

During the heavy weather of the ensuing night the tow parted twice, but was re-secured. The two struggled on together until 1 p.m. 1st June, when 'Onslow' was transferred to tugs. I consider the performances of these two destroyers to be gallant in the extreme, and I am recommending Lieutenant-Commander J. C. Tovey, of 'Onslow,' and Lieutenant-Commander L. R. Palmer, of 'Defender,' for special recognition. 'Onslow' was possibly the destroyer referred to by the Rear-Admiral Commanding 3rd Light Cruiser Squadron as follows:—'Here I should like to bring to your notice the action of a destroyer (name unknown) which we passed close in a disabled condition soon after 6 p.m. She apparently was able to struggle ahead again, and made straight for the 'Derfflinger' to attack her.'"

*Proceedings of Battle Fleet and Third Battle Cruiser Squadron.*

On receipt of the information that the enemy had been sighted, the British Battle Fleet, with its accompanying cruiser and destroyer force, proceeded at full speed on a S.E. by S. course to close the Battle-cruiser Fleet. During the two hours that elapsed before the arrival of the Battle Fleet on the scene the steaming qualities of the older battleships were severely tested. Great credit is due to the engine-room departments for the manner in which they, as always, responded to the call, the whole Fleet maintaining a speed in excess of the trial speeds of some of the older vessels.

The Third Battle-cruiser Squadron, commanded by Rear-Admiral the Hon. Horace L. A. Hood, C.B., M.V.O., D.S.O., which was in advance of the Battle Fleet, was ordered to reinforce Sir David Beatty. At 5.30 p.m. this squadron observed flashes of gunfire and heard the sound of guns to the south-westward. Rear-Admiral Hood sent the 'Chester' (Captain Robert N. Lawson) to investigate, and this ship engaged three or four enemy light-cruisers at about 5.45 p.m. The engagement lasted for about twenty minutes, during which period Captain Lawson handled his vessel with great skill against heavy odds, and, although the ship suffered considerably in casualties, her fighting and steaming qualities were unimpaired, and at about 6.5 p.m. she rejoined the Third Battle-cruiser Squadron.

The Third Battle-cruiser Squadron had turned to the north-westward, and at 6.10 p.m. sighted our battle-cruisers, the squadron taking station ahead of the 'Lion' at 6.21 p.m. in accordance with the orders of the Vice-Admiral Commanding Battle-cruiser Fleet. He reports as follows:—

"I ordered them to take station ahead, which was carried out magnificently, Rear-Admiral Hood bringing his squadron into action ahead in a most inspiring manner, worthy of his great naval ancestors. At 6.25 p.m. I altered course to the E.S.E. in support of the Third Battle-cruiser Squadron, who were at this time only 8,000 yards from the enemy's leading ship. They were pouring a hot fire into her and caused her to turn to the westward of south. At the same time I made a report to you of the bearing and distance of the enemy battle-fleet.

"By 6.50 p.m. the battle-cruisers were clear of our leading battle squadron then bearing about N.N.W. 3 miles, and I ordered the Third Battle-cruiser Squadron to prolong the line astern and reduced to 18 knots. The visibility at this time was very indifferent, not more than 4 miles, and the enemy ships were temporarily lost sight of. It is interesting to note that after 6 p.m., although the visibility became reduced, it was undoubtedly more favourable to us than to the enemy. At intervals their ships showed up clearly, enabling us to punish them very severely and establish a definite superiority over them. From the report of other ships and my own observation it was clear that the enemy suffered considerable damage, battle-cruisers and battleships alike. The head of their line was crumpled up, leaving battleships as targets for the majority of our battle-cruisers. Before leaving us the Fifth Battle Squadron was also engaging battleships. The report of Rear-Admiral Evan-Thomas shows that excellent results were obtained, and it can be safely said that his magnificent squadron wrought great execution.

"From the report of Rear-Admiral T. D. W. Napier, M.V.O., the Third Light-cruiser Squadron, which had maintained its station on our starboard bow well ahead of the enemy, at 6.25 p.m. attacked with the torpedo 'Falmouth' (Captain John D. Edwards) and 'Yarmouth' (Captain Thomas D. Pratt) both fired torpedoes at the leading enemy battle-cruiser, and it is believed that one torpedo hit, as a heavy underwater explosion was observed. The Third Light-cruiser Squadron then gallantly attacked the heavy ships with gunfire, with impunity to themselves, thereby demonstrating that the fighting efficiency of the enemy had been seriously impaired. Rear-Admiral Napier deserves great credit for his determined and effective attack. 'Indomitable' (Captain Francis W. Kennedy) reports that about this time one of the 'Derfflinger' class fell out of the enemy's line."

Meanwhile, at 5.45 p.m., the report of guns had become audible to me, and at 5.55 p.m. flashes were visible from ahead round to the starboard beam, although in the mist no ships could be distinguished, and the position of the enemy's battle fleet could not be determined. The difference in estimated position by "reckoning" between 'Iron Duke' (Captain Frederic C. Dreyer, C.B.) and 'Lion,' which was inevitable under the circumstances, added to the uncertainty of the general situation.

Shortly after 5.55 p.m. some of the cruisers ahead, under Rear-Admirals Herbert L. Heath, M.V.O., and Sir Robert Arbuthnot, Bt., M.V.O., were seen to be in action, and reports received show that 'Defence,' flagship (Captain Stanley V. Ellis), and 'Warrior' (Captain Vincent B. Molteno), of the First Cruiser Squadron, engaged an enemy light-cruiser at this time. She was subsequently observed to sink.

At 6 p.m. 'Canterbury' (Captain Percy M. R. Roysds), which ship was in company with the Third Battle Cruiser Squadron, had engaged enemy light-cruisers which were firing heavily on the torpedo-boat destroyer 'Shark' (Commander Loftus W. Jones), 'Acasta' (Lieutenant-Commander John O. Barron), and 'Christopher' (Lieutenant-Commander Fair-