

AFTERMATH OF PORT ARTHUR.

When Nogi's 11-inch mortars were dropping their high-explosive shells upon the Russian battleships and cruisers in the inner harbor of Port Arthur and sinking them, one by one, with that scientific precision with which all the Japanese operations of the war have been carried on, one could not help experiencing a feeling of pity that so many splendid vessels should be thus ruthlessly destroyed. For nobody at that time imagined for a moment that any of these ships would be again set afloat, or if floated, be capable of being put into a thoroughly serviceable condition. Not only was it supposed that the shells which sank the vessels must have damaged them beyond successful repair, but it was taken for granted that before the Russians surrendered the city of Port Arthur they would be careful to complete the work of destruction by blowing up the sunken ships with heavy charges of high explosives.

Great was the astonishment with which it was learned, upon the occupation of the fortress by the Japanese, that the latter, after making a thorough survey of the sunken ships, were confident that at least two or three of them could be raised and repaired. The statement was received with widespread incredulity both here and in Europe. But when cable dispatches from Tokio began to announce the successful flotation of now a battleship, and now a cruiser, the world perceived that, as usual, the Japanese were going to "make good," and not only raise the vessels, but place them in such thorough repair as to be able to enroll them on the list of Japanese ships in commission. The story of the sinking of the Russian Port Arthur fleet belongs to the closing days of the ever-memorable siege of the fortress and city. After the return of the roughly handled remnants of the Port Arthur fleet on the day following its defeat by Admiral Togo in the great sortie in August, the ships were moored on the northerly side of the harbor, and in the lee of a lofty hill that served to screen them from direct observation from the positions occupied by the besieging army. The location of this sheltered anchorage ground is shown very clearly by the accompanying map of Port Arthur. As long as 203-Meter Hill remained in the possession of the Russians, the ships were practically safe against bombardment, the only shots that did any damage being those which, thrown blindly into the harbor, happened to fall upon a ship at her moorings. Comparatively little damage was done to the fleet by this blind bombardment, and it was only when 203-Meter Hill was captured that the Japanese observers stationed thereon were able to render the fire of the 11-inch mortars accurate. For the sinking of the ships, eighteen of these 11-inch pieces were available, and once the Japanese were in possession of the hill they set about the sinking of the fleet with characteristic deliberation. The shots from any given battery were noted as they fell in the water and the distance that they were long, short, to the right or to the left, was duly telephoned in from the signal station. Proper corrections in the elevation of the mortars were made, and it was only a question of a few rounds before the exact range was secured. One by one the vessels were sunk at their moorings.

Perhaps the most interesting of the remarkable photographs that accompany this article, some of which were taken in Port Arthur while the bombardment of the ships was actually under way, is one giving a view of the drydock and inner basin, with the "Sevastopol" lying on the nearer side of the dock beneath the shear legs, and the armored cruiser "Bayan" lying on the farther side of the basin. The lofty column of water is not, as one might suppose, due to the explosion of a submarine mine, but to the explosion of one of the 11-inch shells from the Japanese batteries. At the time the photograph was taken, the Japanese were concentrating their attention on the armored cruiser "Bayan," and this was one of the early trial shots. The next shot fell beyond the vessel, among some coal sheds on the dock, and the third struck the ship. Shortly after this photograph was taken, the "Sevastopol" steamed out of the harbor and took position in the lee of some lofty hills that screened her from the Japanese flotilla, she was torpedoed and finally was taken out and sunk in deep water by her own captain. It will be noted that the drydock in the foreground of the picture is empty. A few hours later the mining

transport "Amur" was brought into the drydock by the Russians and there blown up with mines.

Referring to our map of the sunken vessels, which was drawn from a sketch made from observations by a correspondent at Port Arthur, we draw attention to the evidence which it affords of the extraordinary activity of the Japanese in attempting to blockade the harbor. The wrecks of no less than twenty-four vessels are lying in the vicinity of the entrance, some of them sunk entirely out of sight, and others with their upper works more or less exposed. One of our photographs is taken looking out to sea through the harbor entrance; to the left is seen the rocky base of Golden Hill, the chief observation station for the fortress. In the center of the picture is seen the bow and forecastle of the large Russian ship the "Rasvornik," astern of which will be noticed the long line of davits. Between the "Rasvornik" and the shore is the wreck of the "Yinkao Maru," one of the Japanese steamers with which it was at-

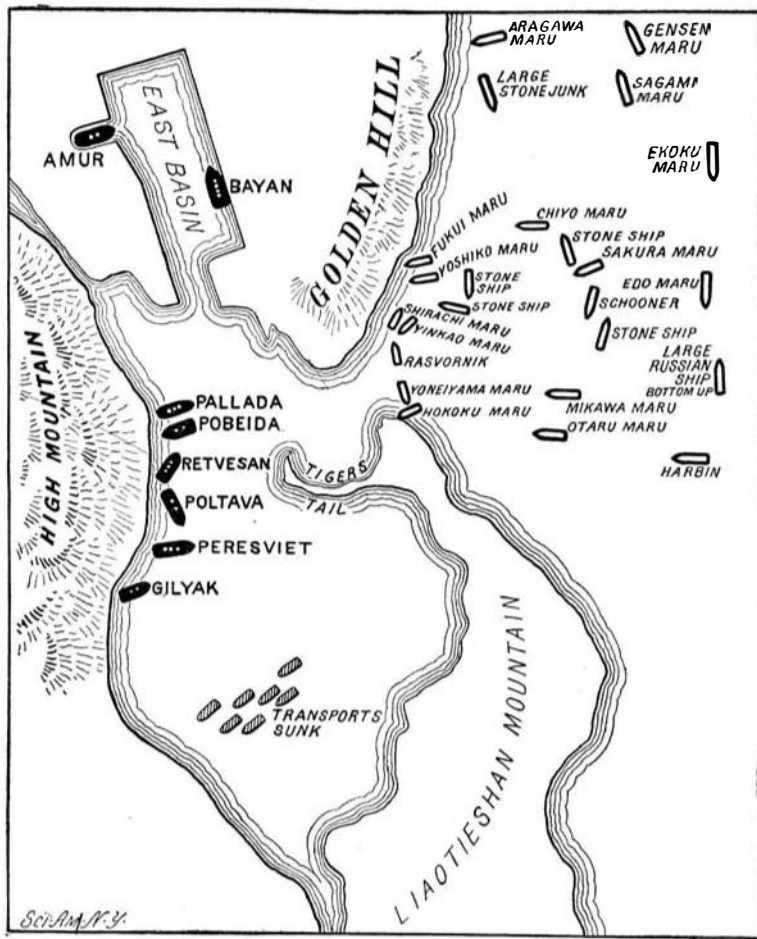
RUSSIAN SHIPS ADDED TO JAPANESE NAVY.

Name.	Type.	Date.	Displacement.	Speed.
Orel.....	Battleship.	1904	13,566	18
Nikolai I.....	"	1892	9,700	15.5
Retvizan.....	"	1902	12,700	18.8
Pobieda.....	"	1901	12,670	18
Peresviet.....	"	1901	12,674	18.3
Poltava.....	"	1898	11,000	16.5
Apraxin.....	Coast Defense.	1895	4,126	16
Senavin.....	"	1895	4,126	16
Bayan.....	Armored Cruiser.	1902	7,800	21
Pallada.....	Protected Cruiser.	1902	6,630	20
Variag.....	"	1901	6,500	24
Novik.....	Cruiser Scout.	1902	3,000	26
Total displacement, 100,692 tons.				

surrender, when submarine mines and large charges of high explosive were detonated both against the outside and in the interior of the hulls. It is probable that the Russians imagined they had blown up the sunken vessels beyond any chance of recovery by the Japanese; although it has been stated that the reason why the ships were not more completely wrecked by the Russians is that they were so confident of the success of Admiral Rojestvensky's fleet and of the ultimate recapture of Port Arthur, that they merely injured the ships sufficiently to insure that the Japanese could not make any use of them during the war, but that they purposely refrained from wrecking them to complete destruction, in the expectation that they themselves would be able eventually to raise the ships and put them in serviceable condition. The story finds favor among the Japanese themselves, but we must confess that to us it looks a little far-fetched, and would indicate a forethought on the part of the Russians that seems to have been sadly wanting in the other operations of the war. The Russians state that the reason the ships were not more completely wrecked was that General Stoessel failed to give the navy sufficient time to do the work. It was not until after sundown on the night before the surrender that the navy was ordered to blow up its vessels. The Russian officers claim that in the prevailing confusion, and in the limited time available, it was impossible to carry out the necessary diving operations and place the charges of explosive with the care and completeness which were necessary.

After the surrender the Japanese wrecking companies bent every energy to the saving of these valuable ships. The smaller holes were plugged up, and the larger openings were inclosed with cofferdams or rendered water-tight by the free use of canvas, planking, and cement. All through the spring and summer the salvage operations were steadily prosecuted, and on July 22 it was officially announced from Tokio that the Russian battleship "Poltava" had been refloated. Soon after came another official announcement that the "Peresviet" was afloat. Then in quick succession the cruiser "Pallada" and the battleships "Retvizan" and "Pobieda" were raised, and also the armored cruiser "Bayan."

In our issue of September 9 we drew attention to the fact that the Japanese were likely to put four of the Russian battleships in commission under their own flag, and two of the Russian cruisers. So successful, however, have been their salvage operations that it now appears that they will also add to their navy the fast protected cruiser "Variag," which has recently been raised at Chemulpo, and that during the present month the 25-knot cruiser scout "Novik" will be once more afloat. These vessels, together with the four ships captured at the close of the battle of the Sea of Japan, will mean the addition of a dozen ships to the Japanese navy, with an aggregate displacement of over 100,000 tons. As a result, it will be found that the Japanese have performed the unparalleled feat of literally annihilating the whole navy of the enemy, not only without aggregate loss to themselves, but with a positive and very large increase in strength. The true test of the fighting strength of two navies is the number of fast armored ships that they can place in the first line of battle. At the commencement of the war Japan possessed six battleships and eight armored cruisers. At the close of the war, after performing feats of arms which in the practical results achieved are without parallel, Japan emerges with ten battleships and

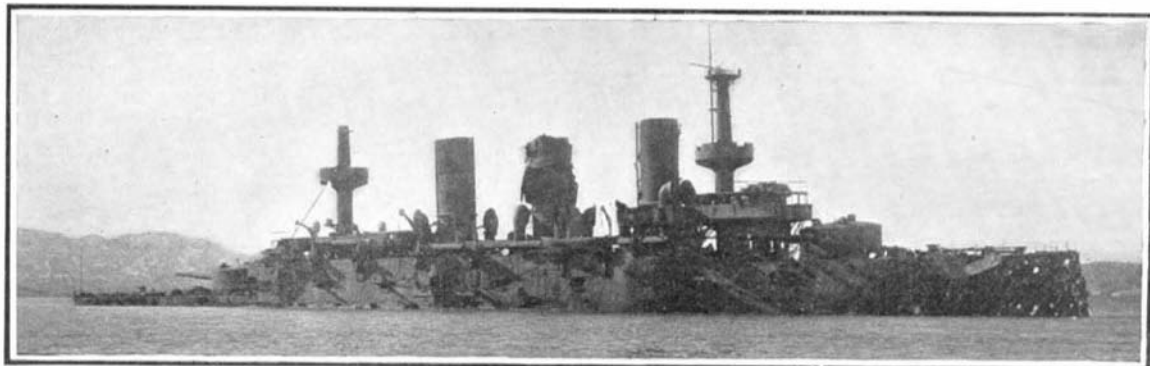


Warships are shown in black; merchant vessels, sunk to block entrance, shown in white.

MAP SHOWING POSITIONS OF SUNKEN SHIPS AT PORT ARTHUR.

tempted, unsuccessfully, to block the entrance channel. The sunken vessels vary in size from ships of about 3,000 tons down to small wooden junks, and several of them were vessels that were laden with stone and intended to be sunk exactly in the channel. The presence of Russian ships is due to the plan of Admiral Makaroff of sinking vessels in such a way as to hinder the operations of the enemy and afford protection to the Port Arthur fleet, while still leaving open a channel for sorties.

The work of the Japanese in salvaging the Russian battleships and cruisers is certainly one of the most astonishing feats of the many astonishing things that they have done during the late war. The vessels lay in from 45 to 50 feet of water with their main decks awash and in some cases entirely submerged. Their injuries consisted of holes that had been made chiefly by 11-inch shells, some by the bursting of the shells on the outside below the water, and others by shells which, falling almost vertically, entered the ships through the decks and passed out below the water line. The most serious injuries, of course, were those which were wrought by the Russians themselves on the night preceding the



This battleship is a sister to the "Pobieda," sunk and raised at Port Arthur, and to the "Osliavia," sunk in the battle of the Sea of Japan.

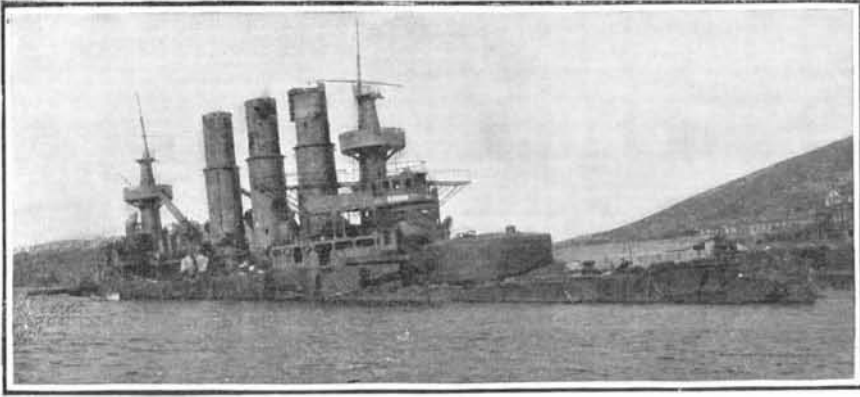
Battleship "Peresviet."

RUSSIAN WARSHIPS THAT HAVE BEEN REFLOATED AND ADDED TO THE JAPANESE NAVY.

nine armored cruisers, four of the battleships and the armored cruiser having been raised at Port Arthur and two of the battleships being captured in the Sea of Japan. In addition to these she has captured two coast-defense vessels, the "Apraxin" and "Seniavin," and has raised the protected cruisers "Pallada," "Variag,"

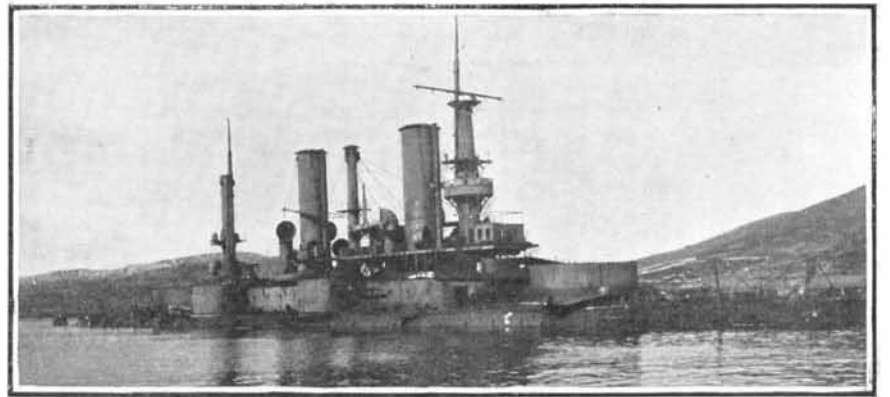
and "Novik." Of these vessels, the battleships "Orel" and "Retvizan" are the most valuable, carrying the most modern armor and guns. The "Pobieda" and "Pallada" are armed with the 10-inch gun as their principal weapon, and the guns of the "Poltava" are of an old pattern. The "Nokolai" is an old ship and will be relegated

by the Japanese to the inner line of defense. She should never have been sent to the Far East. The cruisers are all fine vessels, and the "Bayan" in particular will be a valuable addition to the already large fleet of ships of the armored class possessed by the Japanese.



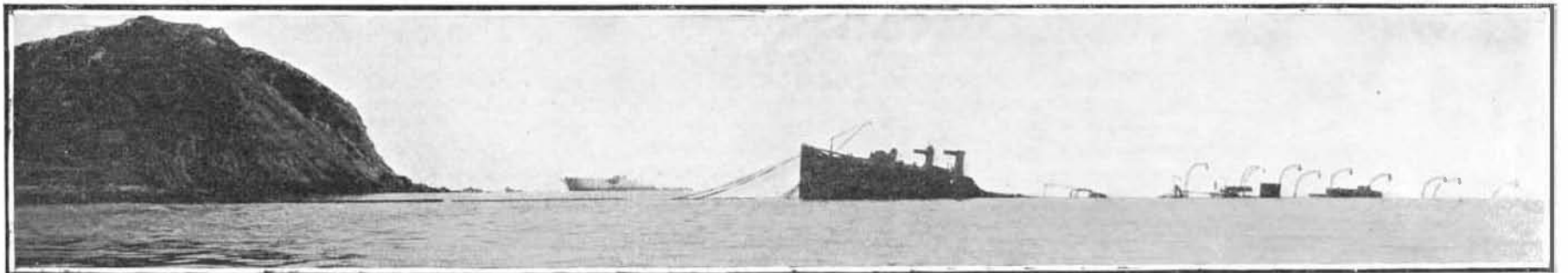
This fine battleship, built in 1902 by the Cramps of Philadelphia, was sunk in the first torpedo attack, was raised, and took a prominent part in the sortie of August 10.

Battleship "Retvizan."



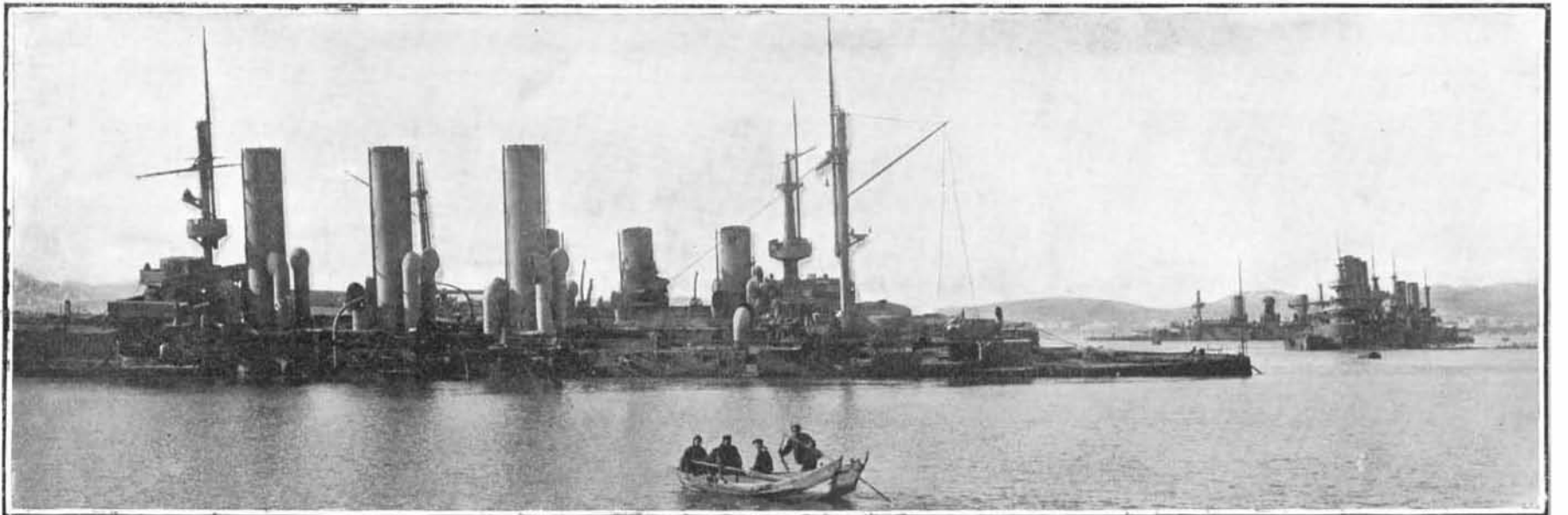
The "Poltava" is a sister to the "Petrovavlosk," blown up early in the war with Makaroff on board, and to the "Sevastopol," which was sunk by her captain in deep water.

Battleship "Poltava."



Altogether nearly two dozen vessels, big and little, were sunk by the Japanese in the endeavor to block the entrance to Port Arthur.

Entrance to Port Arthur, Looking Seaward, Showing the Sunken Merchant Vessels.



Protected cruiser "Pallada,"

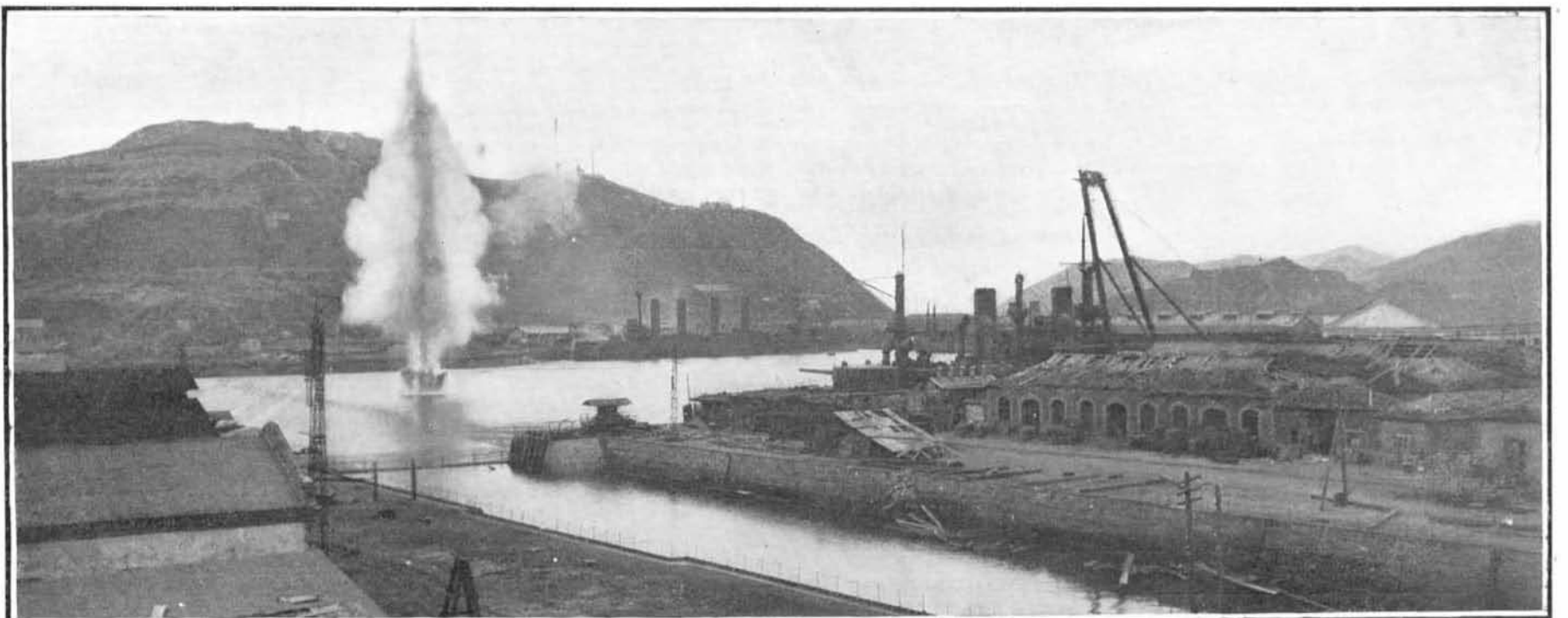
Battleship "Pobieda."

Battleship "Peresviet."

Battleship "Poltava,"
Battleship "Retvizan."

All of these ships, and the "Bayan," sunk in the inner basin, have been raised and added to the Japanese navy.

General View of Port Arthur Harbor, Showing Positions of Sunken Ships.



On the far side of the basin is the armored cruiser "Bayan." The column of water is due to the explosion of an 11-inch shell, aimed at the "Bayan," which fell short and burst below the water. Under the direction of a Japanese observer on 203-meter hill, the successive shells fell closer until they found and sunk the ship.

View of Drydock and Inner Basin at Port Arthur During the Bombardment.

RUSSIAN WARSHIPS THAT HAVE BEEN REFLOATED AND ADDED TO THE JAPANESE NAVY.