

Engineer Lieutenant-Commander Edward H. T. Meeson, who behaved with great coolness during the action, and steamed the ship out of action, although she had been very severely damaged by explosion of her own lyddite, by which the after funnel was nearly demolished. He subsequently assisted to carry out repairs to the vessel.

Sam Palmer, Leading Seaman (G.L. 2) O.N. 179529, who continued to fight his gun until the end of the action, although severely wounded in the leg.

Albert Edmund Sellens, Able Seaman (L.T.O.), O.N. 217245, who was stationed at the fore torpedo tubes; he remained at his post throughout the entire action, although wounded in the arm, and then rendered first aid in a very able manner before being attended to himself.

George H. Sturdy, Chief Stoker, O.N. 285547, and

Alfred Britton, Stoker Petty Officer, O.N. 289893, who both showed great coolness in putting out a fire near the centre gun after an explosion had occurred there; several lyddite shells were lying in the immediate vicinity.

William R. Boiston, Engine Room Artificer, 3rd class, O.N. M.1369, who showed great ability and coolness in taking charge of the after boiler room during the action, when an explosion blew in the after funnel and a shell carried away pipes and seriously damaged the main steam pipe.

William H. Gorst, Stoker Petty Officer, O.N. 305616.

Edward Crane, Stoker Petty Officer, O.N. 307275.

Harry Wilfred Hawkes, Stoker 1st class, O.N. K.12086.

John W. Bateman, Stoker 1st class, O.N. K.12100.

These men were stationed in the after boiler room and conducted themselves with great coolness during the action, when an explosion blew in the after funnel, and shell carried away pipes and seriously damaged the main steam pipe.

*H.M.S. "Liberty."*

The late Lieutenant-Commander Nigel K. W. Barttelot commanded the "Liberty" with great skill and gallantry throughout the action. He was a most promising and able Officer, and I consider his death is a great loss to the Navy.

Engineer Lieutenant-Commander Frank A. Butler, who showed much resource in effecting repairs during the action.

Lieutenant Henry E. Horan, First Lieutenant, who took command after the death of Lieutenant-Commander Barttelot, and brought his ship out of action in an extremely able and gallant manner under most trying conditions.

Mr. Harry Morgan, Gunner (T), who carried out his duties with exceptional coolness under fire.

Chief Petty Officer James Samuel Beadle, O.N. 171735, who remained at his post at the wheel for over an hour after being wounded in the kidneys.

John Galvin, Stoker, Petty Officer, O.N. 279946, who took entire charge, under the Engineer Officer, of the party who stopped

leaks, and accomplished his task although working up to his chest in water.

*H.M.S. "Laforey."*

Mr. Ernest Roper, Chief Gunner, who carried out his duties with exceptional coolness under fire.

I have the honour to be, Sir,

Your obedient Servant,

R. Y. TYRWHITT,

Commodore (T).

*H.M.S. "Maidstone,"*

17th October, 1914.

Sir,—In compliance with Their Lordships' directions, I have the honour to report as follows upon the services performed by Submarines since the commencement of hostilities:—

Three hours after the outbreak of war, Submarines "E.6" (Lieutenant-Commander Cecil P. Talbot), and "E.8" (Lieutenant-Commander Francis H. H. Goodhart), proceeded unaccompanied to carry out a reconnaissance in the Heligoland Bight. These two vessels returned with useful information, and had the privilege of being the pioneers on a service which is attended by some risk.

During the transportation of the Expeditionary Force the "Lurcher" and "Firedrake" and all the Submarines of the Eighth Submarine Flotilla occupied positions from which they could have attacked the High Sea Fleet, had it emerged to dispute the passage of our transports. This patrol was maintained day and night without relief, until the personnel of our Army had been transported and all chance of effective interference had disappeared.

These Submarines have since been incessantly employed on the Enemy's Coast in the Heligoland Bight and elsewhere, and have obtained much valuable information regarding the composition and movement of his patrols. They have occupied his waters and reconnoitred his anchorages, and, while so engaged, have been subjected to skilful and well executed anti-submarine tactics; hunted for hours at a time by Torpedo Craft and attacked by gunfire and torpedoes.

At midnight on the 26th August, I embarked in the "Lurcher," and, in company with "Firedrake" and Submarines "D.2," "D.8," "E.4," "E.5," "E.6," "E.7," "E.8," and "E.9" of the Eighth Submarine Flotilla, proceeded to take part in the operations in the Heligoland Bight arranged for the 28th August. The Destroyers scouted for the Submarines until nightfall on the 27th, when the latter proceeded independently to take up various positions from which they could cooperate with the Destroyer Flotillas on the following morning.

At daylight on the 28th August the "Lurcher" and "Firedrake" searched the area, through which the Battle Cruisers were to advance, for hostile Submarines, and then proceeded towards Heligoland in the wake of Submarines "E.6," "E.7," and "E.8," which were exposing themselves with the object of inducing the enemy to chase them to the westward.

On approaching Heligoland, the visibility, which had been very good to seaward, reduced