

JUTLAND REMEMBERED



A Commemoration of the Centenary of
The Battle of Jutland
at St Michael & All Angels Church, Brooksby
May 2016



In the 1920's Earl Beatty erected a memorial in St Michael and All Angels Church at Brooksby in memory of the officers and men who lost their lives during the battle. The memorial is an elaborate wall monument and has the following inscription:

IN MEMORY OF OUR FRIENDS OFFICERS AND MEN WHO DIED GLORIOUSLY FOR
THEIR KING AND COUNTRY IN THE BATTLE OF JUTLAND 31 MAY 1916
THEY THAT GO DOWN TO THE SEA IN SHIPS THAT DO BUSINESS IN GREAT
WATERS THESE SEE THE WORKS OF THE LORD AND HIS WONDERS IN THE DEEP

Here we give a short biography of the officers who lost their lives during the battle and whose names are inscribed on the memorial and a brief description of how their ships were lost.

After the war the surviving officers of the Battlecruiser Fleet presented Admiral Beatty with an album containing pictures of themselves and their ships. This is kept in the Beatty family archive.



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CAPTAIN ARTHUR LINDESAY CAY LOST HIS LIFE AGED 48 IN COMMAND OF THE BATTLECRUISER *HMS INVINCIBLE*



Arthur Lindesay Cay was born on 31st January 1869 in Penzance, Cornwall and joined the Navy as a cadet in 1882. He was the son of Capt. Robert Barclay Cay, J.P., R.N., and Augusta Del Hoste Cay.

He married Mabel Laidley in June 1901 and they had four children. Mabel died in 1912. A Lieutenant under his command described Captain Cay as "a very upright six foot three, sparsely built with the expression of a bulldozer, it would never occur to anyone to gainsay him; a widower living a spartan life except for golf, and saving anything possible for his children."

The *Invincible* was the lead British ship during the battle. At the short range of 9,000 yards she was targeted by the German fleet, blown up and completely destroyed at 6.34pm on 31st May. The explosion engulfed the entire ship and she sunk in less than a minute. All but six of her crew of 1,031 were lost.



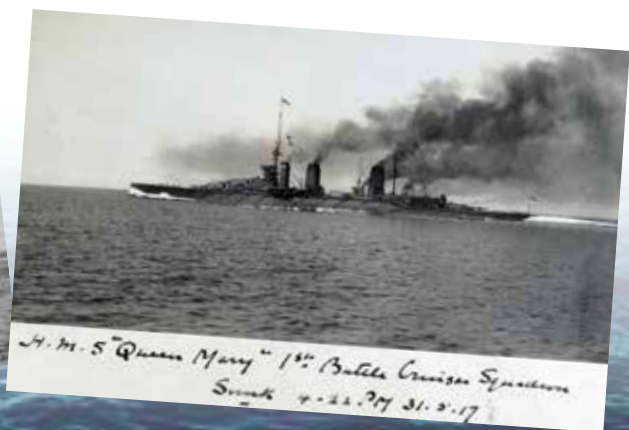
CAPTAIN CECIL IRBY PROWSE RN LOST HIS LIFE AGE 49 IN COMMAND OF *HMS QUEEN MARY*

Cecil Prowse was born in Somerset. He was promoted to the rank of captain in June 1907 and appointed Captain of *HMS Queen Mary* in October 1914. The Commander of the ship, William James, gave an unflattering portrait of Prowse:

"..... He was one of the old-fashioned, rigid types. In the seventeen months I served him as Commander, he never once unbent. He found himself in a strange atmosphere. Our numerous reforms did not arouse his interest, let alone his enthusiasm. I believe he disliked them all and that the

general air of well-being and high state of discipline in some subtle way irritated him because he felt that our success should not have been possible using methods with which he had no sympathy.....". Prowse's younger brother Brigadier General Charles Prowse, was killed in July 1916 on the first day of the battle of the Somme; the brothers are remember on the Prowse window at St John the Baptist Parish Church Yeovil.

The *Queen Mary* was hit twice by the battlecruiser *Derfflinger* during the early part of the battle and her magazines exploded shortly afterwards, sinking the ship. 1,266 crewmen were lost; eighteen survivors were picked up by *HMS Laurel*, *HMS Petard* and *HMS Tipperary* and two by German ships.



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CAPTAIN CHARLES FITZGERALD SOWERBY RN LOST HIS LIFE AGED 50 IN COMMAND OF *HMS INDEFATIGABLE*



Charles Sowerby was born in 1866; his childhood home was Snow Hall in Darlington.

HMS Indefatigable was part of the Battlecruiser Fleet and was hit several times in the first few minutes of the "Run to the South" which was the opening phase of the battlecruiser action. Only two of the crew of 1,019 survived, they found Captain Sowerby badly wounded in the water but Charles died before they were rescued.



CAPTAIN JOHN WINTOUR LOST HIS LIFE AGE 44 IN COMMAND OF *HMS TIPPERARY*

Charles Wintour was born on 31st December 1871 in High Hoyland, West Yorkshire and was the son of Rev Fitzgerald and Mrs Isabella Wintour.

He married Kathleen Keyes in 1900 and they had two children. Charles appears in the navy lists as a Midshipman in 1888 and was appointed to the rank of Captain in 1913.

HMS Tipperary was a Faulknor-class destroyer and led the 4th Flotilla during the battle. She was sunk on 1st June 1916 by 5.9 inch fire from the secondary battery of the German dreadnought *SMS Westfalen* with the loss of 185 hands from her crew of 197.



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REAR-ADMIRAL THE HON. SIR HORACE LAMBERT ALEXANDER HOOD KCB MVO DSO LOST HIS LIFE AGED 45 ON BOARD *HMS INVINCIBLE*



Horace Hood was born in Mayfair, London and joined the navy aged 12.

He has been described as “*the beau ideal of a naval officer, spirited in manner, lively of mind, enterprising, courageous, handsome, and youthful in appearance ... His lineage was pure Royal Navy, at its most gallant*”. Sir Horace’s actions in the battle are claimed to have saved the British Battlecruiser Fleet from destruction. After the battle Admiral Beatty said “*you should have seen him bring his squadron into action, it would have done your heart good, no one could have died a more glorious death.*” His early death met with mourning and accolades from across Britain.



REAR-ADMIRAL SIR ROBERT KEITH ARBUTHNOT, FOURTH BARONET, K.C.B., M.V.O. LOST HIS LIFE AGED 52 ON BOARD THE BATTLE CRUISER *HMS DEFENCE*

Robert Arbuthnot was born in March 1834 in Alderminster, Warwickshire.

He entered the navy as a cadet in 1877; he was promoted to Rear-Admiral in 1912 and in 1915 was appointed Commander of the 1st Cruiser Squadron. Arbuthnot appears to have been an unusual combination of competence, impetuosity and rigidity. These characteristics are said to have contributed to the bold but ill-judged attack on the German battle fleet which ultimately resulted in the loss of *HMS Defence*, *HMS Warrior* and *HMS Black Prince*. Sir Robert was married with one daughter.



JUTLAND REMEMBERED

CAPTAIN STANLEY VENN ELLIS RN DIED AGED 40 IN COMMAND OF *HMS DEFENCE*



Stanley Venn Ellis was the eldest son of the Reverend Venn Ellis Rector of Alderton, Woodbridge, Suffolk.

He married Kathleen Beaven on 23 August 1900 in British Columbia. Stanley was promoted to the rank of Captain in January 1916 and took command of *HMS Defence* in the same month.

HMS Defence was a Minotaur-class armoured cruiser and during the battle was the flagship of Rear-Admiral Sir Robert K Arbuthnot. Escorting the main body of the Grand Fleet the *Defence* was fired upon by one German battlecruiser and four dreadnoughts as she attempted to engage a disabled German light cruiser. She was struck by two salvos from the German ships that detonated her rear magazine. The fire from that explosion spread to the ship's secondary magazines which then exploded. There were no survivors.



CAPT. THOMAS PARRY BONHAM RN LOST HIS LIFE AGED 43 IN COMMAND OF *HMS BLACK PRINCE*

Thomas Bonham who was the son of Admiral Charles Bonham, joined the navy in 1886 and was appointed to the rank of Captain in June 1909.

He took command of *HMS Black Prince* in January 1916.

During the battle the *Black Prince* became detached from the First Cruiser Squadron, of which it was part, and just after midnight on 1st June sailed right into the middle of the German fleet. She was fired on at close range and sank with the loss of all hands within fifteen minutes.



JUTLAND REMEMBERED

PRIVATE WALTER PICK, A LOCAL BOY, KILLED AT THE BATTLE OF JUTLAND



Regiment:	Royal Marine Light Infantry
Ship:	HMS "Black Prince"
Service Number:	PO/17710
Date of Death:	31st May 1916
Age when killed:	19
Memorial:	Portsmouth Naval Memorial (22)
Born:	Burrough-on-the-Hill, 1897
Parents:	William & Violet Annie Pick of Hoby

Walter was born at Burrough on the Hill in 1897 and was the son of William and Violet Annie Pick. Walter was a butcher before he enlisted into the Royal Marine Light Infantry on 8th September 1914. Walter's war record states he was 5 ft. 7 3/8th inches tall with a fresh complexion, grey eyes, brown hair and a large birthmark on his left cheek. He joined *HMS Black Prince* on 15th April 1915 and was killed when the ship went down on 31st May 1916 during the Battle of Jutland.

For a number of years the exact circumstances of how the *Black Prince* sank were not known. During the Battle the First Cruiser Squadron, of which the *Black Prince* was part, was deployed as a screening force several miles ahead of the main force of the Grand Fleet. The *Black Prince* lost contact with the rest of the Squadron as it came into contact with the German fleet and the British did not see how the ship was destroyed.

According to German accounts, *Black Prince* briefly engaged the German battleship *Rheinland*, scoring two hits with six inch shells. However, about midnight, being separated from the British fleet it approached the German lines, no doubt thinking they were the British Squadron. Realising its mistake *Black Prince* turned away, but it was too late. The German battleship *Thuringen* fixed the *Black Prince* in her searchlights and opened fire. Up to five other German ships, including the battleships *Nassau*, *Ostfriesland* and *Friedrich der Grosse*, joined in the bombardment, with return fire from the *Black Prince* being ineffective. *HMS Black Prince* was hit by at least twelve heavy shells and several smaller ones at effectively point blank range, sinking within fifteen minutes. The wreck is designated as a protected place under the Protection of Military Remains Act 1986. Walter is commemorated on the Portsmouth Naval Memorial. He was aged 19 when he died. He was awarded the British War Medal and the Victory Medal. A note on Walter's service record states that a war gratuity of £9.10 was paid to his next of kin.

Walter's service record



Post mark from a letter to home



Walter in the 1911 Census



HMS Black Prince

JUTLAND REMEMBERED

DAVID BEATTY

1ST EARL BEATTY OF THE NORTH SEA AND BROOKSBY 1871 – 1936 | EARLY LIFE

David Beatty came from an old Irish family. On the male side his ancestors were sportsmen and soldiers.

His great-grandfather fought at Waterloo and others raised a troop of cavalry, the Heathfield Horse, which served with distinction under Wellington in the Peninsular War. The family seat was Borodale, a sizeable sporting estate outside Enniscorthy, County Wexford.

David was born at Howbeck Lodge, Stapeley, Cheshire on 17th January 1871; he was the second of five children. His father was Captain David Longfield Beatty of the 4th Hussars and his mother was Katrine Sadleir. Katrine was married to a fellow officer when she and David Snr. embarked upon a relationship and they were not able to marry until David was six months old.

David Snr. was 6ft 4in tall and a Vanity Fair article of 1898, in the series Men of the Day, described him as follows: “...he was born to sport; began hunting before he was ten and has not ceased doing so.....He is proud of his family, of his legs, and of his breeches; and is distinguished by his remarkable hat”. Katrine was very beautiful, with golden hair and had great charm and a dignified air. David resembled his father but was only 5ft 5in tall.

The Beatty family’s main interest was sport, particularly hunting, and they had Irish hunters sent over from Borodale. David Snr. established a business selling and training horses and in 1885 the family moved to The Moat, near Rugby which enabled him to expand the business and begin training racing horses. David’s early education concentrated on horsemanship, hunting and learning to be a gentleman.

Whilst his brothers followed their father into the army David wanted to join the navy. At the age of twelve he was sent to Burnley’s Naval Academy at Gosport, a crammer for boys wishing to take the entrance examinations for the Royal Navy. He joined the Royal Naval College at Dartmouth in January 1884, aged thirteen, tenth in order of merit out of a total of ninety-nine candidates.

The “college” at that time consisted of two old wooden battleships, *Britannia* and *Hindustan*, tied up on the River Dart just below the site of the present Royal Naval College. In these spartan conditions the boys learnt to sail, navigate, command and take commands. David did not make his mark at Dartmouth; the rigid discipline and endless routine were not suited to his lively character. He was punished nineteen times, mostly for “skylarking” and a note of 1885 states that he “was troublesome under punishment”. Having done well at entry he slipped down the rankings and in 1886 he passed out half way down the list.

After such an undistinguished performance David was posted to the undesirable China station. However his mother took exception to this and using her Irish connections appealed to her friend Admiral Lord Charles Beresford, the Fourth Sea Lord. David was moved from the backwater China posting to the navy’s prize midshipman appointment on the flagship of the Mediterranean fleet, the *Alexandra*.

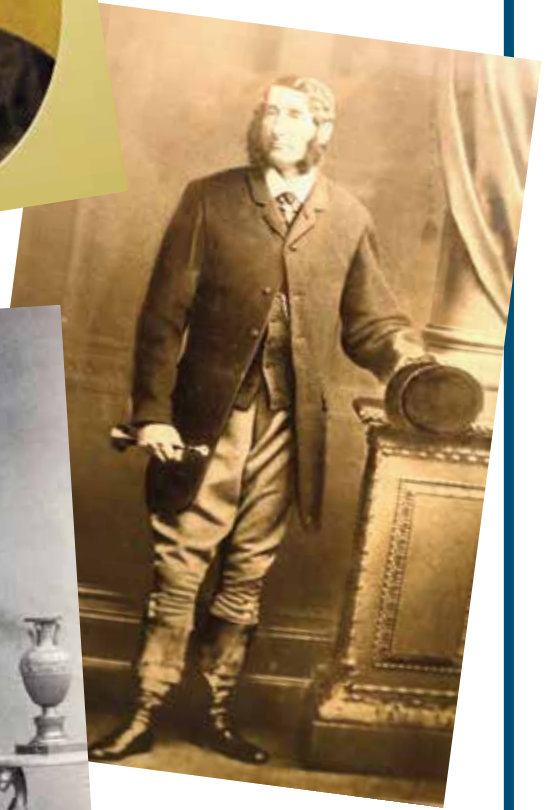
David’s fellow junior officers on the *Alexandra* were amongst the brightest and best connected in the navy. His personal charm, polished manners and good looks made him popular with his contemporaries and the numerous guests who passed through the flag ship; his exceptional horsemanship reinforced his social position and during this posting he acquired an enduring taste for high society.

The contacts David made on the *Alexandra* did much to make his career.





David Beatty as a boy
(Webster & Son, Chester)



JUTLAND REMEMBERED

ETHEL COUNTESS BEATTY 1874 – 1932

Ethel was the only daughter of American millionaire Marshall Field founder of the Chicago based department stores Marshall Field and Company.

David and Ethel met at the beginning of 1899 whilst out hunting in Newmarket during David's home leave following the Sudan campaign. Ethel was beautiful, fabulously wealthy, bold to the point of recklessness on the hunting field, still married, though separated, to her first husband Arthur Tree and the mother of a young boy. David is reported to have fallen head over heels in love with her and despite the social risks involved in a relationship with a married women and the potential damage to his career, they embarked upon a discreet affair.

In 1901, Arthur Tree divorced Ethel on the grounds of her desertion and ten days later on 22nd May 1901, Ethel and David were married by special licence at St George's Hanover Square Registry Office, London.

Ethel received a large allowance from her father and the Beattys lived very comfortably on it, they were popular in social and sporting circles and mixed with royalty and the aristocracy. In 1905 Ethel gave birth to their son David and to their second son Peter in 1910. Ethel was naturally extravagant and used her wealth to buy and rent houses (including Brooksby Hall), acquire a grouse moor in Scotland and eventually a steamer called *The Sheelah*. Ethel was vivacious, elegant, wilful and generous. She was a happy and generous hostess, noted for her kindness and thoughtfulness for others less fortunate than herself. She had a notice erected on the main Melton to Leicester road during a particularly bad winter in 1908/09 inviting stranded travellers down to the Hall for food.

She and David led the charmed lives of the Edwardian upper classes.

Initially the marriage was happy but Ethel was volatile and demanding and very soon she had the first of many breakdowns which resulted in bouts of severe depression. Ethel's illnesses put a tremendous strain on the marriage and family life and as her health deteriorated she spent more and more time abroad in search of a cure. It is said that only on board *The Sheelah* could her restless spirit find peace.



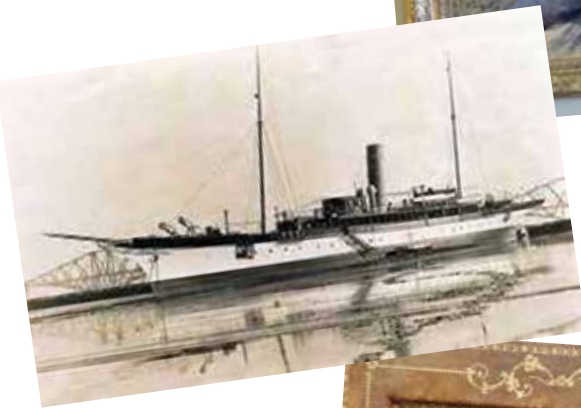


The relationship with Ethel caused David much pain and he once admitted that *"I have paid a terrible price for my millions"*. Neither David nor Ethel was faithful to each other and the marriage was turbulent. In late 1916 David began a long-term affair with Eugenie Godfrey-Fausset, the wife of a naval officer and royal equerry and it is known that he fathered a son with a parlour maid working at Brooksby Hall. Ethel was unfaithful at least as many times as David. However David remained devoted to Ethel and loved her to the end. It is said that he never considered leaving her and that he dealt with her illness with patience and kindness. When they were apart David wrote to her almost every day and Ethel preserved these letters, even if she sometimes replied to them by telegram.

Ethel was always jealous of the amount of time the navy demanded of David and resentful of the time he spent away from her at sea but when the First World War broke out she put her immense wealth to good use. In August 1914 *The Sheelah* was presented to the Admiralty for use as a hospital ship. Ethel paid for much of the fitting out and engaged Sir Alfred Downing Fripp, an eminent surgeon, to design the medical layout. His ideas became the template for other hospital ships. Brooksby Hall became part of the 5th Northern General Hospital and was turned over to a convalescent hospital staffed by nurses from the Voluntary Aid Detachment; many of the survivors of the Battle of Jutland recovered there. She ran two Y.M.C.A. huts for sailors at the Fleet base on the Firth of Forth and raised a considerable sum of money via "Lady Beatty's Jutland Fund" for the widows and orphans of men killed in the battle.

Ethel's ill health continued throughout her life and late in the summer of 1931 her health became even more fragile. On 17th July 1932 she died in her sleep at Dingley Hall, their house near Market Harborough. Ethel is buried in the church at Dingley.

The following quote seems to sum up David and Ethel Beatty and their marriage *"...they were well matched: fast, dangerous people who burnt everything they touched, including each other."*



JUTLAND REMEMBERED

DAVID BEATTY SUB-LIEUTENANT TO ADMIRAL

The 1890's were a very good time to start a naval career; the small mid-Victorian navy was beginning to expand creating an insatiable demand for junior officers.

This was fortunate, as David continued to deliver distinctly ordinary academic results in all his training courses and his career could have sunk without trace. By all accounts he was perfectly capable of doing better but he appeared to lack interest and application. A combination of good fortune, a charismatic personality, and the patronage of powerful people, personal bravery and decisive and confident leadership propelled David through the ranks.

After three years at sea with the *Alexandra*, Sub-Lieutenant Beatty undertook further training with the wooden steam corvette *Ruby*, at the Royal Naval College in Greenwich and on board *HMS Excellence*. In 1892 he joined the royal yacht *Victoria and Albert* for its summer cruise and was promoted to lieutenant. He had another spell on the *Ruby* in the West Indies and South Atlantic where he developed his seamanship and man-management skills and in 1893 he served on the battleship *Camperdown*, transferring to the *Trafalgar* in 1895.

On the *Trafalgar* David rejoined Commander Stanley Colville who was the ship's executive officer. Colville had been a role model for David whilst on the *Alexandra* and Colville had formed a high opinion of David's potential. It is said that Colville's patronage made David's career.

In 1896 an Anglo-Egyptian expedition under General Sir Herbert Kitchener began the re-conquest of the Sudan from the Islamic Dervish regime. Kitchener's army depended upon river gunboats for transport and fire support and Colville was selected to command, taking David with him as his second in command. Early in the campaign Colville was seriously wounded leaving David to take command. David excelled and was awarded the Distinguished Service Order and Kitchener specifically requested his return for the 1897 campaign.

This campaign did not start well, but David led his men with a dash and daring that would characterise his leadership for the rest of his life. The expedition was ultimately successful and Kitchener's final dispatch saw David specially promoted to commander on 15th November 1898. He was 27 and this promotion moved him six years ahead of his contemporaries in the race for the rank of admiral. After Sudan, David along with the other young heroes of the campaign including Winston Churchill, became public property. The shared experience of the Sudan campaign created an enduring bond between David and Churchill that later proved useful to David's career.

In 1899 Stanley Colville was Captain of the battleship *Barfleur*, a flagship on the China station and he chose David to be the ship's executive officer. The first year of his tour of duty was uneventful, but unrest against foreigners was growing in China and by the summer of 1900 the large scale anti-western rebellion led by the "Boxers" had reached Beijing. Western residents took refuge in the Legation Quarter and Admiral Seymour led an international relief effort of two thousand soldiers, sailors and marines. David landed with 150 men from the *Barfleur* and engaged in fierce fighting with the well-armed Boxers; David was severely wounded in the left arm and wrist but carried on regardless and once again his bravery and heroics impressed the high command. In November 1900 David, along with three other commanders, was specially promoted to captain for his gallantry and leadership.

A second battlefield promotion was unusual, especially so soon after the first, but David had earned it. When the chance came he took command like an assured veteran. He was 29 and the normal age for promotion to captain was 42.





By the time David was declared fit again for sea duty by the medical board he was married to Ethel and the financial independence Ethel's millions gave him allowed him to be choosy about his postings. Needless to say, this did not endear him to the high command or indeed his fellow officers. When David was threatened with disciplinary action following the straining of his ship's engines, Ethel is reputed to have commented "What? Court-martial my David? I'll buy them a new ship."

Over the next nine years David took command of *HMS Juno*, then *Arrogant*, *Suffolk* and *Queen* and for two years was naval adviser to the Army Council. On 1st January 1910 David was promoted to rear admiral. A special Order in Council was required as he lacked sufficient sea time. However, David was a good seaman, had commanded four ships and had nothing left to prove. At 38 he was the youngest admiral since Nelson.



JUTLAND REMEMBERED

FROM THE ADMIRALTY TO JUTLAND

In 1911 David was offered the post of second in command of the Atlantic Fleet; he refused this posting as he wanted to join the Home Fleet or the Admiralty.

Some saw this as arrogance fuelled by wealth, others were simply jealous of anyone able to refuse an unwanted appointment, either way David was taking a risk with his career. He was once again saved by influential friends in high places.

Later in 1911 when Winston Churchill became First Lord of the Admiralty, he found the sea lords unwilling to offer David employment. Much to the disapproval of his superiors Churchill appointed David to the key post of First Lord's naval secretary. The naval secretary was the First Lord's confidential adviser on professional questions and the pair proved an effective team. Over the next two years David was not backward in exploiting opportunities to advance his career and in early 1913 he took command of the British Battlecruiser Squadron. This was a prize appointment that most admirals would have given their right arm for.

David led the largest, fastest and most imposing warships afloat. Journalists rushed to make him the navy's poster boy and pictures of David with his naval cap at a rakish angle, referred to as the "Beatty tilt", adorned newspapers on a regular basis.

Just before The First World War broke out he was appointed a Knight Commander of the Order of the Bath and on 2nd August 1914 he was promoted to acting vice admiral making him the senior cruiser admiral in the Grand Fleet. He led the 1st Battlecruiser Squadron at the actions at Heligoland Bight in 1914, Dogger Bank in 1915 and Jutland in 1916.

The Battle of Jutland remains one of the most controversial naval battles with numerous books and articles devoted to it even today. The Germans were quick to claim victory and, at first, even the British press accepted this position. As one wag remarked at the time "...At 8am I read in the Daily News that the British Navy had been defeated. I thought it was the

end of all things.... At 6.30pm the battle had turned into a merely regrettable indecisive action.... Next morning: it has now become a victory".

During the battle David is reported to have remarked "there seems to be something wrong with our bloody ships today," after two of them had exploded within half an hour.

There is now considerable support for the view that Jutland was a strategic victory for the British, though it highlighted a number of shortcomings in the Grand Fleet's performance. The official Admiralty report into the battle recognised two main problems: the poor performance of British shells and poor communications between ships. The report also served to foster disagreement between supporters of Admiral John Jellicoe, Commander of the Grand Fleet and those of David about the two admirals' performance in the battle: Jellicoe was criticised for his caution and for letting the *Scheer* escape and David for his mismanagement of the initial encounter with the German fleet and poor signalling procedure. This dispute would rage for years to come and indeed it is said that David, keen to preserve his considerable reputation, tried to shift any blame for the failure of Jutland onto Jellicoe.

In the Battle of Jutland, The Royal Navy lost 14 ships to the German navy's 11; Britain lost 6,784 men, Germany 3,039. However the badly battered German Fleet fled for home and never ventured en masse into the North Sea again.





**THE NORTH SEA VICTORY.
ADMIRAL BEATTY'S DARING EXPLOIT.**

The nation (says the "Times") will heartily and sincerely thank Admiral Beatty and his brother seamen on the highly successful issue of a well-planned and skillfully-executed operation. Admiral Beatty is well known in Leicestershire. His residence is Brookby Hall, Brookby. Sir David is 43 years of age, and he is the youngest Rear-Admiral in the Navy. He commands the First Battle-Cruiser Squadron in the Lion. He won distinction and early promotion in the rank of Commander by his services with the Nile gunboats in 1898, and further promotion two years later for gallantry in China. Since he reached flag-rank at the age of 39, he has been Naval Secretary to the First Lord. He took up the present command in March last year. The Lion, the Admiral's flagship, is one of our biggest battle-cruisers, Lady Beatty, who is well known in Leicestershire, is a daughter of Mr. Marshall Field, the Chicago millionaire, and there are two children, both boys, of the marriage, which took place in 1901. She is an intimate friend of the latter, is with the Red Cross at Namur, and while Beatty is working with great enthusiasm in London with the same object.



MAJOR A. WATSON PHOTOGRAPH OF VICE-ADMIRAL SIR DAVID BEATTY, COMMANDING THE FIRST BATTLE-CRUISER SQUADRON



Admiral Beatty at a dinner in Westminister Abbey, 1898



JUTLAND REMEMBERED

DAVID BEATTY

1ST EARL BEATTY OF THE NORTH SEA AND BROOKSBY A GRATEFUL NATION

At the end of the First World War a grateful nation showered David with honours.

On 6th August David became an earl, Baron Beatty of the North Sea and Brooksby, with a courtesy title of Viscount Borodale for his eldest son. He also received a parliamentary grant of £100,000. He was granted the freedom of major cities around the United Kingdom and was awarded honours from the Ottoman Empire, China, Japan and other countries too numerous to mention. Amongst many gifts presented to David was an exquisite silver cigar box from the King, a magnificent silver galleon from Glasgow, a beautiful silver dish from Chester and another silver cigar box from all the ratings of the lower deck of the Royal Navy. David appeared on postage stamps, in cartoons and on cigarette cards; he was made in to "Toby Jugs", wooden figurines and commemorative Jutland medallions were issued. When he returned to Brooksby, school children from surrounding villages were brought to line the lanes and wave their Union Jacks. The comings and goings of Earl and Countess Beatty were widely reported in the Melton Mowbray Times.

David, with his cap at a rakish angle, six buttons on his jacket instead of eight and firm jaw jutting into the breeze was every inch the matinee idol.





JUTLAND REMEMBERED

COMMANDING THE GRAND FLEET TO RETIREMENT

Despite their claims of victory, the German navy and high command accepted that Jutland had been a failure and rapidly switched to unrestricted submarine warfare against all merchant ships, allied and neutral. In November 1916 Admiral Jellicoe was appointed First Sea Lord, largely to deal with this threat.

As the only other admiral with a high public profile David was specially promoted to Commander in Chief of the Grand Fleet. This was a massive promotion for him but he set about motivating and invigorating 35,000 men to convince them that the next time they met the German fleet they would get their victory. Indeed, maintaining the morale of the Grand Fleet ranks amongst David's greatest achievements.

Jellicoe had issued 200 pages of mandatory Grand Fleet Battle Orders and David quickly replaced these with two pages of optional "Instructions" emphasising the need for subordinates to use their initiative. This echoed the draft standing orders he had issued to the Battlecruiser Fleet which stated "...as a rule instructions will be of a very general character so as to avoid interfering with the judgement and initiative of captains...The admiral will rely on captains to use all the information at their disposal to grasp the situation quickly and anticipate his wishes, using their own discretion as to how to act in unforeseen circumstances..."

When Germany accepted an armistice in November 1918, David insisted that the entire High Seas Fleet must surrender unconditionally and on 21st November the German fleet arrived in the Firth of Forth between two lines of British warships. He then issued the following unauthorised signal "the German Flag will be hauled down at sunset and will not be raised again without permission". This was not a lawful command as the fleet remained the property of the German Government but nevertheless David enforced it. Three days

later his old flagship *HMS Lion* escorted the Germans to Scapa Flow to await the outcome of peace negotiations.

When The First World War ended David was specially promoted to Admiral of the Fleet on 3rd April 1919, at 46yrs. the youngest ever. He raised his flag on *HMS Queen Elizabeth* and lowered it on 7th April. This flag now hangs in St Michael and All Angels Church, Brooksby. On 19th July 1919 he led the naval contingent of the victory parade. David was still under 50 and his dealings with the King, politicians, allies and soldiers during the war years had marked him out as a complete naval statesman. He was the obvious choice for the next First Sea Lord and was appointed on 1st November 1919. Winston Churchill had suggested delaying the appointment until stringent post war reductions in the navy could be imposed because "*once Beatty is enthroned he will be in a position to champion the particularist interests of the Admiralty to an extent which would become quite impossible...*". Churchill was proved right. David proved invaluable to the navy by protecting the defence budget from the threat of cuts, he clashed repeatedly with politicians over budgets and ship building programmes or more specifically the lack of them. As he explained to Ethel in a letter "*You would not have me go down in history as the 1st Sea Lord of the day who made so bad a struggle that our rulers gave up the heritage of Command of the Sea which we have held for over 300 years*"

David held the post of First Sea Lord for eight years, longer than anyone else in the 20th century. During his term of office he was involved in negotiating the Washington Naval Treaty of 1922; the Naval Staff College was formed at Greenwich and he was a keen supporter of the Chiefs of Staffs Committee.

David retired from the Admiralty in July 1927. In a navy filled with officers who did as they were told he was different: he brought an original and powerful mind to bear on the matter of command and he looked for something more than order and regulation. He emphasised the object, not the method and stressed the need for initiative. David's time as First Sea Lord is said to have done much to ensure the Royal Navy's combat readiness in 1939, but many feel that his main achievement was to maintain the morale of the navy at a time of serious defence cuts.



King George V and the Prince of Wales with Admiral Beatty, Rear-Admiral Hugh Rodman, U.S.N. and Vice-Admiral W. S. Sims, U.S.N., on the quarters deck of the American flagship *New York*, 1918



JUTLAND REMEMBERED

DAVID BEATTY

1ST EARL BEATTY OF THE NORTH SEA AND BROOKSBY THE FINAL YEARS

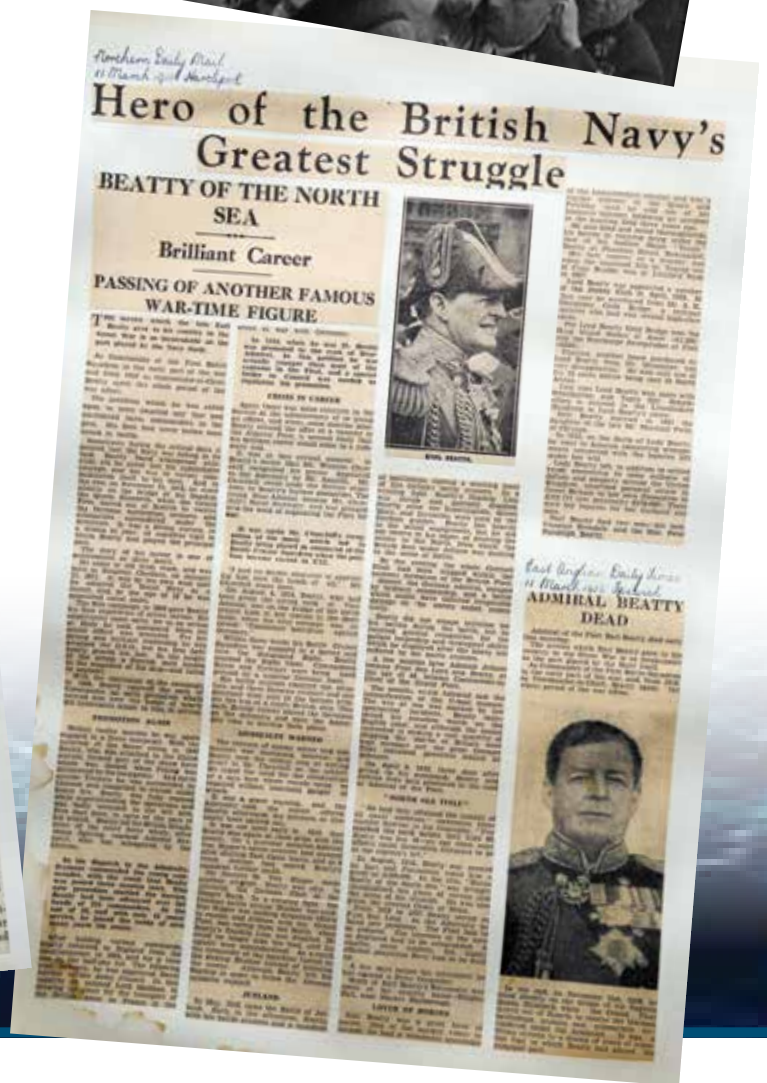
In retirement David remained active and involved. He attended the Committee of Imperial Defence, spoke effectively in the House of Lords and supported naval charities.

He still rode with the reckless daring of a subaltern and suffered accordingly. His jaw was shattered by a horse's hoof, which also broke an arm and several ribs. After Ethel's death in 1932 he continued to hunt with the vigour of youth rather than the wisdom required by advancing years and failing health.

By the late 1920's the feud over Jutland had subsided, though David was still certain he was right. When John Jellicoe died in November 1935, David insisted in leaving his sick bed to attend the funeral as a pall-bearer. When George V died in January 1936 David once again left his sick bed to attend the funeral. This time he caught pneumonia and died of heart failure at home in London on 12th March 1936, aged 65.

David's will stated that he wished to be buried with Ethel in the churchyard at Dingley but the Admiral still belonged to the nation and he was buried in the crypt of St Paul's cathedral with full military honours.

After his death the navy decided to name two battleships that were in production after David and John Jellicoe. By the time the ships were ready to launch in February 1940 Churchill felt that the proposed names would only revive old squabbles and so the ships were named *Anson* and *Howe*. The Jutland admirals had to make do with busts in Trafalgar Square.



JUTLAND REMEMBERED

BROOKSBY HALL & THE BEATTYS

David and Ethel purchased Brooksby Hall on October 10th 1911, having rented the Hall on a 14 year lease since 1906.

The Hall came with 186 acres and cost £22,000. David and Ethel were ardent hunters and at that time Melton Mowbray was still the centre of fox-hunting in England. From a base near Melton Mowbray it was possible to go out with a different hunt six days a week and Brooksby Hall was the ideal location for a hunting box, next to the railway station with extensive land.

Although The Beattys made quite modest changes to the Hall, they extended the gardens westwards into the parkland and constructed a lake and stream, a pergola (said to be the work of Lutyens but no evidence of this can be found) and an Italian style garden. Edwin James who farmed at The Elms in Hoby managed David's farming interests at Brooksby.

In the 1920's The Beattys acquired Dingley Hall near Market Harborough and after a burglary at Brooksby this became their preferred residence.

At the start of the First World War Brooksby Hall became part of the 5th Northern General Hospital and was turned over to a convalescent hospital staffed by nurses from the Voluntary Aid Detachment. Many of the survivors of the Battle of Jutland recovered there. In the days before the NHS, military hospitals were largely supported financially by donations from the general public and Ethel was a generous benefactor, engaging doctors and providing equipment. Bandages, nightshirts, gowns and bed-jackets were almost all hand-made by groups and individuals who often paid for the materials out of their own pockets. Alice James, Edwin James's wife, was a volunteer organiser of a War Hospital Supply Depot registered at Hoby and no doubt many of the supplies she organised went to Brooksby Hall.

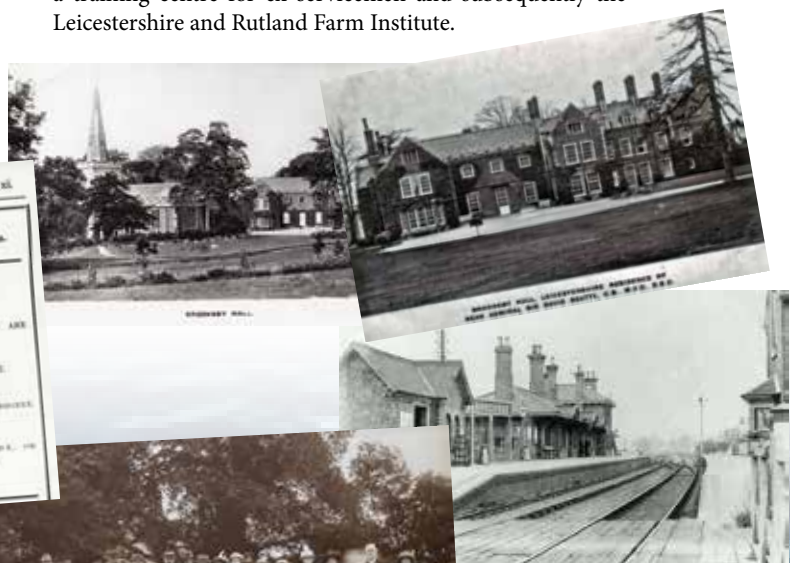
David corresponded extensively with Edwin James, even during the war years; organising the buying and selling of horses or requesting that such and such horse be schooled ready for his return. The farm at Brooksby regularly provided the Fleet with turkeys at Christmas and lamb in the spring.

There is a short piece of film in the Imperial War Museum archive of convalescing sailors catching turkeys to send to the fleet and of sailors playing football with the VAD nurses.

By Christmas 1919 the convalescent home had closed and Brooksby Hall was once again a family home. Charles Beatty, David's nephew, wrote the following account of Christmas 1919 at Brooksby *"Ethel had made a magnificent setting, there was an enormous tree covered with little electric lamps, in all colours (a novelty in those days), masses of flowers and traditional decorations and a gramophone Even the crackers on the luncheon table were very special, for each contained a piece of jewellery, a watch or some other costly present. Lu got a gold ring with a large set single pearl. Amongst young David's presents was a scale model boat driven by an electric motor, which we sailed in circles on the ornamental pond in front of the house. Charles had a steam locomotive, but Uncle David had forgotten it needed rails, so we had to run it without and nearly burnt the house down when it set fire to the carpet in a corridor, being fuelled with methylated spirit which spread rapidly when the engine fell on its side"*

When Ethel died in 1932 David put the Brooksby estate up for sale but it failed to sell. In a letter to the Duchess of Rutland David wrote *"I cannot get use to the altered circumstances. We are strange creatures and truly conservative, and I miss poor little Ethel far more than I can say, forget all the difficulties and remember only the sweetness of her and try and console myself with the thought that she is happy and at peace and her turbulent soul is at rest.....It seems terribly strange at present. Every corner reminds one. It is hard to sever a link of 30 years of a very stormy life. We shall go on living at Dingley and I want to sell Brooksby and for the present lease the Priory [their home in Reigate, Surrey]"*

When the Second World War broke out Brooksby Hall once again became a convalescent home and after the war was acquired by Leicestershire County Council to provide a training centre for ex servicemen and subsequently the Leicestershire and Rutland Farm Institute.



ADMIRAL BEATTY'S GIFT.
LEICESTERSHIRE TURKEYS FOR THE FLEET.
During last week, considerably over 100 turkeys reared at Brooksby Hall, Admiral Beatty's Leicestershire home were by his kindness transferred to the Fleet, to form part of the Christmas dinners on board the ships.





POSTSCRIPT

The sources used to put together this exhibition all agree that David Beatty was handsome, charismatic, brave, reckless and arrogant and that he exploited his chances, in life, love and service with a ruthless selfishness. Some say that elements of his personality “bordered on the bounder” others that in a lesser man his personality would have been truly appalling. It is certainly true that he shared the sentiments and values of his class.

Whatever view you may hold of David Beatty, he was much admired, not only by his men, but in this part of Leicestershire for his contribution to life at Brooksby and the local area.



Levin
7.5.16
Dear Mr. James
Thank
You for sending me the
Brookby Lamb. It was
Very fat and good
You showed to give if
Brookby would take and
handle the young lambs
2 or 3 at a time. etc
Yours & wife
I think it would be a

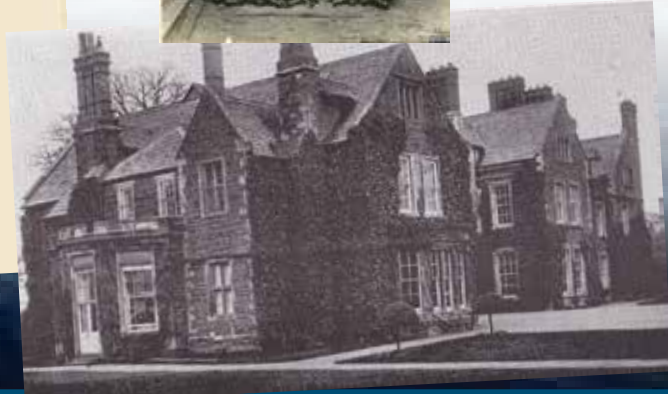
Portsmouth
27.12.14
Dear Mr. James
The Turkeys
arrived yesterday. It is
Slightly frosty. It is
hard to keep the id. After
days in. These times and
they were very much affected
Especially the Brookby
one. We was very lucky to
get them as we was off
again next day and
spoke on Christmas in the
North Sea but has been
had a real good dinner and
they deserved it. I got a
Glasgow of David Beatty



...ct of the Quorn hounds on the front lawn of Brooksby Hall in 1906. The hall was
...me of Captain Gordon Chesney Wilson and Lady Sarah Spencer.



*To wish you a
Very happy
New Year*
CHRISTMAS, 1910. NEW YEAR, 1911.
*Yours
David Beatty*



JUTLAND REMEMBERED



The 3rd Battle Cruiser Squadron from "Invincible"



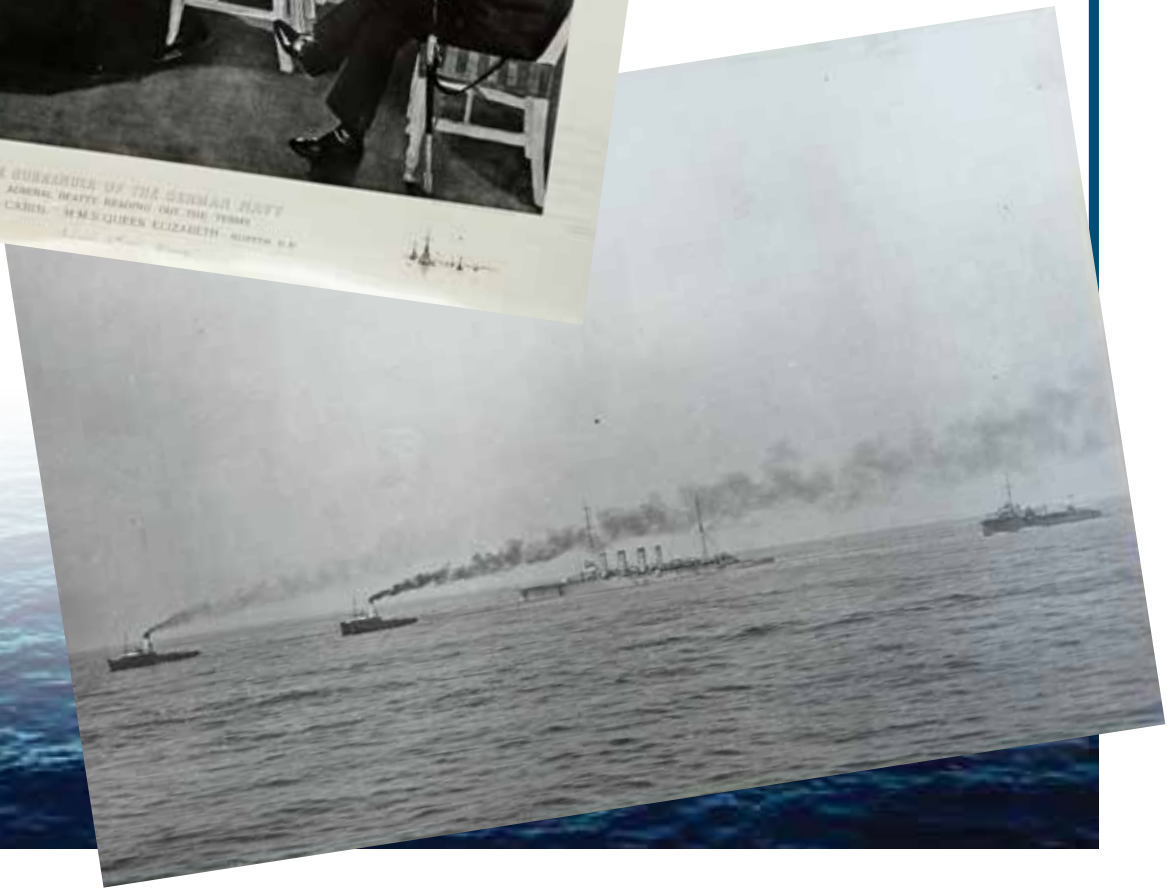
*Admiral Jellicoe
1918*



JUTLAND REMEMBERED



THE SUBMARINE OF THE GERMAN FLEET
ADMIRAL BEATTY BOARDING THE TESSA
PURE - C.301. - H.M.S. QUEEN ELIZABETH - NORTH SEA



JUTLAND REMEMBERED ACKNOWLEDGEMENTS



We are indebted to The Hon. Nicholas Beatty for so generously giving us access to the Beatty family archive; Jane Warner for access to the James family archive; Diane Horsfield for researching and assembling the exhibition; Steve Horsfield for his photographic skills; Nicky Stephen Marketing for producing the display boards and commemorative booklets and to Hoby & District Local History Society committee members for their valuable advice and support.

We are immensely grateful to Chris Ball, Principal, and to the staff and students of Brooksby Hall and Brooksby Melton College for all the support and practical help they give to Brooksby Church in so many ways.

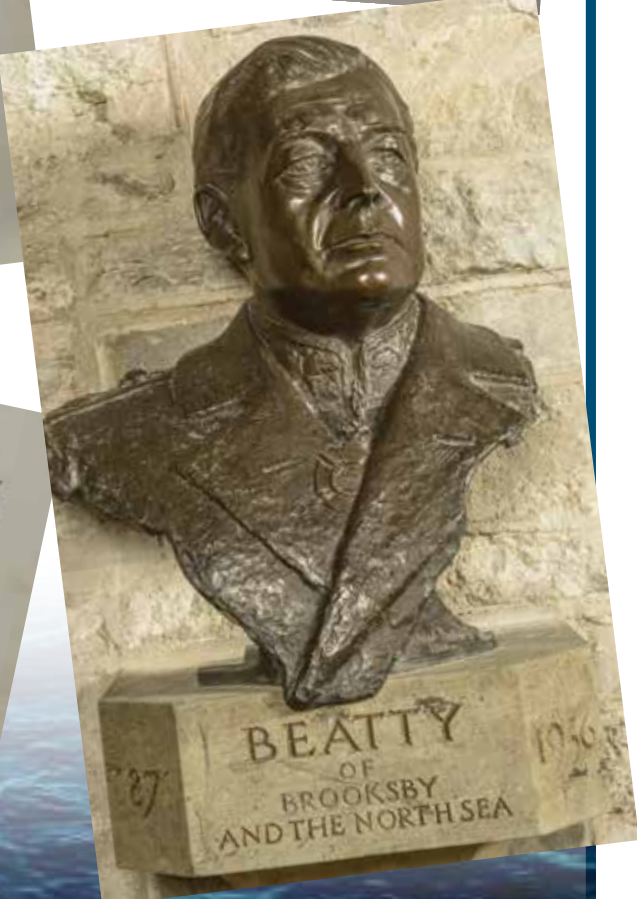
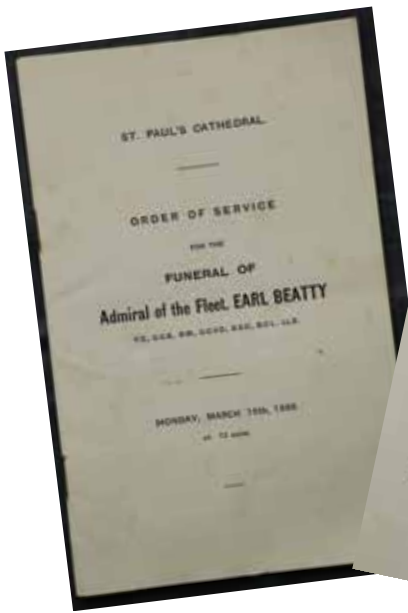
The following sources were used to put together this exhibition: *A History of the Great War in 100 moments* Edited by Richard Askwith; *Admirals* by David Lambert; *The Life & Letters of David Earl Beatty*, Rear Admiral WS Chalmers; *Our Admiral*, Charles Beatty; *Report on the History of the Gardens at Brooksby Hall*, Leicestershire & Rutland Gardens Trust; *Brooksby*, John Hubbard; The Dreadnought Project and numerous other on-line resources.

Funding for the Battle of Jutland Centenary Commemorations was provided by the Heritage Lottery Fund; Hoby with Rotherby Parish Council; the Diocese of Leicester; Mrs J S Stearn and family; Mrs L Case; Miss I Butler-Stoney and Brooksby District Church Council.

Malcolm Britton and Jeanne Knowles Churchwardens, St Michael & All Angels Church, Brooksby May 2016



JUTLAND REMEMBERED





JUTLAND REMEMBERED, BROOKSBY CHURCH, MAY 2016