

peatedly by 'Lion,' and turned away eight points, emitting very high flames and with a heavy list to port. 'Princess Royal' set fire to a three-funnelled battleship. 'New Zealand' (Captain John F. E. Green) and 'Indomitable' report that the third ship, which they both engaged, hauled out of the line, heeling over and on fire. The mist which now came down enveloped them, and 'Falmouth' reported they were last seen at 8.38 p.m. steaming to the westward.

"At 8.40 p.m. all our battle-cruisers felt a heavy shock as if struck by a mine or torpedo, or possibly sunken wreckage. As, however, examination of the bottoms reveals no sign of such an occurrence, it is assumed that it indicated the blowing up of a great vessel.

"I continued on a south-westerly course with my light cruisers spread until 9.24 p.m. Nothing further being sighted, I assumed that the enemy were to the north-westward, and that we had established ourselves well between him and his base. 'Minotaur' (Captain Arthur C. S. H. D'Aeth) was at this time bearing north 5 miles, and I asked her the position of the leading battle squadron of the Battle Fleet. Her reply was that it was not in sight, but was last seen bearing N.N.E. I kept you informed of my position, course, and speed, also of the bearing of the enemy.

"In view of the gathering darkness, and the fact that our strategical position was such as to make it appear certain that we should locate the enemy at daylight under most favourable circumstances, I did not consider it desirable or proper to close the enemy Battle Fleet during the dark hours. I therefore concluded that I should be carrying out your wishes by turning to the course of the Fleet, reporting to you that I had done so."

#### *Details of Battle-fleet Action.*

As was anticipated, the German Fleet appeared to rely very much on torpedo attacks, which were favoured by the low visibility and by the fact that we had arrived in the position of a "following" or "chasing" fleet. A large number of torpedoes were apparently fired, but only one took effect (on 'Marlborough'), and even in this case the ship was able to remain in the line and to continue the action. The enemy's efforts to keep out of effective gun range were aided by the weather conditions, which were ideal for the purpose. Two separate destroyer attacks were made by the enemy.

The First Battle Squadron, under Vice-Admiral Sir Cecil Burney, came into action at 6.17 p.m. with the enemy's Third Battle Squadron, at a range of about 11,000 yards, and administered severe punishment, both to the battleships and to the battle-cruisers and light-cruisers, which were also engaged. The fire of 'Marlborough' (Captain George P. Ross) was particularly rapid and effective. This ship commenced at 6.17 p.m. by firing seven salvos at a ship of the 'Kaiser' class, then engaged a cruiser, and again a battleship, and at 6.54 she was hit by a torpedo and took up a considerable list to starboard, but reopened at 7.3 p.m. at a cruiser and at 7.12 p.m. fired fourteen rapid salvos at a ship of the 'Koenig' class, hitting her frequently until she turned out of

the line. The manner in which this effective fire was kept up in spite of the disadvantages due to the injury caused by the torpedo was most creditable to the ship and a very fine example to the squadron.

The range decreased during the course of the action to 9,000 yards. The First Battle Squadron received more of the enemy's return fire than the remainder of the battle-fleet, with the exception of the Fifth Battle Squadron. 'Colossus' (Captain Alfred D. P. R. Pound) was hit but was not seriously damaged, and other ships were straddled with fair frequency.

In the Fourth Battle Squadron—in which squadron my flagship 'Iron Duke' was placed—Vice-Admiral Sir Doveton Sturdee leading one of the divisions—the enemy engaged was the squadron consisting of 'Koenig' and 'Kaiser' class and some of the battle-cruisers, as well as disabled cruisers and light-cruisers. The mist rendered range-taking a difficult matter, but the fire of the squadron was effective. 'Iron Duke,' having previously fired at a light-cruiser between the lines, opened fire at 6.30 p.m. on a battleship of the 'Koenig' class at a range of 12,000 yards. The latter was very quickly straddled, and hitting commenced at the second salvo and only ceased when the target ship turned away. The rapidity with which hitting was established was most creditable to the excellent gunnery organisation of the flagship, so ably commanded by my Flag Captain, Captain Frederic C. Dreyer.

The fire of other ships of the squadron was principally directed at enemy battle-cruisers and cruisers as they appeared out of the mist. Hits were observed to take effect on several ships.

The ships of the Second Battle Squadron, under Vice-Admiral Sir Thomas Jerram, were in action with vessels of the 'Kaiser' or 'Koenig' classes between 6.30 and 7.20 p.m., and fired also at an enemy battle-cruiser which had dropped back apparently severely damaged.

During the action between the battle fleets the Second Cruiser Squadron, ably commanded by Rear-Admiral Herbert L. Heath, M.V.O., with the addition of 'Duke of Edinburgh' (Captain Henry Blackett) of the First Cruiser Squadron, occupied a position at the van, and acted as a connecting link between the battle fleet and the battle-cruiser fleet. This squadron, although it carried out useful work, did not have an opportunity of coming into action.

The attached cruisers 'Boadicea' (Captain Louis C. S. Woolcombe, M.V.O.), 'Active' (Captain Percy Withers), 'Blanche' (Captain John M. Casement), and 'Bellona' (Captain Arthur B. S. Dutton) carried out their duties as repeating-ships with remarkable rapidity and accuracy under difficult conditions.

The Fourth Light-cruiser Squadron, under Commodore Charles E. Le Mesurier, occupied a position in the van until ordered to attack enemy destroyers at 7.20 p.m., and again at 8.18 p.m., when they supported the Eleventh Flotilla, which had moved out under Commodore James R. P. Hawksley, M.V.O., to attack. On each occasion the Fourth Light-cruiser Squadron was very well handled by Commodore Le Mesurier, his captains giving him excellent support, and their object was