

was afloat when last seen. 'Moorsom' also carried out an attack on the enemy's battle fleet.

'Petard,' 'Nerissa,' 'Turbulent' and 'Termagant' also pressed home their attack on the enemy battle-cruisers, firing torpedoes after the engagement with enemy destroyers. 'Petard' reports that all her torpedoes must have crossed the enemy's line, while 'Nerissa' states that one torpedo appeared to strike the rear ship. These destroyer attacks were indicative of the spirit pervading His Majesty's Navy, and were worthy of its highest traditions. I propose to bring to your notice a recommendation of Commander Bingham and other Officers for some recognition of their conspicuous gallantry.

"From 4.15 to 4.43 p.m. the conflict between the opposing battle-cruisers was of a very fierce and resolute character. The 5th Battle Squadron was engaging the enemy's rear ships, unfortunately at very long range. Our fire began to tell, the accuracy and rapidity of that of the enemy depreciating considerably. At 4.18 p.m. the third enemy ship was seen to be on fire. The visibility to the north-eastward had become considerably reduced, and the outline of the ships very indistinct.

"At 4.38 p.m. 'Southampton' (Commodore William E. Goodenough, M.V.O., A.D.C.) reported the enemy's Battle Fleet ahead. The destroyers were recalled, and at 4.42 p.m. the enemy's Battle Fleet was sighted S.E. Course was altered 16 points in succession to starboard, and I proceeded on a northerly course to lead them towards the Battle Fleet. The enemy battle-cruisers altered course shortly afterwards, and the action continued. 'Southampton,' with the 2nd Light-cruiser Squadron, held on to the southward to observe. They closed to within 13,000 yards of the enemy Battle Fleet, and came under a very heavy but ineffective fire. 'Southampton's' reports were most valuable. The 5th Battle Squadron were now closing on an opposite course and engaging the enemy battle-cruisers with all guns. The position of the enemy Battle Fleet was communicated to them, and I ordered them to alter course 16 points. Led by Rear-Admiral Evan-Thomas, in 'Barham' (Captain Arthur W. Craig), this squadron supported us brilliantly and effectively.

"At 4.57 p.m. the 5th Battle Squadron turned up astern of me and came under the fire of the leading ships of the enemy Battle Fleet. 'Fearless' (Captain (D) Charles D. Roper), with the destroyers of 1st Flotilla, joined the battle-cruisers, and, when speed admitted, took station ahead. 'Champion' (Captain (D) James U. Farie), with 13th Flotilla, took station on the 5th Battle Squadron. At 5 p.m. the 1st and 3rd Light-cruiser Squadrons, which had been following me on the southerly course, took station on my starboard bow; the 2nd Light-cruiser Squadron took station on my port quarter.

"The weather conditions now became unfavourable, our ships being silhouetted against a clear horizon to the westward, while the enemy were for the most part obscured by mist, only showing up clearly at intervals. These conditions prevailed until we had turned their van at about 6 p.m. Between 5 and 6 p.m. the action continued on a northerly course, the range being about 14,000 yards. During this time the enemy received very severe punishment, and one of their battle-cruisers

quitted the line in a considerably damaged condition. This came under my personal observation, and was corroborated by 'Princess Royal' (Captain Walter H. Cowan, M.V.O., D.S.O.) and 'Tiger' (Captain Henry B. Pelly, M.V.O.). Other enemy ships also showed signs of increasing injury. At 5.5 p.m. 'Onslow' (Lieutenant-Commander John C. Tovey) and 'Moresby' (Lieutenant-Commander Roger V. Alison), who had been detached to assist 'Engadine' with the seaplane, rejoined the battle-cruiser squadrons and took station on the starboard (engaged) bow of 'Lion' (Captain Alfred E. M. Chatfield, C.V.O.). At 5.10 p.m. 'Moresby,' being 2 points before the beam of the leading enemy ship, fired a torpedo at a ship in their line. Eight minutes later she observed a hit with a torpedo on what was judged to be the sixth ship in the line. 'Moresby' then passed between the lines to clear the range of smoke, and rejoined 'Champion.' In corroboration of this, 'Fearless' reports having seen an enemy heavy ship heavily on fire at about 5.10 p.m., and shortly afterwards a huge cloud of smoke and steam.

"At 5.35 p.m. our course was N.N.E., and the estimated position of the Battle Fleet was N. 16 W., so we gradually hauled to the north-eastward, keeping the range of the enemy at 14,000 yards. He was gradually hauling to the eastward, receiving severe punishment at the head of his line, and probably acting on information received from his light-cruisers which had sighted and were engaged with the Third Battle-cruiser Squadron.

"Possibly Zeppelins were present also. At 5.50 p.m. British cruisers were sighted on the port bow, and at 5.56 p.m. the leading battleships of the Battle Fleet, bearing north 5 miles. I thereupon altered course to east, and proceeded at utmost speed. This brought the range of the enemy down to 12,000 yards. I made a report to you that the enemy battle-cruisers bore south-east. At this time only three of the enemy battle-cruisers were visible, closely followed by battleships of the 'Koenig' class.

"At about 6.5 p.m. 'Onslow,' being on the engaged bow of 'Lion,' sighted an enemy light-cruiser at a distance of 6,000 yards from us, apparently endeavouring to attack with torpedoes. 'Onslow' at once closed and engaged her, firing 58 rounds at a range of from 4,000 to 2,000 yards, scoring a number of hits. 'Onslow' then closed the enemy battle-cruisers, and orders were given for all torpedoes to be fired. At this moment she was struck amidships by a heavy shell, with the result that only one torpedo was fired. Thinking that all his torpedoes had gone, the Commanding Officer proceeded to retire at slow speed. Being informed that he still had three torpedoes, he closed with the light-cruiser previously engaged and torpedoed her. The enemy's Battle Fleet was then sighted, and the remaining torpedoes were fired at them and must have crossed the enemy's track. Damage then caused 'Onslow' to stop.

"At 7.15 p.m. 'Defender' (Lieutenant-Commander Lawrence R. Palmer), whose speed had been reduced to 10 knots, while on the disengaged side of the battle-cruisers, by a shell which damaged her foremost boiler, closed 'Onslow' and took her in tow. Shells were falling all round them during this operation, which, however, was successfully accomplished.