



SUPPLEMENT  
TO  
**The London Gazette**

Of TUESDAY, the 2nd of MARCH, 1915.

**Published by Authority.**

*The Gazette is registered at the General Post Office for transmission by Inland Post as a newspaper. The postage rate to places within the United Kingdom is one halfpenny for each copy. For places abroad the rate is a halfpenny for every 2 ounces, except in the case of Canada, to which the rate, by Canadian Magazine Post, is a penny for every pound or fraction of a pound.*

WEDNESDAY, 3 MARCH, 1915.

*Admiralty, 3rd March, 1915.*

The following despatch has been received from Vice-Admiral Sir F. C. Doveton Sturdee, K.C.B., C.V.O., C.M.G., reporting the action off the Falkland Islands on Tuesday, the 8th of December, 1914:—

*Invincible at Sea,  
December 19th, 1914.*

SIR,

I have the honour to forward a report on the action which took place on 8th December, 1914, against a German Squadron off the Falkland Islands.

I have the honour to be, Sir,  
Your obedient Servant,  
F. C. D. STURDEE,  
Vice-Admiral, Commander-in-Chief.

The Secretary, Admiralty.

(A.)—PRELIMINARY MOVEMENTS.

The squadron, consisting of H.M. ships "Invincible," flying my flag, Flag Captain Percy T. H. Beamish; "Inflexible," Captain Richard F. Phillimore; "Carnarvon," flying the flag of Rear-Admiral Archibald P. Stoddart, Flag Captain Harry L. d'E. Skipwith; "Cornwall," Captain Walter M. Ellerton; "Kent," Captain John D. Allen; "Glasgow," Captain John Luce; "Bristol," Captain Basil H. Fanshawe; and "Macedonia," Captain Bertram S. Evans; arrived at Port Stanley, Falkland Islands, at 10.30 a.m. on Monday, the 7th December, 1914. Coaling was commenced at once, in order that the ships should be ready to resume the search for the enemy's squadron the next evening, the 8th December.

At 8 a.m. on Tuesday, the 8th December, a signal was received from the signal station on shore:—

"A four-funnel and two-funnel man-of-war in sight from Sapper Hill, steering northwards."

At this time, the positions of the various ships of the squadron were as follows:—

"Macedonia": At anchor as look-out ship.

- (A.)—Preliminary Movements.
- (B.)—Action with the Armoured Cruisers.
- (C.)—Action with the Light Cruisers.
- (D.)—Action with the Enemy's Transports.

"Kent" (guard ship): At anchor in Port William.

"Invincible" and "Inflexible": In Port William.

"Carnarvon": In Port William.

"Cornwall": In Port William.

"Glasgow": In Port Stanley.

"Bristol": In Port Stanley.

The "Kent" was at once ordered to weigh, and a general signal was made to raise steam for full speed.

At 8.20 a.m. the signal station reported another column of smoke in sight to the southward, and at 8.45 a.m. the "Kent" passed down the harbour and took up a station at the entrance.

The "Canopus," Captain Heathcoat S. Grant, reported at 8.47 a.m. that the first two ships were 8 miles off, and that the smoke reported at 8.20 a.m. appeared to be the smoke of two ships about 20 miles off.

At 8.50 a.m. the signal station reported a further column of smoke in sight to the southward.

The "Macedonia" was ordered to weigh anchor on the inner side of the other ships, and await orders.

At 9.20 a.m. the two leading ships of the enemy ("Gneisenau" and "Nürnberg"), with guns trained on the wireless station, came within range of the "Canopus," who opened fire at them across the low land at a range of 11,000 yards. The enemy at once hoisted their colours and turned away. At this time the masts and smoke of the enemy were visible from the upper bridge of the "Invincible" at a range of approximately 17,000 yards across the low land to the south of Port William.

A few minutes later the two cruisers altered course to port, as though to close the "Kent" at the entrance to the harbour, but about this time it seems that the "Invincible" and "Inflexible" were seen over the land, as the enemy at once altered course and increased speed to join their consorts.

The "Glasgow" weighed and proceeded at 9.40 a.m. with orders to join the "Kent" and observe the enemy's movements.

At 9.45 a.m. the squadron—less the "Bristol"—weighed, and proceeded out of harbour in the following order:—"Carnarvon," "Inflexible," "Invincible," and "Cornwall." On passing Cape Pembroke Light, the five ships of the enemy appeared clearly in sight to the south-east, hull down. The visibility was at its maximum, the sea was calm, with a bright sun, a clear sky, and a light breeze from the north-west.

At 10.20 a.m. the signal for a general chase was made. The battle cruisers quickly passed ahead of the "Carnarvon" and overtook the "Kent." The "Glasgow" was ordered to keep two miles from the "Invincible," and the "Inflexible" was stationed on the starboard quarter of the flagship. Speed was eased to 20 knots at 11.15 a.m. to enable the other cruisers to get into station.

At this time the enemy's funnels and bridges showed just above the horizon.

Information was received from the "Bristol" at 11.27 a.m. that three enemy ships had appeared off Port Pleasant, probably col-

liers or transports. The "Bristol" was therefore directed to take the "Macedonia" under his orders and destroy transports.

The enemy were still maintaining their distance, and I decided, at 12.20 p.m., to attack with the two battle cruisers and the "Glasgow."

At 12.47 p.m. the signal to "Open fire and engage the enemy" was made.

The "Inflexible" opened fire at 12.55 p.m. from her fore turret at the right-hand ship of the enemy, a light cruiser; a few minutes later the "Invincible" opened fire at the same ship.

The deliberate fire from a range of 16,500 to 15,000 yards at the right-hand light cruiser, who was dropping astern, became too threatening, and when a shell fell close alongside her at 1.20 p.m. she (the "Leipzig") turned away, with the "Nürnberg" and "Dresden" to the south-west. These light cruisers were at once followed by the "Kent," "Glasgow," and "Cornwall," in accordance with my instructions.

The action finally developed into three separate encounters, besides the subsidiary one dealing with the threatened landing.

#### (B.)—ACTION WITH THE ARMoured CRUISERS.

The fire of the battle cruisers was directed on the "Scharnhorst" and "Gneisenau." The effect of this was quickly seen, when at 1.25 p.m., with the "Scharnhorst" leading, they turned about 7 points to port in succession into line ahead and opened fire at 1.30 p.m. Shortly afterwards speed was eased to 24 knots, and the battle cruisers were ordered to turn together, bringing them into line ahead, with the "Invincible" leading.

The range was about 13,500 yards at the final turn, and increased, until, at 2 p.m., it had reached 16,450 yards.

The enemy then (2.10 p.m.) turned away about 10 points to starboard and a second chase ensued, until, at 2.45 p.m., the battle cruisers again opened fire; this caused the enemy, at 2.53 p.m., to turn into line ahead to port and open fire at 2.55 p.m.

The "Scharnhorst" caught fire forward, but not seriously, and her fire slackened perceptibly; the "Gneisenau" was badly hit by the "Inflexible."

At 3.30 p.m. the "Scharnhorst" led round about 10 points to starboard; just previously her fire had slackened perceptibly, and one shell had shot away her third funnel; some guns were not firing, and it would appear that the turn was dictated by a desire to bring her starboard guns into action. The effect of the fire on the "Scharnhorst" became more and more apparent in consequence of smoke from fires, and also escaping steam; at times a shell would cause a large hole to appear in her side, through which could be seen a dull red glow of flame. At 4.4 p.m. the "Scharnhorst," whose flag remained flying to the last, suddenly listed heavily to port, and within a minute it became clear that she was a doomed ship; for the list increased very rapidly until she lay on her beam ends, and at 4.17 p.m. she disappeared.

The "Gneisenau" passed on the far side of her late flagship, and continued a determined but ineffectual effort to fight the two battle cruisers.

At 5.8 p.m. the forward funnel was knocked over and remained resting against the second funnel. She was evidently in serious straits, and her fire slackened very much.

At 5.15 p.m. one of the "Gneisenau's" shells struck the "Invincible"; this was her last effective effort.

At 5.30 p.m. she turned towards the flagship with a heavy list to starboard, and appeared stopped, with steam pouring from her escape-pipes, and smoke from shell and fires rising everywhere. About this time I ordered the signal "Cease fire," but before it was hoisted the "Gneisenau" opened fire again, and continued to fire from time to time with a single gun.

At 5.40 p.m. the three ships closed in on the "Gneisenau," and, at this time, the flag flying at her fore truck was apparently hauled down, but the flag at the peak continued flying.

At 5.50 p.m. "Cease fire" was made.

At 6 p.m. the "Gneisenau" heeled over very suddenly, showing the men gathered on her decks and then walking on her side as she lay for a minute on her beam ends before sinking.

The prisoners of war from the "Gneisenau" report that, by the time the ammunition was expended, some 600 men had been killed and wounded. The surviving officers and men were all ordered on deck and told to provide themselves with hammocks and any articles that could support them in the water.

When the ship capsized and sank there were probably some 200 unwounded survivors in the water, but, owing to the shock of the cold water, many were drowned within sight of the boats and ship.

Every effort was made to save life as quickly as possible, both by boats and from the ships; life-buoys were thrown and ropes lowered, but only a proportion could be rescued. The "Invincible" alone rescued 108 men, fourteen of whom were found to be dead after being brought on board; these men were buried at sea the following day with full military honours.

#### (C).—ACTION WITH THE LIGHT CRUISERS.

At about 1 p.m., when the "Scharnhorst" and "Gneisenau" turned to port to engage the "Invincible" and "Inflexible," the enemy's light cruisers turned to starboard to escape; the "Dresden" was leading and the "Nürnberg" and "Leipzig" followed on each quarter.

In accordance with my instructions, the "Glasgow," "Kent," and "Cornwall" at once went in chase of these ships; the "Carnarvon," whose speed was insufficient to overtake them, closed the battle cruisers.

The "Glasgow" drew well ahead of the "Cornwall" and "Kent," and, at 3 p.m., shots were exchanged with the "Leipzig" at 12,000 yards. The "Glasgow's" object was to endeavour to outrange the "Leipzig" with

her 6-inch guns and thus cause her to alter course and give the "Cornwall" and "Kent" a chance of coming into action.

At 4.17 p.m. the "Cornwall" opened fire, also on the "Leipzig."

At 7.17 p.m. the "Leipzig" was on fire fore and aft, and the "Cornwall" and "Glasgow" ceased fire.

The "Leipzig" turned over on her port side and disappeared at 9 p.m. Seven officers and eleven men were saved.

At 3.36 p.m. the "Cornwall" ordered the "Kent" to engage the "Nürnberg," the nearest cruiser to her.

Owing to the excellent and strenuous efforts of the engine room department, the "Kent" was able to get within range of the "Nürnberg" at 5 p.m. At 6.35 p.m. the "Nürnberg" was on fire forward and ceased firing. The "Kent" also ceased firing and closed to 3,300 yards; as the colours were still observed to be flying in the "Nürnberg," the "Kent" opened fire again. Fire was finally stopped five minutes later on the colours being hauled down, and every preparation was made to save life. The "Nürnberg" sank at 7.27 p.m., and, as she sank, a group of men were waving a German ensign attached to a staff. Twelve men were rescued, but only seven survived.

The "Kent" had four killed and twelve wounded, mostly caused by one shell.

During the time the three cruisers were engaged with the "Nürnberg" and "Leipzig," the "Dresden," who was beyond her consorts, effected her escape owing to her superior speed. The "Glasgow" was the only cruiser with sufficient speed to have had any chance of success. However, she was fully employed in engaging the "Leipzig" for over an hour before either the "Cornwall" or "Kent" could come up and get within range. During this time the "Dresden" was able to increase her distance and get out of sight.

The weather changed after 4 p.m., and the visibility was much reduced; further, the sky was overcast and cloudy, thus assisting the "Dresden" to get away unobserved.

#### (D).—ACTION WITH THE ENEMY'S TRANSPORTS.

A report was received at 11.27 a.m. from H.M.S. "Bristol" that three ships of the enemy, probably transports or colliers, had appeared off Port Pleasant. The "Bristol" was ordered to take the "Macedonia" under his orders and destroy the transports.

H.M.S. "Macedonia" reports that only two ships, steamships "Baden" and "Santa Isabel," were present; both ships were sunk after the removal of the crew.

I have pleasure in reporting that the officers and men under my orders carried out their duties with admirable efficiency and coolness, and great credit is due to the Engineer Officers of all the ships, several of which exceeded their normal full speed.

The names of the following are specially mentioned:—

## OFFICERS.

Commander Richard Herbert Denny Townsend, H.M.S. "Invincible."  
 Commander Arthur Edward Frederick Bedford, H.M.S. "Kent."  
 Lieutenant-Commander Wilfred Arthur Thompson, H.M.S. "Glasgow."  
 Lieutenant-Commander Hubert Edward Danreuther, First and Gunnery Lieutenant, H.M.S. "Invincible."  
 Engineer-Commander George Edward Andrew, H.M.S. "Kent."  
 Engineer-Commander Edward John Weeks, H.M.S. "Invincible."  
 Paymaster Cyril Sheldon Johnson, H.M.S. "Invincible."  
 Carpenter Thomas Andrew Walls, H.M.S. "Invincible."  
 Carpenter William Henry Venning, H.M.S. "Kent."  
 Carpenter George Henry Egford, H.M.S. "Cornwall."

## PETTY OFFICERS AND MEN.

Chief Petty Officer David Leighton, O.N. 124238, H.M.S. "Kent."  
 Petty Officer, 2nd Class, Matthew J. Walton (R.F.R., A. 1756), O.N. 118358, H.M.S. "Kent."  
 Leading Seaman Frederick Sidney Martin, O.N. 233301, H.M.S. "Invincible," Gunner's Mate, Gunlayer, 1st Class.  
 Signalman Frank Glover, O.N. 225731, H.M.S. "Cornwall."  
 Chief Engine-Room Artificer, 2nd Class, John George Hill, O.N. 269646, H.M.S. "Cornwall."  
 Acting Chief Engine-Room Artificer, 2nd Class, Robert Snowdon, O.N. 270654, H.M.S. "Inflexible."  
 Engine-Room Artificer, 1st Class, George Henry Francis McCarten, O.N. 270023, H.M.S. "Invincible."  
 Stoker Petty Officer George S. Brewer, O.N. 150950, H.M.S. "Kent."  
 Stoker Petty Officer William Alfred Townsend, O.N. 301650, H.M.S. "Cornwall."  
 Stoker, 1st Class, John Smith, O.N. SS 111915, H.M.S. "Cornwall."  
 Shipwright, 1st Class, Albert N. E. England, O.N. 341971, H.M.S. "Glasgow."  
 Shipwright, 2nd Class, Albert C. H. Dymott, O.N. M 8047, H.M.S. "Kent."

*Portsmouth R.F.R.B. /3307 Sergeant Charles Mayes, H.M.S. "Kent."*

F. C. D. STURDEE.

## CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

Lord Chamberlain's Office,

St. James's Palace, S.W.,

3rd March, 1915.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of the services of the under-mentioned Officer mentioned in the foregoing despatch:—

*To be an Additional Member of the Military Division of the Third Class or Companion.*

Captain John Luce, Royal Navy.

Admiralty, S.W.,

3rd March, 1915.

The KING has been graciously pleased to give orders for the award of the *Distinguished Service Cross* to the undermentioned Officers, in recognition of their services mentioned in the foregoing despatch:—

Carpenter Thomas Andrew Walls.  
 Carpenter William Henry Venning.  
 Carpenter George Henry Egford.

The following awards have also been made:—

*To receive the Conspicuous Gallantry Medal.*

*Portsmouth R.F.R.B. /3307 Sergeant Charles Mayes, H.M.S. "Kent."* A shell burst and ignited some cordite charges in the casemate; a flash of flame went down the hoist into the ammunition passage. Sergeant Mayes picked up a charge of cordite and threw it away. He then got hold of a fire hose and flooded the compartment, extinguishing the fire in some empty shell bags which were burning. The extinction of this fire saved a disaster which might have led to the loss of the ship.

*To receive the Distinguished Service Medal.*

Chief Petty Officer David Leighton, O.N. 124238.  
 Petty Officer, 2nd Class, Matthew J. Walton (R.F.R., A. 1756), O.N. 118358.  
 Leading Seaman Frederick Sidney Martin, O.N. 233301, Gunner's Mate, Gunlayer, 1st Class.  
 Signalman Frank Glover, O.N. 225731.  
 Chief Engine-Room Artificer, 2nd Class, John George Hill, O.N. 269646.  
 Acting Chief Engine-Room Artificer, 2nd Class, Robert Snowdon, O.N. 270654.  
 Engine-Room Artificer, 1st Class, George Henry Francis McCarten, O.N. 270023.  
 Stoker Petty Officer George S. Brewer, O.N. 150950.  
 Stoker Petty Officer William Alfred Townsend, O.N. 301650.  
 Stoker, 1st Class, John Smith, O.N. SS 111915.  
 Shipwright, 1st Class, Albert N. E. England, O.N. 341971.  
 Shipwright, 2nd Class, Albert C. H. Dymott, O.N. M 8047.