

tenant Welman always being in the most exposed position. Sub-Lieutenant Cedric R. L. Outhwaite, R.N.V.R., in C.M.B. 5, reports that he attacked an enemy destroyer which was under way, and observed his torpedo hit below her forward searchlight, the light shortly afterwards going out, and her fire diminishing. Sub-Lieutenant L. R. Blake, R.N.R., in C.M.B. 7, reports hitting a destroyer alongside the Mole with a torpedo which struck below the fore bridge. No. 32A fired a torpedo at the steamship "Brussels." An explosion followed, but the result was hidden by smoke.

121. The zest of most of the young officers in the coastal motor boats, like that of those in the motor launches, compels one's admiration. I can select only one of many instances which show the eagerness of the officers to take part in a fight from which circumstances tried to exclude them. Lieutenant Edward E. Hill in C.M.B. 35A had the misfortune to foul his propellers on the evening of the 22nd April when already 18 miles on his outward voyage. He got a tow from a drifter, and arrived at Dover at 8 p.m. His boat was immediately hoisted and the propellers cleared, but as there was other damage he was not afloat again till 9.40 p.m. He then made his way to the Belgian coast, and was off Zeebrugge—about 70 miles—by 11.50 p.m., taking up his smoke-boat patrol at once, and continuing it for an hour, in the course of which he came under rather heavy fire from a battery at Blankenberghe. The chapter of accidents amongst such small craft is naturally a long one, but the resource developed in overcoming them is more than compensation. The daring way in which the crews of these boats approach the shore, drawing the beams of the searchlights and the fire of the guns, then escaping in their own smoke, is splendid. Lieutenant Francis C. Harrison, who commanded the Ostend section of C.M.B.'s, mentions the names of Sub-Lieutenant Peter B. Clarke, R.N.R., Midshipman N. S. Herbert, R.N.R., and Chief Motor Mechanic G. H. Hebblethwaite (C.M.B. 10) for the dangerous work which that boat undertook in searching for the engineer of the "Sirius," who was thought to be on board that ship after she had been sunk, in the course of which the boat came under very heavy fire; and Sub-Lieutenant Frank A. W. Ramsay (C.M.B. 19) for his coolness and quickness in laying the inshore calcium buoys under heavy machine-gun fire. Lieutenant Welman also mentions the names of several officers and men in coastal motor boats; these will be forwarded for Admiralty consideration shortly.

#### XIII.—DOVER TRAWLER PATROL.

122. Captain William V. Howard, D.S.O., of the Trawler Patrol, accompanied the expedition in the paddle mine-sweeper "Lingfield," and did valuable work in keeping touch with the force, giving assistance by towing, and otherwise helping small craft in trouble while on the passage to and from Zeebrugge, also in receiving the surplus crews from blockships, and escorting motor launches. This veteran officer has been on patrol work off the south-east coast of England during the whole of the war. His energy and example are great incentives to the officers and men of the Trawler Patrol which he commands.

#### XIV.—MEDICAL ARRANGEMENTS.

123. In conclusion I desire to make a special reference to the praiseworthy manner in which the medical officers and their staff, and volunteer helpers, devoted their skill and sympathy to those who were wounded in these operations. Fighting at such close quarters, the casualties were bound to be numerous, and the wounds likely to be severe. Staff Surgeon James McCutcheon, M.B., was the senior medical officer of the force. In an able report that officer outlines the work of his staff, and the circumstances in which it was done, and I trust that the Lords Commissioners will agree with me in thinking that no branch of the naval service surpassed in zeal and ability the efforts of the medical branch to prove itself worthy of its profession, and of the occasion. I have selected with difficulty from a number of very deserving officers the names of three to be representative recipients of such promotion as their Lordships may be able to award for these operations to the medical branch of the Royal Navy.

I have the honour to be,  
Sir,  
Your obedient Servant,  
ROGER KEYES,  
*Vice-Admiral.*

Enclosure.

PROCEEDINGS AT OSTEND. REPORT FROM  
COMMODORE, DUNKIRK.

*Office of Commodore, Dunkirk,  
April 30, 1918.*

Sir,—

I have the honour to forward the following report on Operation Z.-O., carried out on the night of the 22nd-23rd April.

1. A brief preliminary report was phoned to Vice-Admiral, Dover Patrol, on the 23rd April, since which photographs and air reconnaissances have established the facts (as reported) that—

(a) "Sirius" and "Brilliant" are not inside Ostend Harbour, but lie stranded about 2,400 yards to eastward of eastern pier.

(b) The Stroom Bank Buoy is not in its charted position, but is a little to eastward of the prolongation of eastern pier, approximately lat. 51 15 50 N., long. 2 53 20 E.

2. (b) accounts for (a); supposing, as is almost certain, that the buoy was in this position on the night of 22nd-23rd.

3. The location of buoys by aircraft is, of course, a very high art, and can only be done with any degree of accuracy with relation to closely surrounded land (or shoal) features.

Captain R. Graham, D.S.O., D.S.C., R.A.F., and Captain L. H. Slater, D.S.C., R.A.F., obtained the present position of Stroom Bank Buoy by coming down to 100 feet and fixing the buoy with reference, for direction, to the line of eastern pier.

4. The organisation detailed in my 0/53, of the 21st April, was carried out for Ostend operation, which I conducted with the assistance of Commander J. L. C. Clark, D.S.O., R.N., from on board "Faulknor," leader of the Off-Shore Destroyer Force.

5. The operation was carried out according to programme. There were no hitches, the times were kept precisely, and I have compli-