

afforded by No. 3 Shed, such rushes taking place as far as possible in the intervals between the enemy's bursts of fire.

82. *The Demolition or C Company.*—This company was under the orders of Lieutenant Cecil C. Dickinson ("Resolution"), and was divided into three parties, Nos. 1 and 3 consisting of Sub-Lieutenant Felix E. Chevallier ("Iron Duke") and twenty-nine ratings in the "Daffodil," and No. 2 of Lieutenant Dickinson and twenty-one ratings in the "Vindictive." Twenty-two rank and file, R.M.L.I., were attached for the transport of the explosive equipment.

83. Lieutenant Dickinson and No. 2 party landed after the Naval Storming Parties and assembled on the pathway of the parapet, which became somewhat crowded before the scaling ladders could be got into position to enable the men to descend on to the Mole. No. 2 party then proceeded to No. 3 Shed. The heavy fire from the destroyers alongside the Mole prevented any advance towards the shore, and the demolition of this shed was therefore impracticable; charges were, however, placed and everything prepared in case an opportunity for its destruction occurred. An attempt was made to place a charge alongside the destroyers, but was repulsed by their fire. Some bombs were therefore thrown on board. The enemy's shell fire at this portion of the Mole became very heavy, and the recall being sounded the party re-embarked under the conditions related in para. 81.

84. The demolition party was on the Mole about 55 minutes, and it was solely on account of the proximity of our own storming parties that no destruction took place. This party, ably led by Lieutenant Dickinson, behaved in a most cool and undisturbed manner both during the approach (when they suffered severely) and on the Mole. After returning on board the extra explosives, etc., were jettisoned, as they were then only a danger to the ship. The preparation of the demolition scheme and organisation of the company for carrying it out was very efficiently planned by Lieutenant-Commander Francis H. Sandford, D.S.O., borne for special service on my Staff.

85. *Experimental Party.*—The account of the attack on the Mole would not be complete without reference to the contribution in officers and men made by a detachment from the Admiralty Experimental Station at Stratford, and the work done by them. This detachment was commanded by Lieutenant Graham S. Hewett, R.N.V.R., with Lieutenant A. L. Eastlake, R.E., second-in-command. It contributed thirty-four men, all volunteers, for the working of the fixed and portable flame-throwers, phosphorus grenades, etc., either on board "Vindictive," "Iris II.," and "Daffodil," or with the various naval and marine parties landed on the Mole. The fixed flame-throwers in "Vindictive" were put out of action by enemy shell fire. The portable ones accompanied the seaman and marine landing parties, the personnel of the experimental party sharing the difficulties and dangers of the assault. Lieutenant Hewett specially mentions Air-Mechanics W. H. Gough and W. G. Ryan for good service during the attack on the Mole.

86. *Destruction of Viaduct.*—The object of this part of the attack on the Mole was to prevent reinforcements from the land passing on to the Mole during the operations. It was pro-

posed to do this by exploding one or two old submarines in contact with the iron piers and cross-ties of the viaduct. It was calculated that a C class submarine at a speed of 6 knots would penetrate the light bracing of the piers up to her conning tower.

87. To enable the submarine to be abandoned and continue her course automatically, C. 1 and C. 3 were fitted with gyro-control. A picket boat was provided for the escape of the crew, and each submarine had two motor skiffs, they also carried a light scaling ladder each, so that in case all other means of rescue failed, they might climb on to the Viaduct and escape along it from the effects of the explosion. Exploding charges, primers, battery and switch gear were devised and fitted. These three craft were towed by T.B.D.s "Trident" and "Mansfield" to certain positions, whence they proceeded under their own power.

88. Submarine C. 3 (Lieutenant Richard D. Sandford) proceeded on the courses laid down, and duly sighted the viaduct right ahead, distance about a mile and a half. Shortly after this, by the light of star shell, fire was opened on C. 3, apparently from 4-inch guns, but was not long maintained. When the viaduct was about half a mile off, a flare on the far side silhouetted the Mole and viaduct, which appeared about two points on the port bow. Two searchlights were then switched on to C. 3, and off again, possibly in order that the submarine might run into the viaduct and be caught. By this time the viaduct was clearly visible. One hundred yards away, course was altered to ensure striking the viaduct exactly at right-angles. C. 3 struck exactly between two rows of piers at a speed of nine and a half knots, riding up on to the horizontal girders of the viaduct, and raising the hull bodily about two feet; she penetrated up to the conning tower.

89. The crew having mustered on deck before the collision, lowered and manned the skiff. The fuses were then ignited, and the submarine abandoned, the skiff's course being set to the westward against the current. Her propeller having been damaged, oars had to be used. Immediately the skiff left the submarine, the two searchlights were switched on, and fire was opened with machine guns, rifles, and pom-poms, the viaduct being lined with riflemen firing under the wind screen, and the houses on the inner end of the Mole opening on her with pom-poms. The boat was holed many times, but was kept afloat by special pumps which had been fitted. Mr. Sandford (twice) and two of the crew were wounded at this time. As only slow progress could be made against the current, the charge exploded when the skiff was but two or three hundred yards from the viaduct. The explosion appeared to have great effect, much débris falling into the water around. Both searchlights immediately went out, and firing became spasmodic. The picket boat was then sighted, and the skiff's crew taken on board, the wounded being finally transferred to the T.B.D. "Phœbe." Mr. Sandford describes the behaviour of all his crew as splendid, and worthy of the high traditions of the submarine service. He selects his next in command, Lieutenant John H. Price, D.S.C., R.N.R., for mention, and states that his assistance was invaluable, and his conduct in a position of extreme danger exemplary. To this modest