

ADMIRALTY'S VERSION TOLD TO THE TIMES

Battle Counted a Gain Because Germans Suffered the Greater Relative Loss.

Special Cable to THE NEW YORK TIMES.

LONDON, June 3.—A high Admiralty official gave to THE NEW YORK TIMES correspondent tonight certain facts about the battle in the North Sea that put on that engagement a far different aspect from the one reflected in the official reports put out by the Germans.

Instead of the battle being a disastrous defeat for the British, this official indicated that from the reports now in the Admiralty's hands from Admiral Jellicoe it developed that the British fleet drove the Germans in hot haste from the North Sea.

That the British lost fourteen vessels was chiefly due, the official said, to the unequal fight in the earlier stages of the battle, when the fleet battle cruisers and armored cruisers, together with a force of torpedo boats and destroyers, engaged the whole German high seas fleet.

This comparatively weak British squadron took the brunt of the conflict against an immense preponderance of German ships until four British dreadnoughts steamed into the engagement. After that the Germans took flight.

But in the meantime, while the battle raged at its fiercest, the Germans lost two dreadnoughts, at least one battle cruiser, and probably two; four light cruisers, at least six destroyers, and one submarine. The two dreadnoughts lost were the Pommern and the Westfalen, the latter being a ship of the Nassau type and of a tonnage of 18,600.

How it happened that the British squadron under Admiral Beatty was without immediate adequate support of the dreadnoughts is to be explained later, but the fact that when the dreadnoughts did come up the Germans "ran like stags," as an Admiralty official expressed it, is sufficient for the Admiralty to feel justified in saying that the British got the upper hand in the battle.

To a question whether the engagement had shown that the Germans had some surprises in naval warfare, such as heavier guns or other novel features, the answer was a decided negative. The official went on:

"The Germans put up a brisk fight, and that was to be expected any time we are able to encounter them. But all the talk that has filtered out of Germany of amazing new guns and dreadnoughts of a more stupendous power than was ever dreamed of before was nothing more than idle romance. The Germans, it is true, do have heavier armorplate on their battle cruisers and dreadnoughts, but we knew that all along.

"The part played by the submarines was an active one, but we cannot tell exactly how destructive they turned out to be. The outstanding fact is that most of the ships were sunk by gunnery and not by torpedoes. Our three battle cruisers blew up after being hit by German shots.

"Taking the whole engagement, aside from our driving the Germans back to their own port so that they did not dare to come out again, the facts now in our hands show that the Germans suffered proportionately vastly more than did the British.

"They lost two dreadnoughts; we lost none. Our battle cruiser strength is weakened by three; they lost two. We lost three armored cruisers and no light cruisers, while they lost four light cruisers. The loss of destroyers will run about the same.

"When an analysis is made of the whole engagement and its result, it will be found that we weakened the enemy immensely more than they did us. If the Germans would come out every day and give us the same opportunity, even if we did not succeed in inflicting more punishment than we did on Wednesday, we would

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all of the Admiral's squadron, hemmed in by the Germans, from being annihilated. The Admiral had apparently got himself into a trap by not being aware that he had the entire German fleet to fight.

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soon have the German Navy cleaned up and we would still be in control of the sea. That is the whole effect of the North Sea fight."

When asked if it was believed that the Germans in going out into the North Sea meant to engage the British fleet in a decisive battle, the official replied:

"No one can say what their idea was. It may have been that the Germans believed their only chance to do any appreciable damage to us would be by massing their whole strength in battle in a fog so as to draw on part of our fleet, while concealing their actual force. It may be that they expected to annihilate a large portion of our fleet by getting us into a trap. But whatever idea animated their enterprise, it utterly failed. That may be put down as conclusive. The Germans were unable to get far with their game after our dreadnoughts arrived, but before they appeared they did inflict severe punishment on us."

A Battle of Four Phases.

The engagement, as explained by the Admiralty officials, comprised four distinct phases:

First—A clash of British battle cruisers with German battle cruisers, which came when the British encountered the Germans at 3:15 P. M.

Second—A fight between the British battle cruisers, armored cruisers, and destroyers against the German battle cruisers, reinforced by German battleships and destroyers.

Third—An engagement between British and German dreadnoughts when the British battleships came rushing into the conflict, ending at 9:22 P. M.

Fourth—A running fight throughout the night between British and German destroyers after the rest of the German fleet had fled.

Admiral H. L. A. Hood, who commanded a battle cruiser squadron, and whose wife was formerly Mrs. George Nickerson, an American, stuck to the *Invincible* until the last and went down with her. Captain Cay of the *Invincible* was drowned with him. Captain Sowerby, formerly a Naval Attaché at Washington, went down with his ship, the *Indefatigable*, while Captain Prowse, in command of the *Queen Mary*, was also drowned. These ships had stood the brunt of the terrific German attack with eight other battle cruisers until the arrival of the dreadnoughts.

Hood's Vessels in a Trap.

During the thickest part of the engagement between the British battle cruisers, and the German fleet before the British dreadnoughts came up, part of Admiral Hood's squadron found itself cut off from the others by chasing the Germans toward the Jutland coast. They were separated by a considerable distance from the others, and were beset on two sides by a scorching German fire. Admiral Hood managed with the assistance of destroyers to extricate himself from this plight, but not before he had lost several of his ships.

It was the timely arrival of British dreadnoughts that undoubtedly saved