

Hugh A. Littleton, R.N.V.R.), which was lying near. Although crowded and holed in two or three places, the cutter was got away without confusion, due to the exertions of Lieutenant George A. Belben ("Penelope"), Commander Sneyd and Lieutenant Francis J. Lambert ("Sir John Moore") being at this time disabled by gas.

95. "*Intrepid*" (Lieutenant Stuart S. Bonham-Carter, "Emperor of India").—This ship had been unable to get rid of her spare watch of stokers, owing at first to the delay in her motor launch getting alongside, and apparently to the disinclination of the surplus crew to miss the coming fight. She therefore proceeded to the canal with 87 officers and men on board instead of 54. On approaching the Mole she came under heavy shrapnel fire. She rounded the lighthouse and, directed by "Thetis," aground on her port hand, steered for the canal, very few enemy guns firing at her, as they were concentrated on the Mole—doubtless at "Vindictive"—and on "Thetis." On reaching his position in the canal, Lieutenant Bonham-Carter went full speed ahead with the starboard engine and full speed astern with the port helm hard a starboard. He then waited for the crew to get into the boats, but finding the ship was making stern way he had to blow the sinking charges before the steaming party could get out of the engine-room. Engineer Sub-Lieutenant Edgar V. Meikle, with his men, got into a cutter, of which he took charge, proceeding out past the "Thetis" till picked up by motor launch. Another cutter was picked up by the T.B.D. "Whirlwind," and the skiff by M.L. 282. With the two officers and four petty officers Lieutenant Bonham-Carter launched a Carley raft and went down the canal until picked up by motor launch 282. This motor launch came right into the canal under the stern of the "*Iphigenia*"—the next blocking ship—under a heavy fire. She was commanded by Lieutenant Percy T. Dean, R.N.V.R., whose conduct Lieutenant Bonham-Carter describes as "simply magnificent." I have had the pleasure of recommending this officer to their Lordships for promotion, and I consider his gallant conduct is well worthy of the Victoria Cross. With the exception of Stoker Petty Officer Harold L. Palliser (O.N. 226201), who was killed while in the motor launch by a machine gun, the whole crew got away. Lieutenant Bonham-Carter reports the exceptionally fine behaviour of the whole of his crew—deck and engine-room alike—and specially mentions Lieutenant Alan Cory-Wright ("Ramillies"), Sub-Lieutenant Dudley A. Babb ("Sarpidon"), and Engineer Sub-Lieutenant Meikle. In another letter I have recommended Lieutenant Bonham-Carter and the two last-named officers for promotion. I may say here that I regarded the chances of escape from any of the blocking ships as very slender, and this was well known to those who so readily volunteered for this hazardous service and to the volunteer crews of the motor launches who ran equal risks in their work of rescue.

96. "*Iphigenia*" (Lieutenant Edward W. Billyard-Leake, "Fearless").—This ship, like the preceding one, did not discharge all her engine-room ratings, because some managed to avoid it in order to take part in the fight, and they therefore joined up with the rest of the crew. The "*Iphigenia*" was the third and last of the Zeebrugge blockers to undertake her

duty, and it is no disparagement to the predecessors, who made her task the easier by their example, to say that she was, as I believe, completely successful. On approaching the Mole she came under shrapnel fire, and was lighted up by two searchlights on the western (or land) end of the Mole, and by flares, these latter being rendered useless to the enemy by the smoke-screen, and facilitating navigation for the attacker. On rounding the lighthouse the "*Iphigenia*" went full speed, a star shell showing up the "*Intrepid*" headed for the canal and the "Thetis" aground. As she approached "Thetis" that ship showed a green light on her starboard side which enabled Lieutenant Billyard-Leake to find the canal entrance. The ship was now hit twice on the starboard side, one shell cutting the siren steam-pipe and enveloping the fore part of the ship in steam.

97. As "*Iphigenia*" approached the canal entrance it became obscured by smoke, and her captain found that she was heading for the western pier. Going full speed astern he brought his ship in between a dredger and a barge, severing them. He then went ahead with his starboard engine and drove the barge into the canal. When clear of the barge he went ahead with both engines. Seeing that the "*Intrepid*" had grounded on the western bank of the canal, with a gap between her and the eastern bank, he steered to close the gap, and collided with the port bow of "*Intrepid*." He then rang the alarm-gong to signify the imminent blowing of the sinking charges, but finding that he was not completely blocking the channel he telegraphed to the engine-room to go astern, which was done. As soon as his ship was clear he sent Lieutenant Philip E. Vaux ("Marvel"), the First Lieutenant, to the engine-room with an order to go ahead, which was promptly obeyed. The entire entrance was then covered in smoke. As soon as he considered the ship had headway, he put the port engine astern, the starboard ahead, and his helm hard-a-starboard, and grounded on the eastern bank. He then abandoned ship and fired his charges, which all exploded. The company left the ship in one cutter, as the other one was badly damaged. While in the cutter the crew came under more shrapnel and machine-gun fire, which caused some casualties. When trying to pull clear of the ship, M.L. 282 (Lieutenant Percy T. Dean, R.N.V.R., whose conduct in rescuing the officers and men from the "*Intrepid*" has already been described) was sighted across the "*Iphigenia*'s" bows, and the cutter pulled to her. The majority of the crew got into the motor launch, which then went astern. The cutter also pulled round the stern of the ship and the launch took the rest on board, except three, one of whom was killed. The cutter was made fast to the stem of the motor launch, which went out of the harbour stern first at full speed. Lieutenant Billyard-Leake reports that this motor launch was entirely responsible for saving the survivors from the "*Iphigenia*." Heavy machine-gun fire was concentrated on her while on passage out, at which time Sub-Lieutenant Maurice C. H. Lloyd, D.S.C. ("Dominion"), was mortally, and Lieutenant James C. Keith Wright, R.N.V.R., of M.L. 416, dangerously wounded, and two of the motor launch's crew of four killed. I trust that the Lords Commissioners, who have so many claims to judge, will consider that this recital of the part played by the "*Iphigenia*" well justifies my mention of