

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 3rd 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 3rd 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.

At 7.6 p.m. I received a signal from you that the course of the Fleet was South. Subsequently signals were received up to 8.46 p.m. showing that the course of the Battle Fleet was to the South-westward. Between 7 and 7.12 p.m. we hauled round gradually to S.W. by S. to regain touch with the enemy, and at 7.14 p.m. again sighted them at a range of about 15,000 yards. The ships sighted at this time were two battle-cruisers and two battleships, apparently of the 'Koenig' class. No doubt more continued the line to the Northward, but that was all that could be seen. The visibility having improved considerably as the sun descended below the clouds, we re-engaged at 7.17 p.m. and increased speed to 22 knots. At 7.32 p.m. my course was S.W., speed 18 knots, the leading enemy battleship bearing N.W. by W. Again after a very short time the enemy showed signs of punishment, one ship being on fire, while another appeared to drop right astern. The destroyers at the head of the enemy's line emitted volumes of grey smoke, covering their capital ships as with a pall, under cover of which they turned away, and at 7.45 p.m. we lost sight of them.

At 7.58 p.m. I ordered the 1st and 3rd Light Cruiser Squadrons to sweep to the Westward and locate the head of the enemy's line, and at 8.20 p.m. we altered course to West in support. We soon located two battle-cruisers and battleships, and were heavily engaged at a short range of about 10,000 yards. The leading ship was hit repeatedly by 'Lion,' and turned away 8 points, emitting very high flames and with a heavy list to port. 'Princess Royal' set fire to a three-funnelled battleship; 'New Zealand' (Captain John F. E. Green) and 'Indomitable' report that the third ship, which they both engaged, hauled out of the line heeling over and on fire. The mist which now came down enveloped them, and 'Falmouth' reported they were last seen at 8.38 p.m. steaming to the Westward.

At 8.40 p.m. all our battle-cruisers felt a heavy shock as if struck by a mine or torpedo, or possibly sunken wreckage. As, however, examination of the bottoms reveals no sign of such an occurrence, it is assumed that it indicated the blowing up of a great vessel.

I continued on a south-westerly course with my light cruisers spread until 9.24 p.m.

Nothing further being sighted, I assumed that the enemy were to the North-westward, and that we had established ourselves well between him and his base. 'Minotaur' (Captain Arthur C. S. H. D'Aeth) was at this time bearing North 5 miles, and I asked her the position of the leading Battle Squadron of the Battle Fleet. Her reply was that it was not in sight, but was last seen bearing N.N.E. I kept you informed of my position, course and speed, also of the bearing of the enemy.

In view of the gathering darkness, and of the fact that our strategical position was such as to make it appear certain that we should locate the enemy at daylight under most favourable circumstances, I did not consider it desirable or proper to close the enemy Battle Fleet during the dark hours. I therefore concluded that I should be carrying out your wishes by turning to the course of the Fleet, reporting to you that I had done so.

The 13th Flotilla, under the command of Captain James U. Farie, in 'Champion,' took station astern of the Battle Fleet for the night. At 0.30 a.m. on Thursday, 1st June, a large vessel crossed the rear of the flotilla at high speed. She passed close to 'Petard' and 'Turbulent,' switched on searchlights, and opened a heavy fire, which disabled 'Turbulent.' At 3.30 a.m. 'Champion' was engaged for a few minutes with four enemy destroyers. 'Moresby' reports four ships of 'Deutschland' class sighted at 2.35 a.m., at whom she fired one torpedo. Two minutes later an explosion was felt by 'Moresby' and 'Obdurate.'

'Fearless' and the 1st Flotilla were very usefully employed as a submarine screen during the earlier part of the 31st May. At 6.10 p.m., when joining the Battle Fleet, 'Fearless' was unable to follow the battle cruisers without fouling the battleships, and therefore took station at the rear of the line. She sighted during the night a battleship of the 'Kaiser' class steaming fast and entirely alone. She was not able to engage her, but believes she was attacked by destroyers further astern. A heavy explosion was observed astern not long after.

The 1st and 3rd Light Cruiser Squadrons were almost continuously in touch with the battle cruisers, one or both squadrons being usually ahead. In this position they were of great value. They very effectively protected the head of our line from torpedo attack by light cruisers or destroyers, and were prompt in helping to regain touch when the enemy's line was temporarily lost sight of. The 2nd Light Cruiser Squadron was at the rear of our battle line during the night, and at 9 p.m. assisted to repel a destroyer attack on the 5th Battle Squadron. They were also heavily engaged at 10.20 p.m. with five enemy cruisers or light cruisers, 'Southampton' and 'Dublin' (Captain Albert C. Scott) suffering severe casualties during an action lasting about 15 minutes. 'Birmingham' (Captain Arthur A. M. Duff), at 11.30 p.m., sighted two or more heavy ships steering South. A report of this was received by me at 11.40 p.m. as steering W.S.W. They were thought at the time to be battle cruisers, but it is since considered that they were probably battleships.

The work of 'Engadine' appears to have been most praiseworthy throughout, and of great value. Lieutenant-Commander C. G. Robinson deserves great credit for the skilful