

6-inch guns put a stop to the firing, although it was impossible to locate the position of the guns owing to their being concealed amongst the trees and dense undergrowth.

After anchoring, the "Weymouth" did what was possible to assist the Monitors by bombarding at long range a position at Pemba, where a spotting and observation station was supposed to be, and by keeping down the enemy's fire at the aeroplanes. This was done very effectively.

At the same time the "Pioneer," Commander (Acting) Thomas W. Biddlecombe, R.A.N., under the orders of "Hyacinth," Captain David M. Anderson, M.V.O., engaged the defences at the Ssimba Uranga Mouth, her fire being returned until the defences were silenced.

Returning to the operations of the Monitors; fire was opened, as before stated, at 6.30 a.m., but as the "Königsberg" was out of sight it was very difficult to obtain satisfactory results, and the difficulties of the observers in the aeroplanes in marking the fall of the shots which fell amongst the trees were very great, and made systematic shooting most difficult.

There being only two aeroplanes available, considerable intervals elapsed between the departure of one and the arrival of its relief from the aerodrome 30 miles distant, and this resulted in a loss of shooting efficiency.

At 12.35 one of the aeroplanes broke down, and at 3.50 the second one also. I signalled to Captain Fullerton to move further up the river, which he did, until about 12.50 the tops of the "Königsberg's" masts were visible.

The "Königsberg" kept up a heavy fire on the Monitors until about 12.30, when her fire slackened. At 2.40 p.m. she ceased firing, having for some time limited her fire to one gun. At 3.30 p.m. the Monitors ceased fire, and retired out of the river, rejoining my Flag off Komā Island at 6 p.m. On their way out they were again attacked by the small guns from the banks.

I had returned over the bar in "Weymouth" at 12.30 p.m., and transferred to "Hyacinth" at 3.0 p.m.

The "Mersey" had four men killed and four wounded, two of whom have since died, and her foremost 6-in. gun, at which most of the casualties occurred, was put out of action. The "Severn" fortunately suffered no losses or damage.

The various ships, whalers, tugs, &c., anchored for the night off the Delta, and proceeded to their various stations for coaling, &c., the following morning.

In view of the many difficulties in the way, and the heavy and accurate fire to which the monitors were subjected, I consider that the operations on 6th July, though not a complete and final success, are creditable to Captain Fullerton and Commander Wilson.

As it was necessary to make a fresh attack on the "Königsberg" to complete her destruction, further operations were carried out on the 11th July, by which date the aeroplanes were again ready for service, and the monitors had made good certain defects and completed with coal.

I reinforced the crew of the "Severn" by Acting Sub-Lieutenant Arthur G. Mack, with six Petty Officers and men; and the crew

of the "Mersey" by Lieutenant Richard Ussher and Lieutenant Rundle B. Watson, with six Petty Officers and men. All the above were drawn from "Hyacinth."

The attack was carried out on the same lines as on the previous occasion, and the same mouth of the river was used.

The monitors crossed the bar at 11.45 a.m., followed up to the entrance by "Weymouth" and "Pyramus," the latter proceeding three miles inside, and both searching the banks. "Hyacinth" and "Pioneer" bombarded the Ssimba Uranga entrance.

On this occasion the monitors did not fire simultaneously; the "Mersey" remained under way, and fired while "Severn" moored, and ceased fire when "Severn" commenced.

The "Severn" was moored in a position 1,000 yards closer to the enemy than on the 6th July, which made her fire much more effective.

The observers in the aeroplanes, by their excellent spotting, soon got the guns on the target, and hit after hit was rapidly signalled. At 12.50 it was reported that the "Königsberg" was on fire.

As previously arranged with Captain Fullerton, as soon as they had got the situation well in hand, the monitors moved up the river, and completed the destruction of the "Königsberg" by 2.30 p.m., when I ordered them to withdraw.

The "Königsberg" is now a complete wreck, having suffered from shells, fire and explosions, several of which latter were observed.

The only casualties sustained were three men slightly wounded in the "Mersey." There were no casualties in "Severn."

By 8.0 p.m. all ships, except those detached on patrol, had returned.

I have much pleasure in bringing to the notice of their Lordships the names of the following Officers and men:—

Captain Eric J. A. Fullerton, H.M.S. "Severn."

Commander Robert A. Wilson, H.M.S. "Mersey."

Captain Denis B. Crampton, M.V.O., H.M.S. "Weymouth."

Commander The Hon. Robert O. B. Bridgeman.

Squadron Commander Robert Gordon, in command of the Air Squadron.

Flight Commander John T. Cull.

Flight Lieutenant Vivian G. Blackburn.

Flight Sub-Lieutenant Harwood J. Arnold.

Flight Lieutenant Harold E. M. Watkins.

Assistant Paymaster Harold G. Badger, H.M.S. "Hyacinth." This Officer volunteered to observe during the first attack on the "Königsberg," though he had had no previous experience of flying.

Acting Lieutenant Alan G. Bishop, Royal Marine Light Infantry, of H.M.S. "Hyacinth." This Officer volunteered to observe during the second attack on the "Königsberg," though he had had no previous experience of flying.

Air Mechanic Ebenezer Henry Alexander Boggis, Chatham 14849, who went up on the 25th April with Flight Commander Cull, and photographed the "Königsberg" at a height of 700 feet. They were heavily fired on, and the engine of the machine was badly damaged.