

fax M. Kerr); as a result of this engagement the 'Shark' was sunk.

At 6 p.m. vessels, afterwards seen to be our battle-cruisers, were sighted by 'Marlborough' bearing before the starboard beam of the battle fleet.

At the same time the Vice-Admiral Commanding, Battle-cruiser Fleet, reported to me the position of the enemy battle-cruisers, and at 6.14 p.m. reported the position of the enemy battle fleet.

At this period, when the battle fleet was meeting the battle-cruisers and the Fifth Battle Squadron, great care was necessary to ensure that our own ships were not mistaken for enemy vessels.

I formed the battle fleet in line of battle on receipt of Sir David Beatty's report, and during deployment the fleets became engaged. Sir David Beatty had meanwhile formed the battle-cruisers ahead of the battle fleet.

The divisions of the battle fleet were led by:—

The Commander-in-Chief.

Vice-Admiral Sir Cecil Burney, K.C.B., K.C.M.G.

Vice-Admiral Sir Thomas Jerram, K.C.B.

Vice-Admiral Sir Doveton Sturdee, Bt., K.C.B., C.V.O., C.M.G.

Rear-Admiral Alexander L. Duff, C.B.

Rear-Admiral Arthur C. Leveson, C.B.

Rear-Admiral Ernest F. A. Gaunt, C.M.G.

At 6.16 p.m. 'Defence' and 'Warrior' were observed passing down between the British and German Battle Fleets under a very heavy fire. 'Defence' disappeared, and 'Warrior' passed to the rear disabled.

It is probable that Sir Robert Arbuthnot, during his engagement with the enemy's light-cruisers and in his desire to complete their destruction, was not aware of the approach of the enemy's heavy ships, owing to the mist, until he found himself in close proximity to the main fleet, and before he could withdraw his ships they were caught under a heavy fire and disabled. It is not known when 'Black Prince' (Captain Thomas P. Bonham), of the same squadron, was sunk, but a wireless signal was received from her between 8 and 9 p.m.

The First Battle Squadron became engaged during deployment, the Vice-Admiral opening fire at 6.17 p.m. on a battleship of the 'Kaiser' class. The other Battle Squadrons, which had previously been firing at an enemy light-cruiser, opened fire at 6.30 p.m. on battleships of the 'Koenig' class.

At 6.6 p.m. the Rear-Admiral Commanding Fifth Battle Squadron, then in company with the battle-cruisers, had sighted the starboard wing division of the battle-fleet on the port bow of 'Barham,' and the first intention of Rear-Admiral Evan-Thomas was to form ahead of the remainder of the battle-fleet, but on realising the direction of deployment he was compelled to form astern, a manoeuvre which was well executed by the squadron under a heavy fire from the enemy battle-fleet. An accident to 'Warspite's' steering gear caused her helm to become jammed temporarily and took the ship in the direction of the enemy's line, during which time she was hit several times. Clever handling enabled Captain Edward M. Phillpotts to extricate his ship from a somewhat awkward situation.

Owing principally to the mist, but partly to the smoke, it was possible to see only a few ships at a time in the enemy's battle line. Towards the van only some four or five ships were ever visible at once. More could be seen from the rear squadron, but never more than eight to twelve.

The action between the battle-fleets lasted intermittently from 6.17 p.m. to 8.20 p.m. at ranges between 9,000 and 12,000 yards, during which time the British Fleet made alterations of course from S.E. by E. to W. in the endeavour to close. The enemy constantly turned away and opened the range under cover of destroyer attacks and smoke screens as the effect of the British fire was felt, and the alterations of course had the effect of bringing the British Fleet (which commenced the action in a position of advantage on the bow of the enemy) to a quarter bearing from the enemy battle line, but at the same time placed us between the enemy and his bases.

At 6.55 p.m. 'Iron Duke' passed the wreck of 'Invincible' (Captain Arthur L. Cay), with 'Badger' (Commander C. A. Fremantle) standing by.

During the somewhat brief periods that the ships of the High Sea Fleet were visible through the mist, the heavy and effective fire kept up by the battleships and battle-cruisers of the Grand Fleet caused me much satisfaction, and the enemy vessels were seen to be constantly hit, some being observed to haul out of the line and at least one to sink. The enemy's return fire at this period was not effective, and the damage caused to our ships was insignificant.

The Battle-cruisers in the Van.

Sir David Beatty reports:—

"At 7.6 p.m. I received a signal from you that the course of the Fleet was south. Subsequently signals were received up to 8.46 p.m. showing that the course of the Battle Fleet was to the south-westward.

"Between 7 and 7.12 p.m. we hauled round gradually to S.W. by S. to regain touch with the enemy, and at 7.14 p.m. again sighted them at a range of about 15,000 yards. The ships sighted at this time were two battle-cruisers and two battleships, apparently of the 'Koenig' class. No doubt more continued the line to the northward, but that was all that could be seen. The visibility having improved considerably as the sun descended below the clouds, we re-engaged at 7.17 p.m. and increased speed to 22 knots. At 7.32 p.m. my course was S.W., speed 18 knots, the leading enemy battleship bearing N.W. by W. Again, after a very short time, the enemy showed signs of punishment, one ship being on fire, while another appeared to drop right astern. The destroyers at the head of the enemy's line emitted volumes of grey smoke, covering their capital ships as with a pall, under cover of which they turned away, and at 7.45 p.m. we lost sight of them.

"At 7.58 p.m. I ordered the First and Third Light-cruiser Squadrons to sweep to the westward and locate the head of the enemy's line, and at 8.20 p.m. we altered course to west in support. We soon located two battle-cruisers and battleships, and were heavily engaged at a short range of about 10,000 yards. The leading ship was hit re-