

and seamanlike manner in which he handled his ship. He actually towed 'Warrior' for 75 miles between 8.40 p.m., 31st May, and 7.15 a.m., 1st June, and was instrumental in saving the lives of her ship's company.

It is impossible to give a definite statement of the losses inflicted on the enemy. The visibility was for the most part low and fluctuating, and caution forbade me to close the range too much with my inferior force.

A review of all the reports which I have received leads me to conclude that the enemy's losses were considerably greater than those which we had sustained, in spite of their superiority, and included battleships, battle-cruisers, light cruisers, and destroyers.

This is eloquent testimony to the very high standard of gunnery and torpedo efficiency of His Majesty's Ships. The control and drill remained undisturbed throughout, in many cases despite heavy damage to material and personnel. Our superiority over the enemy in this respect was very marked, their efficiency becoming rapidly reduced under punishment, while ours was maintained throughout.

As was to be expected, the behaviour of the ships' companies under the terrible conditions of a modern sea battle was magnificent without exception. The strain on their moral was a severe test of discipline and training. Officers and men were imbued with one thought, the desire to defeat the enemy. The fortitude of the wounded was admirable. A report from the Commanding Officer of 'Chester' gives a splendid instance of devotion to duty. Boy (1st class) John Travers Cornwell, of 'Chester,' was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post, quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all round him. His age was under 16½ years. I regret that he has since died, but I recommend his case for special recognition in justice to his memory, and as an acknowledgment of the high example set by him.

In such a conflict as raged continuously for five hours it was inevitable that we should suffer severe losses. It was necessary to maintain touch with greatly superior forces in fluctuating visibility, often very low. We lost 'Invincible,' 'Indefatigable' and 'Queen Mary,' from which ships there were few survivors. The casualties in other ships were heavy, and I wish to express my deepest regret at the loss of so many gallant comrades, officers and men. They died gloriously.

Exceptional skill was displayed by the Medical Officers of the Fleet. They performed operations and tended the wounded under conditions of extreme difficulty. In some cases their staff was seriously depleted by casualties, and the inevitable lack of such essentials as adequate light, hot water, &c., in ships damaged by shell fire, tried their skill, resource and physical endurance to the utmost.

As usual, the Engine Room Departments of all ships displayed the highest qualities of technical skill, discipline and endurance. High speed is a primary factor in the tactics of the squadrons under my command, and the Engine Room Departments never fail.

I have already made mention of the brilliant support afforded me by Rear-Admiral H. Evan-Thomas, M.V.O., and the 5th Battle Squadron, and of the magnificent manner in which Rear-Admiral Hon. H. L. A. Hood, C.B., M.V.O., D.S.O., brought his squadron into action. I desire to record my great regret at his loss, which is a national misfortune. I would now bring to your notice the able support rendered to me by Rear-Admiral W. C. Pakenham, C.B., and Rear-Admiral O. de B. Brock, C.B. In the course of my report I have expressed my appreciation of the good work performed by the Light Cruiser Squadrons under the command respectively of Rear-Admiral T. D. W. Napier, M.V.O., Commodore W. E. Goodenough, M.V.O., and Commodore E. S. Alexander-Sinclair, M.V.O. On every occasion these officers anticipated my wishes, and used their forces to the best possible effect.

I desire also to bring to your notice the skill with which their respective ships were handled by the Commanding Officers. With such Flag Officers, Commodores and Captains to support me my task was lightened.

The destroyers of the 1st and 13th Flotillas were handled by their respective Commanding Officers with skill, dash and courage. I desire to record my very great regret at the loss of Captains C. F. Sowerby ('Indefatigable'), C. I. Prowse ('Queen Mary'), and A. L. Cay ('Invincible'), all officers of the highest attainments, who can be ill spared at this time of stress.

I wish to endorse the report of the Rear-Admiral Commanding the 5th Battle Squadron as to the ability displayed by the Commanding Officers of his squadron.

In conclusion, I desire to record and bring to your notice the great assistance that I received on a day of great anxiety and strain from my Chief of the Staff, Captain R. W. Bentinck, whose good judgment was of the greatest help. He was a tower of strength. My Flag Commander, Hon. R. A. R. Plunkett, was most valuable in observing the effect of our fire, thereby enabling me to take advantage of the enemy's discomfiture; my Secretary, F. T. Spickernell, who made accurate notes of events as they occurred, which proved of the utmost value in keeping the situation clearly before me; my Flag Lieutenant, Commander R. F. Seymour, who maintained efficient communications under the most difficult circumstances, despite the fact that his signalling appliances were continually shot away. All these Officers carried out their duties with great coolness on the manœuvring platform, where they were fully exposed to the enemy's fire.

In accordance with your wishes, I am forwarding in a separate letter a full list of Officers and Men whom I wish to recommend to your notice.

I have the honour to be, Sir,  
Your obedient Servant,  
David Beatty,  
Vice-Admiral.

The Commander-in-Chief,  
Grand Fleet.

NOTE.—The list of Ships and Commanding Officers which took part in the action has been withheld from publication for the present in accordance with practice.