



# SECOND SUPPLEMENT TO The London Gazette

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WEDNESDAY, 3 MARCH, 1915.

*Admiralty, 3rd March, 1915.*

The following despatch has been received from Vice-Admiral Sir David Beatty, K.C.B., M.V.O., D.S.O., commanding the First Battle Cruiser Squadron, reporting the action in the North Sea on Sunday, the 24th of January, 1915:—

*H.M.S. "Princess Royal,"  
2nd February, 1915.*

SIR,—

I have the honour to report that at daybreak on 24th January, 1915, the following vessels were patrolling in company.

The Battle Cruisers "Lion," Captain Alfred E. M. Chatfield, C.V.O., flying my flag; "Princess Royal," Captain Osmond de B. Brock, Aide-de-Camp; "Tiger," Captain Henry B. Pelly, M.V.O.; "New Zealand," Captain Lionel Halsey, C.M.G., Aide-de-Camp, flying the flag of Rear-Admiral Sir Archibald Moore, K.C.B., C.V.O.; and "Indomitable," Captain Francis W. Kennedy.

The Light Cruisers "Southampton," flying the broad pendant of Commodore William E. Goodenough, M.V.O.; "Nottingham," Captain Charles B. Miller; "Birmingham,"

Captain Arthur A. M. Duff; and "Lowestoft," Captain Theobald W. B. Kennedy, were disposed on my port beam.

Commodore (T) Reginald Y. Tyrwhitt, C.B., in "Arethusa," "Aurora," Captain Wilmot S. Nicholson, "Undaunted," Captain Francis G. St. John, M.V.O., "Arethusa," and the Destroyer Flotillas were ahead.

At 7.25 a.m. the flash of guns was observed S.S.E. Shortly afterwards a report reached me from "Aurora" that she was engaged with enemy's ships. I immediately altered course to S.S.E., increased to 22 knots, and ordered the Light Cruisers and Flotillas to chase S.S.E. to get in touch and report movements of enemy.

This order was acted upon with great promptitude, indeed my wishes had already been forestalled by the respective Senior Officers, and reports almost immediately followed from "Southampton," "Arethusa," and "Aurora" as to the position and composition of the enemy, which consisted of 3 Battle Cruisers and "Blücher," 6 Light Cruisers, and a number of Destroyers, steering N.W. The enemy had altered course to S.E. From now onwards the Light Cruisers maintained touch

with the enemy, and kept me fully informed as to their movements.

The Battle Cruisers worked up to full speed, steering to the southward. The wind at the time was N.E., light, with extreme visibility. At 7.30 a.m. the enemy were sighted on the port bow steaming fast, steering approximately S.E. distant 14 miles.

Owing to the prompt reports received we had attained our position on the quarter of the enemy, and so altered course to S.E. parallel to them, and settled down to a long stern chase, gradually increasing our speed until we reached 28.5 knots. Great credit is due to the Engineer Staffs of "New Zealand" and "Indomitable"—these ships greatly exceeded their normal speed.

At 8.52 a.m., as we had closed to within 20,000 yards of the rear ship, the Battle Cruisers manœuvred to keep on a line of bearing so that guns would bear, and "Lion" fired a single shot, which fell short. The enemy at this time were in single line ahead, with Light Cruisers ahead and a large number of Destroyers on their starboard beam.

Single shots were fired at intervals to test the range, and at 9.9 a.m. "Lion" made her first hit on the "Blücher," No. 4 in the line. The "Tiger" opened fire at 9.20 a.m. on the rear ship, the "Lion" shifted to No. 3 in the line, at 18,000 yards, this ship being hit by several salvos. The enemy returned our fire at 9.14 a.m. "Princess Royal," on coming into range, opened fire on "Blücher," the range of the leading ship being 17,500 yards, at 9.35 a.m. "New Zealand" was within range of "Blücher," which had dropped somewhat astern, and opened fire on her. "Princess Royal" shifted to the third ship in the line, inflicting considerable damage on her.

Our flotilla cruisers and destroyers had gradually dropped from a position broad on our beam to our port quarter, so as not to foul our range with their smoke; but the enemy's destroyers threatening attack, the "Meteor" and "M" Division passed ahead of us, Captain the Hon. H. Meade, D.S.O., handling this Division with conspicuous ability.

About 9.45 a.m. the situation was as follows:—"Blücher," the fourth in their line, already showed signs of having suffered severely from gun-fire; their leading ship and No. 3 were also on fire. "Lion" was engaging No. 1, "Princess Royal" No. 3, "New Zealand" No. 4, while the "Tiger," who was second in our line, fired first at their No. 1, and when interfered with by smoke, at their No. 4.

The enemy's destroyers emitted vast columns of smoke to screen their battle cruisers, and under cover of this the latter now appeared to have altered course to the northward to increase their distance, and certainly the rear ships hauled out on the port quarter of their leader, thereby increasing their distance from our line. The battle cruisers, therefore, were ordered to form a line of bearing N.N.W., and proceed at their utmost speed.

Their destroyers then showed evident signs of an attempt to attack. "Lion" and "Tiger" opened fire on them, and caused them to retire and resume their original course.

The Light Cruisers maintained an excellent position on the port quarter of the enemy's line, enabling them to observe and keep touch,

or attack any vessel that might fall out of the line.

At 10.48 a.m. the "Blücher," which had dropped considerably astern of enemy's line, hauled out to port, steering north with a heavy list, on fire, and apparently in a defeated condition. I consequently ordered "Indomitable" to attack enemy breaking northward.

At 10.54 a.m. submarines were reported on the starboard bow, and I personally observed the wash of a periscope, two points on our starboard bow. I immediately turned to port.

At 11.3 a.m. an injury to the "Lion" being reported as incapable of immediate repair, I directed "Lion" to shape course N.W. At 11.20 a.m. I called the "Attack" alongside, shifting my flag to her at about 11.35 a.m. I proceeded at utmost speed to rejoin the Squadron, and met them at noon retiring N.N.W.

I boarded and hoisted my flag in "Princess Royal" at about 12.20 p.m., when Captain Brock acquainted me of what had occurred since the "Lion" fell out of the line, namely that "Blücher" had been sunk and that the enemy Battle Cruisers had continued their course to the eastward in a considerably damaged condition. He also informed me that a Zeppelin and a seaplane had endeavoured to drop bombs on the vessels which went to the rescue of the survivors of "Blücher."

The good seamanship of Lieut. Commander Cyril Callaghan, H.M.S. "Attack," in placing his vessel alongside the "Lion" and subsequently the "Princess Royal," enabled the transfer of flag to be made in the shortest possible time.

At 2 p.m. I closed "Lion" and received a report that her starboard engine was giving trouble owing to priming, and at 3.38 p.m. I ordered "Indomitable" to take her in tow, which was accomplished by 5 p.m.

The greatest credit is due to the Captains of "Indomitable" and "Lion" for the seamanlike manner in which the "Lion" was taken in tow under difficult circumstances.

The excellent steaming of the ships engaged in the operation was a conspicuous feature.

I attach an appendix giving the names of various officers and men who specially distinguished themselves.

Where all did well it is difficult to single out Officers and Men for special mention, and as "Lion" and "Tiger" were the only ships hit by the enemy, the majority of these I mention belong to those ships.

I have the honour to be, Sir,

Your obedient servant,

(Signed) DAVID BEATTY,

Vice-Admiral.

#### OFFICERS.

Commander Charles A. Fountaine, H.M.S. "Lion."

Lieutenant-Commander Evan C. Bunbury, H.M.S. "Lion."

Lieutenant Frederick T. Peters, H.M.S. "Meteor."

Lieutenant Charles M. R. Schwerdt, H.M.S. "Lion."  
 Engineer-Commander Donald P. Green, H.M.S. "Lion."  
 Engineer-Commander James L. Sands, H.M.S. "Southampton."  
 Engineer-Commander Thomas H. Turner, H.M.S. "New Zealand."  
 Engineer - Lieutenant - Commander George Preece, H.M.S. "Lion."  
 Engineer-Lieutenant Albert Knothe, H.M.S. "Indomitable."  
 Surgeon Probationer James A. Stirling, R.N.V.R., H.M.S. "Meteor."  
 Mr. Joseph H. Burton, Gunner (T), H.M.S. "Lion."  
 Chief Carpenter Frederick E. Dailey, H.M.S. "Lion."

PETTY OFFICERS AND MEN.

Petty Officer John William Kemmett, O.N. 186788, H.M.S. "Lion."  
 Able Seaman Henry Davis, O.N. 184526, H.M.S. "Tiger."  
 Able Seaman Hubert F. Griffin, O.N. J. 14160, H.M.S. "Princess Royal."  
 Able Seaman Peter Stanley Livingstone, O.N. 234328, H.M.S. "Lion."  
 Able Seaman Herbert Robison, O.N. 209112, H.M.S. "Tiger."  
 Able Seaman George Henry le Seilleur, O.N. 156802, H.M.S. "Lion."  
 Boy, 1st Class, Francis G. H. Bamford, O.N. J. 26598, H.M.S. "Tiger."  
 Boy, 1st Class, Julius F. Rogers, O.N. J. 28329, H.M.S. "Tiger."  
 Chief Engine-Room Artificer, 1st Class, Evan Richard Hughes, O.N. 268999, H.M.S. "Indomitable."  
 Chief Engine-Room Artificer, 2nd Class, Wm. Beaty Dand, O.N. 270648, H.M.S. "New Zealand."  
 Chief Engine-Room Artificer W. Gillespie, O.N. 270080, H.M.S. "Meteor."  
 Mechanician Alexander James Cannon, O.N. 175440, H.M.S. "Lion."  
 Mechanician Edward Charles Ephgrave, O.N. 288231, H.M.S. "Lion."  
 Chief Stoker Patrick Callaghan, O.N. 278953, H.M.S. "Lion."  
 Chief Stoker Alfred Wm. Ferris, O.N. 175824, H.M.S. "Lion."  
 Chief Stoker John Ernest James, O.N. 174232, H.M.S. "New Zealand."  
 Chief Stoker Walter E. James, O.N. 294406, H.M.S. "Indomitable."  
 Chief Stoker James Keating, R.F.R., O.N. 165732, H.M.S. "Meteor."  
 Stoker Petty Officer Michael Flood, R.F.R., O.N. 153418, H.M.S. "Meteor."  
 Stoker Petty Officer Thomas Wm. Hardy, O.N. 292542, H.M.S. "Indomitable."  
 Stoker Petty Officer Albert John Sims, O.N. 276502, H.M.S. "New Zealand."  
 Stoker Petty Officer Samuel Westaway, R.F.R., O.N. 300938, H.M.S. "Meteor."  
 Acting Leading Stoker John Blackburn, O.N. K. 4844, H.M.S. "Tiger."

Stoker, 1st Class, Alan H. Bennet, O.N. K. 10700, H.M.S. "Tiger."  
 Stoker, 2nd Class, Harold Turner, O.N. K. 22720, H.M.S. "Tiger."  
 Leading Carpenter's Crew, Emmanuel Omega Bradley, O.N. 346621, H.M.S. "Lion."  
 Leading Carpenter's Crew, Elisha Currie, O.N. 344851, H.M.S. "Lion."  
 Sick Berth Attendant Charles S. Hutchinson, O.N. M. 3882, H.M.S. "Tiger."  
 Chief Writer Samuel G. White, O.N. 340597, H.M.S. "Tiger."  
 Third Writer Herbert C. Green, O.N. M. 8266, H.M.S. "Tiger."  
 Officers' Steward, 3rd Class, Fred W. Kearley, O.N. L. 2716, H.M.S. "Tiger."

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*Lord Chamberlain's Office,  
 St. James's Palace,  
 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 undermentioned Officer mentioned in the foregoing despatch.

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

Captain Osmond de Beauvoir Brock, A.D.C., Royal Navy.

*Admiralty, S.W.,  
 3rd March, 1915.*

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

*To be Companion of the 'Distinguished Service Order.*

Lieutenant Frederic Thornton Peters, Royal Navy.

*To receive the Distinguished Service Cross.*

Surgeon Probationer James Alexander Stirling, R.N.V.R.

Gunner (T) Joseph H. Burton.

Chief Carpenter Frederick E. Dailey.

The following promotion has been made:—

Commander Charles Andrew Fountaine to be a Captain in His Majesty's Fleet, to date 3 March, 1915.

The following awards have also been made:—

*To receive the Distinguished Service Medal.*

Petty Officer John William Kemmett, O.N. 186788.

Able Seaman Henry Davis, O.N. 184526.

Able Seaman Hubert F. Griffin, O.N. J. 14160.

Able Seaman Peter Stanley Livingstone, O.N. 234328.	Stoker Petty Officer Michael Flood, R.F.R., O.N. 152418.
Able Seaman Herbert Robison, O.N. 209112.	Stoker Petty Officer Thomas Wm. Hardy, O.N. 292542.
Able Seaman George Henry le Seilleur, O.N. 156802.	Stoker Petty Officer Albert John Sims, O.N. 276502.
Boy, 1st Class, Francis G. H. Bamford, O.N. J. 26598.	Stoker Petty Officer Samuel Westaway, R.F.R., O.N. 300938.
Boy, 1st Class, Julius F. Rogers, O.N. J. 28329.	Acting Leading Stoker John Blackburn, O.N. K. 4844.
Chief Engine-Room Artificer, 1st Class, Evan Richard Hughes, O.N. 268999.	Stoker, 1st Class, Alan H. Bennet, O.N. K. 10700.
Chief Engine-Room Artificer, 2nd Class, Wm. Beaty Dand, O.N. 270648.	Stoker, 2nd Class, Harold Turner, O.N. K. 22720.
Chief Engine-Room Artificer W. Gillespie, O.N. 270080.	Leading Carpenter's Crew, Emmanuel Omega Bradley, O.N. 346621.
Mechanician Alexander James Cannon, O.N. 175440.	Leading Carpenter's Crew, Elisha Currie, O.N. 344851.
Mechanician Edward Charles Ephgrave, O.N. 288231.	Sick Berth Attendant Charles S. Hutchinson, O.N. M. 3882.
Chief Stoker Patrick Callaghan, O.N. 278953.	Chief Writer Samuel G. White, O.N. 340597.
Chief Stoker Alfred Wm. Ferris, O.N. 175824.	Third Writer Herbert C. Green, O.N. M. 8266.
Chief Stoker John Ernest James, O.N. 174232.	Officers' Steward, 3rd Class, Fred W. Kearley, O.N. L. 2716.
Chief Stoker Walter E. James, O.N. 294406.	
Chief Stoker James Keating, R.F.R., O.N. 165732.	