

calm, but visibility poor, not more than 3 miles at any time when the various actions were taking place, and was such that ranging and spotting were rendered difficult.

I then proceeded with 14 Destroyers of the Third Flotilla and 9 of the First Flotilla.

"*Arethusa's*" speed was about 6 knots until 7 p.m., when it was impossible to proceed any further, and fires were drawn in all boilers except two, and assistance called for.

At 9.30 p.m. Captain Wilmot S. Nicholson, of the "*Hogue*," took my ship in tow in a most seamanlike manner, and, observing that the night was pitch dark and the only lights showing were two small hand lanterns, I consider his action was one which deserves special notice from Their Lordships.

I would also specially recommend Lieutenant-Commander Arthur P. N. Thorowgood, of "*Arethusa*," for the able manner he prepared the ship for being towed in the dark.

H.M. Ship under my command was then towed to the Nore, arriving at 5 p.m. on the 29th August. Steam was then available for slow speed, and the ship was able to proceed to Chatham under her own steam.

I beg again to call attention to the services rendered by Captain W. F. Blunt, of H.M.S. "*Fearless*," and the Commanding Officers of the Destroyers of the First and Third Flotillas, whose gallant attacks on the German Cruisers at critical moments undoubtedly saved "*Arethusa*" from more severe punishment and possible capture.

I cannot adequately express my satisfaction and pride at the spirit and ardour of my Officers and Ship's Company, who carried out their orders with the greatest alacrity under the most trying conditions, especially in view of the fact that the ship, newly built, had not been 48 hours out of the Dockyard before she was in action.

It is difficult to specially pick out individuals, but the following came under my special observation:—

*H.M.S. "Arethusa."*

Lieutenant-Commander Arthur P. N. Thorowgood, First Lieutenant, and in charge of the After Control.

Lieutenant-Commander Ernest K. Arbuthnot (G.), in charge of the Fore Control.

Sub-Lieutenant Clive A. Robinson, who worked the range-finder throughout the entire action with extraordinary coolness.

Assistant Paymaster Kenneth E. Badcock, my Secretary, who attended me on the bridge throughout the entire action.

Mr. James D. Godfrey, Gunner (T.), who was in charge of the torpedo tubes.

The following men were specially noted:—

Armourer Arthur F. Hayes, O.N. 342026 (Ch.).

Second Sick Berth Steward George Trolley, O.N. M.296 (Ch.).

Chief Yeoman of Signals Albert Fox, O.N. 194656 (Po.), on fore bridge during entire action.

Chief Petty Officer Frederick W. Wrench, O.N. 158630 (Ch.) (for ready resource in extinguishing fire caused by explosion of cordite).

Private Thomas Millington, R.M.L.I., No. Ch. 17417.

Private William J. Beirne, R.M.L.I., No. Ch. 13540.

First Writer Albert W. Stone, O.N. 346080 (Po.).

I also beg to record the services rendered by the following Officers and Men of H.M. Ships under my orders:—

*H.M.S. "Fearless."*

Mr. Robert M. Taylor, Gunner, for coolness in action under heavy fire.

The following Officers also displayed great resource and energy in effecting repairs to "*Fearless*" after her return to harbour, and they were ably seconded by the whole of their staffs:—

Engineer Lieutenant-Commander Charles de F. Messervy.

Mr. William Morrissey, Carpenter.

*H.M.S. "Goshawk."*

Commander The Hon. Herbert Meade, who took his Division into action with great coolness and nerve, and was instrumental in sinking the German Destroyer "*V. 187*," and, with the boats of his Division, saved the survivors in a most chivalrous manner.

*H.M.S. "Ferret."*

Commander Geoffrey Mackworth, who, with his Division, most gallantly seconded Commander Meade, of "*Goshawk*."

*H.M.S. "Laertes."*

Lieutenant-Commander Malcolm L. Goldsmith, whose ship was seriously damaged, taken in tow, and towed out of action by "*Fearless*."

Engineer Lieutenant-Commander Alexander Hill, for repairing steering gear and engines under fire.

Sub-Lieutenant George H. Faulkner, who continued to fight his gun after being wounded.

Mr. Charles Powell, Acting Boatswain, O.N. 209388, who was gunlayer of the centre gun, which made many hits. He behaved very coolly, and set a good example when getting in tow and clearing away the wreckage after the action.

Edward Naylor, Petty Officer, Torpedo Gunner's Mate, O.N. 189136, who fired a torpedo which the Commanding Officer of "*Laertes*" reports undoubtedly hit the "*Mainz*," and so helped materially to put her out of action.

Stephen Pritchard, Stoker Petty Officer, O.N. 285152, who very gallantly dived into the cabin flat immediately after a shell had exploded there, and worked a fire hose.

Frederick Pierce, Stoker Petty Officer, O.N. 307943, who was on watch in the engine room and behaved with conspicuous coolness and resource when a shell exploded in No. 2 boiler.

*H.M.S. "Laurel."*

Commander Frank F. Rose, who most ably commanded his vessel throughout the early part of the action, and after having been wounded in both legs, remained on the bridge until 6 p.m., displaying great devotion to duty.

Lieutenant Charles R. Peploe, First Lieutenant, who took command after Commander Rose was wounded, and continued the action till its close, bringing his Destroyer out in an able and gallant manner under most trying conditions.