisers in fleet operations are the heavy
scouting force for the main battlefleet & not a
completely independent command



Reinhard Scheer:

- C-in-C High Sea Fleet based on Wilhelmshaven
- Direct command main battlefleet



SMS Friedrich der Grosse
Kaiser-class dreadnought battleship
Flagship Reinhard Scheer & High Sea Fleet

Franz Hipper:
Commander First Scouting Group
(battlecruisers) based with High Sea Fleet on
Wilhelmshaven

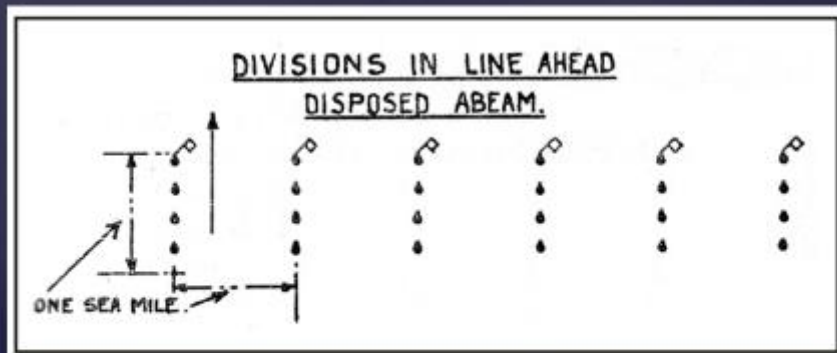


SMS *Derfflinger*:
Derfflinger-class battlecruiser
Flag of Franz Hipper & First Scouting Group

Some Points of Reference

Cruising Disposition

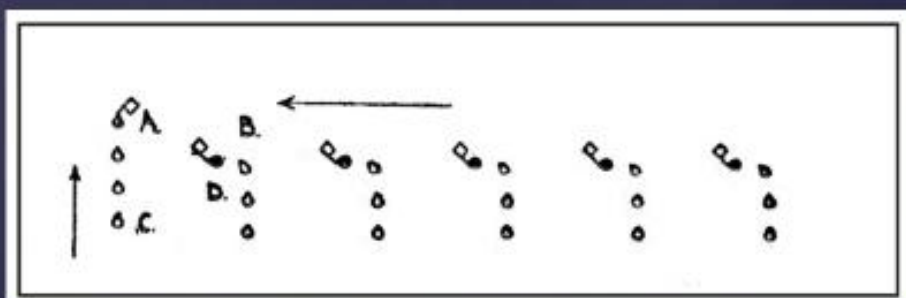
- Impractical for battlefleet to ordinarily sail in line of battle. Unwieldy due to length & exposes fleet to greater risk from torpedoes &c.
- Line abreast impractical as signalling, manoeuvring & station-keeping difficult.
- Fleets ordinarily sail in cruising formation, as worked out in pre-war exercises. At Jutland, Grand Fleet's 24 battleships (excluding 5th Battle Squadron) arranged in 6 divisions of 4 vessels, sailing line-abreast:



Some Points of Reference:

Deployment

- Transition from cruising formation to single line of battle generally known as the *deployment*
- Admiral could choose to deploy on port, starboard or a centre division.
- Port or starboard division preferred. Central complicated & difficult to achieve as equal-speed manoeuvre
- Deployment takes time: for Grand Fleet approx. 18mins



Deployment on port Division 'A'

Leader Division B turns port & tags onto end of Division A.

Leader next division turns port & tags onto end of Division B until all six divisions in single line. All divisions travelling equal speed

Some Points of Reference:

Direct Deployment

Direct Deployment not used at Jutland but preferred tactic (pioneered by Admiral Sir Arthur Wilson pre-war) for when enemy location is known & time available. Would have been used by Jellicoe had accurate information on location of High Sea Fleet been available.

Can simply wheel divisions simultaneously onto given bearing into single line of battle.

Deployment time cut from 18mins to 3mins



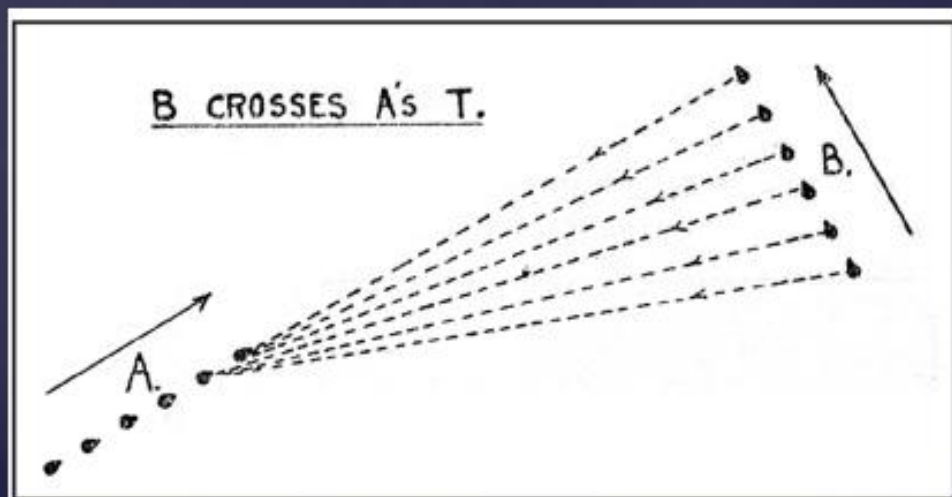
'These [exercises]... confirmed my opinion that the safest rule for taking a fleet into action is to form a single line [deploy] roughly at right angles to the bearing of the enemy before coming within effective range and then alter course together as necessary'
Admiral Sir Arthur Wilson 'Combined Manoeuvres Mediterranean and Channel Fleets' 1901

Note: Wilson emphasises deployment *before* reaching gunnery range. Becomes standard RN tactic insofar as were standardised across Service & always Jellicoe's approach

Some Points of Reference:

'Crossing the T'

One of key contemporary battlefleet (assuming line of battle) tactics. Object to cross head of enemy fleet perpendicular to direction of travel so own fleet's full broadside armament can be brought to bear while the opponent can only reply with [at best] half own armament.



1916 –early HSF operations

- 25th April 1916: Scheer mounts large-scale raid on Lowestoft.
- Room 40 informs Admiralty & Grand Fleet ordered to sea in 3 groups: Scapa, Rosyth & Harwich.
- Latter spots German scouting groups (weakened –battlecruiser *Seydlitz* damaged by mine). Germans RTB.
- Scheer attempts to analyse errors of raid so future operations can proceed more smoothly.
- U-boats integrated into plan, stationed off major RN bases as picket line.
- Zeppelin reconnaissance hoped to be used, assuming suitable weather conditions

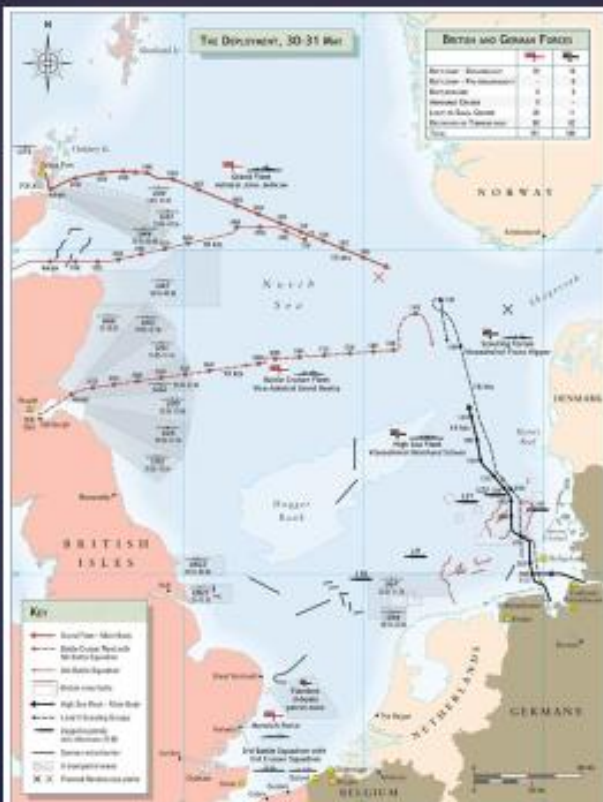


Der Tag

Next raid planned for 17th May; delayed due to repairs to *Seydlitz*. Re-scheduled for 29th. However, wind speed excessive for Zeppelin airships to fly

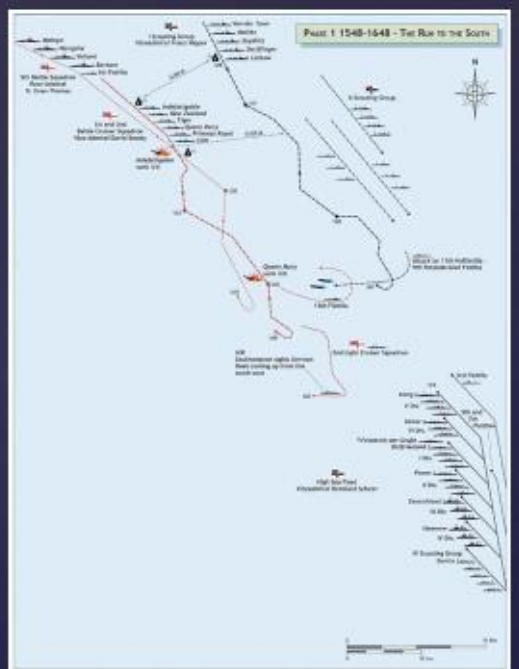
- U-Boats low on fuel (approximately 2 more days endurance), so less ambitious compromise substituted for original plan.
- Scouting groups to sail up Skagerrak as if intending to attack British shipping, with battlefleet 60 miles astern in support.
- Objective: draw Grand Fleet over U-boats, & possibly lure advance British heavy units (i.e. battlecruisers) away from support
- Changed plans signalled 30th May, revision made on 31st to Hipper, allowing him proceed as far north as Norway
- British also coincidentally engaged in an operation / sweep in North Sea, & are deployed for two main forces (GF & BCF) to rendezvous off the Skagerrak
- British aware that High Sea Fleet was planning to sail approx. 4 hours before weighed, through radio intercepts and decoding work at Room 40.
- Major error made when Jackson (Director of Operations at Admiralty) enquired where German call-sign 'DK' placed Scheer. Informed the Jade, signalled Jellicoe that High Sea Fleet was still in harbour, so no change made to British plans

Jutland



Force deployments
(British & German)
with timings

Jutland, Phase One:
Battlecruiser engagement
'The Run to the South'



Phase 1:
Battlecruiser Action & 'The Run to the South'



- Hipper brings heavy units to west, then south west in pursuit of light British forces.
- Sights Beatty & turns SE to draw British force toward Scheer
- Range is adjusted by both sides.
- Germans close slightly due to lighter main armament
- British dramatically over-estimate the range & lose one advantage of heavier artillery.
- Communications error results in poor fire distribution on part of BCF;

Lion & Princess Royal fire at Lützow, Queen Mary on Seydlitz, Tiger & New Zealand at Moltke & Indefatigable at Von Der Tan, Derfflinger left undisturbed.

Battlecruiser duel



- *Moltke's* gunnery best of any vessel in the opening stages. Hits *Tiger* & puts both after turrets temporarily out of action before they could fire more than 2 salvos.
- *Tiger* hit nine times before 1600 by heavy shells
- *Lion* also badly struck. Q turret hit, blowing roof off. Cordite fire started (see above); rapid flooding of magazine saved ship. Usually credit given to Major Francis Harvey (Royal Marines) for ordering magazine flooding. Would later receive posthumous VC. Changes to *Lion's* ammunition handling procedures made by Gunner (Warrant Officer Alexander Grant) also significant factor in saving ship. However, these changes not applied to other vessels in Battlecruiser Fleet

Indefatigable



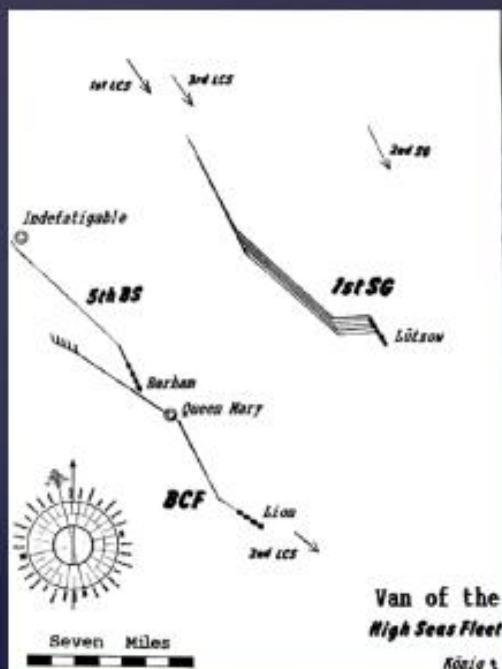
- *Indefatigable* at rear of British line 'firing well' at *Von Der Tan*.
- c.1602, 2 x11in shells struck together near the after turret.
- Cordite explosion lead to after magazine. Detonation blew bottom out of ship, and settles by stern
- Suffers 2 further hits near forward turret, with same magazine detonation.
- 2 survivors out of 1,019

Queen Mary



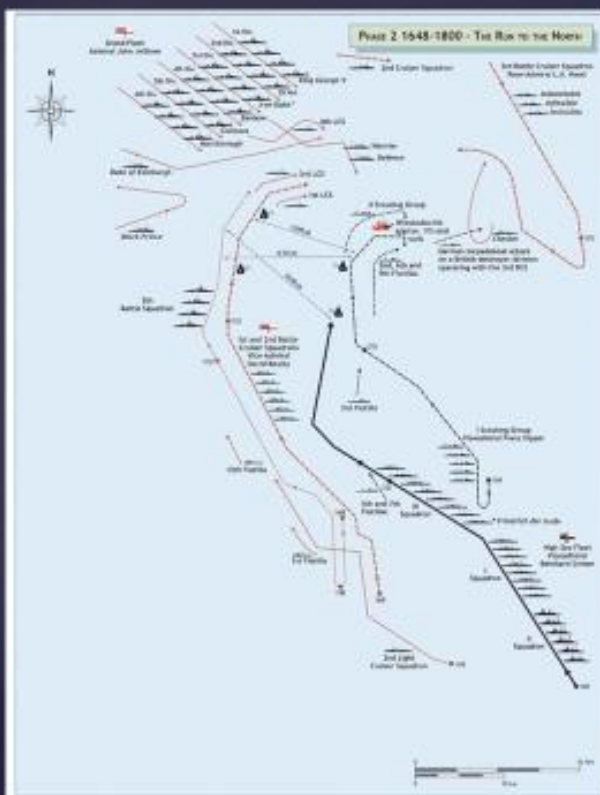
- Lion adjusts course to starboard, opening range to 21,000yds. 5th Battle Squadron finally comes into range and opens fire. Range approximately 23,000yds at this time
- Battlecruisers close range again, as 5th Battle Squadron taking some pressure away
- *Lion* hit 3 times. Germans believe her to be out of action, *Derfflinger* shifts fire to *Queen Mary*.
- *Queen Mary* thus far received 4 hits from *Seydlitz*. Her own gunnery appears to have been good, the Pollen Argo system compensating for lack of practice, & *Queen Mary* regarded as the crack gunnery ship of the Battlecruiser Fleet.
- Receives further hit on Q turret, destroying right gun. Additional hit on forward barbette, and second on Q turret. Small explosion forward (cordite 4in magazines) followed by both forward 13.5in magazines. As ship sank, further explosion aft, likely own shells.
- 20 survivors out of 1,266.

Contact with High Sea Fleet



- British light forces sight German main battlefleet at 1630. Hipper's initial task complete –has drawn Beatty's battlecruisers + a supporting battleship squadron onto High Sea Fleet
- Beatty in turn reverses course c. 1640, to draw High Sea Fleet forward onto British battlefleet (Scheer & Hipper remain unaware of its presence)
- Signal to 5th Battle Squadron once again missed, and they sail directly toward the HSF, before making a turn in succession away.
- Battlecruisers in action between 1645 – 1710, and 1740 -. 5th Battle Squadron also strike *Seydlitz* & *Derfflinger*, each hit twice with 15in shells.
- Note: No detailed course and location signalled by battlecruisers to Jellicoe with main battlefleet

Battlecruiser Fleet turning north, in action with 1st Scouting Group



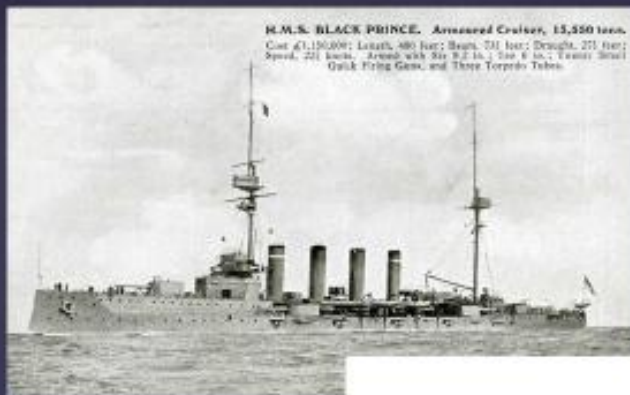
Jutland, Phase Two:
'The Run to the North'

*The Run to the North,
Battlecruiser & 5th BS Squadron action*



Phase 2: The Run to the North & First Contact

- Beatty rapidly heading north, with German heavy forces in pursuit
- c.1730, Grand Fleet is approximately 23 miles N of Beatty. Steaming in cruising formation: 6 columns of 4 ships. Van of main battlefleet spearheaded by 1st & 2nd Cruiser Squadrons (Armoured Cruisers) sweeping ahead.
- 3rd Battlecruiser Squadron under Rear-Admiral Sir Horace Hood ordered to advance SSE at 1605 to locate & support Beatty. By 1730 Hood 21 miles ahead & significantly to east of main battlefleet
- c. 1733 armoured cruiser HMS *Black Prince* on far SW wing establishes first visual contact between the separate elements of British forces, when sighting / sighted by light cruiser HMS *Falmouth*. Latter approx. 5 miles ahead of Beatty.
- Approx. 5 minutes later, light cruiser HMS *Chester*, also scouting ahead with armoured cruisers contacts opposing German light forces.

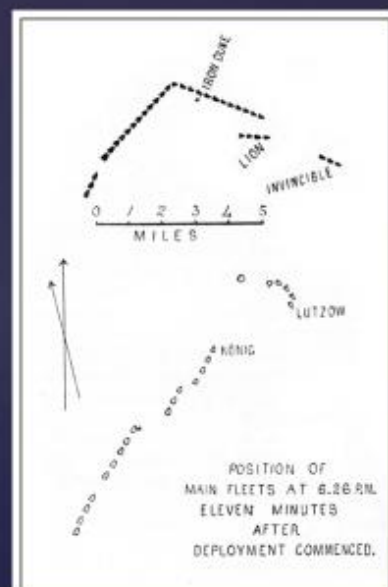


Grand Fleet Deployment



- Light cruisers accompanying Hood's 3 battlecruisers hear gunfire to starboard c. 1727 & shortly in action with opposite numbers
- Battlecruisers engage shortly afterward, wrecking 2 light cruisers. Narrowly avoid torpedoes, and reform in line-ahead. Distracts remaining German light forces from spotting the Grand Fleet.
- Jellicoe still does not have confirmed location of German forces; needed to decide whether to deploy to east or west (approximate deployment time 20 minutes into a single 'compact' 6 mile battle
- Jellicoe makes decision to deploy battlefleet to east (on port wing of fleet) at 1815

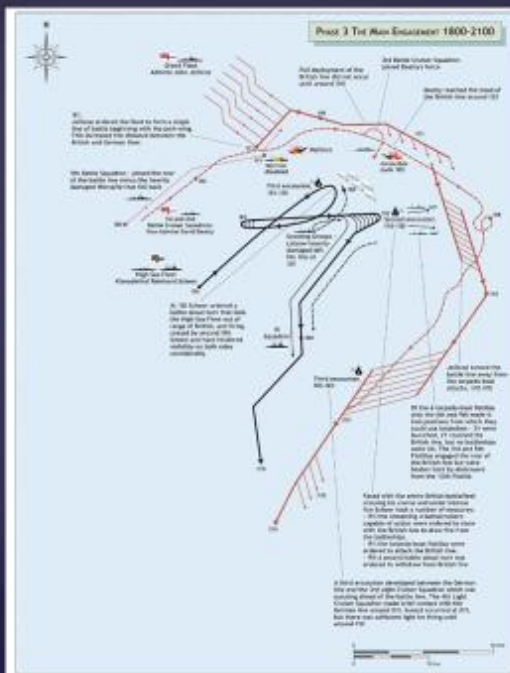
Jellicoe's decision to deploy Grand Fleet on port wing



Beatty Crosses Van

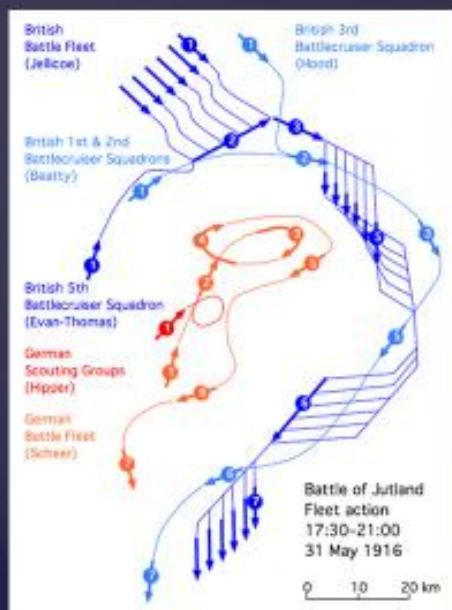
- Beatty brings battlecruisers round to east to join with Hood's vessels, crossing van of Hipper's battlecruisers & German fleet & hiding Jellicoe
- Multiple British vessels / squadrons deploying to assigned battle locations
- 1st Cruiser squadron (armoured cruisers) deliberately takes short route to south of deploying British forces. Likely targeting disabled German light cruiser trapped between battlefleets.
- Distance to German battlefleet approx. 8,000yds. HMS *Defence* blows up (all 903 hands), HMS *Warrior* disabled by 21 heavy shell-hits. HMS *Black Prince* disappears, HMS *Duke of Edinburgh* escapes.
- While deploying with rest of 5th Battle Squadron, HMS *Warspite*'s steering gear jams, likely through earlier damage & turns effectively 2 complete circles while under concentrated fire. Accident saves *Warrior* from immediate sinking
- 1817 Hood's battlecruisers take station ahead of Beatty, 9,000 yards from 1st Scouting Group. Cause 8 hits on Lutzow.
- Invincible hit at 1834 on Q turret. Flash reaches amidships magazines
- 6 survivors from 1027.





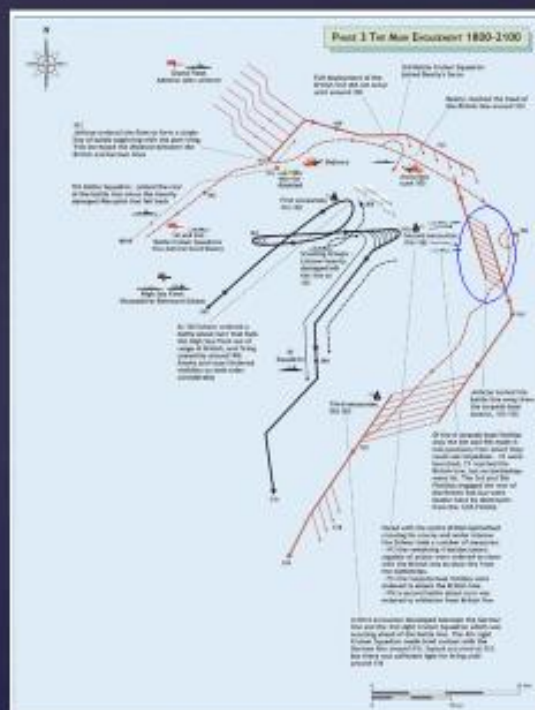
Jutland Phase 3: The Battlefleet Engagement

Battlefleet encounter

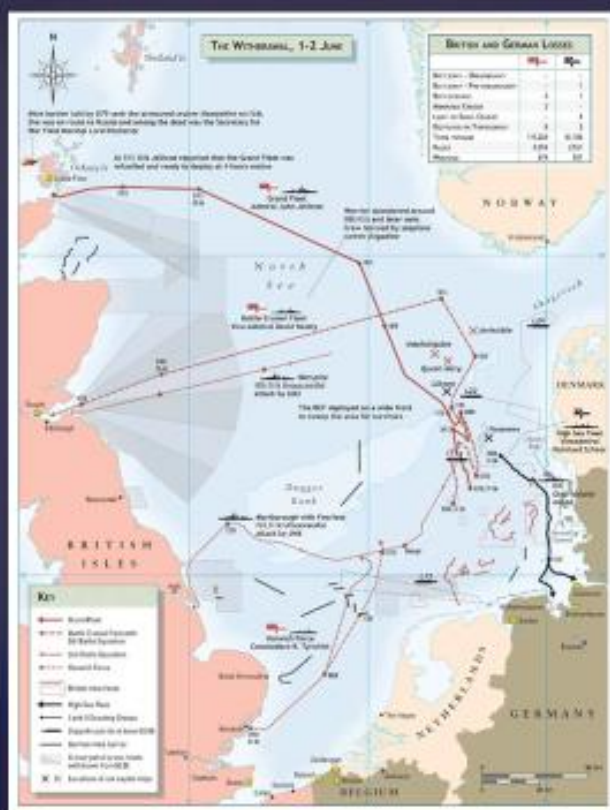
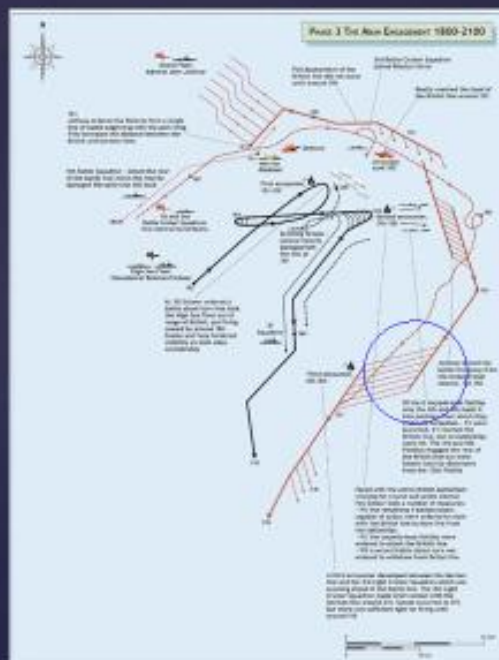


- ~1817 battle fleets engage
- High Sea Fleet has had T perfectly crossed & faces a concave line of the Grand Fleet, 6 miles long
- Scheer until this point has not realised whole Grand Fleet is out. Orders his first *Gefechtskervendung* c.1833, covered by torpedo-boat attack. Completed by 1845, High Sea Fleet vanishes into dusk
- Jellicoe does not follow, but remains swung across Scheer's line of retreat back to Wilhelmshaven
- ~1855, Scheer reverses course again. Later claimed 'wished to strike enemy a further blow'—highly unlikely: probability trying to get behind GF & evade. Finds himself driving straight at centre of GF once again
- ~1917 Scheer orders light forces forward for torpedo attack, with battlecruisers supporting; attack covers rest of High Sea Fleet as executes a second *Gefechtskervendung*
- Battlecruisers severely damaged, as were leading elements of the HSF.
- Jellicoe turns away from attack, ~1920 in standard torpedo-evasion drill
- c. 2017 – 2035 battlecruisers briefly engage, but German forces escape in smoke screen

Grand Fleet turns away to evade torpedo attack, c.19:22 – 19:25



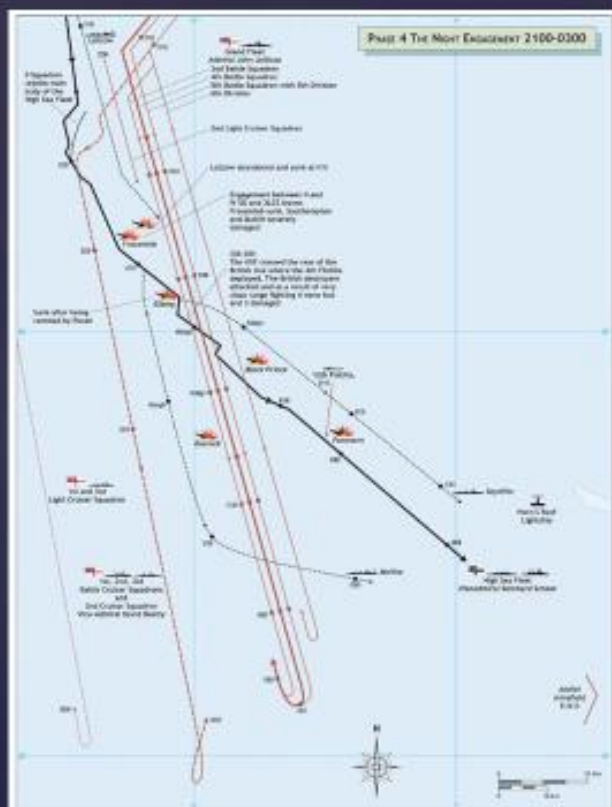
*Jellicoe's allegedly slow response to Beatty's famous request
 'Submit van of battleships follow battle cruisers. We can then cut off whole of enemy's battle fleet'
 Received Iron Duke 19:54; unlikely decoded & read Jellicoe until ~20:00*



Jutland Phase 4: The Night Action[s]

- Jellicoe faced with question how HSF will try to withdraw & return to Wilhelmshaven.
- Several possible routes to cover & available intelligence limited.
- Decides try to cover Ems and Horns Reef passages

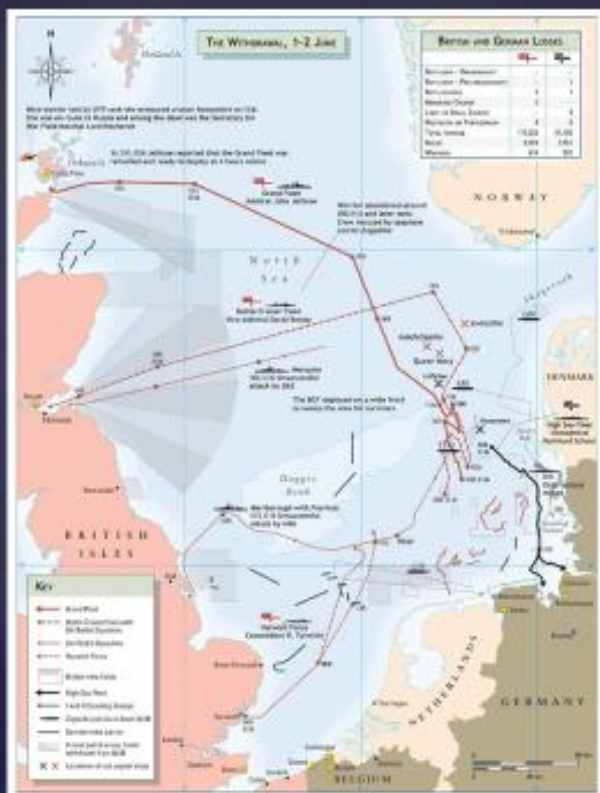
The Night Engagement



Night fighting



- ~2100, Jellicoe heads south in attempt to cut off Scheer from base, deploys cruiser & light forces screen to rear.
- German forces manage to break through rear screen without British realising was their main fleet, and cleared toward the Jade
- Night action confused.
- *Nassau* accidentally rammed by *Spitfire*
- Light forces fighting sporadic, but relatively fierce.
- Out-of-control *Black Prince* nearly runs down *Spitfire* and blows up approximately 0010.
- German forces retreating via Horns Reef passage. *Lützow* down to 7kts at midnight, 3kts 00:45 as flooding & pressure on bulkheads increases; attempt reverse fails as propellers rise out of water. 02:20 8,000tons water in ship; abandoned & crew taken off by destroyers. 02:45 torpedoed G38 & sank 37mi NW Horns Reef.
- 03:10 Pre-Dreadnought *Pommern* torpedoed *Onslaught* & blows up with all hands –only battleship loss of battle
- Most of German fleet reach the Jade by dawn



Jutland [aftermath]
Phase 5
Fleet withdrawals

Seydlitz

- ~03:40 *Seydlitz* scrapes over Horns Reef; light cruiser *Pillau* dispatched guide home after gyro compasses fail
- 15:30 1 June ship critical; bow submerged, no reserve buoyancy remaining forward.
- Two pump steamers arrive & stabilise flooding; manages to arrive Wilhelmshaven morning 2 June; approx. 5,300 tons water in her



Warrior



- Armoured cruiser HMS *Warrior* survives main engagement. Hit by minimum 15 x 11in & 6 x 5.9in [weak armoured cruisers unable to withstand heavy fire?]
- Major fires & flooding; engine-room crew [only 3 claimed survivors] kept going long enough to withdraw to west
- Located & taken in tow by seaplane tender Engadine, with surviving 743 crew taken off. Last known picture shown to left
- *Warrior* abandoned & foundered ~08:25 1 June as rising seas meant tow impractical; at time upper deck stated to be only 4ft above waterline

Conclusions & general points

- Despite popular commentary, both strategic & tactical victory for RN overall, with major caveats
- Beatty's fleet handling / tactics & communications suspect. Poor initial force disposition & communications results in initial tactical defeat & loss of 2 battlecruisers.
- Ammunition handling practice in BCF (possibly also GF but less important in battlefleet) also poor.
- BCF does not perform primary job as heavy scouting force
- Jellicoe's fleet handling & deployment excellent. Grand Fleet gunnery likewise good. Tactics difficult to justifiably criticise using information available to him. Despite popular commentary, Jellicoe's fleet handling not inflexible, mostly only viable option. Let down by poor communication from subordinates, especially in early stages of night action
- 1SG well-handled throughout. Entire HSF however allows itself to be drawn into a trap. Scheer's detail fleet handling decent but tactical performance mediocre. Saves fleet however (good luck playing part)
- High Sea Fleet will come out again 18 August with similar object & will repeat attempt on several further occasions
- Post war controversy partly due to personality clashes in British high command
- Strategic status quo in place; Germany being destroyed economically by sea power